

News



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Sidevalve



Features this issue

107E Modifications

DVLA Changes that Affect FSOC Members

The New Ford Prefect 107E

Spares Day

Saturday 2nd April - see page 5

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Sidevalve News

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Cover photo by Brian Cranswick: Stuart Cecil's 100E starts the Drive It Day run.

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E83W	Yvon Precieux (Acting E83W Registrar). Contact details above.
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
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100E/107E	Vacant.

Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a

group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

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

Cambs, Lincs and Norfolk: Brian Cranswick 01733 203776. E-mail: b.sidevalve@yahoo.co.uk. Please ring for details.

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

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

Essex: John Hull 07763 810386. E-mail: postmaster@jrjhall.plus.com. 1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.

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

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

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

East Lancs: Godfrey Hands 01282 831886. E-mail: g.hands142@btinternet.com. Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.

London North: Robin Thake 01279 659245. 1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 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. E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. 2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm

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

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

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

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

Yorkshire: Nigel Hilling 01484 843115. E-mail: nhilling@tiscali.co.uk. Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.

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John Porter

With the bad weather behind us (I am writing this at the beginning of January), we can look forward to getting out and about with the Sidevalve. I had hoped to get out on our usual Boxing Day run but the Siva really did not want to know in -12°C which shows just how thick good old 20/50 is at that temperature! We did however get her going for the day after New Year's Day and went for a freezing run to the pub a few villages away. The locals thought that we were mad ...

About that thick oil; the use of a more modern oil viscosity such as 10W/40 may well cause our 'rope seal' oil seals to let go! I looked up what my 10hp engine should be using and found the following:

Summer – 30; Mild Winter – 20W; Severe Winter – 10W; and Really Severe Winter 10W-30 (providing the engine is in good condition). The 'W' means that the oil is tested in winter conditions.

The 100E recommendations are similar: Moderate Summer and Winter – 20 or 20W; Severe Winter – 10W; and Really Severe – 5W (this I imagine is arctic conditions).

It would appear that we can use a lighter grade in winter if we need to so I might try that this year.

Multiple viscosity engine oils came into use in the 1950s. Prior to that monogrades or straight weights were in use. I remember that when I first became interested in cars in the late 60s, the norm in those days was something like SAE 20 in the winter and SAE 30 in the summer. Oil technology has improved and we have a better product available than the straight weight non-detergent oils recommended 60 or more years ago. With some exceptions the multigrade oils (not the latest crop, however, so consider the classic multigrade oils!) perform better in our Sidevalve engines than

monogrades. At start-up with a cold engine the thinner, less viscous multigrade oil is pumped more readily by the oil pump to the wear points. 'Start-up' from cold is when a lot of the wear takes place as well and there is less strain on the oil pump and its drive shaft with a lighter grade. The multigrade motor oil thins less with temperature and at 100°C a multigrade such as SAE15W40 is the same viscosity and provides the same oil film thickness as a 40 monograde. In this case each would be a viscosity of SAE40 at 100 degrees C. Beyond 100 degrees C, a multigrade retains its viscosity and oil film thickness better than a monograde which will drop in viscosity more with temperature. Mind you, our engines should not run at that sort of water temperature! The multigrade adds a measure of protection in the high temperatures at the piston ring-cylinder wall interface. The thicker multi-weight does not get thrown into the cylinder as easily and thus decreases oil consumption and deposits on pistons and combustion chambers.

As a matter of interest I have always used good quality multigrades (again not the most modern oils as they contain additives that are not suitable for Sidevalves) in all my Sidevalves and have enjoyed reliable and long-lived engines.

100E/107E Registrar

As mentioned in the last issue, Rob Goodland has had to resign from the post that he has successfully held for the past few years, due to work commitments. We desperately need a volunteer to carry on Rob's good work with both the registers. Anorak knowledge of the two marques is not necessary but enthusiasm will certainly help. If you are interested in helping the FSOC cater for the 100E and 107E vehicles, please contact the Chairman or General Secretary for more details.

Another thank you to all FSOC members for remaining loyal to the Club in this sometimes financially difficult time. The numbers at the end of 2010 are only nine down on last year which I think is remarkable.

May I wish you all a happy and prosperous New Year and leave you with this little happening that occurred at our Christmas dinner table. Ella had asked that we say 'Grace' as they do at school before lunch. This was done and then we tried to get 2½ years old Harrison to say 'Amen'. After a few attempts he thought about it, put out his arm, waved his hand around and said 'here's my arm-end'!

Happy Sidevalving.

Jennie Thake
Membership Secretary

Thank you from the Membership Secretary

This is a big thank you to all the members that braved the cold, snowy and icy weather to post me their membership renewal payment both here and overseas before Christmas. I enjoyed all the little messages you sent with payments, especially those that said 'can't get to the membership card for my number, the garage is buried in snow!'

I have had several Christmas cards and email greetings from the UK and from around the world. I display these together and give the granddaughters a little geography lesson; Charlotte was particularly impressed that I know a gentleman from Norway who lives next door to Father Christmas as she was expressing some doubts at the time. Thank you, Håkon!

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Events

Brian Cranswick

Drive It Day has now become a well established event to start off the show season. Give your old Ford a run out after the winter lay-up, please support the area groups by taking part.

9th April: Heritage Transport Show, Detling Showground, Nr Maidstone. Details from Richard Greenaway.

9th & 10th April: Colne Valley Railway Show at Heddingham Station, Nr Halstead, Essex. Details from Robin & Jennie Thake.

16th & 17th April: Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet, Somerset.

16th & 17th April: Riverside Steam & Vintage Rally, Nr Southport. Details from Joe Wheatley.

17th April: Cambs Group Drive It Day, Nene Valley Railway, Stibbington, Peterborough. Sidevalve convoy drive from Whittlesey (see Cambs area report for details) or just meet up at the station from 11.00am. No booking is required. Details from Brian Cranswick.

17th April: Kent Group Drive It Day, Hever Castle, Nr Sevenoaks. Road run and display. Details from Richard Greenaway.

17th April: Coventry & Midlands Group Drive It Day. Details from Geoff Hammond.



A good turn out of Uprights, Drive it Day 2009.

17th April: St Asaph Car Show, Tweedmill, St Asaph. Details from Joe Wheatley.

17th April: Classic & Vintage Ford Day, British Commercial Vehicle Museum, Leyland, Lancs. Details from Godfrey Hands (East Lancs group).

24th & 25th April: Chatham Dockyard, Festival of Transport, group park up. Details from Richard Greenaway.

30th April, 1st & 2nd May: Merton Vintage Show, Nr Canterbury. Details from Richard Greenaway.

1st May: Swale Classic Car Show, Isle of Sheppy. Details from Richard Greenaway.

7th May: Steam in Dartford, Dartford Central Park. Details from Richard Greenaway.

22nd May: Faversham Classic Car Show, Faversham. Details from Richard Greenaway.

4th & 5th June: Tatton Park. Details from Joe Wheatley.

4th-11th June: The Sidevalve Holiday – Smith Court Hotel, Cliftonville, Margate. The North London Group organise trips out each day with nothing too far or difficult – visiting steam railways, stately homes, castles and pretty villages. Details from Robin & Jennie Thake.

5th June: Bucket and Spade Run, Brogdale Centre, Faversham, Kent. Details from Richard Greenaway.

13th-14th June: Wrotham Steam Rally. Details from Richard Greenaway.

18th June: AGM, Museum of Transport, Boyle Street, Cheetham, Manchester. See page 9.

19th June: Friars Rally and Craft Fair, Aylesford Priory near Maidstone, Kent. Details from Richard Greenaway.

10th July: Birdingbury Country Show, Warwickshire. Details from Geoff Hammond.

15-17th July: Kent County Show. Detling Showground.

17th July: Darling Buds of May Classic Car Show. Bethersden Near Ashford. Club stand. Details from Richard Greenaway.

24th July: Old Ford Rally, Gaydon Motor Heritage Centre, Gaydon. Details Bob Wilkinson, Y & C Club. 01832 734463 or bobwilkinson@hotmail.co.uk.

14th August: Historic Specials Day, Cotswold Wildlife Park, Burford, Oxon. Details from Rob Daniels.

20th & 21st August: Tatton Park. Details from Joe Wheatley.

If you are arranging an event or road run, please send the information to the Events Co-ordinator so this can be covered under the Club's insurance.

Regional News

Hampshire

Mick Crouch

The Group wish you all a happy and prosperous New Year.

Where did 2010 go? I do believe that as you get older, time passes a lot quicker. You may wonder why I only do one regional report each year.

Back in the early 80s when we first formed the Hampshire Group, membership was on the rise, events and shows were two a penny and we had a job to know which ones to attend. We used to have a good turnout of members at the monthly meetings and also at the shows where we organised many a club display. We also organised several Southern Sidevalve Days and the Club's 25 year Silver Jubilee event at Loseley House in Surrey where we had over a hundred vehicles turn up.

As time passed membership dropped off, shows and events disappeared, and monthly meetings became a problem with finding a suitable venue as pubs were becoming eating houses and a pint was getting expensive, plus drinking and driving was high on the agenda. People's lives seemed to be getting busier so I decided to stop the monthly meetings and just meet up at the summer shows.

My thanks to those members of the original group for their support over the years and who still keep in regular contact.

I am still available if any member requires assistance or advice regarding Sidevalves. My telephone number is in the front cover of every magazine under Hampshire Regional Contact.

If there is any member in the Hampshire area who would like to see the monthly meetings restarted, please don't hesitate to contact me as I am quite willing to hand the reins over to anyone who would like to take on the position of Area Contact. However, if everybody is happy with the situation as it stands, I shall continue to attend the shows and events, organise Club displays and assist where possible, so please keep your eyes on the events page.

Regional News

Cambs, Lincs and Norfolk

Brian Cranswick

Drive It Day, 17th April

Support is needed for our Drive It Day run, meeting up at the Whittlesey Buttercross (in front of the George Hotel) for 9.30am. We will then use back roads as much as possible to the Nene Valley Railway, or you can just go direct to the station if you are travelling from a different direction or this is easier.

Martin's 100E is converted to OHV

Norfolk member Martin Farley has recently sent me some information about his 1959 Anglia 100E (OWJ 874A), which was purchased as a rolling shell in mid 2007, having sat for many years. When uncovered it was found to be in good overall condition, requiring repairs in the usual areas but nothing serious. The Anglia had a few missing parts which were replaced using refurbished original items where possible, trying to keep the car standard. The end aim was to have a very usable car, which was completed over a period of two years. Unfortunately during the restoration it suffered from two very expensive sidevalve engine failures. These were not Martin's fault but due to a set of incorrectly machined conversion con rods and a badly ground crankshaft. Faced with building another sidevalve unit or carrying out some modifications, he then decided that as the car came with no history or original registration number, he would convert it all over to 107E OHV running gear.

He managed to find the parts quite easily to complete the change. Apart from the bulkhead and transmission tunnel most of the components fitted fairly easily with a little ingenuity. There are some slight body shell differences which are not obvious; these were overcome by using a combination of 100E and 107E parts. With everything fitted, the final result is that it all looks quite neat (see photo). The car is now running and although it needs tuning and a few bits require tidying up for an MOT pass, once these are all sorted out it should be ready for the road and attending some events.



Scandinavia

Søren Palsbo

Copenhagen 50 years ago

1961 was the second year in which visitors to Copenhagen – and the local residents – could enjoy a ride with the special tourist tramline Route T. In the picture a brand new German-built articulated tram is seen in service on Route T in a central part of Copenhagen (Christianshavn). The tourist tramline had conductors with a knowledge of foreign languages on board and they entertained the passengers about places of interest along the route. Route T was in service for the last

time in 1967 as the tramway network became smaller and smaller: the last tram route was converted to bus service in 1972.

What may be of greater interest to readers is the Pop 104E parked to the left. It must be from one of the earliest production years as it has the old type trafficators. Traffic indicators were compulsory in Denmark from the early 1930s; later Populairs had blinking lights. The KE registration shows that the owner lived in Copenhagen.

Most likely the 104E has not survived. On the other hand the articulated tram number 801 (the first of 100) is still alive as it was sold and shipped to Alexandria in Egypt when Copenhagen gave up tram traffic. (Photo: John Lundgren.)



Spares Day – Saturday 2nd April 2011

The Club stores will be open from 10:30 to 15:30 on the 2nd April for members to purchase spares and regalia. To save time on the day please let the appropriate spares secretary know beforehand if you require a large number of spares so that the order can be made up before the event. If members are looking for specific parts that are not on the current spares lists then please contact the appropriate spares secretary to check on availability of specific parts and where possible they can be put to one side for

collection. If you are also looking to collect previous issues of *Sidevalve News* then please let me know so that we can sort them out beforehand.

The address of the Club stores is:

Sidevalve Mews, Appleford Drive,
Abingdon, Oxfordshire. OX14 2DA

Will members please park outside the garage complex as the local residents will require access to their garages in that area and therefore access must be kept clear.

Note that membership cards will be checked at the gate.

Regional News

Merseyside

Joe Wheatley

I am continuing to document our activities from last summer. However in order to fit everything in Ben often has to edit my ramblings to a reasonable size. For those wishing to enjoy my unexpurgated ramblings and lots more photos please go to the Merseyside part of the Members Area on the FSOC website. All is there!

Lancs. road run finishing at Heaton Park, 5 September

Alan Tomlinson has attended this event several times and our Mike Brocklehurst has been involved with the Manchester Transport Museum for many years. It starts off at the Bus Museum in Cheetham Hill which has excellent facilities including a well-staffed café providing essential bacon butties.

At 11.00 all the vehicles, which include over 100 buses from all over the country, set off on a gentle trundle around the outskirts of Manchester, taking in Middleton, Castleton, Rochdale & Bury before ending up in Heaton Park. This park is the biggest municipal park in Europe and has its own tram network and enormous boating lake.

Steve McKenna had gone straight to the park and had reserved us a space so we could all line up together. We had eight Prefects on display! Seven E493As and Glen Bubb's E93A. Dave Rothwell had brought his E493A as had Alan Tomlinson, Mike Brocklehurst, Julian Charles and Neil, Jill and I, and a local chap whose name I omitted to record. I think this is a recent record for upright Prefects in one place? Non-Prefect exhibitors were Steve with his 103E and Bernard in his 100E Pop.

Leigh for All, 11 September

This was only the second time the event, a classic car display in Leigh's civic square, had been organised and as Leigh is only five or so miles down the road I felt I had to go over.

The 'show' was on the cobbled square surrounded by the Town Hall, library and parish church. It was a bit difficult manoeuvring around the lampposts, trees and benches but we managed OK. Bernard Ellicott and Dave Rothwell were there before me, Bernard having lead them both on a scenic tour of some of the one-way streets (apparently not all were one way to Sidevalves!) in Leigh as some bits had been pedestrianised since Bernard's last visit. I fear the rain had put a lot of people off (showers continued throughout the day) so only 23-30 cars turned up, but it was still a good do as there was plenty of things to do – tour around the Town Hall

or historic parish church or just do some shopping. Another one for next year's list!

Uppermill (Nr Oldham) Car Show with TVVCCC, 12 September

This is a super little show, much enjoyed by Jill, as it is right in the middle of the little town of Uppermill that has several second hand bookshops, several pubs and a canal museum that holds a farmer's market every Sunday. The weather was very dubious as we set off with heavy showers and black clouds. Things improved a bit by the time we got on site but the field was very wet. Julian, Neil and Mike with their E493As and Steve McKenna with his 103E were already there, and Ian & Sheila Sidebotham soon arrived with Piggy, their 103E, and Alan Tomlinson in his Beetle (traitor!). There were lots of other vehicles there from 1920s to 1980s as the TVVCCC members seem to have lots of interesting older vehicles that you just do not see anywhere else.

After a coffee and a chat Jill and I went off to purchase books, cheeses and sausages while the others found a café for elevenses. We all met up again on the field before all but Mike and Alan set off for the Wagon for an excellent pub lunch. The rain stayed away during the afternoon, Steve got second prize in the Post War Saloon class and we received the Club Stand award, because we were the only other club there!

Another great day out, but heralding the end of the season.

Port Sunlight Car Show with TVVCCC, 19 September

Despite this event being late in the season the weather has always been kind to us, until this year. We had arranged to meet at a petrol station on the East Lancs road near the Bottle & Glass. When I arrived Bernard Ellicott (100E Pop), Steve McKenna (103E) and Dave Rothwell (100E Anglia Coupe) were already waiting, then joined by Ian & Sheila Sidebotham in Piggy.

We proceeded down the East Lancs through some flooded junctions when I became aware that Bernard and Dave had fallen behind. Using our mobiles Steve and I determined that Dave's newly built 100E coupe had overheated after losing all its water. We had no shortage of H₂O so Dave was soon underway again, though puzzled as to why the newly rebuilt engine was losing all its coolant.

We all made it through the Birkenhead tunnel and arrived at the green next to the Lady Lever Art Gallery to find Julian and Neil already on site with Julian's E493As. Shortly afterwards Richard McDonald and his 100E Anglia joined us. His car has really come on, though Richard is still a bit wary about undertaking long journeys in her. We were also surprised to see Stuart Holmes (organiser



Ian & Sheila Sidebotham received 'Car of the show' with their black 103E (PIGGY) – the first time they have won anything!

of the Tatton Park shows). He now has a very nice TR7 that he had brought out for the day. Final attendee was David Pearson with his 100E Pop who had delayed his departure in the hope of better weather. David is a new member and is unable to come to the monthly meetings, but hopefully we will see him at a more shows next year.

The weather remained very poor all day. Steve, Ian, Sheila and myself retired to the café in the art gallery for a hot lunch. Peter and Bernice from the TVVCCC were very disappointed with the turnout as they had less than 50% of those booked in turn up. The rain was so persistent that prizegiving was brought forward to 13.30 and most everyone had left by 15.00. I hope that the blue skies return for next year.



Richard McDonald in his recently restored 1956 100E Anglia

Dave's coupe overheated again on the way home after again losing all its water. Very odd!

Warrington Market 'Vintage Extravaganza', 20 November

Steve Pickering, manager of Warrington market, contacted me about showing some of our cars at this pre-Christmas event he was organising. Five brave volunteers met up at Sainsbury's on Church Street ready to process into the pedestrian area on Buttermarket Street. Frank Wells (100E Pop) was another local so arrived early; Mike Brocklehurst found his way OK in his recently acquired maroon 100E Squire which replaced his Green E493A. Bernard Ellicott (100E Pop) and Dave Rothwell (100E Anglia coupe) met up outside Warrington so Bernard could take them both on an (unintentional) tour of the town centre before joining the rest of us.

Regional News

North London

Robin and Jennie Thake

May we take this opportunity to wish all members a Happy New Year and hope for good weather so we can get out in our Sidevalves.

In December 20 of our group enjoyed a Christmas Meal at the Cock in Sheering, fortunately before we all got snowed in.

The first event of the year was the annual autojumble at Whitewebbs museum. After all the snow and bad weather it was a fine day so a large number of people were there. I find this a good event, although as normal not much for our cars, but it is a good place to meet up with fellow enthusiasts for a natter. I was pleased to see a good coverage of Sidevalves in *Rock & Chips* on TV: it made a long day's filming worthwhile.

We have started receiving show invites which include Colne Valley Railway, Drive It Day to the Nene Valley Railway, Dacorum Run, Rushden Cavalcade and the Enfield Ford Day. We are also joining the Kent group for the Bucket and Spade run on Sunday 5th June as part of our Sidevalve group holiday.

It will be nice when the weather improves so that we can get out in the garage and get on with jobs on the car that we promised to get done at the end of the season. David Heard has been busy removing the gearbox on his 103E to change the clutch thrust bearing which had become noisy, and to do some work on the gearbox. Terry Tomlin has been working on the front wing of his 100E after the bottom bolt came adrift and Ken Finch is hoping to get the seats on his 100E reupholstered.

With petrol prices increasing daily it is good to know that our cars are reasonably economical to run. I spoke to an old member of our group who exchanged his 100E for a Bentley because he wanted a bit of comfort. After running the Bentley for a few years he got fed up with £1000 plus service bills and after a 400 mile round trip and a £200 petrol bill he has sold the car and would like his 100E back.

We were shepherded by men in high vis jackets to a prime spot on Buttermarket Street (one of the old main roads in the centre of Warrington, now pedestrianised). Fortunately the weather was calm and dry, though the extra pair of socks and gloves was a good idea. We five comprised about 50% of the vehicles. By the market were a couple of Minis and a Morris 8 tourer, an ex-Warrington transport bus and a Leyland heavy tractor unit. There is also an un-restored Model Y inside the market that has now been on display for a couple of years. We were entertained by a Laurel and Hardy tribute pair (very good magic tricks and appalling old jokes) and an Elvis impersonator,

Surrey

Michael Jillians

Happy New Year! This is a very quiet time of the year where we are mostly 'in limbo'. Our cars are pretty much dormant and we don't want to give them a quick run until all the corrosive road salt has been washed away.

So, nothing much to report this time other than to return your attention to my previous contribution in the December issue, where I have listed various events for your consideration. Three of the events had dates still to be confirmed of which one, The Bluebell Railway Vintage Transport Weekend, has now confirmed the days of the 13th and 14th August.

If anyone would like details of any of the proposed events, I will gladly forward them as and when the organisers publish their flyers etc.

I and my wife are likely to attend all of the events I have listed and would be delighted to meet up with other members and their cars. At whatever event you may choose to go to, if there are enough attendees then I can arrange a dedicated area for a Club stand.

There will of course be many other events around our region, so if anyone would like me to look into organising a Club stand at such an event, please just let me know. (My contact details appear inside the front cover.)

Hopefully there will be a lot more content in the April issue, where I will re-list all the proposed events and dates along with any other proposals received. Also in the April issue there should be information about another Southern Sidevalve Day which was a great success last year and which, for 2011, will probably be at an organised event close to the Surrey/Kent border.

As a last note, if any members are interested in meeting up on a monthly/bi-monthly basis (probably at a pub!), let me know and I will try to organise a venue to suit.

on stilts, pushing his tape box and amplifier in front of him on a very long sack truck affair.

The advantage of these 'retail' shows is that lots of people see the cars that would never think of going to a car show. Consequently we had a constant stream of people coming up to talk to us about the cars and their memories of them. The only slight downside was the few people who thought it was OK to open car doors without first asking. Anyway, a very pleasant day. As the temperature dropped we set off home at 15.00. We lost Bernard on the way, so he may have enjoyed another tour of Warrington before getting home!

Yorkshire

Nigel Hilling

Just a short report this month as it is the quiet time of year when we are all wondering whether it will ever get warm again so that we can venture into the garage to continue those projects that are waiting to be finished.

Our December meeting once again took the form of a Christmas party at the old cinema owned by Trevor Miller. This houses his considerable collection of old TV and radio equipment and associated paraphernalia as well as his collection of cars. Attendance was lower than usual due to various last minute factors, despite publicising it earlier than normal, but a good time was had by all present. Thanks again to our host Trevor.

Meetings will continue this year on the last Tuesday of the month at the Black Bull: please come along and join in. We will be attending many shows during the year and will no doubt organise a few road runs (a Yorkshire Dales run planned for last year should take place in the Spring) which I will give further details of when available. The first gathering is likely to be at Tadcaster near the end of April. If you would like to attend and are unsure of the date or entry details then please contact me as I will have details by the time you receive this.

Northern Sidevalve Day at Hebden Bridge was a good success last year and we will probably use the same venue again this year. This will be confirmed in the next Sidevalve News.

The FSOC website has a members' area where Area News can be displayed. I put some information on late last year and will try to update it reasonably regularly with news of events coming up. If you have access to 'internet then have a look.

One final note for this season. Dave R finally confessed to having found the problem that caused his Anglia coupe to overheat to and from Port Sunlight. He had rebuilt the engine but had forgotten to torque down the head. He admitted to getting a full two turns on each bolt once the torque wrench came out. It seems not even the professionals are infallible!

Stop press! Tatton Park in 2011

This year's Tatton Park car shows are on 4 & 5 June and 20 & 21 August. If you wish to attend either show please send your contact and vehicle details to Joe Wheatley ASAP so a pass can be obtained for you.

Regional News

Kent

Richard & Trish Greenaway

As this is our first opportunity may we start by wishing everybody a Happy New Year. Let's all hope the weather is kind to us in the coming months.

The only event to take place in Kent during the last couple of months was our Christmas meal. Twenty seven of us got together at The Early Bird in Maidstone where we all had a great time and enjoyed a good three course meal. May we give a special thank-you to Mike & Katie who came down from Surrey to join us for the evening.



The Kent group enjoy their Christmas meal.

Help with a Christmas present

During November we heard from a lady in London on the lookout for a E93A Prefect owner who would be good enough to take her father out for a spin, as he had owned a E93A back in the 60s. When asked what he would like for Christmas he told his daughter he fancied a ride out in an old Prefect again, so she set about trying to find a Prefect owner in the Kent area as her father lived in Herne Bay. Her first port of call was to look up Ford Prefect on the Internet and this directed her to the FSOC website which in turn directed her to our email address. She sent us an email asking if we knew of anybody who would be able to make her father's wish come true. As we only have one member with an E93A in the Kent area a phone call was made to Tony to see if he would be able to help out. Tony has since made arrangements to take father out with us all on Drive It Day. This way he will get to see more than one old Ford: let's hope it's a Christmas present worth waiting for.

Drive It Day

Talking of Drive It Day (17 April), this year the Kent group are returning to Hever Castle after being made very welcome last year. The day

will start from the Maidstone area followed by a road run through the countryside and ending up at Hever around lunchtime. Anybody interested in joining us, please drop us a line via email/phone.

Major Kent shows for the coming season

First up is the Chatham Dockyard Festival of Transport which takes place on Easter Sun/Mon. Anybody who hasn't visited the Dockyard before will be surprised by just how much there is to see and do: certainly a complete day out for all the family. At present the Kent regulars are planning to meet up for a group gathering on the Monday but this may change to either Sunday or both days depending on final numbers going, so if anyone out there is planning to attend from Kent or further afield please contact us as you would be more than welcome to join up with the Kent regulars.

Looking further ahead into the year we are planning on having club stands at the following shows. Firstly the annual Bucket and Spade Run. Now in its thirtieth year this event starts off with a gathering at the Brogdale Centre, Faversham. From here we will leave on a road run to Ramsgate where all cars gather on the promenade at the finish. The Kent regulars will be joined this year by the members coming down to Cliftonville for the Sidevalve holiday, so any non-regular showgoers living in the East Kent area who would like to come out and join us for the day would be more than welcome. Our next major event will be the Wrotham Steam Rally. This event has something for everyone: all types of transport, show arena, stalls, boot fair, food court etc. Just a week later sees our next club stand which is booked at the Friars Rally and Craft Fair, which takes place at Aylesford Priory near Maidstone. After last year's event which attracted 15 Sidevalves, this year we are hoping to push the number up to nearer the 20 mark. Many who attended last year said this was one of the best all round shows, not only because there is plenty to see and do but because it is also set in such pleasant surroundings.

Heading into July we have the Darling Buds of May show which takes place in Bethersden near Ashford. Anybody who hasn't been to this show before will find it's probably the largest one-day show in Kent, attracting 800+ vehicles. As well as the vast array of vehicles on show there is the added attraction of looking around the farm where the popular television programme was filmed. There are also several stalls and a funfair for the kids.

Finally to the big one: the Southern Sidevalve Day which is being held this year at the Lingfield Steam and Country show. We and the regional contacts from Surrey and Sussex feel this to be the most central place for all to attend from the south-east area. We attended this show a couple of years ago and thought what a great show it was. Not only does it have a great display of transport, it also has all manner of other things as well: a real old fashioned country show. We are not sure at time of writing whether we will be attending on the Saturday and Sunday or just the Sunday: it all depends on you the exhibitors. If you would like to attend we would appreciate it if you would contact either ourselves in Kent, Mike in Surrey or Dave in Sussex. Anybody living outside these three counties would also be more than welcome to come along and join us for the day. Last year this event attracted 27 cars and although when talking to Mike he said it would be great to get 50 Sidevalves together at one show, I think if we could get somewhere close to the 35 mark this year we would be more than pleased. At the end of the day it's down to you, so if you don't normally attend many shows a year, please try and find the time to support your club for this event. There is camping available on site for anyone wishing to attend the two days.

Please check the events page for dates of all shows listed above. Anybody wishing to attend or wanting more information on any of the events listed above, please find our contact details on page 2 of the magazine.

Bits and pieces

You may remember in the last magazine we said we were producing a Kent Group Calendar. We have now sold the majority but still have about eight left so if anybody is interested they can be purchased for £4.50 inc p&p by contacting us via email or phone.

A couple of the Kent members have recently had medical issues. Our thoughts go out to John & Carol at this difficult time. We would also like to wish Bernard a speedy recovery after his recent spell in hospital.

Don't forget the Kent group now has its own page in the members area on the FSOC website, so to keep up to date with the latest news remember to keep a regular eye on the website.

May we give a warm welcome to any new Kent members who have joined recently. We look forward to seeing you out and about in the coming season. Here's looking forward to a good summer.

AGM 2011

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 18th June 2011 starting at 2.00 p.m. A buffet lunch will be held before the meeting at 12:30pm and a road run will be arranged for after the meeting to take in some points of interest in the local area and some very pleasant scenery.

The AGM will be held at the Museum of Transport, Boyle Street, Cheetham, Manchester, M8 8WU. See enclosed map and instructions.

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

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

ANNUAL GENERAL MEETING 2010

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 2.00 p.m. on Saturday 18th June 2011 at the Museum of Transport, Boyle Street, Cheetham, Manchester, M8 8WU.

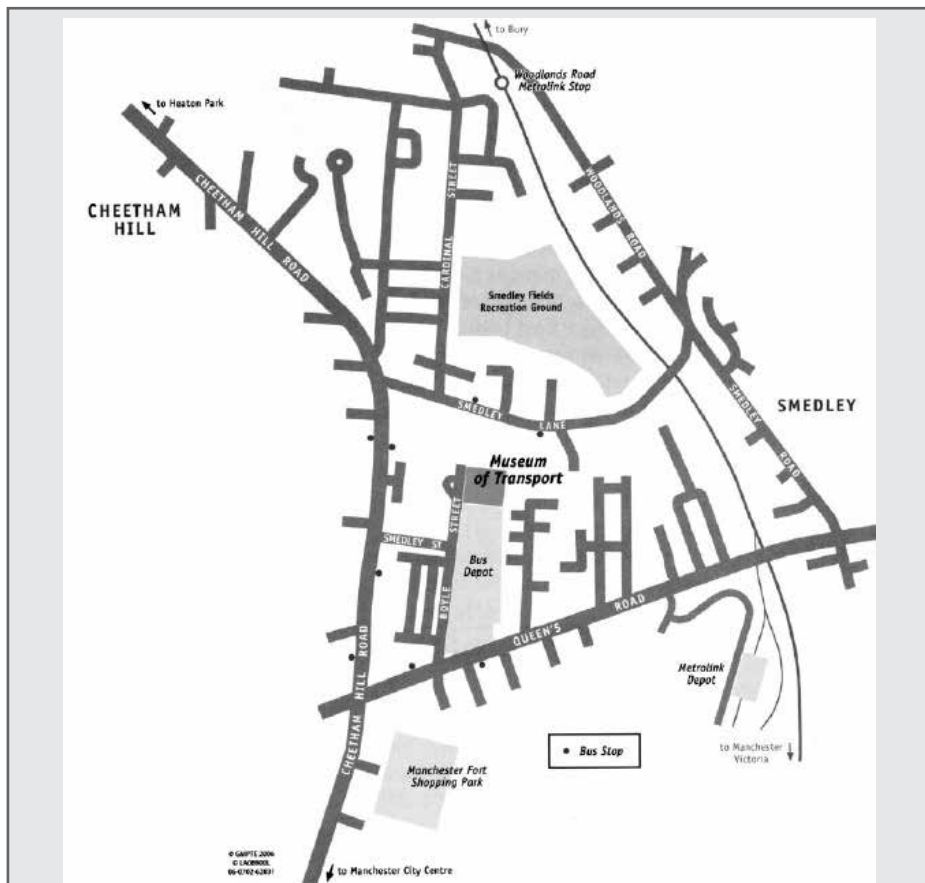
Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

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 26th June 2010.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2008.
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - g. Chairman



By Public Transport from Manchester

Public transport information for Greater Manchester is available from GMPTE: telephone 0161 228 7811 or visit www.gmppte.com and click on the Journey Planner link.

Bus

Catch the 135 service towards Bury (operated by First Manchester) from the stop on Corporation Street in Manchester (outside Manchester Victoria Station – opposite New Century Hall). Alight at Queens Road and use the nearby Pelican crossing to cross Cheetham Hill Road. Walk along Smedley Street and at the end, turn left into Boyle Street. The Museum is on your right. (Less than 5 minutes walk.)

By Car

On special event days, please note that parking will not be available near the Museum. Please use the Manchester Evening News Arena car park and catch our free shuttle bus from the approach road at the front of Manchester Victoria Station. The station may be accessed from the Arena car park – please follow the internal signs.

From the South and West

Take the M6 to Junction 21A and then the M62 towards Manchester. After 10 miles, follow signs for the M602 to Manchester (use the right hand lanes). At end of the M602, take the left hand lane (signed for Salford) and take the first exit off the roundabout. Go straight on at the first traffic lights, and at the next

set of traffic lights, turn right on to the A6 towards Manchester. Follow the A6 past Salford University and Cathedral, then turn left onto the A6042 (Trinity Way) towards Bury and Oldham. At the junction after the Manchester Evening News Arena, turn left towards Cheetham Hill (A665). At the traffic light junction after Manchester Fort Retail Park (at Big W), turn right and follow brown tourist signs for the Museum of Transport (turn left into Boyle Street and straight on to the end). Limited free on street parking is available at the Museum.

From the North and East

Take the M62 to Junction 18 and follow tourist signs for Castlefield as far as the A6010. (See below.) Take M60 for Manchester and Ashton under Lyne. Leave the M60 at the next junction (Junction 19) and take the third exit from the roundabout on the A576 Manchester City Centre. Follow the A576 under the Metrolink at Bowker Vale station, up the hill and then turn left onto the A665 for City Centre. Continue through the centre of Cheetham Hill and then turn left onto the A6010. Follow brown tourist signs to the Museum of Transport (turn left into Boyle Street and straight on to the end). Limited free on street parking is available at the Museum.

Train or Metrolink

From Manchester Piccadilly, use Metrolink to reach Manchester Victoria, then follow the bus instructions above.

5. To re-elect the Officers of the Company.
 - a. General Secretary
 - b. Pre War Registrar
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 auditors for the company.
8. To authorise the Officers and Committee to fix the remuneration of the auditors.
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
Dated 14th January 2011

Regional Report

John Duckenfield

Some time ago I was asked by the committee if I would be a point of contact for International Contacts as well as Co-ordinator for UK Regional Contacts. My regret is that, since being asked, this has only happened as and when the need has arisen. However, now I am once again firing on all cylinders after a period of ill health, that is about to change. It is important though, to make one thing perfectly clear. Not for a moment is the suggestion being made that International Contacts should contact me rather than other officers of the Club. The special relationship between individual Club officials and International Contacts is something that has developed over many years and is greatly valued. No, this initiative is intended to offer those who would like to take advantage of it an additional point of contact that will hopefully strengthen relationships between International Contacts and the Club as a whole, by providing a support network similar to that currently available to UK Regional Contacts.

During the next month or so I shall contact existing International Contacts to see if they think there is a need for such a development and, if they do, how best the Club could support them in the work they do. In the meantime, should any International Contact wish to contact me about the initiative, my contact details are on page 2.

Now let's start the New Year off with some good news!

New International Contact in India

The Club now has a representative in India. He is Bipin Pole, a retired construction company employee who has travelled all over India and the Gulf States in order to work on the building of cement plants, pipelines, thermal power stations and other such similar projects. Like his father, he has always had an interest in old cars and has fond memories of travelling in his father's 1931 Ford Model A, 1937 Opel Cadet and 1939 Plymouth when a child.

Bipin has been a member of the FSOC since March 2000, having owned a black 1949 E493A Prefect since July 1977. The car was in extremely poor condition when he bought it and Bipin spent six months restoring it. Wanting to know more about the history of small Ford cars in India, he contacted Joe Wheatley and it was through him that Bipin decided to become more involved with the FSOC. Whenever he visits England to see his daughter, Bipin makes a point of visiting an event where there is an FSOC stand and it was at Tatton Park where he and Joe discussed the idea of his becoming an FSOC International Contact in India. Joe passed the information on to me and I'm delighted to say Bipin's nomination was unanimously endorsed by the committee.

England

South Central England:	Postcode OX (Oxford) 13 members; RG (Reading) 11; SL (Slough) 9; HP (Hemel Hempstead) 13; and SN (Swindon) 9 (Total 55)
North Derbys/Staffs:	Postcode DE (Derby) 14 members; S (Sheffield) 12; ST (Stoke-on-Trent) 8; and WS (Walsall) 12 (Total 46)
North Lincs/South Yorks:	Postcode DN (Doncaster) 11 members and LN (Lincoln) 11 (Total 22)
North East:	Postcode NE (Newcastle) 11 members; DH (Durham) 2; and SR (Sunderland) 1 (Total 14)
Dorset:	Postcode BH (B' mouth) 13 members and DT (Dorchester) 7 (Total 20)
Somerset:	Postcode TA (Taunton) 14 members and BA (Bath) 3 (Total 17)
Leicestershire:	Postcode LE (Leicester) 17 members
North Norfolk:	Postcode NR (Norwich) 17 members
Suffolk:	Postcode IP (Ipswich) 15 members

Scotland

North East Scotland:	Postcode AB (Aberdeen) 9 members; DD (Dundee) 4; and IV (Inverness) 6 (Total 19)
Central Scotland (East):	Postcode EH (Edinburgh) 6 members; KY (Kirkcaldy) 5; FK (Falkirk) 1; and PH (Perth) 1 (Total 13)
Central Scotland (West):	Postcode G (Glasgow) 5 members; KA (Kilmarnock) 3; and ML (Motherwell) 1 (Total 9)

Wales

South Wales:	Postcode CF (Cardiff) 8 members; NP (Newport) 7; and SA (Swansea) 4 (Total 19)
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Northern Ireland

Northern Ireland:	Postcode BT (Belfast) 21 members
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Anyone wishing to contact Bipin can find his contact details on page 2. I know he would be delighted to hear from anyone in India or from anyone who has information about the history of Ford cars there.

More International Contacts wanted

There are other parts of the world where there are FSOC members but no International Contact. There are at least nine FSOC members in Malta, six in The Netherlands and five in France. The FSOC also has members in Austria, Greece, New Zealand, South Africa, Sri Lanka, Switzerland and the United States. Though not large numbers, it would still be great if the Club could have an International Contact in these countries. If you are interested, please contact me.

More UK Regional Contacts wanted

At the start of the new (classic car) year the Club would also like to establish more regional groups/contacts here in the UK. Of course, there can only be a regional group if someone is willing to lead it. Being a Regional Contact can be as time consuming and difficult as you want to make it. You dictate the pace at which things happen and the Club will do all it can to support you. Even if initially you do not want to start a group, there is still great value in

the Club being represented in an area. Please give the matter consideration and if you are interested in becoming a Regional Contact for the Club, or would like to know more about what it involves, get in touch.

Though not postcode based, the formation of Regional Groups is certainly possible in the areas shown above. The approximate membership numbers are those known at the end of November 2010 and are presented only to illustrate the point. Other members in nearby postcode areas may well be within reach whereas some members within the postcode area, particularly in rural areas, may be out of reach. Admittedly, some groups may be small in number, but for those members who wish to involve themselves, the important thing is to meet with fellow Sidevalve owners, not how many there are.

Any member, longstanding or new, young or old, male or female, can become a Regional Contact. Obviously, as a non-elected representative of the Club, they have to be suited to the role and have their nomination endorsed by the committee. For the vast majority of members, this is no more than a formality so, at the start of a new classic car season, I would again ask you to support your Club by becoming a Regional Contact. My contact details are on page 2.

Pre-War Register

Yvon Precieux

01475 529267, 6-9pm

Registrar's comments

A slightly hapless period to the end of 2010 and beginning of the New Year (Annis Horribilis) for me as I had a water pipe burst on Boxing Day. Luckily not too much damage apart from the drying out and the need to have one Victorian ceiling décor re-papered and a new carpet. Copy for both the Pre-War and E83W registers has been rush-prepared due to the above so please bear with me if it is not up to the usual standard.

This year could be a lean year with all forms of increases in the pipeline. Your area contact group, together with your registrar's knowledge of your type of vehicle and importantly our Stores are good ways to obtain help and assistance before spending your hard earned cash on suspect and more expensive items outside the FSOC.

Finally I note from the last issue there is a complaint about the lack of a Scottish area contact. I am here in Scotland but with two registers going and being active around the area, I am just too pushed for time. Surely there is someone in Scotland who can take up the post and those other posts that have remained vacant on the committee? Make the effort and keep our club going. I would be willing to assist the applicant if anyone comes forward. In the meantime, if you are that desperate you can always ring me on the above number. (*See Letters & Emails on page 28 – Ed.*)

Member's profile – Tim Young: A Model 7Y

Tim Young: I live in Sussex and have been involved with classic cars for over 30 years. I belong to the Eastbourne Historic Vehicle Club (EHVC) that has run the Hellingly Festival of Transport since 1976. For the past dozen years or so I have been one of the principle arena commentators so I do have to know my stuff, whether it be 1950s cars, military hardware or commercial vehicles. I have owned a whole mixed bag of classics over the years and run a 1968 Volvo Amazon as an everyday car. Work-wise, I'm a train driver and fireman for West Coast Railway Co. and have the privilege of working on some of the most famous steam locomotives in the UK. I spend most of the summer in NW Scotland working on the Jacobite steam train from Fort William to Mallaig but I do still manage to get back south for a few car shows.

A couple of years ago I decided to have a change in my collection of cars and sold my 1969 Triumph Herald as I wished to get something pre-war but wasn't too sure what. Within the EHVC there is a strong following for the Austin 7 so I did a lot of research and test-



Photo 1

drove a few versions of the car. As nice as they are I felt that they were just a wee bit too small for me so decided against purchasing one. The little Fords sprung to mind as when I was a kiddy in the 1960s we lived in Lyme Regis in Dorset and one of my father's acquaintances had two sit-up-and-begs (a 7Y and a Prefect); I remember having a hair-raising ride down the very steep High Street and round a sharp bend at the bottom on what at the time seemed like two wheels! Also my father often talked of his first car – a grey pre-war Ford 8, HPA 945 – so it was these memories that made me start looking at the upright Ford Populars, Anglias and Prefects and even a Model Y.



Photo 2

What happened next is what usually happens in my life – something totally unexpected! I was working on the Welsh coast in August 2009 and whilst chatting to one of my colleagues on the railway about cars he happened to mention that his father was thinning his collection of classic cars, and if I was interested he'd take me over to Oswestry the following Saturday to have a look. As

I'd got nothing else to do I went along to see what the old chap had in his shed. When he opened the door I was greeted with the shiny black rear end of a Ford 7Y – GVS 813 (photos 1–4). I have to say I couldn't believe my eyes! Closer inspection revealed a car with sound bodywork, albeit with paintwork that needed a cut back and polish; a very sound and clean chassis; 59,400 miles on the clock; but – and a big but – an engine that sounded like a tumble drier full of teaspoons.



Photo 3

The engine had been overhauled 10 years earlier but had only covered 200 miles since and the old boy had given up on it. The invoice for the engine work showed that the overhaul had been very extensive. I decided to make him an offer for it and take a chance. He accepted the offer and agreed to get it taxed and MOT'd for me ... deal done. What had I let myself in for?

One thing that I had pushed to the back of my mind was that the car was about 220 miles from my home in Sussex but what the hell –

Pre-War Register contd

you don't stumble across a 7Y every day, do you? A couple of days later, armed with some cash and an AA card, I travelled by bus from the Welsh coast to Oswestry to collect the car and hopefully drive it the 50 miles back across Wales to Machynlleth. On arrival I handed over the cash, checked the documents, started the engine and off I went ... and no unusual sounds from the engine, well for the first 3 miles anyway. The jangling sound proved to be rather intermittent so I stopped and lifted the bonnet and had a listen. It certainly was coming from deep down in the bowels of the engine. Then I noticed the dipstick jumping up and down. When I pulled it out the noise stopped and when I went back in it started again. The end of the dipstick was bent and hitting the crankshaft. That took 5 seconds to straighten and it's never made a noise since.



Photo 4

The rest of the journey was uneventful with the occasional stop to check that nothing was leaking out, and two hours after setting out I arrived at Machynlleth railway depot where the little Ford was tucked away at the back of the shed behind the steam loco that we were using on the Cambrian Coast Express.

The 26th August was the end of my stint in Wales and I had to work out how to get the little Ford back to Sussex, a journey of 285 miles and without going on motorways. There was no doubt it was going to be 'B road Britain' all the way home. The other option was to go home by train, collect the Volvo and car trailer and whiz back to Wales, over 800 miles of messing about. Decision made: drive it!

The day of the 'big drive' arrived, fuel tank filled to the lid, a prompt 4am departure and heading diagonally NW to SE across Wales via Buith Wells towards the English border and a breakfast stop in the Cotswolds, a lunchtime stop in Salisbury and an afternoon tea stop in Midhurst on the notorious A272 (a road that runs 58 miles from Winchester to Heathfield, Sussex with hardly a break in the double white lines!). I eventually made a gallant entry in to my village after 13 hours and 288 miles on the road in a 1938 Ford 7Y that hadn't seen any action for the previous 10 years. Most of the journey had been done at about 35mph and what amazed me was the 38mpg achieved.

Once home the car was given a full check over, all oils changed, new radiator hoses and fan belt. Since then it has attended a few

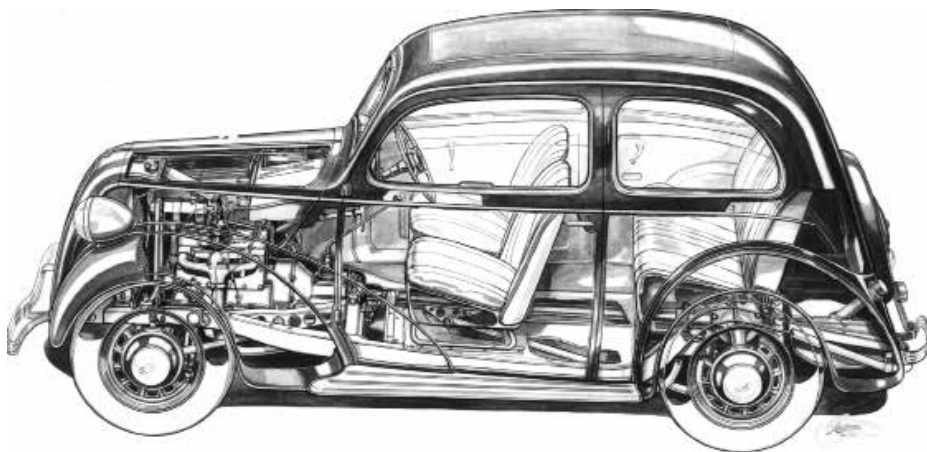


Photo 5

shows in Sussex and gets run regularly (when I'm home) when the weather is reasonable, and has even made one trip to France to Eperlecques, about 20 miles south of Calais where the V2 rocket base was situated. Since purchase some 16 months ago Henry, as the little Ford is now known, has covered 2,000 miles without missing a beat, just routine servicing and a couple of new tyres. He gets regular maintenance – probably more than is really needed, but I think that always pays off in the end.

I have tried to research the history of the car and am currently waiting for information from the DVLA but as far as I know the car spent a bit of time in Dorset and most of its early years in County Durham. I do have an invoice for a reconditioned 8hp engine date May 1950 which is still in the car. The interior was re-upholstered in the 1970s. So, there is the story of how I met 'Henry'.

(Can we have more of this from members? – Yvon)

New members

I would welcome the following two members to the FSOC and this register. First in line is Patrick Goulding from County Kildare, with a green Tudor Model Y with black wings of 1937 vintage. Damian Boddy from York is next with a 1938 Ford 8 Model 7Y. I would also ask newer members if the register forms could be filled in with a current photo and posted to me to keep the records up to date.

News from New Zealand

Ian Scobie: All is now well over here. As with Australia in December, we had the major floods in September with additionally major earthquake, some 7.1 on the Richter scale, centred on Christchurch. My wee Ford Model Y is now ready for painting and I hope to have a photo sometime in the a future issue. *(Hopefully our members with old Fords in Australia have survived the floods of December and January – Yvon)*

The Sit Up and Begs ... from the early 7W, 7Y and E93A

When introduced, these Dagenham designed cars were identified as the Ford 8 and Ford 10 to the motoring public (photo 5). As with the earlier models, they similarly were not identified by their Ford company model symbol configuration. These newer cars were superbly built on the newer streamlined designs of the day and although we hear mostly of their superior brakes, accommodation and easiclean wheels, there was much to boast about the superior specification of these models. Bakelite was introduced on these models and the majority of you will know that if you are unlucky to break this stuff you will not be able to fix it. Furthermore, although you may find that replacement parts are still available, they do come in slightly different shades of either brown, dark brown or walnut brown (we'll ignore the black), depending on year and model. Take for example the interior locker lid. You can find them on the deluxe 7Y and on the 7W and early Prefect E93A models; yet you could find yourself with a locker lid with a chrome handle (7Y and 7W), a fluted catch (7Y) or a knob (E93A) (the latter on the lines of the starter and carburettor pull controls).

Instrument panel lights were green coloured, not white, from 1937-1940. Early 7Ws never had the organ pedal accelerator seen on all later models. These early cars used the model CX metal pedal. Not surprisingly, these days the pistol grip handbrake is taken for granted. One forgets the ratchet release handbrake which when introduced on these models cleaned up the floor space at the front of the car, much to the relief of your old granny, whose longer garments sometimes snagged on the earlier long lever mechanism. Ooh, as they say!

Not all the cars operate in the same way: on the 7Ys the window winding handles are either operated anticlockwise and clockwise depending on the year and spec of the model. It can be confusing if you don't know about these things!



February 2011 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.55
Reprint Parts Manual for 100E and 300E.....	£20.50
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£9.75
The John Howe Book of Cartoons.....	£6.10
Ford Motor Cars, 1945- 64.....	£8.95
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95

Stickers

Running In Instruction Sticker (Upright).....	£0.95
Running In Instruction Sticker (100E).....	£0.95
Window Sticker-FSOC design.....	£0.86
Silver Jubilee Window Sticker.....	£0.68
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each.....	£1.20
FSOC 30th Anniversary Sticker.....	£0.68
FSOC 40th Anniversary Sticker.....	£0.92

Magazines

Binder for Club Magazines (holds 2 years).....	£8.25
Following back copies of Sidevalve News available.....	£0.90
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
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, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
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	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.77
Running in booklet Anglia / Prefect (date 9/49).....	£1.77

Models

Ceramic Cream Model of 103E Popular.....	£5.50
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.50
FSOC Grille Badge: Round or Square.....	£10.65
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.25

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.85
<i>Raspberry SM; Racing Green in SM/Med</i>	
<i>Red or Sky Blue in Med/L/XL/XXL</i>	
<i>Navy in Med/XXL; Black in Med/L/XXL; Burgundy and Royal Blue XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs.....	£9.25
<i>E83W picture printed on front in Red L/XL, Black XL</i>	
<i>Upright picture printed on front in White L/XL</i>	
Script Badge Design.....	£8.50
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

Other Regalia

DVD of Ford Archive material and FSOC events.....	£5.95
Licence Disc Holder.....	£0.85
Blue FSOC Mug.....	£4.65
FSOC 40th Anniversary Beer Glass.....	£19.99
FSOC 40th Anniversary Beer Tankard.....	£22.50
Tea Towel, All models design.....	£4.25
Leather Keyfob: Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, 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.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£9.95

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00

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

Steering and Front Suspension

E55-DB1	Top suspension mount.....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£110.00
	Mount bearings per side-2 x E 38- DB1	
	plus 2 x E 37-DBB.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00

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

105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member)	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£27.50
100E-3289/90-B	Pair track rod ends	£22.00
100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063	£25.00

Rear Axle

100E-1107	Wheel stud	£2.50
100E-1175	Rear hub seal, original material	£12.25
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.25
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft.....	£30.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.00
100E-5719	Bush rear spring shackle (set of 4)	£7.25
100E-5781	Rear spring eye bush.....	£6.50
100E-5781	Pair rear spring eye bushes	£11.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber.....	£40.00
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00

Exhaust

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

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£38.00
E93A-6256-A	Cam shaft gear	£27.00
E93A-6270	Timing Chain	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025"	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4)	£26.00
100E-6507	Inlet valves (per set of 4)	£20.00
100E-6513	Valve springs (per set)	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set	£25.00
E81Z1	Decoke gasket set	£25.00
353000ESA	Core Plug	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00
100E-2140	Master cylinder.....	£72.00
E66-Z-1	Master cylinder repair kit	£7.00
E74-7580-A	Release bearing.....	£14.50
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-6763B	Oil filler tube.....	£15.00
100E-7039	U / J repair kit	£13.95
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
100E-7111	Counter shaft.....	£31.00
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.28
100E-7223	Gearbox lid gasket	£0.90
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50
	Ring speedo gear retainer	£1.00
100E-17286		

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E-8115	Radiator drain tap (not original)	£3.50

100E-8260A	Early top radiator hose, 100E only	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£12.25
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (old unit must accompany order)	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat	£6.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

Fuel System

	Fuel pump with spacer (no primer)	£43.50
	Petrol filler grommet.....	£12.50
	Gasket (fuel tank sender).....	£1.00
100E-9276	Flexible fuel pipe	£14.50
100E-9288	Hot spot gasket	£1.95
100E-9437	Rubber (air cleaner)	£7.25
100E-9627-A	Gasket carburettor float chamber	£1.45
100E-9959		

Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£43.00
E93A-10043	Brushes (EOTA Dynamo).....	£4.75
105E-10043	Brush set	£4.50
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£28.00
EOA-10505-D	Voltage regulator (screw terminals).....	£28.00
100E-11001-C	Starter Motor (please send old unit with order)	£45.00
105E-11057	Brush set starter motor.....	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E-134641-C	Pair of rear red tail light lamp lenses	£26.50
50563-S		

Ignition System

	Emergency Breakdown Kit (round type distributor only).....	£56.50
	Set 100E ignition leads	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	Distributor only (rebuilt-exchange £10 surcharge)	£50.00
	Distributor cap (D type).....	£25.00
100E-12116	Distributor cap (round type)	£14.75
105E-12116	Contact set (D type distributor only).....	£6.50
100E-12199	Contact set (round type distributor only)	£14.20
EOTA-12199-C	Rotor arm	£3.25
100E-12200	Condenser (D type distributor only)	£6.50
100E-12300-B	Condenser (round type distributor only)	£6.50
105E-12300-A	Spark plug	£3.00
100E-12405-T		

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-7303110	Front screen rubber	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
E72-Z1	Clutch slave cylinder kit, 107E only	£4.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£26.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
107E-8260	Top radiator hose, 107E only.....	£10.75
107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only	£40.00
105E-8620	Fan belt, 107E only.....	£3.00
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket	£2.00
105E-12116	Distributor cap (round type)	£14.75

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EOTA-12199-C	Contact set (round type distributor only)	£14.20
105E-12300-A	Condenser (round type distributor only)	£6.50
105E-10043	Brush set	£3.20
105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Rear Axle

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W)	£160.00

Braking System

YE-2019A }		
CE-2019B }	Brake Shoes (set of 4-all models-	
7W-2019 }	exchange £10 surcharge)	£55.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£5.80
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.99
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£10.15
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.55
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.55
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£13.80
	Brake pedal return spring	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE-2793	Spring (handbrake lever pawl)	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
	Hand Brake Cable Clevis Pin	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.20
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

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).....	£24.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
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)	£79.75
E83W-33111	King Pin Set, complete (E83W)	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.30
YE-3616B	Horn Button and Nut (Y model).....	£5.75
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.60
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y-4217	Bolt (diff gear case)	£3.25
18-4217	Bolt (diff gear case)	£4.00
E83W-4234A	Shaft rear axle (Half Shaft).....	£50.00
Y-4235A	Shaft rear axle (Half Shaft).....	£45.00
Y-4507	Gasket (torque tube to differential housing cap).....	£1.70
7W-4507	Gasket (torque tube to differential housing cap).....	£1.70
Y-4515	Gasket (universal joint housing cap)	£1.65
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.49
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00

6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00
	Shock absorber (specify which one required)	£85.00
	Front wheel bearings (wheel), specify model.....	£56.00
	Front wheel bearings (per axle set), specify model.....	£110.00
	Suspension Buffer (fits all models except Model Y)	£15.95

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system	£105.00
	E83W stainless steel exhaust system.....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system	£195.00
E93A-5230 / E04A-5255-B Y-5251	Anglia, 103E and 7Y mild steel exhaust system	£165.00
	Manifold to exhaust clamp	£9.95

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£8.75
	Front Engine Mounting bolt	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.90
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines)	£19.50
Y-6520	Valve Cover (fits all engines).....	£7.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.95
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£4.05
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.10
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.75
YE-6623	Oil Pump Screen (fits all engines).....	£9.75
	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 Set including rings (std, +0.010",+0.020",+0.030", +0.040")	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040").....	£43.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.25
	Manifold stud.....	£4.95
	Manifold stud (set of 4)	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket	£15.00
YE-24052C	Studs (Cylinder head) set	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only)	£90.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£13.75
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£30.75
	Gearbox Mount Upper (not Model Y or Model C models)	£9.95
	Gearbox Mount complete, per side	£20.95
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing).....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly	£2.99
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7069	Washer main shaft intermediate gear thrust	£3.00
E04A-7070	Retaining Ring (snap ring)	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£7.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7086	Gearbox rear gasket	£4.50
Y-7111	Layshaft.....	£41.50
103E-7114	Counter Gear (10hp).....	£46.95

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

Y-7119	Washer (Counter shaft gear thrust).....	£6.28
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring.....	£5.30
7W-7533	Clutch linkage clevis pin.....	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£27.50
7W-7561	Clutch Release Bearing Hub – All models.....	£19.50
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.....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter.....	£19.95
Y-5102	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

Water Pump Repair Kit.....	£32.00
E0A-8100	Radiator Cap (pressure type for 103E and some E493As)£4.95
Y-8109	Radiator cap (brass screw type).....£6.95
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....£4.65
	Radiator Hose (moulded-E83W-state top/bottom).....£10.50
	Radiator Hose (moulded-bottom).....£12.50
	Radiator Hose (moulded-top, pressurised radiator cap)£15.99
	Radiator Hose (moulded-top,brass non-pressurised radiator cap).....£11.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....£89.00
YE-8606B	Fan Blade (11”).....£5.90
E93A-8610C	Pulley (fan and generator 3.12” O.D.)£7.90
E494A-8610	Pulley (fan and generator 4.12” O.D.)£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)£7.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....£7.99

Fuel System

	Fuel Pump with spacer (no primer).....	£43.50
	Fuel Pump repair kit.....	£27.45
	Fuel pump stud.....	£4.95
	Fuel pump stud (set of two).....	£9.60
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet.....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.10
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order).....	£80.00
	Rebuilt 10 hp Carburettor (exchange-send with order).....	£85.00
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly.....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

	Emergency breakdown kit.....	£56.50
	Set E93A ignition leads.....	£14.95
E83W 12024A	6V Ignition Coil (All models-not original).....	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE-12185B	Toggle (All models 1935 onwards).....	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£14.20
YE-12200C	Rotor (All models 1935 onwards).....	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.28
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.00

Electrical System

E494A-10001	Dynamo-2 brush, early type (exchange-send with order).....	£87.50
	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£87.50
YE-10094	Bearing (generator drive end) assembly.....	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£24.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00
7W-11359	Spring (starter pinion retaining).....	£0.82

BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£4.99
ET6-13007-B	Headlamp Bulb 36W/36W.....	£5.75
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A) ..	£0.62
CE-13101	Spring (headlamp focusing).....	£0.70
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E-13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
ET6-13465	E493A refurbished number plate lamp.....	£70.00
	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£2.05
40E-13466	Panel bulb 6V 3W.....	£2.50
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.40
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.60
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£8.99
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£85.00

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) ..	£4.50
	E83W Bonnet Corner Pads (Pair).....	£10.95
	E83W Bonnet Corner Pads (Full set).....	£15.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	Grommet-gearbox cover.....	£4.50
	Set of three grommets-gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£24.95
E93A-35184	Pedal plate rubber bumper (Saloons and Scwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£21.10
48-702610A	Door post rubber bumper (one per door post 1937 onwards) ..	£2.40
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£4.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£15.95
7W-940502	Opening windscreen rubber for Prefect and Scwt van.....	£18.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£17.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards ..	£2.75
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe) ..	£14.25

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.60
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.80
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.75
E83W-8215-A	E83W Grille Badge Mount.....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.90
YE-16750B	Bonnet Clip (Y model).....	£19.85
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (state model).....	£19.85
C46412AR	Dovetail (female).....	£4.25
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/Scwt van-shafts and barrels not included).....	£49.60
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/Scwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£12.25
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H	Window Winder Handle.....	£4.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards) ..	£4.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.80
C-949967C	Striker Plate (C and CX, 1934-1936).....	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	E83W wing mirror.....	£19.95

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War

1936 Model Y. Long rad Model Y for sale. It's near completion and has been barn stored for at least 30 years. I have no V5C and its in need of restoration. The seats are also missing. I'm looking for offers close to £750. Ramsey, Cambridgeshire. Tel: Daniel Zawadzki on 07762 583630 or email dan.zawadzki@hotmail.co.uk. (Non-member)

Post-war Upright

Ford Prefect E493A. Circa 1950. Been off road for many years. Comes with spares £450. Somerset. Tel: Belinda Cox on 01278 456428 or 07966 234060 or email belindacox969@btinternet.com. (Non-member)

100E & 107E

1959 100E Ford Popular. Blue/Silver. DVLA history. Dry stored for 12 years. Needs attention. £1500. Midlands/Staffordshire. Tel: Ken Marshall on 01283 541079 or email k.marshall77@btinternet.com.

100E registration number 782 DAE available! Just had a guaranteed value from the insurance of £5,000 for the car and £2,000 for the number plate. Photos can be seen on the 100E website under members' cars. Absolutely original, no welded panels anywhere, photos can be emailed, as can certificate from insurance company. May sell at the right price, make me a sensible offer! Cumbria. Tel: Graeme Gaunt on 01900 870660 or email graemgn@aol.co.uk.

1961 100E Popular. Grey. Good condition and garaged from new. Good running order with less than genuine 20,000

miles on the clock. Any reasonable offer considered. North London. Tel: Michael Rice on 020 8368 0040/3190 or email peter-rice@btconnect.com.

Wanted

'50s or '60s Special. I'm desperately looking for a '50s or '60s Special as a restoration project for the forthcoming months. I will consider anything offered but I am particularly interested in a convertible. Please contact me if you have anything of interest. Berkshire. Tel: Mark Ranger on 07834 032188 or email m.ranger@autodata.ltd.uk.

Pre-war Model Y or CX Tourer. I'm after a Pre-war Ford Tourer, either an 8 hp Model Y or a CX. I am an FSOC member based in Ireland but I will travel anywhere for the right vehicle. Tel: Donal Morrissy on 0035387 2557615 or email donalmorrissy@gmail.com.

Early Prefect E93A wings. I am looking for a pair of early Prefect wings (E93A, 1938-1949, top mounted headlight version). Ideally the bonnet to wing infill panels also, but these are not essential. Gloucestershire. Tel: David Gregory on 01242 690 029 or email davidanthonygregory@hotmail.co.uk.

Aquaplane parts wanted. Tuning parts wanted for 10hp Ford sidevalve engine – anything considered. South England. Tel: Peter McGuinness on 07801 069511 or email peter.mac1@tiscali.co.uk.

E493A parts. I need a rear bumper for a 1953 E493A Prefect, also a front grille – must be in good condition (other parts also required). Cleveland. Tel: Kevin on 01642 273722.

Chrome and rubber for E493A Prefect! I'm restoring a 1949 Ford Prefect E493A and I need various chrome and rubber pieces: front bonnet chrome and brake dust boots. I'm a friend of FSOC member Les Foster here in Ontario, Canada. Tel: Derek S. Nesdoly on 1-705-739-7287 or email nesdoly@rogers.com. (Non-member)

Spares for sale

E83W panels. Upper rear van panels, one with non-original window hole, pair of rear doors, two off spare wheel carrier panels. All good, some have very light

rusting. Offers please. Buyer collects or arranges shipment. Surrey. Tel: Andy Neal on 020 8686 3840 or email a.neal@o2.co.uk.

Sump plug washers. I have a limited quantity of new 3/4" UNF sump plug flat copper washers. Correct for Uprights. For Club members, five for £2.25. Send cheque or postage stamps. Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

Assorted 100E spares. 3 gearboxes, 2 propshafts, various engine parts, clocks etc. I will sell or swap for 103E/E494A parts. Yorkshire. Tel: Richard Hudson on 01757 618467 or email richardhudson_51@hotmail.com.

E93A rear wing for sale. Excellent condition. It has almost no rust. I am looking for about £125. Hampshire. Tel: Chris on 01962 771781 or email chrisbracey@btinternet.com. (Non-member)

E83W spares for sale. O/S driver's door, no glass or handles, would need restoring but in good condition £25. 6 volt dynamo, reconditioned and working, £30. Bedfordshire. Tel: Jason Simmonds on 01462 629877 or email jasyam400@aol.com. (Non-member)

Miscellaneous

Ford Popular Handbook. 1935, 64 page original instruction book for the Ford Popular (Model Y). Please contact me for more details. Email dalcotes@hotmail.com.

'Popular' Ford Instruction Book. It dates from April 1937 as is applicable to the Ford Model Y I think. In excellent condition, with covering letter from Ford to my uncle dated March 1946. £15. Staffordshire. Tel: Chris Dunn on 01543 490710 or email cgdunnnnudge@tiscali.co.uk. (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



Sidevalve News

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

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

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

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

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

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

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

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

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

Please indicate heading: ☐ For Sale ☐ Wanted

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

☐ Special ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



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

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

Name(s) of account holder(s)

Bank/building society account number

--	--	--	--	--	--	--	--

Branch sort code

--	--	--	--	--	--

Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
Postcode	

Reference

F	S	O	C	S	U	B	S								
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Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee



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

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

Service user number

6	3	0	6	5	6
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FOR FSOC LTD OFFICIAL USE ONLY

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

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

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: _____

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

Signature(s)

Date

E83W Register

Yvon Precieux

01475 529267, 6-9pm

Registrar's comments

Welcome to another year. 2009 and 2010 were excellent years for the register and hopefully this will continue with further members joining during the year. Builders' trucks and vans continue to be the major force of the E83W sector but other areas are increasing, as noted below. Against similar vehicles of other makes, the survival rates of the E83Ws are extremely formidable in numbers.

Further down there is a good follow up on commercial insurance from Ian Maddams. The insurance topic was mentioned in the August and October issues

Steel bodied pick-ups

I note from the last issue, Surrey section, that John Cooper Burroughs has a steel pick-up, XTU 814. Your vehicle is still rare, John, but you may be pleased to hear that we do have more than three on the register. The E83W register has a grand total of 18 at present with more still coming through. Bruce Parker's pick-up was detailed in the same issue and just before Christmas I received a phone call to say that he has purchased another. Sadly the steering box is kaput! And he seeks another replacement. Bruce is based in the Midlands area.

News from abroad: Malta

From James Aquilina we have a Thames truck circa 1954, registered 1690 (photo 1). In Malta old vehicles are identified as 'Special purpose vehicles' re taxation and all require certification by the Malta Transport Authority, which appears to be much stricter than here. The cab is red with black wings and green pick-up wooden body.



Photo 1

Another truck owned by James is registered 1556 (photo 2). This is a 1945 vehicle and although it is noted green on the registration documents, the photo colouring looks more like a greeny blue. Both are in unrestored condition but still look good as still working trucks.



Photo 2

New members

Welcome to John Cooper Burroughs of Chessington, Surrey with his steel pick-up mentioned earlier. Next are Roger Carr from York with his Thames pick-up; Jim Strong with a 1947 truck; and finally John Davis from Derbyshire with another pick-up, a Fordson model that appears never to have been registered and that may have been used in the military. Hopefully we will have further details via the register forms with photos of the vehicles.

Commercial insurance

Ian Maddams: Following on from vehicle insurance subjects in the Pre-War Register pages (August and October issues) I wish to draw attention to an insurance anomaly for those whose only transport is a commercial vehicle. Despite having fully comprehensive insurance I was surprised to discover that this does not provide cover, not even basic third party insurance for driving other peoples vehicles. My insurance broker confirmed that they cannot obtain 'other vehicle' cover on commercial vehicle policies, despite the fact that my van is insured on a social, domestic and pleasure basis, similar to a passenger car. In the past I have owned cars and vans at the same time, therefore the passenger car insurance provided cover for driving other people's vehicles. Since I occasionally am required to drive my parent's passenger car I have arranged to be added to my father's insurance certificate, for which the insurance company charged a modest £20.00.

So, anyone whose only transport is a commercial vehicle is advised to read carefully and check thoroughly the small print on their insurance policy. With increased roadside vehicle checks in some areas (East Anglia seems prone to this due to the east coast ports), don't find this out the hard way, despite assuming you have comprehensive cover that includes driving other party's vehicles, as you can be prosecuted for driving without proper insurance.

It should also be borne in mind that specific historic vehicle policies may have other restrictions.

Yvon: A good tip worth noting – thanks, Ian. Also, legally you should carry your vehicle documents on you. Failure to do so may incur a fine. The reason: should you be stopped by the police and their computer system is on the blink, there is no way they can verify you are the true owner etc. A week's grace to pop into the nearest police station may not be the option and you could be on the end of an on the spot fine plus points. With our roads in a mess, the price of petrol, higher insurance premiums, tax increases, our simple hobby could be starting to creak under the burden.

To end on an amusing note, Ian recalls one BBC Goons show that was broadcast in February 1957 titled 'The White Man's Burden'. For junior members, the Goon show gave us Spike Milligan, Peter Sellers, Michael Bentine and Harry Secombe and here both Spike Milligan and Peter Sellers offer Harry Secombe the title deeds to the English Channel on condition that he insures it against fire. For which purpose of the plot Sellers and Milligan are insurance agents and charge Secombe some £50.00, his total savings. Needless to say, the plot revolves around Secombe's attempts to set fire to the English Channel and thereby reclaim his £50.00 plus compensation. All the usual comic nonsense but more than relevant today.

Vehicle Profile

Picking my way through the register forms, I came across this quite different van conversion, LSV 854 (photos 3, 4, 5).



Photo 3

The information dates back to 1990 when it was owned by a Peter Sutton of Southport. It was purported to be a Martin Walter conversion but the conversion certainly isn't the uniform standard Utilecon design from this



Photo 4

E83W Register contd

company. Initially painted black but now a nice looking beige with black wings, the driver's side portion has a suicide side door positioned in the centre of the panel which enters further into the roof edge. This continues towards the rear with a thin bead type sliding window. This is twinned on the other side of the vehicle with just the sliding glass that takes up the whole side panel. Regrettably I do not have photos of the seating and interior and most importantly some indication on the dash that contains a Martin Walter badge. The extra door in the side panel matches very well with the other panel work and driver's door and must have been more convenient to the passengers when entering and exiting the vehicle. Very versatile, these E83Ws.

Work required

Photo 6, essentially of a bare chassis, is shown to jog someone's memory of the vehicle. Ripe for restoration, it is a van with the cab visible in the background in a paint of grass green. Again going through the records, I believe this one had been re-registered as THE 656M at some time in the early Seventies. The year of manufacture is 1954 and restoration was commencing soon after it was purchased by J T Watson (Dewsbury) Ltd, a company from West Yorkshire. Detail then identified that the restoration would take 9 to 12 months to complete. According to the previous owner the van was an army vehicle, hence the reason for the 70s plate with a first registration date between August 73 and July 74. The new owner had requested an age related plate from the club but there appears to be no further info or correspondence to date.

H J Paintin Ltd

This company purchased the vehicle in photo 7 in November 1998. It is similar to an E83W owned earlier in the firm's life. It began its life in Leeds and was owned by a local firm of Smiths Radio and Television engineers. In July 1992 it was sold and purchased for Highwood Florists of Sawton. A 1952 E83W van, the engine capacity is given as 1100cc. It should be 1172cc, so is this a glitch or is there indeed a 1099cc engine inside? The 10-horse engine was raced in this guise by sleeving down the engine and using Singer 9 pistons. Somehow I don't think this has happened and it may just be an error, providing it is not on the log or insurance as this will need to be corrected.



Photo 5



Photo 6



Photo 7

Anglia, Prefect & Pop Register

Andy Main

The snow scene from December 1981 *Sidevalve News* of John Skinner's father digging out his E494C 5cwt, as part of the front cover of the December 2009 *Sidevalve News*, arrived a week before Christmas 2009 whilst we were under six inches of snow. As I type this in early January 2011 we are again under another six inches and whilst few Sidevalves have needed to be dug out of the snow, many thousands of other vehicles have. Perhaps in 30 years' time some photographs of these vehicles may appear in their owner's club magazines.

30 Years of the Register

Reading the article on 'The Early Years' of the Club jogged a few memories and whilst the Ford Sidevalve Owners Club is 40 years old the Register is only 10 years younger.

The idea came about on a club visit to the Ford Motor Company plant at Dagenham on Monday 3rd September 1979. Whilst talking to other 103E owners, we agreed that the club could do more to promote our model. Whilst moaning to club officials about our concerns we were told that the committee already had enough work, and if we wanted to promote the model more including in the motoring press then we should do it. There were then too few members willing to commit themselves at committee level with various positions vacant, which is the same now 30 years later.

Things moved fast as the formation of the 103E Register was announced in the December 1979 edition of *Sidevalve News*. Within the four line introduction to the membership was 'At long last a register of 103E models is being compiled'. The driving force behind the Register was Bruce Palmer. At the same time as the Specials Register was launched, the Model Y and C Register – later to be renamed the Pre-War Register – was looking for a new Registrar.

The February 1980 edition of Club News announced that the 103E Popular Register, as it was now officially called, had commenced from 1st January 1980. Club News consisted of 31 A5 pages, a 103E Popular on the front cover, a Ford Motor Company photograph and a photograph of an E83W ice cream van. The Popular Register name was rather misleading, as it was open to all the post-war Upright models, a total of 260 vehicles known to be owned by club members.

A meeting was held at my house on Sunday 17th February 1980 attended by the Registrar, Bruce Palmer (who had by now been co-opted onto the club committee), 103E Spares Officer Roy Hull, Yvon Precieux and all 103E owners. Yvon and I joined the committee at the meeting held on Saturday 15th November and still serve on the committee, so it cannot be such a bad task.

Registration of vehicles for each year

Year	Yearly Total	Year	Yearly Total	Year	Yearly Total
1980	140	1990	99	2000	27
1981	87	1991	35	2001	22
1982	112	1992	75	2002	13
1983	85	1993	78	2003	11
1984	75	1994	40	2004	21
1985	43	1995	26	2005	25
1986	28	1996	40	2006	12
1987	111	1997	31	2007	10
1988	10	1998	39	2008	33
1989	139	1999	35	2009	18

The purpose of the Register was, and still is, to keep a register of all surviving post-war E04A and E494A Anglias, E93A and E493A Prefects and the 103E Popular, as well as the E04C and E494C 5cwt vans *whatever their condition*. It is also open to export models and overseas produced models with their interesting local-built bodies.

The Register was also to get involved in the remanufacture of parts that were unobtainable, initially with two rubber items, the gear lever gaiter and 103E bumper grommets to which tooling had to be commissioned, and a window winder gear which you had to repair yourself from parts supplied. In 1980 a lot of consumable parts could be obtained from local garages still.

In December 1981 the register was renamed the Popular and Prefect Register. It was announced in the December 1985 Register page that Bruce had stood down as Registrar due to other commitments and I have held that position since. A year later in December 1986 came another name change to the Anglia, Prefect and Popular Register, a better name to reflect the range of models covered. The 5cwt van and overseas produced models are also covered but the name would have become unwieldy if all that was included in the title!

Within the first six months 76 vehicles had joined the new Register and at the end of 2009 the total is now 1,538. In 1980 with 260 vehicles known that could join the Register, Bruce allocated 501 and 502 for his 103E and E493A which at the time seemed more than adequate to be one of the last, but vehicle 500 was registered in late 1984. See the box for registration of vehicles for each year.

The initial response to register one's vehicle was very encouraging with 140 registered by the end of the first year out of a known total of 260. After 30 years, treble figure yearly additions would not be expected and many vehicles have changed owners with the vehicle continuing to keep the original number on the register file. The unusual statistic is that the ten new vehicles in 1988 sit between treble figures for 1987 and 1989, which is the second highest except for the first year.

With 1,538 vehicles on the register, what may be the eventual maximum? I believe at

least 100 are owned by members but not on the register. Please write to me for an application form and enclose a SAE. Eighteen previously unknown vehicles joined last year and garage finds are still being found. Perhaps the eventual maximum will be between 1,750 and 1,800?

In the next edition I will give the breakdown of each model and the number surviving for each year, and the least and most common letter that registrations start with.

Register 25 Years Ago – Sidevalve News, February 1985

'Wrapping Up For Winter' was the heading to announce the delivery of radiator muffs for the 103E, E494A and E494C model at £23.50. Original muffs for the E93A and E493A Prefects had been kindly lent by members and prices were being obtained.

The reprinted Ford Motor Company 'Running In Booklet' was now available and, again in stock, 'Ford Popular – Motoring at Still Lower Cost.' Note these are still held in stock: see Spares and Regalia List.

In the news was the former Briggs Motor Body factory at Doncaster which built the 103E Popular from August 1955 and the 100E Squire/Escort estate cars. The former owners, International Harvester, who took over from Ford in the mid 60s have just sold out to Tenneco, who own Case Tractors amongst other companies. The motor industry press say that manufacture is likely to continue but perhaps with a new line of products. This has of course happened before – Briggs took over the former railway wagon works of the Great Northern Railway.

A 1946 photograph from Sweden featured a E93A Prefect Tourer on a beach with four Swedish ladies. There was also a reprint on the E04A Anglia from *The Autocar*.

Thirty Years Ago

In January 1980, the first number one of the new decade was by The Pretenders with 'Brass in Pocket'; a year's road tax cost £50; Ford's best selling model was the Escort (not *Continued on page 29*)

Specials Register

Rob Daniels

Happy New Year, everyone. There are three new members this month. Stephen Kenny, whose trials car was featured in the December edition, and Adrian Moss and Tim Smith, who are both from Gloucestershire and both have Cannon trials cars. Send me some photos, guys, and I'll feature them in these pages.

There were lots of emails over the last couple of months. Please try and send me high resolution pics with your emails as they reproduce much better in these pages.



Calosi Simone from Italy would like to know anything about this car. Can anyone help as I have no info on it.

Date for your diary

Historic Specials Day this year is 14th August at the same venue as for the last 21 years, Cotswold Wildlife Park, Burford, Oxon.

Morgan

We have had quite a few new members joining with Sidevalve powered Morgans over the last few years and this has prompted Martyn Robinson to write to the magazine about the F Type.

I thought the readers of *Sidevalve News* may be interested in the Morgan three wheelers that used the E93A engine.

Ford Sidevalve engines were fitted into the F type Morgan three wheelers from 1934/5 to 1952 when production ceased: initially the 8hp Y engine and latterly the 10hp engine.

The only change from standard was the starter motor on the 10hp engine which would have fouled the steering column and was therefore replaced with a modified 8hp starter.

The significant difference however was the rigid mounting of the engine, special bell housing, prop shaft tube and rear mounted gearbox into the chassis. This rigid assembly significantly contributed to the chassis rigidity.

Needless to say the two bolt fixing of the front mounting bar to the timing chain cover bolts was a weak point (the bolts used to shake themselves loose and fall out!).

(The two bolts should be lock wired together. – Rob.)

Many mods have been developed by owners over the years to overcome this shortcoming. Mine has a modified mounting bar that bolts to four of the cover bolts which are locked with tab washers. As the car weighs less than 400 kg performance is brisk.

I attach a couple of pics of my 1951 Morgan F super for your readers' interest.



Microplas

My name is Ken Clark. I just bought a 1958 Microplas mk2 Mistral. I have all papers from when it was ordered from Microplas, then shipped to Venezuela. The owner's name was R.W. Antosen Esq.; he was an engineer. He designed the chassis. The frame was out of a forties MG YT. The Mistral had a 272 Ford Y block V8 and three speeds. I have three binders full with pics, start to finish, and all the specifications he did to the car. It is quite amazing that all the paper work is still with the car. The body is in good shape; the frame has been cut off just behind the cross member. I would like to see pics of other Mistral mk2. I will send you some of the pics of the car when Antosen was building it. Lots to learn about these types of cars but not the best on computers. Looking forward to hearing from you.



Thanks ,

Ken, Vancouver Island, Canada

Peel

From Peter:

I have recently found a photo of our Peel Engineering Special dating back to about 1955. I feel fairly sure that the body I purchased from Peel Engineering was their MK1 prototype as per 'The Car On The Bridge'.



It was supplied with a very minimal 1/2" conduit frame to the bonnet section and without any framework to the centre (Cockpit) or rear section. I fitted this shell to a modified Ford 5cwt van (Prefect E93A) 1946 chassis, lengthened the steering column, and repositioned the 1172cc (10hp) engine slightly further aft. I also at a later date modified the front axle to IFS as per Mr Ballamy's idea. The rear end was so light that we carried a bag of cement or sand to compensate; even so, on transversing any roundabout we would always experience rear end drift and had to play the front wheels against the throttle in order to avoid a broadside situation or spin.

We made up two aerodynamic aero screens, somewhat similar to your photo; these proved to be really good whilst driving in any rain /snow situation but totally useless when at traffic lights or stationary in 1950s London traffic jams. For these very common situations we carried a very large golf type umbrella, for which my girlfriend (now my wife for 53yrs) was chief operator. We must have looked a comical sight, stationary in the rain.

The only real problems which we couldn't overcome due to our financial situation at that time were the Girling rod brakes –

totally useless! And also the water ingress via the brake pedal arm, the water being forced up here by the spray generated by the front tyre. My remedy for this problem was to remove my shoes and socks if it rained and drive bare footed!



We used this wonderful car daily for about 10 years until our second child was born, when regrettably we left it to deteriorate and finally fade away. There wasn't any chance of selling a 50s Special in the mid 60s: by then times had changed and young people were buying 5- or 6-year old Minis etc. C'est la vie.

I hope this may be of some interest. The reg. no. of our Peel Special was TLX 942.

Rochdale

I just purchased a Rochdale GT. Looks to be fairly original. It is on an early Ford Pop chassis, with a 100E engine – looks to be stock, except the oil pan has been modified to clear the steering. (Maybe the engine is lower in chassis?) It has the split front axle and the rear is set up as open driveshaft with transverse spring and 4 link. I'm wondering about this: is it homemade or some purchased set-up?



I can send you some photos if you think you can help. My plan is to set it up for vintage racing but I don't want to change anything that is a 'special' component that was available in the 50s-60s.

Thanks,

Jim Booth, York, Pennsylvania, USA



Thanks for the photos. Front axle is LMB (Les Ballamy) as are the wheels. The rear axle location and front and rear dampers look homemade. The sump has been modded to make it fit the E93A chassis as the deep part of the sump on the 100E is on the front while the E93A engine has it at the back, so the sump is modded on the 100E to clear the cross member. The front engine mountings have also been modded: this is unnecessary as you just have to use the E93A front cover and this allows you to use the E93A mounting bar. I have put an 100E engine in my Rochdale GT but I have used a Willment IOE head and a pair of side draught Solex carbs from a Lancia Fulvia. Keep me informed how you get on with the rebuild, I look forward to seeing pics of the finished car. Are you a member of the Ford Sidevalve Owners Club?

Thanks for the reply, Rob. What you have told me is what I suspected. Did you notice the remote shifter? Is this also aftermarket? I am not a member of the FSOC but guess I should join. I wonder if PayPal is available for payment to join?

Is your GT still with the 3 speed gearbox? We would love to go to a 4 speed. I'm not sure the vintage rules will allow it but being as how the car is a Special, we might get away with it. We restored a Dellow MK5 last year and it has the elva IOE head – a nice improvement. We did a few modifications on that engine, lightened the flywheel considerably and used a sprite clutch assembly. That worked pretty well. I don't have a lot of money to put into this so we'll do as much in house as possible. I'll fabricate a manifold for 2 SUs or maybe a Weber DCOE and a header exhaust.

You know, carbs for a Lancia Fulvia might be worth a fair bit of money these days. Lancias certainly have gone up in value.

Do you have photos of your GT?

Cheers, Jim

The remote is the same as mine in my GT and is also featured in the Super Accessories catalogue. Mine has a 3 speed box with close ratio gears; I never had a car with four speed and don't think there will be any advantage. FSOC don't do PayPal sorry, but you can pay by direct debit or credit card. Download a form from <http://www.fsoc.co.uk/join-us.html>.



I lightened the flywheel on my GT: we drilled about 18 1/2" holes around the out edge. I also used a fast road cam and a Willment head. I have attached pics of the GT and my Shirley.



Sadly my GT hasn't been on the road for three years and is in need of a total restoration. Maybe one day

100E Register Tales of BLC

Robert Goodland

Dear Sidevalvers!

This will be the last time that I write to you as a registrar for the club. Unfortunately it has got to a stage where other commitments have meant that I have been unable to deal with the register, enquiries and DVLA applications in an efficient way. I now feel it is time to pass the mantle onto someone else. It is an interesting position and I have to say that I have enjoyed being a committee member. I would like to say a big thank you to anyone who has helped me out, particularly people who have been out to inspect vehicles for DVLA applications! Particular thanks to Andy Main and Yvon Precieux, who I used to ring on a regular basis for help and advice. Their experience and enthusiasm for all things Sidevalve has been a great help! The committee is a group of genuinely dedicated enthusiasts who work very hard to serve our best interests as club members and Sidevalve owners. I am sorry to be leaving, but pleased to have been a part of this group!

This month's contribution comes from a member that I met at the Waterfoot FSOC meetings. I do not want to steal his thunder, so I shall copy his letter!

Michael Eastwood: Hello, my name is Michael Eastwood and I have been meaning to write in to the Club for a while now. I am 20 years old and I finished my A-levels in Art and Product Design a couple of years ago. I have decided not to go to university. I now teach guitar privately and help my dad repair and make guitars for a living.

I have owned my 1172cc Sidevalve 100E (Betty) for 3½ years. She is a brilliant car that has been used regularly and has become a common sight in my local area. I enjoy driving her very much and the skill involved in doing so. My car regularly carries me and my mates around and she has done a great job. Betty is pale blue (Pompador) with lots of shiny chrome on the bumpers and headlight surrounds and she is in very good condition.

My mates were puzzled when I first bought her: however now she is considered to be 'cool' and 'retro'. I am currently driving my dad's Toyota over this bad weather, as she deserves to be looked after. I had considered buying a hotrod version of my car but the insurance would cost a lot. Betty is good fun as a standard car: she is not fast, but that doesn't bother me. I have pushed her occasionally and have managed to reach her top speed of 70, which was very interesting.

I am interested in hearing from anyone around my age who owns or is interested in classic cars. I have six other friends who I've met through classic cars and we visit shows at Slaidburn, Downham and Clapham. Last
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Jim Norman

Last issue's 'Tales of ...' stated that '... everything running smoothly; nothing to report' would be rather pointless. Well, that's pretty much what you've got this issue, but in a very positive way!

For those who hadn't noticed, December was exceptionally cold, accompanied by large amounts of snow. Here in the North West, we generally get less snow than other parts of Britain. This might have been the case this time around, but we had enough to make life, and driving in particular, somewhat tricky. Temperatures reaching towards -20°C and failing to reach the dizzy heights of zero for over a week certainly showed that many were far from prepared for this wave of global warming. Happily this was not the case with

BLC, which daily made the 20 mile journey to Liverpool to visit my mother. Throughout and beyond these Arctic-like weeks she needed absolutely no maintenance or any sort of corrective repair (the car, that is), and this was in stark contrast to many quite modern cars abandoned at the side of the A580 East Lancashire Road.

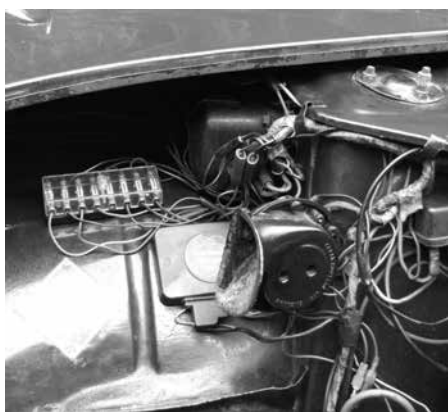
A couple of photos perhaps show things better than words: the view of the car following the first heavy snow fall; and several days later in a layby on the aforementioned A580, which quite fails to show just how filthy the car was by this time. Happily she has since been thoroughly washed, at the first opportunity both on top and below to remove the salt, and is due for a new coat of wax as soon as I can get her into the workshop. And so she carries on, doing what she was always intended to do.



107E Modifications

Jim Norman

The 107E Register Report of December 2010 raised a number of very valid points. The 107E is eminently suitable for everyday use; unlike its Sidevalve cousins it was designed with motorway usage in mind, and while its low gearing makes high speeds stressful for the car it is perfectly happy at 55-60 mph, the maximum speed range of HGVs on Britain's roads. But even I have to admit that things have moved on since the car was launched half a century ago, and the car can readily be made far better at dealing with today's traffic conditions. Rob gave a very good description of some of those made to SSK: perhaps I can do the same for BLC?



Plenty of space below the O/S wing for the fuse box and Lumination module.

Firstly, I like the car as is, and while I have made modifications to upgrade to modern standards, I have made it a rule that all such work should be easily reversible: i.e. everything is bolted on, there are no structural modifications and nothing has been welded in place.

Seats

To follow in the order outlined by Rob, we must first look at the seats. I did use Fiesta seats in a previous 107E but eventually reverted to the standard units; I found that the Fiesta seats were no improvements on the originals! Those who drive a 100E Popular will raise an eyebrow here but the two are not to be compared: the 107E's seats were a whole class in comfort above those of its cheaper stable mate and the 107E's seats are in fact



A view of the carburettor, manifold and washer bottle, as well as the alternator.



Gauges in place, but this was taken some time ago; the mileage has gone up by 65,000 since then! The radio shown has since been replaced by a better model in the same location.

quite comfortable, at least *when the padding and springing is in good condition*. So BLC has her original seats, the only concession being loose covers in winter, both to protect the original vinyl and to reduce the shock when first sitting on it on a cold morning!

Washers and wipers

I've followed a similar course here to Rob's description: the vacuum wipers (quaint in a summer-only show car, totally inadequate in a daily use car in winter) were replaced by those from a Mini, using a 100E headlamp switch for operation: turn for wipers; pull outwards for electric washers. The washers use a free standing pump with a period Lucas bottle. They are mounted above and close to the exhaust manifold and in the recent cold weather were generally thawed out within a couple of miles of running. Many were the complaints of owners of new cars whose washer bottles are mounted inside the wheel arch that their systems just never unfroze!

Fuel pump

With the loss of the vacuum wipers, the vacuum pump below the fuel pump was redundant and, like Rob's description, replaced by a standard 105E one. This is much smaller and allows easier access for repairs in that area (starter motor, etc.), while the 107E unit is inclined to draw oil from the sump and spray it on to the inner wing, a fault therefore eliminated.

Electronic ignition

I first fitted the Lumination system to a 107E some ten years ago and it's still working perfectly today. The control module is housed in the inner wing area above the battery and not that easy to see. Apart from much easier starting and a complete lack of maintenance requirements, it gives a far more constant dwell angle and therefore ignition timing than a contact breaker system can manage, so gives much improved running.



Yes, they do all work!



... as indeed do the ones at the rear.

Heating and cooling

The heater is a standard 107E unit, which is at least equal to its 100E counterpart in warming the car but far better at demisting the screen. At the front I have retained the original two-bladed engine fan which performs adequately in almost all conditions. In exceptional conditions, an electric radiator fan mounted ahead of the radiator and quite well hidden provides any additional cooling required.



Another view of the carburettor, manifold and washer bottle, with the electric pump just visible.

Other bits!

The car came with new replacement door seals when I bought it and these work well enough, so have been left alone. The lighting is a different matter.

The original semi-sealed headlamp units are totally inadequate; nor do sealed beams really meet today's standards. I too went to halogen headlamps but managed to find ones with domed lenses (BOA had flat lenses) so they are difficult to tell from the originals, at least until switched on! To be absolutely sure, they

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Letters & Emails

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Show willing

Dear Sidevalve,

I know some of you out there are a bit cautious about using your Sidevalves for long journeys. Not so Julian Ashworth from Oldham who has two E493As, a green one owned since August 2009 and a maroon bought early in 2010. (Julian's friend Neil usually drives one of them to the shows.) Julian reports the following activity in 2010.

Green Prefect

Shows attended – 30; Trophies won – 2;
Classic Car Runs – 4; Mileage for 2010 –
4189 miles.

Maroon Prefect

Shows attended – 19; Trophies won – 2;
Classic Car Runs – 2; Mileage for 2010 –
3391 miles

Let's all make a New Year resolution to use our cars more in 2011! The more the public see our vehicles the more interest in them! Well done to Julian and Neil for showing us the way.

Best regards,

Joe Wheatley BSc MICM

No Regional Group in Scotland!

Dear Sidevalve,

Regarding the reference in the December 2010 *Sidevalve News* to there no longer being a Scottish representative, I'd like to make a suggestion.

I am involved with the organisation of the Strathaven Classic Car Show (www.srtclassicsshow.co.uk) and at its inaugural event last May we had over 300 vehicles of which just two were Sidevalves. One was a Thames 300E and the other my Popular 100E, but I had several fellow owners come over for a chat. I'd like to invite any interested members to put on a FSOC stand at the next event on 22nd May this year, or just come and visit and say hello.

The next available show after that would be Scottish Ford Day on the first weekend in July. The two shows could easily be a way for people to introduce themselves to each other and to carry on from there in terms of an organised region. I'd be happy to co-ordinate the initial get-togethers and have a few ideas on how to keep in touch, given the geographical diversity north of the border.

If you'd like to join me on 22nd May, with car/van/pick-up/Special or without (let's see if we can get 10 vehicles!), please get in touch via misterpopular@pop100E.com. I can also be contacted by text (preferred) or by calling 07703 167777.

Yours,

Graham Little

FSOC member in Scotland

Another Malta E83W

Dear Sidevalve,

I was intrigued to read in the December issue about E83W pick-ups in Malta.

The Regional News mentioned that apparently only three E83Ws with such a type of body are known to exist, so would I be right in thinking that I may have seen the third E83W at a show in Malta (below) or could there be another? I attended a large charity event at the airport where there were many classic vehicles and this fine example stood out from the crowd. It was restored to the best standard that I have seen in a long while and I would have thought way better than when it was new. However I do not think it is a good thing to go overboard: they do not look quite right but everybody to their own.

I am the proud owner of a 103E Pop and while on the island I came across one or two of these displaying FSOC stickers, as well as the E83W.

Keep up with the good *Sidevalve News*.

Regards,

Ray Gibson



DVLA Changes that Affect FSOC Members

1. Continuous insurance unless SORNeD comes into effect January 2011. This will end the practice of only road insuring a classic in the summer (during the winter the car would need to be SORNeD). Where a Sidevalve isn't used on a road or other public place, there's no requirement to purchase insurance cover for 'on road risk' as long as a SORN declaration has been made.
2. The established requirement to send your logbook (V5C) to DVLA to inform them of a change of engine may be followed up by a request for proof of purchase or an invoice for installation by a garage.

In theory the use of a secondhand engine from under the bench would be an issue as there will probably be no receipt – unless a garage fits the engine. The Federation understands that a letter from the relevant club (FSOC) would suffice. If in doubt, please contact your technical advisor or the chairman.

3. Clubs will be required to follow elements of V765 scheme (for reclaiming the original registration number) when inspecting and providing dating letters for age-related applications (where there is no existing documentation). Please discuss any applications for a V5C

(logbook) with your model registrar before you contact the DVLA or local office.

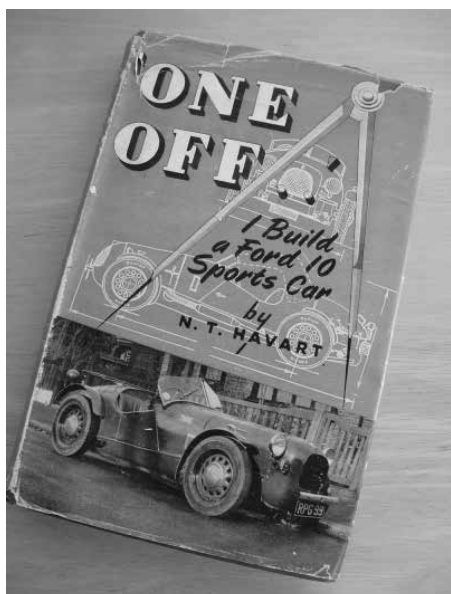
4. Age related applications will be given date of construction that is a result of newest component, i.e. a 1960s body on 1950s Upright chassis – this affects mainly Sidevalve-based Specials. For example, fitting a new body to a Ford Popular chassis and running gear would give a date of construction as January 2011. For clarification of this potentially difficult area of restoration, please contact the FSOC Specials Registrar, Rob Daniels.

Book Review

Mark Bradbury

One Off: I Build A Ford 10 Sports Car, N.T. Havart, published G. T. Foulis & Co. Ltd., London, 1953

My new position of Club Archivist allows me to spend many a happy hour rummaging through the dusty shelves of the club's Ford Sidevalve book and image cupboard and it's quite fascinating what gems one can unearth. I have recently discovered – or rediscovered – *One Off: I Build A Ford 10 Sports Car*, penned by one N. T. Havart. I originally came across this book nearly ten years at an autojumble and read it avidly from cover to cover, and I have just been captivated by it for a second time.



As its full title suggests, this book documents the account of one man's efforts to construct a bespoke sports car using 'our' Ford sidevalve-type engine. What makes the book for me is the charming and detailed description of Fifties Britain coupled with the easy style in which the text is presented.

To many people, a diarised account of the construction of a motorcar may be thought of as rather tedious and dare I say it boring, but with this book quite the contrary is the case. By weaving in the day-to-day domestic and social activities as well as those tasks directly associated with the engineering project in

hand, a slice of Fifties home life has been captured and it serves well to temper and lift the descriptions of the intricate detail of the vehicle's inner workings.

As readers we never learn the car builder's profession but he certainly lavishes a reasonable amount of cash on the project. £250 is quoted at one point nowhere near completion stage – a sizeable amount of money nearly 60 years ago.

I've touched on the era and style of the book and apart from being nearly a day-to-day account of life revolving around the author's work (as I said, the actual nature of which we never find out), there are numerous quite detailed accounts and reviews of trips to various shows, the cinema and odd trips away from home – very interesting in a peculiar sort of a way.

One aspect of life in those days – and still true until probably only 15 years or so ago – was the necessity to make telephone calls and write letters in order to establish what was available from various suppliers and ultimately to order the items one needed – there was no Internet, email or fax of course and even telex was only really used by wealthier businesses. During the course of a project the thrill of receiving a parcel in response to a carefully crafted letter to Lockheed or Smith's for example must have been something well worth waiting for, especially during those long, cold evenings of the early Fifties winters. Remember too that some rationing left over from the war years was still in force – sugar, some meats, tea, not to mention branded and blended petrol.

Norman – and we only know his first name from the publisher's notes inside the dust sleeve – was obviously a very skilled engineer and metalworker, as is evident from the quality of his drawings and the close-up photographs of the finished article. His knowledge of all things automotive was also very obvious from the things he writes and his quest to end up with a car which drove and performed as well as possible. The author's dedication to his cause is something to behold as well; okay, so there was little television to cause distraction but our hero was doing something car oriented during nearly every conscious spare moment – he even ventured out to the garage on Christmas Day 1952!

Having read the book from cover to cover (twice!) what I would like to know is, does the Havart Special, RPG 99, still exist in some form? Not being sure what it might be registered as on DVLA's computer – and I've tried Ford, Special, Standard (the make of the chassis) and so on to no avail – it's very hard to find out but I wonder if anyone out there knows more about the car and its builder Norman Havart?

One Off: I Build A Ford 10 Sports Car is written N. T. Havart and was published in London in 1953 by G. T. Foulis & Co. Ltd. Sorry to bring us back to the 21st century but a quick Internet search reveals that one or two antiquarian motoring booksellers have one or two copies in stock; I reckon it's a cosy yet interesting and sometimes amusing book that is well worth a read over the forthcoming winter months.

107E Modifications

Continued from page 27

are aided by a pair of Lucas spot lamps and fog lamps of unknown make, all halogen. As all can be switched on simultaneously, nights are turned to day, but as a dynamo would have burned out trying to supply the current it was replaced by a 55A alternator. The car also boasts twin period reversing lights and a matching rear fog lamp, and hazard warning lamps are provided. As described in a previous 'Tales of ...' I have fitted fuses to most electrical circuits, and relays to several. Under the rear bumper is a towing bracket, which does get used. In front of it is the spare wheel, transplanted from the boot, which now has a surprisingly larger carrying capacity.

I don't want a fast car as such, but nor do I want to cause hold-ups in commuter traffic, so the 1200cc engine has a crossflow camshaft feeding the cylinders with a fuel / air mixture obtained from a Nikki carburettor, exhaust being from a RHG manifold into a stainless steel system. Otherwise, the drive train is standard. Slightly uprated front dampers, with an extra leaf in the rear springs controlled by heavy duty dampers at that end aid the radial tyres in giving excellent handling and road holding, with much reduced body roll.

Inside are additional gauges: vacuum, volt meter and oil pressure gauges, a cigar lighter (not used for its original purpose but to power my wife's portable DVD player!), and a radio / CD player with USB and CD card readers. This is visible under the glove box but the four speakers are not.

The result is a car which can hold its own in commuter traffic and is perfectly capable of undertaking the longest journeys, giving absolute reliability and good fuel economy. What more is needed?

Anglia, Prefect & Pop Register

Continued from page 23

the Sidevalve model); and Britain's first woman Prime Minister, Margaret Thatcher, led the Conservative Government. On 2nd January, the day after the launch of the 103E Register, Peter Sutcliffe, the Yorkshire Ripper, was arrested.

100E Register

Continued from page 26

summer, a group of us went camping in the Lake District in our cars. I am on Facebook as Michael Eastwood and I live in the Rossendale valley near Rowtenstall. I am looking forward to summer and driving Betty around the countryside again soon.

The New Ford Prefect 107E!

This review of the 'new' 107E first appeared in The Motor, 20 April 1960.

Four-door bodywork of compact size is used on the familiar Prefect, now sold only with de luxe specification and using a new engine-gearbox unit to gain livelier performance.

A Compact 4-Door Saloon with a New Engine and 4-Speed Gearbox

Announced as long ago as September 1953 and subsequently smartened up without its appearance being drastically changed, the Ford Prefect is for many people an old friend. In its 1960 form with a very modern o.h.v. engine and a four-speed gearbox, this 'old friend' becomes livelier in acceleration, faster in maximum speed, yet also slightly more economical to run, so that, at a tax-paid price of only £621 12s. 6d., it is remarkably good value for money.

With an overall length of 12ft 6in, this is the sort of small car to which countless British motorists are accustomed, compact enough for easy parking in town or accommodation in a suburban home garage, but not in any sense a 'miniature'. Although the wheelbase is a modest 7ft 3in., a four-door body is used and four adults can genuinely be accommodated, whilst there is also a very roomy luggage locker. A clever original body design has been subtly modernised in details, the interior now being very neat. Internal width is very ample (individual front seats and slight intrusion of the wheel arches into the rear seat emphasise that three-abreast seating is not envisaged), but legroom for rear-seat passengers depends upon the seats ahead of them not being slid back to the limit of their adjustment. Four- rather than two-door bodywork offers only very limited advantage on a car of this compactness, the centre pillars being far enough back to limit ease of access to the rear seat: elderly passengers enter or leave the back seats more easily if a front seat is tilted forwards on its hinged mounting.

Limited though rear seat roominess is, the most used seats are the front ones, which proved very comfortable for either short or tall people, the latter enjoying quite good legroom. The seating is fairly upright and, although slimmer windscreen pillars would be an advantage, the good view ahead over a short and low bonnet flanked by visible wings greatly facilitates traffic driving. The new shorter gear lever is convenient to use, there is a pull-up handbrake lever accessibly placed between the front seats, and pendant pedals are comfortably arranged, although a footrest to the right of the accelerator pedal annoyed some people who found that the edge of a shoe sole could catch under it.

Measurable changes in the performance of the Prefect since we last tested it in 1,172 c.c. form are very significantly for the better.

Maximum speed has risen from 70.7 m.p.h. to 72.9 m.p.h., the natural cruising gait on a good road rising from 60-65 m.p.h. to 65-70 m.p.h. Top gear acceleration is exactly as hitherto over the 10 m.p.h. to 30 m.p.h. range, but at higher speeds the new engine gives an advantage which amounts to around 5%. Acceleration through the gears is substantially improved by the latest engine-gearbox combination, 50 m.p.h. being attainable from rest in 18% less time than formerly. Despite these advantages, petrol economy at any speed is better than hitherto, savings varying from 20% at a steady 30 m.p.h. to 10% at a steady 60 m.p.h., but certainly being quite sufficient to offset the new engine's need for Premium-grade petrol in comparison with the 10% cheaper grade which could generally be used in the former sidevalve engine.

Moderate advantages in respect of measured performance are, in this instance, appreciated on the road as giving much easier running. The Prefect is somewhat lower geared than the latest Anglia two-door saloon with which it shares the new Ford engine-gearbox unit, and it offers very reasonable flexibility down to low speeds in top gear. But the biggest improvement over earlier Prefects is the new 4-speed gearbox, which provides quick and smooth changes as well as having a much more sensible and adequate selection of ratios than the old 3-speed gearbox could provide: notably, 3rd gear is now useful up to well over 50 m.p.h. when slower traffic is being overtaken. Since we tested the similarly-powered Anglia approximately seven months ago, the warming-up performance of the engine and its smoothness at low r.p.m. seem to have been improved very usefully, but we found the gearbox surprisingly audible at town speeds, and the carburetion still suffers to some extent from a flat spot if the accelerator is depressed sharply at very low engine r.p.m. At the opposite end of the speed range, power tails off beyond the 5,000 r.p.m. peak of the power curve without the short-stroke engine sounding at all frenzied. Once top gear has been engaged, there is no fuss until favourable conditions are exploited to attain speeds beyond the ordinary maximum, by which time the speedometer (contrary to erstwhile Ford traditions, this instrument exaggerated both speed and distance run) has gone far beyond the end of its scale.

Greater weight and frontal area have led to this car being geared lower than the Anglia, and although this allows acceleration figures comparable with the two-door car to be recorded (at speeds below 45 m.p.h. this Prefect is actually the livelier model) lower gearing involves a penalty in respect of petrol economy. Nevertheless, severe test conditions (comprising a mixture of fast journeys and of short runs around London traffic) showed an overall petrol consumption on the economical side of 30 true miles per gallon; in more than

In Brief

Price £438 plus purchase tax £183 12s. 6d. equals	
£621 12s. 6d.	
Capacity.	997 c.c.
Unladen kerb weight	15% cwt.
Acceleration:	
20-40 m.p.h. in top gear... ..	12.5 sec.
0-50 m.p.h. through gears	16.6 sec.
Maximum direct top gear gradient... ..	1 in 11.7
Maximum speed	72.9 m.p.h.
'Maximile' speed	71.2 m.p.h.
Touring fuel consumption	36 m.p.g.
Gearing: 14.6 m.p.h. in top gear at 1,000 r.p.m.;	
46.0 m.p.h. at 1,000 ft./min. piston speed.	

1,000 hard miles, the engine needed no topping up of its oil sump.

Comfortable Riding

Although the riding of this car can be fairly lively when a rough surface is tackled with little weight aboard, there is quite fair insulation against shock without any exaggerated softness to make passengers queasy, a long journey bringing added respect for the general standard of comfort provided by suspension and seats. The optional-extra interior heater is powerful and inexpensive (£9 10s) but, being of air-recirculating pattern, whereas units which heat up incoming fresh air are nowadays more usual, it allows windows other than the windscreen (onto which warm air jets are directed) to mist up in damp weather. Opening the windows does not cause much wind noise at high cruising speeds, but the interior of the body is not free from draughts if any ventilation is being enjoyed.

Handling characteristics of this car can be faulted in a good many details, yet the overall effect is quite pleasing. There is a certain amount of friction in the steering, and while an unladen car can suffer rear axle hop on a bumpy corner, with weight in the rear luggage locker the car can show some hesitancy as to whether or not it understeers: going into a corner it gives one impression, but once it is cornering steadily its 'feel' changes appreciably. Oddly enough, none of these particular comments prevented critical drivers liking the car, its steering being sufficiently quick and positive mechanically for the driver always to feel comfortably in charge of the situation.

Ordinary touring motorists will find that the hydraulic brakes of this Prefect model are perfectly smooth, and they respond to very light pedal pressures. For more extreme usage involving repeated hard stops from high speeds, the brake lining areas within 8-inch drums are rather moderate, the rear wheels tending to lock first unless there are rear seat passengers. The handbrake works effectively on quite steep gradients, and although the engine's tickover can (as with so many other cars) become uncertain when the car is checked on a steep ascent, 1st gear will let a moderately

The Motor Road Test No. 14/60

Make: Ford

Type: Prefect de luxe (107 E)

Makers: Ford Motor Company Ltd., Dagenham, Essex

Test Data

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CONDITIONS: Weather: Cool and dry with moderate breeze. (Temperature 48°-54°F., Barometer 29.9 in. Hg.) Surface: Dry concrete and tarred macadam. Fuel: Premium-grade pump petrol (approx. 96 Research Method Octane Rating).

INSTRUMENTS

Speedometer at 30 m.p.h. ... 5% fast
Speedometer at 60 m.p.h. ... 11% fast
Distance recorder ... 7% fast

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) ... 15½ cwt.
Front/rear distribution of kerb weight ... 56/44
Weight laden as tested ... 19½ cwt.

MAXIMUM SPEEDS

Flying Mile.
Mean of four opposite runs ... 72.9 m.p.h.
Best one-way time equals ... 75.9 m.p.h.

"Maximile" Speed. (Timed quarter mile after one mile accelerating from rest.)

Mean of four opposite runs ... 71.2 m.p.h.
Best one-way time equals ... 73.1 m.p.h.

Speed in gears

Max. speed in 3rd gear ... 62 m.p.h.
Max. speed in 2nd gear ... 39 m.p.h.
Max. speed in 1st gear ... 22 m.p.h.

FUEL CONSUMPTION

49.5 m.p.g. at constant 30 m.p.h. on level
45.5 m.p.g. at constant 40 m.p.h. on level.
39.0 m.p.g. at constant 50 m.p.h. on level.
32.0 m.p.g. at constant 60 m.p.h. on level.
24.0 m.p.g. at maximum speed of approx. 73 m.p.h. on level.

Overall Fuel Consumption for 1,054 miles, 35.1 gallons, equals 30.5 m.p.g. (9.4 litres/100 km.)

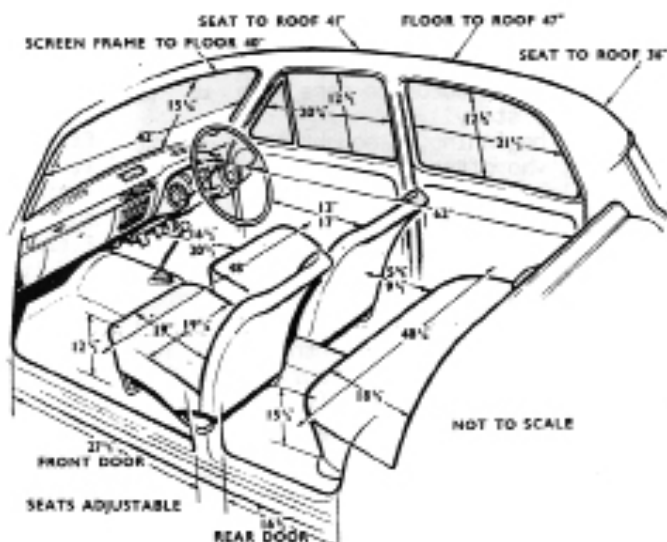
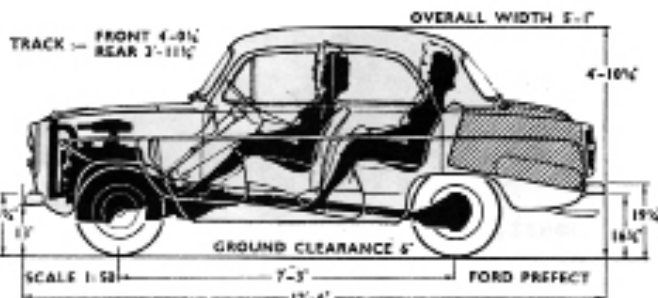
Touring Fuel Consumption (m.p.g.) at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 36 m.p.g.
Fuel tank capacity (maker's figure) 7 gallons

STEERING

Turning circle between kerbs:
Left ... 31 ft.
Right ... 31½ ft.
Turns of steering wheel from lock to lock ... 2

BRAKES from 30 m.p.h.

0.84 g retardation (equivalent to 352 ft. stopping distance) with 65 lb. pedal pressure.
0.70 g retardation (equivalent to 49 ft. stopping distance) with 50 lb. pedal pressure.
0.41 g retardation (equivalent to 73½ ft. stopping distance) with 25 lb. pedal pressure.

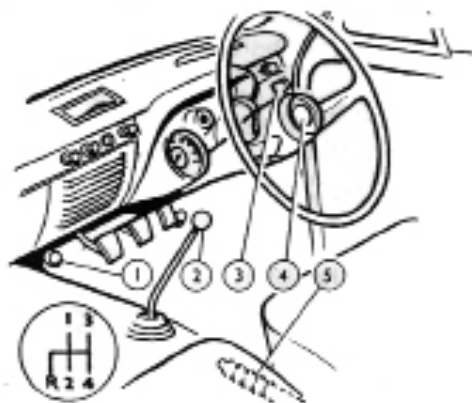


ACCELERATION TIMES from standstill	
0-30 m.p.h. ...	5.9 sec.
0-40 m.p.h. ...	10.3 sec.
0-50 m.p.h. ...	16.6 sec.
0-60 m.p.h. ...	27.2 sec.
Standing quarter mile ...	23.2 sec.

ACCELERATION TIMES On Upper Ration	
10-30 m.p.h. ...	13.2 sec. 8.2 sec.
20-40 m.p.h. ...	12.5 sec. 8.1 sec.
30-50 m.p.h. ...	14.8 sec. 10.8 sec.
40-60 m.p.h. ...	20.3 sec. 19.4 sec.

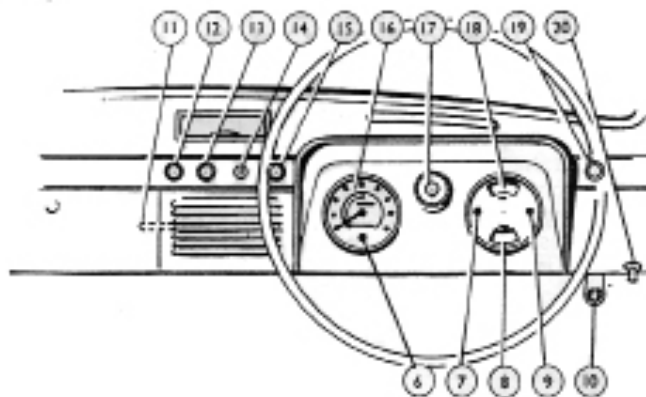
HILL CLIMBING at sustained steady speeds.

Max. gradient on top gear ... 1 in 11.7 (Tapley 190 lb./ton)
Max. gradient on 3rd gear ... 1 in 7.8 (Tapley 285 lb./ton)
Max. gradient on 2nd gear ... 1 in 4.9 (Tapley 445 lb./ton)



1. Dip switch. 2. Gear lever. 3. Direction indicator switch. 4. Horn button. 5. Handbrake. 6. Headlamp main beam indicator. 7. Oil pressure warning light. 8. Water thermometer. 9. Dynamo

charge warning light. 10. Heater fan switch. 11. Bonnet catch release (inside cubby). 12. Choke control. 13. Windscreen wiper switch. 14. Ignition switch. 15. Starter switch. 16. Speedometer and



distance recorder. 17. Direction indicator warning light. 18. Fuel contents gauge. 19. Lights switch. 20. Instruments light switch.

