

Sidvalve News



Volume 30 • No 3 • June 2013



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Emily: Story of a Restoration

Renewing the Top on Prefects
and Anglias

Restoring Number Plates:
A Winter's Tale

Journal of the Ford Sidevalve Owners' Club

**Reminder: Club AGM on 29th June
See Events page**

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Sidevalve News

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

Cambs, Lincs and Norfolk: Brian Cranswick 07984 631064. E-mail: popular103e@yahoo.co.uk.
Please ring for details.

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Cover photo by Andy Main. See page 25.

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

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

Glos, Hereford and Worcs: 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, Grovetown Drive North, Weaving, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 pm.*

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Wiltshire: Sally Litherland 01722 323035. E-mail: salitherland@hotmail.com.

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

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When something goes wrong with your sidevalve, what do you do to put it right?

There are many ways that car owners deal with a problem with their vehicle. At one end of the spectrum, just take the problem to the garage and pay the bill. Letting the professionals take the strain becomes an option if you are not mechanically minded or if you do not have the skills or confidence to have a go yourself. Sometimes you might be just too busy to spend the time on tracking down the problem.

If what ails your sidevalve is a failure or breakage then the diagnosis is very clear and straightforward. The remedy in these cases is simply to fit a new part. A leaking damper or a loose track rod end can be replaced and that would be an end to it. But what happens when the problem is not clear cut? This is where diagnostic skills can be used. One of the most common areas is a noise when the car is being driven. First task is to be able to pin-point the location of the noise. Is the noise from one of the corners or more central? Say that the noise is from the offside front of the car; the next task is then to define the noise. Is it a knocking noise or a rumbling noise? If the noise is a rumble from that corner of the car then you need to work out if the noise changes with the speed of the car. Drive the car at different speeds. If the noise gets slower and perhaps less noisy as the car slows then it is reasonable to assume that the culprit is the offside front wheel bearing. At this point you have not torn the car apart and not started changing parts.

Next stage is to make sure by jacking up the car on the front end and spinning the offending wheel. It should be clear that a rumble from the centre of the wheel would indicate the wheel bearing. Two choices here – either order a new wheel bearing kit or take the wheel and drum off and remove the bearing to be sure. What is relatively easy at the front is less clear at the back of the car because not only do you have the rear wheel bearings but also the differential assembly. A disciplined approach can still guide you to the right diagnosis. Depending on your hearing you can at least ascertain whether the noise is from the left or the right. If you can't be sure then a physical check of spinning the rear wheels might define the problem. Still not sure? By removing the rear hubs you can inspect the inner surface that the bearings run on. This is by far the most common rumble in the rear, especially on Uprights. The FSOC sells a replacement bearing kit with a new inner surface to repair the axle end.



Another area is the engine bay and, more specifically, the engine performance. Whatever you do, don't replace everything at once because while you may solve the problem you will never know what was wrong and you will spend a lot of money! A common mistake is to fiddle with the ignition setting and/or the carburettor. Very quickly you can introduce extra problems that may make finding the original problem much more difficult. Regular misfiring is rarely anything to do with the carburettor whereas irregular misfiring can be either ignition or carburation. How to tell the difference? This is an area where experience is required. In general it is wise to check the contact points and the condenser, which is the cylindrical device in the distributor (100E) or outside it (Uprights). With these replaced and correctly adjusted, you should start the engine and drive the car. Problem solved, or not?

Next, check the spark plugs and at least clean and reset these – they rarely fail completely. If the problem persists, check the timing. Refer to the manual and statically set the timing. At this point you will have worked through the ignition basics logically. If the problem persists and you feel out of your depth then this is where the local group can help you out, as some Sidevalvers have a tremendous amount of experience. Don't be afraid to ask. A point worth considering is that you can't always rely on your local garage, as modern cars are a world away from our cars. They may be unwilling to take the job on or flounder in the lack of electronics under the bonnet.

In closing, remember that a good service and maintenance regime will prevent a great many problems and breakdowns. Both the Uprights and the 100E/107Es are well designed vehicles made from materials that were better than many other products from other manufacturers. Drive within the limits of the cars – you cannot expect to drive them as you would your euro box. If you drive with sympathy you will find that the old girl will be much happier in your care!

Panhard Rods

The whole batch of 50 kits have been sold. A second batch is in progress and should be ready for sale by the time you read this issue. As we expect demand to be as high as for the first kits, please reserve your front, rear or both kit/s as soon as possible with Shirley Wood (details inside the front cover of this magazine).



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Events

Brian Cranswick

This year seems to be passing by rather too quickly, with the Club AGM soon coming around again, returning to Cambridgeshire for the second time. The venue is in the flat fen countryside and is well suited for only having three gears in a Sidevalve.

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

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

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

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

16th June, Trentham Classic Car Show, Stoke on Trent. Club stand being organised. For further details contact Stuart Battersby on 07801 306404 or battersby56@sky.com.

23rd June, West Midlands Classic Car Show, Weston Park, Weston-under-Lizard. Club stand being organised. For further details contact Stuart Battersby on 07801 306404 or battersby56@sky.com.

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

29th June, Club AGM – Lakeside Lodge Golf Club, Fen Road, Pidley, Huntingdon, Cambs. Buffet lunch at 12.00 hrs; meeting starts at 13.00 hrs. Overnight accommodation available at the lodge (www.lakeside-lodge.co.uk), and nearby is a caravan/camper site (www.stroudhillpark.co.uk). Further information is available from Brian Cranswick.

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

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

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

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

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

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

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

21st July, Newby Hall Ripon, Concours Rally & Autojumble. Club stand. Details from Nigel Hilling.

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

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

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

11th August, Classic Ford Show, Battlesbridge Antiques Centre, Battlesbridge, nr Wickford, Essex. All Ford Sidevalves are welcome to attend. Details on www.battlesbridge.com/events.php.

11th August, Shugborough Classic Car Show, Milford, Staffs. Club stand being organised. For further details contact Stuart Battersby on 07801 306404 or battersby56@sky.com.

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

17th August, Capel Show, nr Dorking. Room allocated for a Club line-up. Contact Mike Jillians. Individual booking essential. Further details www.capelcarshow.com or 01306 712442.

18th August, Cranleigh Classic Car Show, Cranleigh. Room allocated for a Club line-up. Contact Mike Jillians. Individual entry recommended. Further details wwwcranleighbliions.org/classic-car-show or 0845 833 2711.

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

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

14th September, West Huntspill Classic & Vintage show, Somerset. A possible event to hold a Club stand/Western Sidevalve day, if enough interest shown. Please contact Rob Palmer for further details on 01275 332608.

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

22nd September, York Historic Vehicle Group, Classic Event, York Racecourse. Club stand. Details from Nigel Hilling.

6th October, Cambs group end of season Sidevalve meet. Venue TBA. Details from Brian Cranswick.

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



Regional News

Cambs, Lincs & Norfolk

Brian Cranswick

The Drive It Day run provided a sunny start to this year's events season, with five sidevalvers meeting up in front of the George Hotel in Whittlesey: Mike Capps, Ted Ayres and myself all in 1953-model 103Es, along with John Pinigar in his 1950 E493A and Norman Wedley in a 100E Anglia. The outward run to Elton was completed with no problems at all. Arriving at Elton we were soon joined by Lincs member Chris Winter, driving his extremely smart piano transporting converted E83W. This was the first long run for Chris's van after the recent renovation, and a pleasing faultless performance returned on the day. Unfortunately for the local group the return trip was not a problem free run. Ted's Pop had on oil leak, John's Prefect suffered from vaporisation and my Pop developed a very nasty horrible sounding rattle from the engine. I feared the worst had happened and the expense of a new engine(!), but it turned out to be the dipstick coming loose. This was quickly followed by even more trouble when my car came to a grinding halt. This time the cause was a loose throttle linkage, and many thanks indeed to Ted for fixing it.

Electric fuel pump – update

I have experienced my share of fuel vaporisation problems with OLH 20 from time to time. However, looking back, my first Pop – a real tatty rusty banger which I bought for £25 in 1972 – never broke down or stopped from vaporising, and I even drove it on a 2,000 mile camping holiday through Denmark and Sweden. Recently I decided to change the mechanical pump to an electric unit. My choice of pump was made after gathering information from three other members who had converted their cars, and finding that two out of three had favoured using an SU pump (the type fitted to a Morris Minor). The replacement pump was neatly attached to a new bulkhead bracket, which is fixed to the mounting studs that hold on my Smiths heater unit, so no new holes had to be drilled. Initially some teething problems were incurred, when the car suddenly stopped, resulting in having to obtain another new pump as the unit fitted was diagnosed to be faulty and needed to be replaced. The Drive It Day run was my test that everything was now working okay. A good start was made with a noticeable improvement in starting and performance. However, a slight smell of fumes was detected when driving along; eventually this was traced to be a very small leak from a union connection / felt washer underneath the pump, which holds in an internal filter. I will provide some further feedback on the conversion after a few more miles have been completed.

Surrey

Mike Jillians

Ah! Show season is upon us. Perhaps we will be blessed with good weather this year?

Anyway, I am organising two shows this year. They will be at Capel (near Dorking, Saturday 17th August) and Cranleigh (near Guildford, Sunday 18th August). Hope the turnout will be good. You are all more than welcome to join in. If you would like to attend one of these shows, please let me know. Usually, I can pre-book enough space for a Club line-up at each show. Realistically, I need to be aware of numbers thinking of attending.

Each person needs to book individually for the Capel show: contact www.capelcarshow.com or telephone 01306 712442 for entry forms etc. Note: Capel was overflowing last year and latecomers had to be turned away, so book in early to avoid disappointment.

You can be booked in en-masse for the Cranleigh show, but as I am going to be away for most of July and August, it would be prudent to book yourselves in individually: contact www.cranleighlions.org/classic-car-show or telephone 0845 833 2711.

In each case, space will be booked and we can all line up together. Although I am out of the picture for July and early August, I will have periodic access to e-mails.

Three Counties – Herts, Beds and Bucks

Robin & Jennie Thake

By the time you read this report the show season will be well on the way. The first show that we went to was on Drive It Day, to Colne Valley Railway, where there were six vehicles from our group and two other sidevalves on display. It was good to see Rob and Pip Forth after Rob's illness: I think they were keen to be out and about as they had had a bit of a panic due to the half shaft on Rob's Prefect breaking a couple of weeks previous, and they need to use this car to give them more room. I think Pip is quite enjoying driving the E493A Prefect instead of the 100E Anglia and Rob being the navigator.

We took our eight year old granddaughter Ella with us to this show; when we took her home a few miles away to Wethersfield, four cars arrived in the small cul de sac, which brought all the neighbours out to see what was going on! We then had a very pleasant drive across country, including going through Finchingfield where the Ford Motor Company took their publicity photographs.

The next week we went to the Ford Day at Whitewebbs Museum in Enfield, where eight cars from our group attended. The cars at the show ranged from the earliest – my 1946 EO4A Anglia – to the late Granada. It was unusual not to see any 'Y' types there; also, Andy Westwood's 300E van was the only commercial on display.

Rushden Cavalcade was the outing on the May Bank Holiday weekend and we attended on the Sunday. What a difference a year makes. Last year the show was cancelled due to the field being waterlogged; this year the field was dry and dusty and the grass was brown! We had six sidevalves and two other make cars on display by group.

On the Bank Holiday Monday, Richard Healey was the only group member to take his car to a show at Royston. This was the first outing of the year for his 103E Popular and he won the trophy for Best in Show against some large and impressive cars. The huge gold trophy will be proudly displayed in his lounge at home.

We had a very unusual request in March when a theatre company made contact with us, as they wanted to use a 100E in our area for the sound track for a stage show. They needed the sound of doors and boot opening and closing, and also the sound of the engine starting and driving up and down the road. Stuart and Laura agreed to do it, so if anybody goes to see 'The Day in the Death of Joe Egg' in Liverpool or Kingston, it is one of our group's 100E making the noises.

Regional News

Scandinavia

Håkon B. Øverland

Spring Parade in Trondheim

It has become a tradition that the local Classic Car Club, of which I am also a member, each year begins the season with a Spring Parade the first weekend in May, at the main Market Square in Trondheim. Depending on the weather conditions, the number of cars turning up varies from year to year, but this year we were quite lucky, in spite of some clouds in the morning. The Parade filled about half the square, which is the most we are allowed to take up.

Unfortunately, from an FSOC point of view, there were no British Sidevalves present, but apart from that there were many different cars to be seen. With the number of vehicles that just the approximately 250 members of my local club are in possession of, we could probably have filled the whole of the Market Square twice over and more. Then again, not all of the treasures are rolling, like some old British Ford Prefect I know of. In addition many of our members live a long way from Trondheim.

To compensate for the possible lack of attendance from our own members, we had also invited the Opel Register (Vauxhall in Britain) and Volvo Club. There were quite a few Opels but not so many Volvos present. One of the latter that did come was a P1800, which gained a worldwide reputation as the car of *The Saint*, the character that Roger Moore played decades back.

Traffic challenge in Copenhagen

Søren Palsbo: The present *Knippelsbro* in Copenhagen, Denmark, is the fifth bridge since 1620 across the inner harbour between two of the islands on which the Danish capital is built. In this scene from 1959 (above), new tram tracks are being mounted on the bridge: quite a challenge for the workers, as well for the traffic, as tram traffic across the bridge continued during the work.

Closest to the photographer, who was most likely commissioned by the tramway company, is a two door Ford Prefect E93A – a fairly rare model of which 7,838 were built with fixed roof and 2,325 with a sliding roof. The combination of a flat rear of the car with only two doors puzzled me, as I did not know that the old Prefect was built in a two-door version, but the FSOC knew!

The second closest car is one of the early VW Beetles which, in the late 1950s and early 1960s, was every other Danish family's first car.

The bridge is depicted on the newest series of Danish 200 kroner notes. Constructed in 1937, for a number of years it boasted to be the world's fastest at closing after a ship's passage. Both the tram tracks and the overhead lines were designed to take into account the frequent opening and closing of the bridge at the time.



Today the tram tracks, the overhead lines and – alas – the two door Prefect are all gone but the elegant bridge still stands. The photograph is included in the large collection of photos of the Danish Tramway Society.

Two and two

Søren Palsbo: The Anglia 101E in this historic scene from around 1960 (below) was most likely born a few miles away from the Kongens Nytorv (King's New Square) in central Copenhagen.

Ford and General Motors had assembly plants situated close to one another in the southern part of Copenhagen's harbour area. If the Sidevalve had been a Prefect then it would not have had a Danish birth certificate as only the two-door 101E was produced in Copenhagen.

Danes had – and probably still have – a strange passion for two-door cars even if it means almost acrobatic efforts for tall people to get in and out from the back seat. The explanation is no doubt that the car is somewhat cheaper than the four door version; and indeed car prices in

Denmark are some of the highest in the world, as is the tax on anything else. Today the number of four door cars has increased as even the smallest and cheapest cars have four doors, or five if the hatchback is included.

Back to the 1960 scene: the registration number on the Anglia dates from before April 1958 when two letters appeared on the enamel number plates. The big white building in the background is the famous Hotel d'Angleterre, still at the same address and quite recently refurbished for a lot of money.

The other 'two' in the heading beside the two doors refers to the two trams in service on route 7. The newest of them (left) is about to leave the central terminus and the older colleague (motor car number 267) waiting a little longer. Both trams display red destination signs to Brønshøj – a destination further away than the ordinary northern terminus which tells us that the picture was taken in the afternoon rush hour.



Scotland West Central

Graham Little

Hello everyone.

The Strathaven show will have been and gone by the time you read this. At the time of writing I'll be the only attendee from the Club but, barring rain, I'm sure my 100E will enjoy its first trip out as a complete car in 25 years, albeit on a trailer. Maybe some of you might consider coming along to the Scottish Ford Day on 7th July? Please email me on gslittle@aol.com and I'll arrange things.

If anyone has ideas about other locations for shows or events to attend then please let me know.

An apology now to a member who wrote to me and I've mislaid their letter. I don't know of anyone who can help but perhaps somebody might? The member was wanting to find out if there was someone in the Stranraer area, or nearby, who may be able to help in the conversion of an Upright's electrical system from 6V to 12V. Again, please could



you contact me and if I still can't find the letter I'll put the response(s) in the next magazine.

The photo shows the restoration team's engineer, Scott, making sure the unattached front wing doesn't fall off.

Yet another excuse

Søren Palsbo: A journey of discovery through the archives of the Danish Tramway Museum Society – which has become easy with modern electronic files – is a journey through bygone decades and urban scenes which today are gone for good. A visible Sidevalve Ford in a picture is yet another excuse to let readers of *Sidevalve News* see how the major Danish cities looked when both professional and amateur photographers were chasing trams.



The three biggest Danish cities – Copenhagen, Aarhus and Odense – once had tramways. Modern tramways or light rail systems will be constructed in a few years, though Danish politicians have been dragging their feet in that respect for many years. Odense, the native town of Hans Christian Andersen, converted its old tramway to bus operation in 1952. Aarhus in Jutland was next in 1971, and the Danish capital Copenhagen's last tram route was taken over by diesel buses half a year later, in spring 1972.

Not only the means of public transport but also the look of the cities' inhabitants, shops and

cars have changed significantly since the 1950s, 1960s and early 1970s. In this picture dating from 1963/1964, taken in central Copenhagen, an old Ford Prefect is parked to the right closest to the photographer. As the local registration number starting with KE was issued in the early 1960s, the car had changed owner or home town at least once since it was new when the registration numbers had only one letter. Modern Danish registration numbers unfortunately have much less to tell.

The other vintage car in the picture with its two doors hinged on the 'B'-post is difficult to identify as the radiator is hidden behind the cyclist. English readers may recognise it if it is an English make? The newer car in front of it is a Mercedes 190 taxi. Behind the then new tram is an Opel Caravan (estate).

First love

Søren Palsbo: Gitte was my first love. We were classmates in the big local school with more than 900 pupils, and her mother and dad had a greengrocer's as well as a delicatessen shop in another borough of the Danish capital. The two shops, which were situated side by side, disappeared many years ago, together with thousands of other small shops and the wholehearted customer service they offered.

You normally need a van to supply two retail shops with quite different varieties of goods, but Gitte's father managed all necessary transportation in the family's pre-war Ford Eifel saloon. He probably took out the back seat during these transports and then re-installed it on Sundays when the family went for a ride.

This was quite a few years before Copenhagen had a fixed maximum speed limit within the city limits, and I remember that one day Gitte's father wanted to impress me by whipping all the German horses – or ponies – that the little car could muster. The speed indicator reached 90 kilometres per hour (some 55 mph) on one of the broader streets, which was as close to Formula 1 as I had ever been. My mother – who was my sole parent – never drove so fast.

At the latest class reunion, Gitte brought this old photo of two very young lovers sitting on the trunk of Mr Brandt's Sidevalve Eifel. Gitte was – and still is – a natural blonde. The Eifel was a dark blue beauty. And I was the lucky swine in the middle!



Kent

Richard & Trish Greenaway

Show round-up

What a great start we've had to the show season. Thank you to all those members who have taken part so far. In the first four events of the year the total number of entries has more than doubled compared with the corresponding events from last year.

Our first show took place over the Easter weekend at the Chatham Dockyard Festival of Transport, where we had 11 cars on the Sunday, plus I believe another couple on the Monday. Of those who came along on the Sunday, may we give special thanks to Mike Capps who travelled down from Wisbech on a 300 mile round trip; also to Trevor and Mari Seabridge who came down from Hitchin. Although the weather was cold at least it stayed dry for us all. This year's event had a special feature as they parked all the 1960s cars up in Ropery Alley, which is the main street where they did the filming for *Call the Midwife*, complete with overhead washing lines (as seen in photo).

The following week we had the Heritage Show at the Detling Showground. This year's event was bigger and better than previous years with more cars and buses on show. Star of the show this year was the new Boris Bus. Throughout the day all visitors were welcome to take rides around the showground roads on several different buses and by all accounts the Boris Bus was by far the most popular. Once again the weather was dry, albeit a bit chilly during the morning.

The show we had been looking forward to the most during the early part of the season was the All Ford Show held at Aylesford Priory on the 14th April. Although we didn't hit the 20 mark we had 18 on show with one recently recruited member, Mick Davis, not making it as far as the Club Stand area as he got sent to the individual section instead. We certainly had a good mix of vehicles on show ranging from Derek Warner's 1926 Model T up to Kevin McGuirk's 1962 Popular 100E, with 12 other different models in between. It certainly made for a good show of old Fords. I'm sure all those that attended will agree that we all had a good day, even managing to sign up two new members as well as receiving 1st place for Best Club Stand for

the second year running. The only downside was the light drizzle we had during the first part of the morning.

Another lovely sunny day for our Drive It Day Run, which was our fourth event in as many weeks. Eleven of us met up at Camer Park in Meopham: 10 Sidevalves plus Bernard and Pauline in their MK2 Consul. We all set off for Ightham Mote where we stopped off for coffee and cakes. Joining us at Ightham were Ted and John in their 103E Pops. Coffee break over, we all headed off to Hall Place near Crayford. Apart from the traffic hold ups near Sevenoaks we all arrived at Hall Place without any hiccups in time for lunch. The only trouble was we were greeted by a packed car park due to several football matches taking place in the adjacent field so we weren't able to park up together, which was a pity; our fault, I suppose, as we should have notified them that we were planning on turning up as a group. We were told that they would have let us park in front of the main house if we had let them know we were coming.

Certainly a full day, as we had left home at 8:15am and didn't get back home until 9:45pm having covered 105 miles: not bad, as Ted at Ightham told us he had his Pop MOTd the previous day and had only done 100 miles in the last year. We think you need to get out more, Ted.

Our next show took us north of the county to attend the Sittingbourne Classic Car Show. In attendance we had nine members including Mick Davis who bought along his rather nice looking Model C Tourer, which I believe to be the first in Kent. Not a large show, but it was the first year of it being held, so fingers crossed: next year might see a larger turnout. As far as the location of the show goes you wouldn't have found a better place to hold it, as the sports field was surrounded by trees all out in full blossom.

From the time of writing this report to this magazine coming out, hopefully we will have been to five more shows. Glen, Tina and ourselves have a hectic May Bank Holiday weekend planned, starting with a show in Deal in East Kent on the Saturday; off up to join Robin, Jenny and the North London group for the Enfield Pageant on the Sunday; then back to our home patch in Bearsted on the Monday. Let's hope the weather stays good for us. Details of these and others will hopefully appear in the next magazine.

Bits & pieces

This year so far on our travels we have signed up five new members, so let's hope the trend continues. May we give a warm welcome to recently recruited members: Ian Stocker, who has purchased a E494A from fellow Kent member Rod Janes; Ray Perkins, in his 107E which also came from a fellow Kent member; Mick Davis, who has a collection of Fords ranging from Model Ts up to a more modern 103E Pop; Graham Johnson, who owns a Ford V8 Pilot; and last but not least Joe Sactariche, who lives in Epsom, Surrey and whose son recently brought him a 1958 100E Prefect. May we also take this opportunity to welcome any new Kent member who has joined the Club direct: we look forward to catching up with you soon.

Our monthly meeting numbers are also looking good so let's hope the trend continues. If any members would like to join us at one of our monthly meetings for the first time then you are more than welcome to come along and join on the third Wednesday of the month (more details on page 2 of the magazine).

Kent's major events of 2013

May we remind members from far and wide that during June we are holding our two most important events of the year. First up we have the Southern Sidevalve Day, which takes place on the 16th June as part of the Friar Rally. This is held in the lovely surrounding of Aylesford Priory (near Maidstone). As well as the organised Car Show there is a craft fair, stalls, fun and games for the kids as well as the Priory itself to look around; you will even see the monks helping out around and about. For all those arriving before 10 o'clock, the Kent Group will be supplying bacon rolls plus tea and coffee as we did when we last held the event at Leeds Castle in 2010.

Following the success of the after-events of last year's AGM, we have decided to hold the Kent Fun Day for the first time on 23rd June at midday. The event is only open to FSOC members, so this is your opportunity to come along for a social get together with fellow members. During the day there will be a BBQ (free of charge), cake stall, and fun and games as well as your chance to test your skill (in your Sidevalve) around a driving challenge course (trophy to the winner) which will be set out in the adjacent field. There will also be a trophy for the furthest travelled Sidevalve arriving under its own steam. So, why not come along and join us for a fun day in the country? Feel free to come along in your everyday car if you don't fancy bringing along your Sidevalve. The Fun Day takes place at Lynx Park, Colliers Green which can be found on the A262 between Sissinghurst and Goudhurst. Look out for the FSOC signs on the A262.

Contact us for further info on either of the above events: details on page 2 of the magazine. If you are planning on attending either of these events, we would appreciate it if you could let us know as it will give us an idea on numbers foodwise. Remember, partners are more than welcome to come along as well.



Regional News

Merseyside

Joe Wheatley

Please note my new email address: joe@righthandconsultants.co.uk.

Riverside Steam & Vintage Fair, Southport, Sat 20 & Sun 21 April

Unfortunately I was detained painting my new fence panels (18 of them!) on the Saturday and so missed the best day so far this year. Several of our members did enjoy the sunshine on Saturday: Bernard Ellicott with his newly painted 100/7E (i.e. 100E Popular but with a 107E engine and 4 speed gearbox), Dave Rothwell with a new E493A-based pick-up/bitsa, and Julian Ashworth in one of his E493As. Naturally Sunday reverted to type being both cold and wet! Dave and Sue Rothwell were there again, Bruce & Carol Allen in their Y, Mike Brocklehurst in his Squire with Freddy, and I. We also met Brad Ord and his girlfriend. Brad is only 18, and restored and passed his test in a (proper) Mini. He also has a nice black 100E Anglia which he was using while he did some more work on the Mini. I hope we managed to make both Brad and his girlfriend welcome because we need more young people in our hobby to balance all us absent minded old farts! Hopefully we will see them both at Tatton in June.

As usual, lots to see and do but the punters stayed away because of the weather. A good display of steam engines and commercial vehicles, but the cars were well down on last year. We all managed to sneak out before 16.00. Bruce stopped off to 'borrow' a dynamo from Dave because his had ceased charging. However I think he managed to get his own working again after a good clean of the internals.

Tottington High School, Bury, Sunday 28 April

Another cold day, but at least the rain held off until about 14.00! Despite the less than encouraging forecast we had eight Sidevalves on display – more than any other club could muster! Bernard, Mike, Dave & Sue, Julian and I were joined by Glen & Dawn Dale (100E Pop), Steve McKenna (103E) and an Ashley Special which had only been resurrected last year. Apparently the only Mk4 (?) Ashley still sporting a Sidevalve engine?

The event was very poorly attended and I felt very sorry for the school as this is one of their main fundraisers. At least we put on a good show!

Culcheth Community Day, Monday 6 May

Can anyone remember a sunny May Day bank holiday? My recollection is that it is



Culcheth Community Day – Bernard Ellicott's entrance & banner set-up with cars behind.

always cold and/or raining during our village fete (Community Day). However this year the forecast was good and the reality was as good as one could hope for! Also we have not had much rain for some months (snow, yes, but not much rain!) so the village green was firm and dry. Overcast at first, but by lunch time everyone was in shirt sleeves.

A Fiat 500 from the St Helen's car club was first to arrive at about 08.30 as I was marking out the 'entrance' onto the field. Dave & Sue Rothwell were the first to arrive from the FSOC (in an Escort XR3i convertible!), soon followed by Bernard Ellicott (100/7E) with his poles, bunting and banner (see photo). Other attendees continued to arrive all the way up to 12.00 when the festivities officially started. There were considerably more stalls this year plus the usual entertainment (brass band, clown, dog show, sword swallower) and loads of stalls selling food and drink. We also celebrated 50 years of *Doctor Who* (such a pity John Porter could not bring his Siva!) with a David Tennant lookalike complete with Police Box, full size radio controlled Dalek and a friend dressed as a Cyberman. Very popular with the kids!

In all we had 35 cars, five tractors and several motorbikes. The cars ranged from Bruce Allen's 1936 Y Tudor with 933cc and 30 bhp, to a recently completed AC Cobra replica with 6400cc and 430 bhp! We were well supported by the FSOC and friends with 16 cars attending. The North West Casual Classics also provided

six cars, including a very nice Morris Cowley which was judged by the chairman of the Parish Council to be car of the show. All our usual regulars were in attendance: myself, Dave & Sue Rothwell, Bernard, Mike Brocklehurst (Squire), Julian Ashworth (Green E493A), Steve McKenna (103E), Dave Broad (another Squire!), Stuart Battersby & daughter (100E Prefect), Terry & Dorothy Mortiboy (Y Type Alpine convertible), Bruce & Carol Allan (Y), Bill & Adrienne Moore (105E), Glen & Dawn Dale (100E Pop), Ian & Sheila Sidebotham (103E), Ken Darby (107E), Ron Taylor (E83W), and new member Kevin Appleby (E493A).

It is surprising how many classic enthusiasts there are in the village, unknown to anyone else. The Cobra was local as were a couple of Triumph Stags, a 1920s Rolls Royce, Austin 18/6, Hillman Imp, MG Spridget and Morris 1000 Traveller. Let us hope that this is the beginning of a long hot dry summer!

North-west News

Dave Broad is back in the Sidevalve fold having bought a Squire earlier this year. Welcome back, Dave! David Westmorland is looking to find a new home for his 103E in order to fund his daughter at university. Freddy has a little end knock which I hope Dave R will be able to sort out in May. Steve McKenna is focusing on building a garage to home his increasing collection of cars (103E, 100E Prefect, 100E Anglia and 'proper' Mini).



103E (Steve McKenna), Ashley Special (100E engine, upright chassis, Belamy wheels), yellow 100E (Bernard Ellicott), red E493A (Dave Rothwell).

Regional Report

John Duckenfield

Northamptonshire

In the last edition of *Sidevalve News* it was reported that Danny Moody had decided to step down as Regional Contact for Northamptonshire. Danny joined the FSOC in June 1978 and a couple of so years later volunteered to be an Area Organiser. For over 30 years he continued in that role and in that time made a significant and valued contribution to the Club. I'm sure members in the area would wish to join with me and Club officials in thanking him for his considerable efforts over the years on the Club's behalf.

Having recently retired, Danny has decided that the time is right for him to move on but there are two other considerations behind his decision. He writes:

"Hi John,

Well I'm afraid to say that, after 30 odd years of being Area Rep for Northamptonshire, the time has come for me to resign. The group has not been a going concern for some years now. A once thriving and vibrant group, attendances at meetings have dwindled to such an extent that, at best, the odd member comes along but more often that not, it's just me...However, the Griffin's Head, where the meetings were held, has recently changed hands and now has live music in the only and very small bar, making talk of sidevalving very difficult.

It has been a very good 30 years. I have met many good people but now it is time to call it a day...

Kind regards,

Danny"

At the end of March 2013, there were twelve members with NN postcodes and several more with LE, PE, MK, OX and CV postcodes within striking distance. Of course, Regional Groups are not postcode based so a new venue could be established anywhere in the area.

If any member is interested in taking over from Danny, just give me a call and I will explain what is involved. Danny has also kindly offered to help anyone interested to get started. The role can be as time consuming as an individual makes it, so if you feel the time is right for you to make a positive contribution to the Club then please get in touch.

London North

To reflect the area from which its members are drawn more accurately, the London North Group has decided to change its name to **Three Counties – Herts, Beds and Bucks**. The group will continue to meet on the first Monday of the month at The King William IV, Sandridge Road, St Albans, AL1 4AH. New members are warmly welcomed.

NW Midlands and Welsh Borders

Just over a year ago, John Crowe contacted me with a view to establishing a new Regional Group. Since then the NW Midlands and Welsh Borders Regional Group has become an active group with a core of members regularly attending meetings and various events. John has been very well supported by Stuart Battersby, who took on the role as Events Coordinator, and together they have proved to be a successful team.

However, now the group is established John has decided to let Stuart take the reins. By taking a step back in order focus more on his charity work, John sees this as a positive move, for not only is Stuart extremely enthusiastic and keen to take on the role, but he is also in contact with Joe Wheatley and members of the Merseyside Group, where he was formerly a member.

Stuart's appointment as a non-elected representative of the Club cannot be endorsed by the committee until its July meeting. Until this formality has been completed, Stuart will be Acting Regional Contact with John offering support during this transitional period. On behalf of the Club and members in the area, I would like to thank John very much indeed for his initiative and work in getting the group started, and for the way in which he has represented the FSOC.

Stuart would be delighted to hear from members in the area. He can be contacted by email on battersby56@sky.com or by telephone on 07801 306404.

Contacting members

The FSOC is an extremely responsible organisation and as such does all it can to comply with the laws of the land. This of course includes the privacy laws relating to

the disclosure of information. At times, though, this can be extremely frustrating, especially for Regional Contacts running regional groups. Let me explain.

The most cost effective, easy and immediate means of communication for many members and Club officials is by email. Okay, it's taken me an age to accept that fact but even I have to concede that it is the reality of the modern world! So why is there a problem?

Three reasons, really. Firstly, many email addresses are extremely difficult to read; secondly, a large number of email addresses are out of date; and, thirdly it is surprising how many people applying for or renewing their membership do not give an answer to the question on the Membership Application Form, 'Are you willing for this information to be released to other members?' In such cases the default answer has to be 'no' for, in the eyes of the law, the person has not given his or her permission.

So, if you are a member of a Regional Group, or there is an active Regional Group in your area and you would like to be kept informed as to what is happening by Regional Contacts, please make sure that your contact details held by the Club are up to date and that Regional Contacts and Club officials are accurately informed as to your real intention regarding details being passed on to other members. **(Please note:** It is the policy of the FSOC that personal information is used by the Club for administration and maintenance of historic records relating to the vehicles. The FSOC does not make information on individual members and their vehicles available to third parties.)

Becoming a Regional Contact

There are several areas of the UK where members could meet together to share a common interest and form a regional group if only someone would seize the initiative and become the Regional Contact. Be it for one or 31 years, if you would like to know more about becoming a non-elected representative of the Club, please contact me. I honestly believe you would find it rewarding and enjoyable.

Pre-War Register

Yvon Precieux

Registrar's comments

It's amazing how time flies. Here I am again, typing away on the old word processor to get the month's Pre-war and E83W Registers out of the way. Hopefully this year we will have a summer that is dry, sunny and warm, ready for the events season.

Some of you are still having problems in identifying Briggs body and chassis numbers. Your register form gives precise information on the whereabouts of these on your vehicle, be it pre-'37 or post.

Wind in your hair (providing you have some)

Today's designers seem to have hit upon the wonderful idea of a complete opening roof in the manufacture of modern day saloons. hinting back to the era when our models had more variation on where the all the elements, the wind, rain and snow could enter. We have a number of unique places for either a breeze or a hurricane such as the opening windscreen and front side windows; on the Deluxe versions, the rear opening windows and the option of the sliding roof; and the various orifices from the floor boards to engine bay. However the 1934/35 Models C and CX had a more imaginative means of providing fresh air as one could operate the window regulating handle to give (so called) draught free ventilation. These days no one in their right mind would spend much time, effort and money devising such a simple yet devious device to fascinate us all, but here on the Model C and CX, if one operated a further half turn of the window regulating handle when the front door window was closed, the device brought the full window pane sliding rearwards. The Ford publicity detail tries to explain the science behind the device as follows.

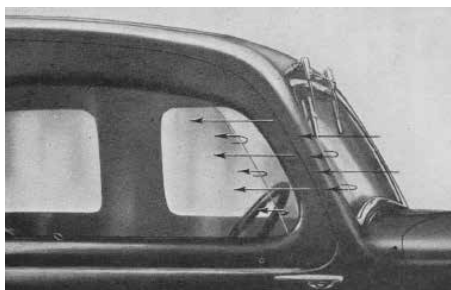


Photo 1

"As the car is propelled down the road, the air rushing past both sides of the car creates a vacuum behind each upright of the body. With the window in the ventilation position, the vacuum draws off the air in the car and as the old air is drawn out in this manner, fresh air seeps into the car interior at numerous places". (Regretfully these numerous places were not identified but we can probably hazard a

guess.) "The quantity and velocity of the new air entering as it does at numerous places." (Still no info) "-is so slight at any one point that perfect ventilation with no draughts results".

So there you have it, but don't be surprised if you still feel a draught around your knees. (Photo 1)

New seating

As explained in earlier issues of *Sidevalve News*, the CX is wider in the body section than the C. Not by much, but sufficient in inches that parts are not as interchangeable as they may seem. A minor change via an inch or so on the body meant a redesign of the seats, with the front seats being lowered at the front end by some three quarters of an inch and the rear seats some good 2 inches; although the rear back rest, being further set back due to the more sloping rear panel, meant a loss of some 1 inch overall.

Too far gone

Although it looks salvageable, this Model Y (photo 2) was only fit for that graveyard in the sky. As soon as you touched any part of the metal, it broke off in your hands. Found in what was then a pal's father's place at the back of Forest Hill in South East London, it had lain for years adjacent to the shed it was previously housed in. Some mechanicals were able to be salvaged by what was then the first South East London Group, based at the one of the pubs locally. Helping out in the archival photo is Peter Benton, hopefully benefiting from some of the component parts as spares for his Model Y.



Photo 2

The Ford assembly line

Even up to the late fifties, the Ford production vehicle assembly was known affectionately as the "Y" Line. The Ford Motor Company from the outset at Dagenham took sales and publicity very seriously, and guide talks and visits were extremely popular in the pre-war days of our small Fords. There were two assembly lines, and during the early thirties, the one for the Ford V8 was some 850 ft in length. The second line, for the Model Y and Deluxe cars, was somewhat shorter by 10 feet at 840ft. The V8 conveyor moved at 11 ft per minute with the Model Y and C at 10 ft per minute. Vehicle bodies including van derivatives from the Briggs complex came into the factory

complete with chassis attached so that it was simple enough to drop the complete assembly onto the front axle components, the engine being installed to attach to the torque tube/rear axle. Wheels were the final component part to be fitted, after which the vehicle was filled with the necessary water, engine oil and petrol. Next the engine was started and where necessary detail adjustments were made on the more obstinate engine for it to run smoothly and efficiently on the first outing. All cars still had to pass a final further scrutiny regarding bodywork and mechanics before they were passed to the agents of the Ford dealerships or lined up to await transportation for shipment overseas. Tours usually ended up with a cup of tea, but if schoolboys were present in the tour, this was quietly omitted. Well, boys will be boys! (Photo 3)



Photo 3

The Ford Scholarship Plan

Extract from the Ford Times, April 1937

"One of the obstacles facing the motor vehicle manufacturer who desires to increase the efficiency of repair and maintenance service to owners is the shortage of trained mechanics. Satisfactory service demands not only modern premises and suitable equipment, but requires skilled and experienced staff, and the relative scarcity of men who combine natural ability with thorough and carefully planned training becomes more and more serious as the number of motor vehicles in use increases. These facts lend a special interest to the Scholarship Plan which is now being operated by the Ford Motor Company Limited, as a step towards raising service efficiency by expanding facilities for technical training. For some years the Company have offered special educational facilities to men already employed within their dealer organisation. The Scholarship Plan goes farther, aiming to increase the supply of Ford-trained mechanics by taking selected boys straight from school and giving them a three-year course in the Dagenham works, and at a local technical college, after which employment will be found for them with Ford main dealers. The plan provides for the payment of wages to the student throughout the training period, thus making them self-supporting, and enabling the advantages of the scheme to be shared by all suitable youngsters, irrespective of their family circumstances. The

pay rises from 10d. per hour, for the first year, to 1s. 4d. per hour in the third, the students being employed for eight hours a day, five days a week. The term 'employment' is used figuratively, as the wages are paid for the time spent in the college as well as in the factory, and in any case none of the students' work will go into factory production.

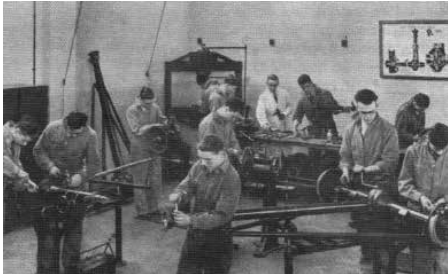


Photo 4

Briefly, the scholarships are awarded to candidates from selected schools throughout the United Kingdom, the age-limit being from approximately 17 to 19 years of age, and selection being based on the results of competitive examination. At present 50 scholarships are awarded annually, and there is at least one scholarship available for each school in the list, competition being between the students of each school, and not among the schools themselves. During the three-year scholarship the students so selected divide their time equally between the Ford works and the South-East Essex Technical College which is under the control of the Essex Education Authority, and is within a few miles of the Ford Works. The objective being to train students to hold leading positions in the Ford dealer organisation, the course combines theory and practice, teaching the students to carry out all repair-work quickly and skilfully, and giving a thorough understanding of the mechanical principles in every operation.

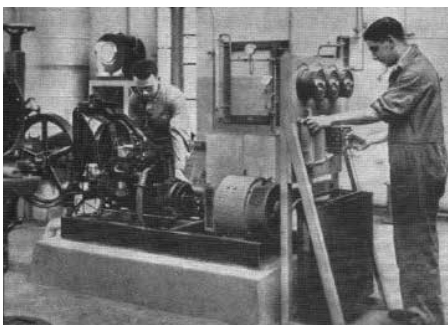


Photo 5

The students study and carry out assembly and repair operations on every part of every model manufactured by the Company, and instruction is given also in store-keeping methods, and in Ford sales and service policy. The educational resources of the Ford Works are admirably complemented by those of the local technical college, which has been built recently, and is the first of two large colleges erected to meet the demand for technical education in south-east Essex. The

college engineering block comprises 15 large rooms, which include three drawing offices, two motor vehicle laboratories, heat-engine, electrical engineering, strength-of-materials, and applied mechanics laboratories. There are also machine tool and fitting shops, a heat-treatment laboratory, a blue-print room, a wood-working shop, a shop for plumbing and electrical installation work. The principal of the college is Mr. R J. Haler, M.B.E., M.Sc., M.I.Mech.E., while the head of the engineering department is Mr. W. C. Harmer, B.Sc. (Hons.), A. I. Mech.E.

It is the Company's aim to secure employment for each scholarship mechanic as nearly as possible in the district from which he hails. While the Company emphasises that the scholarship course must not be regarded as an easy and privileged way to a well-paid position, it will be recognised that it offers hard-working and conscientious students the most favourable kind of opportunity for attaining specialist skill and knowledge. At the early age of 21 they make an enviable entry into the world of industry, with ability and training which should enable them to make progress toward positions of leadership. The steady supply of skilled and experienced men, able to take up immediate positions in the repair and maintenance of Ford vehicles, must incidentally be of the highest value to the Ford dealer organisation, and of course to all owners of Ford and Fordson products." (Photos 4/5)

Make sure service

This was part of the publicity process in ensuring work done on one's Ford was to an exacting standard. Accordingly, when the vehicle entered a workshop, the customer was interviewed by the reception staff who naturally were versed in all motoring problems. To establish the source of any mechanical problem, the staff were required to carry out a road test with the customer after which a repair order was completed to the customer's precise instructions. Repair work was then committed to a separate area for repair work allocated to the type of work required. If a major overhaul was requested or desired, the vehicle was transferred to the unit repair shop where specialist equipment was made available. Not surprisingly the parts and accessories department was a nice little earner for Ford and other British car manufacturers from the thirties to the late sixties. The emphasis to place such a department centrally was deliberate, in order to supply the correct part in the shortest possible distance and time. Although seemingly chaotic with the amount of parts and accessories, the layout was systematic and usually location of a part etc. was speedy and effective. Illustrations are shown of such a service department with post-37 vehicles such as the 7Y being serviced. (Photos 6-8)



Photo 6

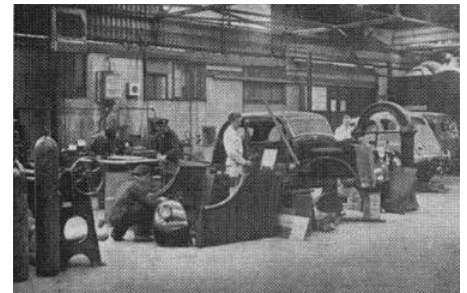


Photo 7



Photo 8

Wheel nut check

Model Ys can sometimes have what can be described as blind bored domed wheel nuts installed. Here it is worthwhile to spend a bit of time to check your nuts with the following procedure.

Jack up the car/van/tourer and slacken all the nuts on the wheel. Then tighten just one nut in turn, leaving the others slack, and check that the wheel is pinched. Should there still be slackness or looseness at the road wheel or the wheel nuts are not holding the wheel tight enough to the hub, remove the wheel nuts and look inside at the bottom of each hole for signs that the stud has been bottoming. You should be able to see a bright ring.

The solution is to bore the wheel nuts deeper, then deepen the threads with a 7/16 UNF plug tap. This gives a greater grip and the wheel nuts will be less likely to loosen under the tooth rattling road conditions that we have today. The Model C/CX and post-37 vehicles do not suffer this problem but it is still worthwhile looking at these vital areas. Should you have purchased brand new wheel nuts over the years, check the thread and depth.



June 2013 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.95
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.60
Reprint Model Y Bulletin.....	£12.90
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£21.90
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
The John Howe Book of Cartoons.....	£6.60
Ford Motor Cars, 1945- 64.....	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

Running In Instruction Sticker (Upright).....	£1.15
Running In Instruction Sticker (100E).....	£1.15
Running In Instruction Sticker: First 500 miles (100E).....	£1.15
Window Sticker-FSOC design.....	£1.06
Silver Jubilee Window Sticker.....	£1.06
Historic Ford-'Keep off My Arse!!' sticker.....	£2.50
I Love My Sidevalve Sticker.....	£2.50
Register Sticker (state model) each.....	£1.42
FSOC 30th Anniversary Sticker.....	£1.15
FSOC 40th Anniversary Sticker.....	£1.15

Magazines

Binder for Club Magazines (holds 2 years).....	£8.99
Following back copies of Sidevalve News available.....	£1.20
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June	

Leaflets

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

Models

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

Badges

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

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£16.20
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Red or Sky Blue in Med/L/XXL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
New FSOC Sweat Shirts embroidered with FSOC logo.....	£17.50
Royal Blue only in Med / L / XL	
New FSOC Polo Shirts embroidered with FSOC logo.....	£13.90

White or Royal Blue in Med / L / XL only

New FSOC Sweat Shirt and Polo Shirt embroidered with FSOC logo.....	£29.00
Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL	

T-Shirts

Model designs.....	£9.50
<i>E83W picture printed on front in Red or Black XL</i>	
<i>Upright picture printed on front in White L/XL</i>	
Script Badge Design.....	£8.60
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Navy or Green in SM/MED; Red SM; Royal Blue MED</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

Other Regalia

Licence Disc Holder.....	£1.05
Blue FSOC Mug.....	£7.95
DVD of Ford Archive material and FSOC events.....	£5.95
FSOC 40th Anniversary Beer Glass.....	£20.75
FSOC 40th Anniversary Beer Tankard.....	£23.50
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£3.99
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre.....	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£12.00
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	Hydraulic flexi hose.....	£13.25
E0A-2078	Master cylinder.....	£72.00
100E-2140	Master cylinder retainer.....	£4.50
100E-2185B	Master cylinder repair kit.....	£12.50
E66-Z-1		

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£1.05
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order).....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57).....	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.70

Steering and Front Suspension

E55-DB1	Top suspension mount.....	£42.00
E55-DB1	Pair top suspension mount.....	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8.....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£202.00
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£30.00
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00

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

100E-3073	Track control arm repair kit.....	£18.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50
100E-3289/90-B	Pair track rod ends	£30.00
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover	£1.90
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Front suspension bush kit- 4 x E-10-DB1 and 8 x 3063.....	£30.00

Rear Axle

100E-1107	Wheel stud.....	£4.00
100E-1175	Rear hub seal, original material	£13.70
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.50
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft.....	£32.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.50
100E-5719	Bush rear spring shackle (set of 4).....	£8.00
100E-5781	Rear spring eye bush.....	£7.00
100E-5781	Pair rear spring eye bushes	£12.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber.....	£45.00
E7-ED-1	Rubber bush (bottom shock) (2).....	£5.98

Exhaust

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

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£19.95
100E-6065	Set of 14 cylinder head bolts	£18.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£200.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£66.00
100E-6261/2/3	Camshaft bush set (std, -0.005")	£40.00
E93A-6270	Timing Chain	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4)	£30.00
100E-6507	Inlet valves (per set of 4).....	£28.00
100E-6513	Valve springs (per set)	£30.00
100E-6714-B	Oil filter element.....	£5.50
100E-6763B	Oil filler tube.....	£15.00
100E-9278	Oil pressure switch	£8.85
100E-9448	Manifold gasket, 100E only.....	£2.50
	Manifold stud.....	£7.00
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set	£27.00
353000ESA	Core Plug	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£27.00

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.25
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit	£12.50
E74-7580-A	Release bearing.....	£14.50
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit	£14.95
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.32
100E-7223	Gearbox lid gasket	£1.40
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£56.00
	Ring speedo gear retainer	£2.20

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£5.20
100E-8115	Radiator drain tap (not original).....	£5.30
100E-8260A	Early top radiator hose, 100E only	£18.35
100E-8260B	Late top radiator hose, 100E only	£15.80

100E-8255	Thermostat housng gasket	£1.75
100E-8275	Water inlet tube.....	£13.95
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump, 100E only (old unit must accompany order)....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat	£7.30
EOTA-8620-C	Fan belt, 100E only.....	£6.00

Fuel System

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

Electrical

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

Ignition System

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

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-7043531	Boot T handle escutcheon rubber seal	£5.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95
	Stainless steel locking petrol cap.....	£14.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
107E-8260	Top radiator hose, 107E only.....	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£15.40
105E-8620	Fan belt, 107E only.....	£5.80
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket	£2.00
105E-12116	Distributor cap (round type)	£17.00
EOTA-12199-C	Contact set (round type distributor only)	£15.90
105E-12300-A	Condenser (round type distributor only)	£9.90
105E-10043	Brush set	£4.75

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

105E-11057	Brush set starter motor.....	£4.75
353000 ES	Core plug, 107E only.....	£2.95

Spares List for 8 & 10hp Type Models

Rear Axle

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.20
B-1175	Rear Wheel Retainer (fits E83W).....	£7.05
48-1190-A	Retainer (front wheel grease) assembly	£5.85
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.50
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W)	£160.00

Braking System

YE-2019A }	Brake Shoes (set of 4-all models- exchange £10 surcharge)	£55.50
CE-2019B }		
7W-2019 }		
Y-2035		
Y-2035		
7W-2035		
7W-2035		
E83W-2035		
E83W-2035		
Y-2036		
7W-2116	Spring (brake retracting) short.....	£6.50
	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£8.60
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.75
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each).....	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
	Brake pedal return spring	£6.90
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£24.00
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE-2793	Spring (handbrake lever pawl)	£2.95
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin	£3.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W)	£34.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.20
YE-33111	King Pin Set, complete (Model Y)	£70.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95
E83W-33111	King Pin Set, complete (E83W)	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£6.55
YE-3616B	Horn Button and Nut (Y model).....	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.85
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£24.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£7.50
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y-4243	Key (rear axle shaft)	£6.00
Y-4507	Gasket (torque tube to differential housing cap).....	£1.75
7W-4507	Gasket (torque tube to differential housing cap).....	£1.75
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00
	Shock absorber (specify which one required)	£85.00
	Front wheel bearings (wheel), not E83W	£56.00
	Front wheel bearings (per axle set), not E83W	£110.00
	Front wheel bearings (wheel), E83W	£56.50
	Front wheel bearings (per axle set), E83W	£110.50

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£117.00
	5 cwt stainless steel exhaust system	£111.00
	E83W stainless steel exhaust system.....	£106.50
	E93A-5230/Prefect and 7W stainless steel exhaust system	£199.00
E93A-5230 / E04A-5255-B Y-5251	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00
	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)	£10.45
	Front Engine Mounting bolt	£1.30
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15
E93A-6270	Timing Chain	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£2.85
E93A-6310	Crankshaft Oil Slinger	£2.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£22.50
Y-6520	Valve Cover (fits all engines)	£15.95
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
	E93A 10hp Piston 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")	£44.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£20.00
	Small end bushes (set of 4)	£27.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953)	£45.00
	10hp manifold gasket.....	£7.75
	Manifold stud.....	£4.95
	Manifold stud (set of 4)	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
	10hp cylinder head gasket	£19.95
YE-24052C	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£49.95
	Gearbox Mount Upper (not Model Y or Model C models)	£9.95
	Gearbox Mount complete, per side	£21.95
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing)	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly	£5.00
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
YE-7071B	Washer intermediate gear thrust washer.....	£7.60
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75
Y-7086	Gearbox rear gasket	£4.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp).....	£76.95
Y-7119	Washer (Counter shaft gear thrust)	£6.32
CE-7141	Reverse Gear.....	£29.95

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

YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring.....	£6.60
7W-7533	Clutch linkage clevis pin.....	£2.15
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order).....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£66.00
E74-7580A	Clutch release bearing-All models.....	£14.50
E70-7600-A	Clutch Pilot Bearing.....	£7.05
C-943070	Gear Lever Gaiter (except E83W).....	£19.60
E83W-943070	E83W Gear Lever Gaiter.....	£22.50

Cooling System

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

Fuel System

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

Ignition System

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£68.00
	Set E93A ignition leads.....	£14.95
E83W 12024A	6V Ignition Coil (All models-not original).....	£39.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.50
YE-12185B	Toggle (All models 1935 onwards).....	£1.05
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£15.90
YE-12200C	Rotor (All models 1935 onwards).....	£5.65
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4.....	£13.00

Electrical System

E494A-10001	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
YE-10094	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
7W-10505	Bearing (generator drive end) assembly.....	£8.95
	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£25.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£125.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining).....	£1.18
BE-11450	Starter Switch.....	£18.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.10
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.60
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£1.10

CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.10
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.92
CE-13101	Spring (headlamp focusing).....	£1.10
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.99
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£3.45
40E-13466	Panel bulb 6V 3W.....	£4.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.35
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.40
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Model C Semaphore Direction Indicator (6volt only) (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.00
	E83W Bonnet Corner Pads (Full set).....	£19.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£21.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£2.50
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
62E-731942	E83W Door Rubber seal (enough for both doors).....	£16.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£18.30
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

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

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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.

Post-war Upright

1956 Ford Popular 103E. Black. Very good condition. Stored in garage but needs a little TLC. Many spares included. £2000. Hampshire Tel: Andrew Gale on 02380 407890 or email agalespanner@aol.com.

1954 Ford Popular 103E. Currently used daily and driven in M.C.C. reliability trials. Fitted with a reconditioned 100E engine, S.U. Carb, low ratio gearbox etc. All items available to return to original spec. Many spares, including engines, gearboxes, front and rear axles, reconditioned steering box, radiators etc. Please ring me for more details. £3,500 including all spares listed. Somerset/Devon border. Tel: Barry Wallace on 01823 673021 or email brjwpop1@hotmail.co.uk.

1954 Ford Popular 103E. 54000 genuine miles and in good original condition. MoT, tax, engine rebuilt, new exhaust. Reluctantly need to sell due to building work to house. £3,500. Buckinghamshire. Tel: Cliff Henley on 01296 481007 or email cliffh7@hotmail.com.

1955 103E Popular. MoT to Dec 13. Mileage 41,000 on original engine. Second registered owner from new. In good running order. Average condition. Original interior with some wings showing signs of rust. Will include spares and tools. £1800 ono. Manchester. Tel: Rod Peters on 0161 798 9977 or email rapeters31@gmail.com.

100E & 107E

1958 Ford Prefect 100E. Black. Four door. Original reg. no. Very tidy – runs and drives superbly. Lovely interior. Known history. MoT May 2013 and taxed until October 2013. £3295. Wiltshire. Tel: Timon Iles on 07875 407353.

1955 Prefect 100E. Black. Acquired from relative who had from new. 45000 miles on clock. Well looked after. Losing use of garage. Good runner and needs new home with better access to the open road. Beckenham,

SE London. Tel: Keith Rodwell on 0203 638 2428 or email ktr10e@talktalk.net.

Wanted

E83W wing. I'm after a E83W Front nearside wing – thanks. Merseyside. Tel: Ron Taylor on 01942 538843 or email ron.rontaylor@googlemail.com.

100E engine. I am looking for a 100E engine for my E83W to do a conversion. Leicestershire. Tel: Vince Punter on 01509 769135 or 07964 037329 or email vince.punter@hotmail.co.uk.

E83W restoration projects. We are looking for two E83W vans actually – that might be difficult! Not a massive restoration project but some work ok. We are seeking to use it as a commercial delivery vehicle for foods. SW19 London. Tel: E La Rochette on 07985 982699 or email cdldrdesign@btinternet.com. (Non-member)

Upright restoration project. Anglia, Prefect or Popular wanted as a project. Bristol. Tel: Mark Farrell on 01179 675280 or 07780 601878 or email markyfarrell@yahoo.co.uk. (Non-member)

Small Upright. I am looking for a nice Ford Popular 103E or Anglia E494A. Buckinghamshire. Tel: Pete McMullen on 07860 676200 or email angliavanman@aol.com. (Non-member)

Vehicle information. Any information please as to the whereabouts of Ford Pop (1960) 5512 UE, and Ford Prefect (also 1960) YXK 131. I don't need addresses, just areas of the UK – thanks. Email Hazel on robert.bromage688@gmail.com. (Non-member)

Spares for sale

Various 103E & 100E parts for sale. 103E: Various brake parts including drums, shoes, backplates, stub axles, king pins and shackle bushes. 100E: 100E drums, new brake shoes, new steering draglink & idler, bonnet, 100E/300E radiators, starters, dynamos, steering box, heater matrix, cylinder head, vacuum tank, anti-roll bar with new bushes, new pistons (part set), front & rear windscreens, new 100E oil pump gears, wheels, air filters, headlamp bezels, new 300E reflectors, 300E exhaust system, 100E handbrake cable, various other bits & pieces. Tel: Andy Rayfield on 0208 656 7350 or email Andrew.Rayfield@BTinternet.com.

Rochdale GT body and chassis. 105E brakes all round (beam axle on the front, 105E diff at the rear) and suitable for a 105E engine and gearbox. Negotiable around AU\$ 5,000. Australia. Email Gordon Cowley on gordon14days@gmail.com.

100E Laycock overdrive gearbox. Complete with Buckler ratios. The overdrive section has been checked over by a local Laycock expert and given a bill of good health. He said that the overdrive had had very little use. AU\$ 3,000. Australia. Email Gordon Cowley on gordon14days@gmail.com.

Upright petrol tank for sale. In very good condition to fit Ford Anglia/Popular (E04A, E494A, 103E) 1939-59. Part number E04A-9002-B. (NB Yes it is different to the 7W/Prefect.) £40. Malvern, Worcestershire. Tel: John Pole on 01684 564829 or email johnruthpole@googlemail.com.

Spares for Ford Sidevalve Anglia, Ford Y and Ford 7Y for sale. Head gaskets, points, engines, bumpers etc. Please contact me for full list. Tel: Maureen on 07706 173166 or email maureenhburke@gmail.com. (Non-member)

New 100E radiator. Never been used. Haverfordwest, Pembrokeshire. Tel: Nigel Harvey on 01437 767193. (Non-member)

Upright parts for sale. Chassis including gear box, petrol tank and bonnet. Cambridgeshire. Tel: Sharon on 07540 310640 or email fortiesfanny@yahoo.com. (Non-member)

10 HP engine for sale. E93A engine. Dismantled but complete. Just removed from my 103E. Needs complete rebuild. £100. East Suffolk. Tel: Mike Crisp on 01473 737393 or email crisp316@btinternet.com. (Non-member)

Miscellaneous

Ford Ten Instruction Book. I have an Instruction Book for the Ford Ten dated July 1938. I believe it belonged to my father but it is well thumbed and in relatively poor condition, although it is complete. It might suit someone who has a car but not the instruction book. The highest price offered in the next couple of weeks can have the book and I'll donate the funds to charity. Northants. Tel: David Wilks on 07582 72233 or email david.john.wilks@gmail.com. (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 £10 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

Year (e.g. 1961)	Model (e.g. 100E)	Model Type (e.g. Prefect)	
Region		Telephone (include STD Code)	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

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E83W Register

Yvon Precieux

Registrar's comments

John Stewart from the next village, Inverkip, is going great guns on his Anthony Hoists E83W. The engine is in and work is progressing on the body and chassis. Once John has taken photos of the refurbishment we will get them into the mag, with hopefully a write-up.

Wet weather

Earlier in the year I received another brief note from Ian Maddams, Saffron Walden, who like Les keeps me on my toes re input in *Sidevalve News*. Les has sent me much info on the Pattisson E83W but I'll leave that for another day. With regard to Ian's information, on this occasion he enclosed a note and picture from the *Guardian* newspaper via Pete Stanners that was part of an article commemorating the dreadful east coast floods of 1953, some 60 years back. Photo 1 depicts a forlorn E83W van up to its knees in floodwater. A Standard Flying Eight behind has fared no better and is seen awash with flood water close by the E83W van in a sodden wilderness. Whether or not the rear door has been forced open by the impact of the flood water is not known, but it was quite feasible that after the waters had subsided both the Standard and the E83W were brought back into working condition, once all the mechanicals were dried out, albeit with warped floorboards. Picture courtesy of the *Guardian*.

More info on WRH 644

Ron De La Rue: I was surprised to see the photos of WRH 644 in the June edition of *Sidevalve News* as I used to own it. Photos 2 and 3 were taken by me around 1978 outside my house after I had hauled it home. The Ford Prefect behind, PTE 120, was then my current car and one that I restored recently.

I went to look at the van in Cottingly. WRH was in a seemingly very sorry state, having been laid up by its previous owner, a Mr Beaumont, in his mother's garden for approximately five years. It was advertised at £175 and at first glance it looked just too far gone, with a large hole in the roof letting in the elements. Not surprisingly it was very rusty inside. The floor was rotten and the doors were seized shut. Consequently I was none too keen on the price advised. I obliged with an offer of £50 and left Mr Beaumont my telephone number to mull over my meagre offer. During the initial inspection his mother had taken me aside and begged me to buy the van as it was a continual eyesore in her garden. So, just two days later I received a call from Mr Beaumont to say that he had accepted my offer.

Initially my first thoughts were "What have I done?" as in retrospect, the dereliction of the van and the costs required to renovate started



Photo 1

to bring me to my senses. On picking up my purchase with a pal of mine we could not budge it from its resting place. However we managed to get the driver's door open, battled down the numerous cobwebs, and found that the handbrake was still on. Amazingly, once released, the van was free to move. We towed the E83W home to Burnley but on the way a faint, barely audible scraping noise could be heard, coming from the rear. When we stopped to investigate, the spare wheel was found dragging along behind us, held on lightly by way of the rear light electrical harness. Having retrieved the spare wheel we managed to get back without further incident.



Photo 2

On inspecting the vehicle and expecting the worst from the initial examination, the van was found not to be as bad as first envisaged. The bodywork was unusually sound and although the rear doors had come adrift at their hinges, the component parts were salvageable. Inside the bonnet area was a 100E engine, but as I did not have another engine it was decided as the later unit was found it would remain with the van, a new exhaust valve being all that was necessary to bring the unit back into working order. The new valve was made up by a local engineering firm (this was 1978, remember) and it only cost me £8.00.

Over the next year I began to restore WRH, putting in a new floor, repairing the wheel arches, putting new wood in the back doors with a small amount of welding around the wheel arches and derusting the foot wells. At one time the van had been fitted with windows so these were retained. All restoration work was carried out by myself although the paint job was carried out by a local garage at a cost to me of some £175 in just paint.



Photo 3

I used the van for the next three or so years every day and it gave me much pleasure. I eventually sold it to an old gentleman who lived locally. He in turn sold it to someone in Blackpool after which I lost touch with it. I hope it still exists as I would love to see it again. Incidentally Jim Beaumont, its second owner, purchased the van from Cottingly Bar Motors, who used to have a picture of it in their window. It was initially painted maroon. I retained the old January 1978 tax disc and certain photos. (*Now with your E83W Registrar: so if the new owner, not on our records, can contact me we will try to put contact, photos and tax discs etc. together - Yvon.*)

A makeover

Considering the E83W had been brought out in 1938, not much had changed in the interim

apart from a number of interior and exterior cosmetic touches, yet in mid 1948 someone at Ford, Dagenham decided the old girl needed a tarting or freshening up. Needless to say no-one could decide what areas needed some change. From what appears to be more like a James May lab experiment that amounts to not a lot, various bright work to spruce up the vehicle around the front grille area and bonnet area was sort of mulled over. While the all-steel roof that was tried earlier was finally abandoned, other ideas hit the dust such as running boards, flared sills and streamlined rear wings, the E83W eventually ending up with just a mere Ford product badge and a change of name from 'Fordson' to 'Thames'.

Now for some trucks

From the archives, RKR 922 is an October 1953 truck last owned by a John Symondson in 1983. Originally a van, on chassis number C740523, RKR was used by a jobbing builder until 1972. Since then RKR has appeared in a great many feature films, including *Absolute Beginners*, *84 Charing Cross Road*, *Buster*, *Scandal* and *Let Him Have It*. TV appearances include *Miss Marple*, *Strathblair*, *In Suspicious Circumstances* in March 1993, *The Bullion Boys* in October 1993, and in early episodes of *All Creatures Great & Small* and *Hi Di Hi*. The photo with the canopy was when RKR appeared in its later colours of black with a light blue cab (photo 4); the earlier photo was taken when the truck was initially painted grey (photo 5). Mr Symondson had previously owned a 1939 central throttle E83W until 1988 when it suffered a disastrous fire which totally destroyed the van, along with an E04A Anglia and E494A Anglia



Photo 4



Photo 5

Next is NTX 135, a light brown coloured truck owned in 1990 by Neville Padfield from the Rhondda. First registered on 23rd November 1953 on chassis no. C743216 to Ford dealers R J Brown of Pontypridd, and then purchased by Pontypridd Builders Supply



Photo 6

where it stayed until 1956. It was then owned by a Mr & Mrs Morris until October 1959. NTX surfaced again in 1983-1984 when it was owned by a former club member. Purchased by Neville in 1990, NTX was hired out to various film and TV companies. The truck starred in a play on BBC2 in March 1991 called *Morphine & Dolly Mixtures*, and in May 1993 it was seen in an episode of BBC's *Inspector Allyn Mysteries* set in Port Isaac. NTX was usually trailered to most locations for film work. The pick-up is possibly a van made into a pick-up, but until the Briggs body number is identified this cannot be confirmed (photo 6).

And finally, WKC 402 was first registered in Liverpool on 13th September 1957 on chassis no. C922680. Owned by Tony Whalley from

Oldham from November 1989, WKC spent its working life in Bristol as a TV and radio repair van for Lewis's Ltd department stores. It then had a green livery with black wings, with Lewis's Bristol on the side on a beige background. The fleet number was 229. In 1966 the second owner converted it to a camper and it is believed he managed to get to Spain and back in August 1968. After that it seems the van was never used. An unsigned engineer's calling card was found inside the van when renovating with the company address in Bristol. An El Cordobes bullfight poster was another find. The vehicle was eventually painted black/green after restoration (photo 7).



Photo 7

100E Register

Tony Lloyd

The fashionable 100E

When the 107E was introduced in 1959 with its two tone colour schemes, many 100E owners copied the idea and had their cars painted in a two tone scheme, even down to the 107E dogleg being recreated in paint. This was especially handy if your car was a bit tatty on the lower half of the body. You could have it repainted with a different colour and be up to date with your colour scheme without the expense of a full repaint. Of course, as the value of the 100E deteriorated during the 1960s and 70s, many an unscrupulous dealer made use of this to make a dodgy motor look presentable.

Today, if you are restoring a 100E it is most usual to get the car repainted in the original colour. One car that has not had this treatment is 1958 Anglia UBY 849 (top). This car is the 37,586th car of the facelifted Anglia 1957-1959. Owned by Maurice Wilby, it has been painted in the fashion of the 1960s. Originally Dover White, this car has had the top half painted white and the lower half painted red with the dogleg on the front wing à la 107E, and very nice it looks too. The exterior colour scheme complements the interior which is TC575, i.e. red and off-white. Maurice says that the car has never been welded and is in immaculate condition.

If you are restoring a 100E then the two tone colour scheme is an option. Although not as the factory intended, it is from the period when the 100E was an everyday car. You could even use the reproduction doglegs that are available now to really make your car look like a 107E!

I remember

When I started taking my 100E to car shows in the 1980s, people that had owned one always came up to talk about them. The first thing that they remembered was the windscreen wipers, followed by the three speed gearbox, followed by the whistling when the choke was operated. Today when people come up to talk about the 100E it is mostly their parents or grandparents that owned them. However, they almost all remember the wipers. "They were operated by air, weren't they?" "They went fast when you were stopped and slow when you were going along and they stopped when you really needed them."

It is strange that everybody remembers the windscreen wipers as being a quirk of the 100E. The vacuum wipers were standard equipment for the 100E and many other Ford models. Ford knew all about the vagaries of the vacuum system. In fact an electric version was available from them, from October 1957 until the end of production. This was part number 100E-17504-G for the motor, part number E93A-13738A for the switch, and E280-AN-1 for the knob.

Almost all owners suffered the idiosyncratic vacuum wipers and were not prepared to splash out on the electric version. Once you got used to



them, the vacuum wipers were adequate, so what was the point of changing to electric ones anyway?

100E values

Most 100E owners do not own their cars as an investment. The 100E is owned for a number of reasons. Maybe one was your first car, or your parents owned one, or you drove one for a living. Maybe you just like the shape or the colour or the 50s styling. Probably the only time that the value of the car comes into your mind is when you are buying one or selling one.

In today's recession the banks offer you minimal interest rates for looking after your money. So, people who have money to spare are looking for somewhere else to invest that money. One of the items that they could invest in is classic cars. Consequently prices are rising, particularly at the top end of the market. This rise in prices at the top has an effect on the rest of the market and prices are rising too for everybody else.

The value of the 100E stayed pretty much the same for a number of years but is now rising, particularly for really good examples. So when your insurance becomes due, check that your agreed value is correct for today's market values and that you are not underinsured.

Where are they now?

In this section we try to find out what has happened to cars that are on the register but have not been heard of for some time. This month's selections are two Anglias, one early model and one late.

First is a 1959 Anglia. The register form for this car is so old that no registration number is given, nor is there a photograph. The register form is dated 5th February 1983: by this time the car was on its third engine, having covered over 110,000 miles. The car lived in Farnborough, Hampshire and was owned by its third owner. The only information given to identify the vehicle is the chassis number which is 687199. I realise that this is a pretty long shot but a bell might ring with somebody!

Next is an early car from 1954, registration number PGP 984 (below). Another early register form, this one again from 5th February 1983 but luckily there is a photograph with this. The car lived in Hemel Hempstead and was also on its third owner. The colour was black and the car was found in a shed in Berkhamstead, being last used in 1967.

Two Anglias. Both have not been heard of by the register for 30 years. Are they still in existence? Somebody must know, and if you do, write or email me so that I can update the register.



Anglia, Prefect & Pop Register

Andy Main

Registrar's Comments

I recently visited for the first time the Heritage Motor Museum at Gaydon, which included a new exhibition entitled 'Morris the Man' to celebrate the centenary of William Morris' car making empire. He began his working life mending and building bicycles in his mother's kitchen. I also enjoyed the various prototype vehicles on display. But I have always been a Ford man, and there were four Fords on display, three being sidevalves of different engine sizes.

The 30th July is the 150th anniversary of the birth of Henry Ford. Henry was born in 1863 in Greenfield Township, Michigan. He gained a reputation as a watch repairman and left the family farm to work as an apprentice machinist in Detroit.

John Skinner, a long time keen Club member, went to Brighton on Sunday 5th May to see the HCVS London to Brighton Run and made use of the Park & Ride bus service to take him to the seafront. The bus ran from the car park at Withdean Stadium, where 50 years ago John went with his father to see the Model T cars, vans and lorries at the Henry Ford Centenary Rally organised by the Model T Register.

Is there a 150th anniversary rally or an exhibition in the UK this year?

New members

We welcome one new register member, Robert Williams from Mid Glamorgan with a 1958 103E Popular. Changing owners is the 1953 E493A Prefect purchased by Godfrey Hands, our publicity officer.

Postage

In August 2006 Royal Mail changed the way post was priced, from weight-only to a pricing structure that took size into account as well as weight. Nearly seven years on the occasional envelope arrives stamped incorrectly or with no stamp on it at all. Royal Mail no longer turns a blind eye in delivering wrongly stamped envelopes or those without stamps. Recently an unstamped A4 size envelope cost £1.79 to be delivered. As a reminder, A5 and A4 envelopes are in two different price bandings before the contents thickness and weight is considered.

Further details are in the Royal Mail prices guide, or visit www.royalmail.com.

Manuals

New to Sidevalve motoring, or perhaps you have only the handbook for your model? The Club has permission to reprint the original workshop manual for the 5 and 10cwt vans, Anglia/Prefect 1939-1953 and Popular 1953-

1959. If you are undertaking basic repairs or rebuilding major components then the manual will show you how to, including any specialist equipment required. **I would advise every owner to purchase a copy.** The cost is £18.70 which includes postage and packing.

The reprinted parts manual for the above models costs £18.95 including p&p and again is highly recommended. It features many pages of illustrations. The order form is in the middle of the magazine. Reprinted workshop and parts manuals are available for other models too.

The Mary Berry Popular

The Popular used in the TV series *The Mary Berry Story* series is owned by Martyn Clements from Bristol and joined the register on 1st December 1990. Martyn has kindly supplied the following article.

Martyn Clements: The Pop 365 CHY (Charley) was first registered in 1958 when Bryan Brothers of Temple Meads, Bristol sold it to a Mr Searle of Bedminster, Bristol. He bought the car on his retirement and only used the Pop for shopping once a week, holidays, and occasionally picking up grandchildren from school.

He traded the Pop in 1968 to a local dealer in Totterdown Bristol. My father purchased the Pop for the sum of £100 pounds. It was then used as the family car until 1975 when my father was promoted and needed a more

suitable car for motorway use. The Pop was then put into dry storage until the death of my father in November 1989. I inherited it in 1990 and set about the restoring it.

Fortunately for me both Mr Searle and my father took good care of the Pop so the restoration was quite straightforward. The speedometer reading at this time was around 30,000. The first task I undertook was a complete refurbishment of the braking system, new cables and brake drums, electrical system, new tyres, new suspension parts and a service of all the oils. I then took the car for an MOT which it passed. I ran the Pop locally for a couple of weeks to see if any problems occurred. It was evident the engine needed some attention. I then stripped the Pop down and had the engine completely reconditioned, removing the white metal bearings for shells and adjustable tappets along with a re-bore and skim. The gearbox was reconditioned and new clutch fitted. The radiator was reconditioned and new hoses fitted.

The rear axle had been replaced in late 1973 with a genuine replacement so just an oil change was needed as it had only done about 2,000 miles. Bodywork wise, the front near side wing needed a small plate welded in, with the rear wings needing the flanges welded, the near side wing being worse. I used a MIG welder so was able to save most of the original paintwork, except for the near side wing which needed a complete re-spray. The only other panel re-sprayed was the near side of the bonnet due to a dent, which happened in



1970. The main shell was in pretty good order so no work needed. After reconditioning the fuel system, carburettor and fuel pump the car was ready for the road again.

I have tried to keep the Pop in original condition where possible; however some jobs need doing. The rear boot floor is beginning to show signs of the tin worm. The driver's seat is showing signs of wear and roof lining has dropped. Engine needs a good overhaul.

Love West Productions initially contacted Ivor Bryant and he passed on their details to me. They wanted a black Pop for filming *The Mary Berry Story*. I agreed to help and filming took place in mid September 2012 around Newton St Loe (moving shots) and Prior Park College, Bath for the chat. The young lady who drove the car for the filming only had a short lesson from me on the characteristics of Ford Pop behaviour! I thought she did really well, considering. It was an interesting day, although I was on tenterhooks due to Charley refusing to start on the previous Saturday and me spending several hours tracing the fault – carburettor problems. Fortunately I have spare parts and managed to do a temporary repair. I didn't have the courage to tell the film crew until the filming had finished. I drove home wondering how long my fix was going to last: well, it lasted till I got home and parked the car in the garage. Next time I tried, no joy.

I met the filming crew at 11:30 at Newton St Loe, Bath Spa University and like most filming events waited for things to happen. Once a short driving lesson was concluded, the filming took place. They started with the cameraman sitting in the back of an estate car being driven just in front of the Pop. Then he sat in the back of the Pop to film the close ups. This presented some challenges for him due to the bounciness of the rear seat. They then

filmed the shots with the Pop being driven towards and away from the camera. Once this part was completed we had a quick lunch down the local watering hole, then off to Prior Park College, I was hesitant about getting there due to an extremely steep hill. Well, the Pop made it eventually with quite a long queue of traffic behind.

The Pop was then positioned and some filming took place before Mary started her chat. Prior Park College is a girl's school. All was calm until the last bell rang and the young ladies realised who was being filmed. It's fair to say Mary is a very popular celebrity amongst the girls of the college. They were frantically phoning and texting, jumping up and down and generally very excited. Filming finished just after 16:00 hrs. Unfortunately the heavens had opened up and the single wiper reminded me how cars have now evolved, and especially what a good idea a heater is.

Call the Midwife

A popular BBC drama series has been *Call the Midwife*, which is set in the East End of London in the 1950s. The outside shots were filmed at the Historic Dockyard, Chatham, Kent between the Ropery and Anchor Wharf.

The Historic Dockyard's Medway Festival of Steam & Transport, held at Easter, featured the outside set location for *Call the Midwife* to recreate the unique 1950's atmosphere with vehicles, washing lines, bicycles and music. A number of vehicles from the Kent group attended over the two days and were invited to be displayed in this location, including John Isaacs from Maidstone in his 1959 103E Popular, photographed amongst the washing on the front cover of this issue.

One observant member's wife pointed out that modern wooden spring pegs were securing the washing and not the correct dolly pegs!

Other television dramas that have also been here: include *Mr Selfridge*, *Crimson Petal and the White*, *Foyle's War*, *Oliver Twist*, *Vanity Fair*, *Victoria & Albert*, *Tipping the Velvet*, *Our Mutual Friend*, *The Mill on the Floss*, *A Christmas Carol*, *Around the World in 80 Days*, *Canterbury Tales*, *No Bananas* and *Cats Eyes*.

Cinema films include *Les Miserables* (2012), *Sherlock Holmes: A Game of Shadows* (2011), *Veer* (2010), *Sherlock Holmes* (2009), *The Bank Job* (2008), *Pierpoint* (2005), *The Golden Compass* (2007), *Amazing Grace* (2006), *Children of Men* (2006), *Vanity Fair* (2004), *The World is Not Enough* (1999), *The Mummy* (1999) and *Diamonds Are Forever* (1971)

The location has also been used to film a number of television programmes and documentaries.

Register 25 Years Ago – Sidevalve News, June 1988

I made comment that entry to our area at Southern Sidevalve Day was around a large pothole. Regretfully, 25 years later, many roads are in extremely poor and dangerous condition following the worst winter weather for 50 years, and years of under investment in road repairs from the huge amount of taxes taken from the motorist. One now often has to drive around potholes to avoid doing terminal damage to one's vehicle.

A feature on the first part of a Practical Sidevalve Classic Restoration featured Roger Burston's 1953 E493A Prefect restoration.



Specials Register

Ian Woodrow

Having just completed my first year as the Specials Registrar, I find I am *still* trying to organise the register! I didn't appreciate when I took over the job how difficult it can be to clearly identify a Special. Most of the identification problems are due to various makes of chassis with different chassis numbers, Specials' registration numbers being changed, problems when a registered Special is fitted with a different Special body and of course the fact that many Specials were designed for racing or trials and have never been registered with the DVLA. With the help of members completing registration forms I will continue to develop the register, although due to the variety of Sports cars and Specials it will always have room for improvement.

I've received some enquires about the 1950sspecials website. This was generated and run by Rob Daniels, the previous registrar. Rob has moved from Ford Specials to large American cars, so unfortunately the 1950sspecials website has been shut down. I am working on getting a lot of the information that was on this site incorporated into the FSOC site, plus references to any Sports cars using the small Ford sidevalve engines. If you have any documents or pictures that can be used on this site then please send them to me.

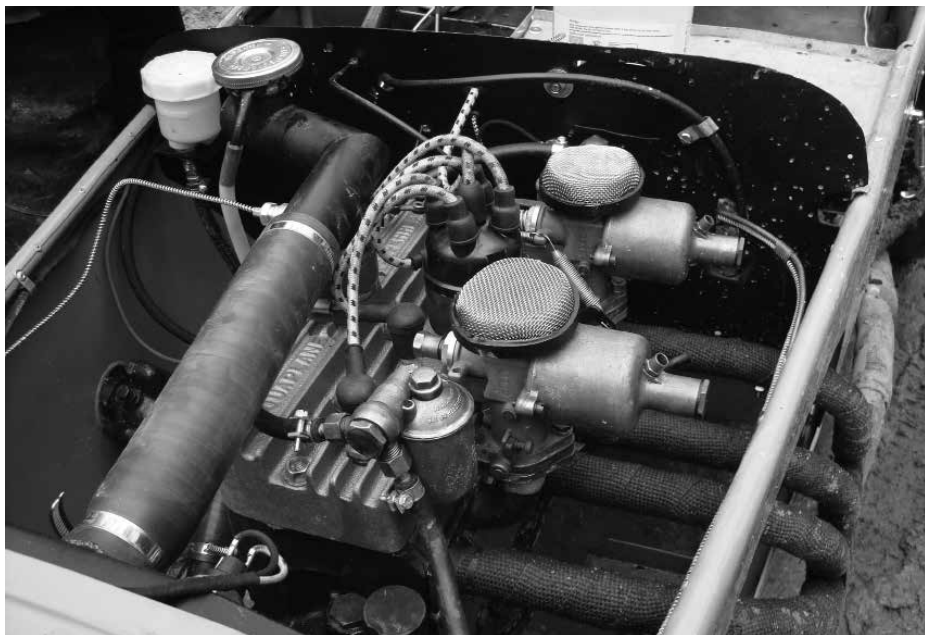
Try to bring your Special to Cotswold Historic Specials Day at the Cotswold Wild Life Park near Burford on the 11th August. Gates open 10.00am, driver of a Special gets in free, others pay the usual cost. It's a good day where you can meet up with fellow enthusiasts and there are lots of other things to see and do.

Historic Sporting Trials

On a very cold snowy Saturday 23rd March I visited the Ron Faulkner Trophy Trial, organised by the Southsea Motor Club at Langrish near Petersfield. Unbeknownst to me the highways authority decided to close the A272 for repairs that weekend. The trial was allowed to go ahead but there wasn't spectator access, so I was quite fortunate to attend. The weather was overcast and cold but at least it stayed dry.

The Historic Sporting Trials Association was formed in 2012 to promote Sporting Trials events for trials cars built between 1953 and 1974. Two events were held in 2012 and attracted mainly Cannon type trials cars. The cars must have standard tyres, differential in the rear axle and tyre sizes for a given horsepower, and must conform to certain measurements. The engine must be located so that the centre of the foremost sparking plug is not more than one-fifth of the actual wheel-base aft of a line connecting the centre of the front wheel hubs; no four-wheel drive allowed either.

I noticed the Cotton-Cannon owned by Martin Grindrod had an unusual SU carburettor configuration: I don't recall seeing horizontal dashpots before.



Unusual Cotton-Cannon SU carb configuration

The Ron Faulkner Trophy Trial attracted 16 vehicle entries which were split into classes.

Class A: Sporting trials cars constructed in accordance with the National Trials Formula between 1953 and the end of 1970. These cars generally used 18" rear wheels with cross ply tyres to a maximum width of 5". Fiddle brakes allow the handbrake to be applied to either of the rear wheels; they enable a skilled trialist to round impossible bends, remain on adverse camber slopes and possibly improve traction when one rear wheel is spinning. The RAC approved 'Mudlugger' was introduced as a control tyre.

All six cars in this class used Ford 1172 sidevalve engines, although BMC A Series to 950cc, Austin 7 and Reliant could have been used.

Front axles were generally from Ford Y type/1172 sidevalve or Austin 7 with transverse leaf spring.

Class B: Sporting trials cars constructed in accordance with the National Trials Formula up to 1974. The principle change made in the 1971 NTF related to the rear wheels and tyre specification. Cars were now required to use 15" rear wheels with radial tyres to a maximum width

of 165. If a pre-1970 car, which originally used 18" rear wheels, was to continue to be eligible to compete in sporting trials then the wheels had to be changed to 15".

These cars used BMC engines such as 1098, 1275 or Renault 16 engines. Front axles had now changed to beam axles with coil over dampers and rack and pinion steering.

Six hills had been laid out for the field of 16 competitors to tackle three times. Most of the hills twisted among the trees in a deep valley within the South Downs National Park. The chalky ground was very muddy and initially provided very little grip for the older cars on cross-ply tyres. In view of the conditions the organisers wisely reduced the minimum tyre pressure from 10psi to 5psi.

Overall winner was Ian Wright in a Class B Cannon, with a score of 33.

A very enjoyable, well organised trial which it is hoped will become an annual event.

For more details of this and the April Burton-on-Trent event, visit the Historic Sporting Trials Association website: www.htsa.co.uk.



Ron Faulkner Trophy Trial

Letters & Emails

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Re-heat

Dear Sidevalve,

I was interested to read in the February 2013 edition the article by John Porter, 'Hot Stuff'. I am at present restoring my 1951 E493A Prefect, which I bought back in 1968, ran until 1973 and which has been garaged ever since!

When I bought my Prefect it came with a header tank type radiator and no water pump: it relied on gravity and the natural cooling effect of the water to circulate! It also came with an extra heater matrix radiator which connected via the top hose to the main radiator, then in turn to the cylinder head (photo 1).



Photo 1

On the side is stamped "Delaney Galley, London NW2 patent pending". The heater matrix has a core through which air can pass, principally forced through by the two bladed fan. At the rear of the heater matrix a 2" diameter round boss connects to a flexible heat ducting hose which entered through the top of the bulkhead (photo 2).

From there it connected to the 'heater control': a very technical device!! Well, it consists of a two way directional vent door (photo 3). Simply, if you raised the vent door, the heat would enter the car and hopefully keep you warm. (It was never really that effective but the principal was good.)



Photo 2



Photo 3

If you closed the vent door, the heat was directed sideways through another heat ducting hose to the driver's side of the windscreen and would demist it. (Well, that was the idea.) I can't recall if it was effective or not.

Now, I am thinking of refitting the heater matrix. At least in the cool springs, summers and autumns we are experiencing, it might prove to be very useful! It will help to keep the engine cooler in summer. If I get too hot at any time, there is always the opening windscreen to keep me cool, provided it's not raining. In the event of the summer being a hot one, the flexible heat ducting hose is easily removed. After a refit and a run in cooler days, that is when the demister will be brought into operation. Will it or will it not demist the windscreen? That I will find out when the car is up and running. Thank goodness I won't need to use the car in winter, when it will be tucked away in the garage, and I drive a modern car with a real heater!

Incidentally, I also include a photo of an old electric fan heater for an Upright which I rescued a long time ago from a scrapped Upright. This connects to the cooling system, I guess via a water pump. It has two 1/2" hose connectors at the rear, and connects to the 6V supply which drives the integral fan. There are three fixing bolts at the rear which connect to the bulkhead or shelf. There is a number stamped on the rear with the following: 'CODE -FHR1101/01; MODEL- R150; VOLTAGE 6'. I am not sure which Upright it came from, but I don't think it was a Prefect. I don't intend

to use this, but thought it might be of interest (photo 4).



Photo 4

The Prefect restoration, which has only been waiting 40 years, is going well. Will I get it back on the road in 2013 and attend any Club meetings? Good question. Watch this space!

Yours,

Rex Berrecloth

Thank you to the Club

Dear Sidevalve,

After buying a 1957 Ford Prefect last year the next step was to rejoin the Ford Sidevalve Owners Club. I owned a 100E and then several 107Es in the 1990s. Since then many things have changed; however the Club is still superb.



Despite always owning classic Fords, and also working in the motor trade, there are still plenty of traps to fall into and lots of problems to overcome (e.g. broken exhaust manifold)! The point of this letter is to say a big thank you to everyone involved in the Club, especially John Porter, Jim Norman and Paul Reddell. When you are faced with problems it is invaluable to be able to talk to kind, enthusiastic people who are able to give good, sound advice. I only hope that as time goes on I can repay this kindness by helping out other members.

Many thanks.

Yours sincerely,

Liam Cotton

Letters & Emails contd



Sidevalve memories

Dear Sidevalve,

My friend Peter MacDonald does marvels keeping my various cars on the road, including my 1946 E93A Prefect. I enclose a photo of KUV 41 (below), which seems to have had chromium plated head and tail lights, and probably a stainless steel strip along the bottom of the side and rear wheel spats.



Peter's father worked for the City Display Organisation (now long defunct) and in December 1947 the company presented him with an illustrated brochure on the occasion of the inauguration of C D (Overseas) Exhibitions Ltd, for the part he was playing in the Organisation. Included in the brochure are many photos of the Organisation's personnel, offices, products and most importantly its vehicles, many of which at that time were Ford Sidevalves, but also a couple of Armstrong Siddeleys amongst other makes (top). The photo (bottom) titled 'Section of provincial transport' shows five E04Cs with consecutive registration marks KMX 411 et seq.

My E93A Prefect FOY 414 was first registered on 29 August 1946, its first owner being Mrs Mann from whom I bought it in January 1987. I always regret that I did not ask her how she managed to buy a new car in 1946 when there

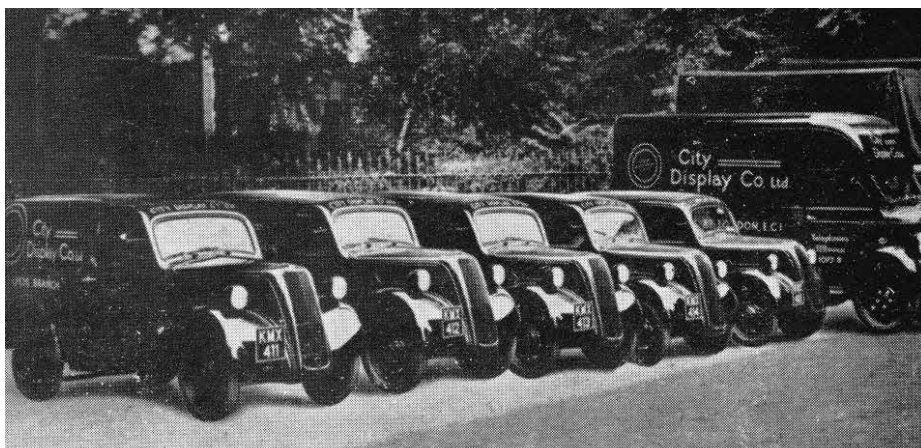
was a shortage of steel and virtually all new cars had to go to the export market. When I bought the Prefect I also took over the renting of the lock-up garage in which I believe it had always been garaged (last year I had to leave the garage as the site is to be used for housing).

There is a photo of the front of my Prefect on page 9 of *Sidevalve News* for October 2010, taken at the Capel Show. I am grateful to Håkon Øverland for pointing out on page 5 of *Sidevalve News* for December 2010 that the '10' emblem was on the wrong side panel of the bonnet – this must have happened when the car was last resprayed in 1949 when it had become neglected while Mrs Mann's husband was in hospital. I am glad to report that the emblems have been put onto the correct sides of the bonnet. The paintwork is still in excellent condition – this must be due to the care Mrs Mann took of the car. (I remember her telling me that she never polished it but always washed it in Stergene, a liquid for washing clothes by hand!) More recently the car has been regularly polished!

Until 2010 I used a type 511 battery (112 AH) which used to last about 5–7 years. It was very heavy to remove from the car for re-charging. In 2010 a 511 battery was not readily available, so we replaced it with two type 421 batteries (each 56 AH) wired in parallel to retain the 6V system (placing the second one in the tool compartment on the nearside of the bulkhead). This arrangement has proved to be very good for starting the car and the batteries are much easier to handle – I recommend the idea to any members who run their Prefect on 6 volts.

Yours sincerely,

Peter Burton



Mix and match

Dear Sidevalve,

I have not been able to sell the Rochdale GT with the Willment 100E engine and 100E Laycock gearbox so I have changed my expectations a few times. As I have head gasket and exhaust valve problems with my c1952 Anglia Tourer I have now decided on the following.

I am going to put the Willment 100E engine together, mate it up to a Suzuki LJ50 4-speed all synchro gearbox (that has been sitting around for 20 years or so) and put that lot into the Tourer. I have cut out some of the gearbox cross member to get the gearbox to fit. The cross member will be re-plated and strengthened. A machinist friend has to put together an adaptor to go from a tail shaft to a shortened torque tube drive and he has all the bits on hand and two weeks to do that.

I will put all the Rochdale GT bits back together (less the engine and gearbox) and it will go into the shed and stay there until it is sold! To save space I will lift it off the floor on a platform of some kind and keep my tandem trailer underneath it.

There is plenty of room to fit the fuel injection system I have already put together for the Willment 100E engine into the Tourer's engine bay so the engine will be fuel injected. No time consuming hard work there as it is simply set up with a lap top and dyno.

I have 24 days to get the Tourer mobile for the 8 + 10 'Fording the Murray' National Rally at Murray Bridge.

Please see this issue's Pop Shopper for details of the 100E Laycock overdrive gearbox and Rochdale GT body and chassis.

Kindest regards,

Gordon Cowley of Oz

The Transport Trust Restoration Awards

Dear Sidevalve,

Entries are invited for The Transport Trust Restoration Awards. A number of cash awards, normally up to a maximum of £5,000 each, are made annually for high quality transport restoration projects which are well advanced, but which would be helped towards earlier completion by a modest cash injection. The closing date for Restoration Award entries is 30th June and inspection of projects will take place before the end of August, with the declaration of winners made during October.

Award criteria and entry forms are available from The Transport Trust, 202 Lambeth Road, London SE1 7JW – email info@transporttrust.com or telephone 0207 928 6464.

Yours sincerely,

Michael Ware

Emily: Story of a Restoration

Trevor Delaney

Hi, my name's Emily (who remembers the 70s hit by Hot Chocolate?). This is the story of my restoration by a determined and, some might say, possibly mad classic enthusiast. Hope you enjoy the tale.

I was found at Consett in the Pennines, safely tucked up in a nice warm barn with a lot of other classic cars. I was almost impossible to get to, but my new owner was a very determined man who wasn't going to let me escape. In February 2000 I was dragged out of my lovely cosy barn, very undignified for a lady of my age, and trailed back to Essex. I was to reside temporarily at an establishment called Wrights Motors, in Aviation Way, Southend, whilst my new owner carried out my restoration. I felt quite at home as I was parked next to an Austin 7 and a 100E Prefect, albeit their condition was a lot better than mine.

I attracted a lot of attention and everyone who visited the garage said I looked pretty solid, but the old saying comes to mind, 'Never judge a book by its cover'. Firstly my engine had to be freed and very rapidly this revealed all was not well. Heavy knocking at the bottom end told my owner that there was trouble ahead; however, I did drive (just).

The next thing to do was to remove my front wings – a bit draughty, like not wearing an overcoat in the middle of winter. This was a shock to my owner, as pop rivets, self-tapping screws and bits of Duckhams oil cans etc. were just about holding me together. The true horrors became very apparent: inner wings, suspension turrets, floors pans, outriggers, inner and outer sills, suspension tops, and a few dustbinsful of my parts put me in a rather sad state. At this point my owner wanted to scrap me, I was that bad! But not to be beaten, work commenced. My windows and my front suspension were taken out: also my interior, engine and gearbox. I then had replacement rear arches and welding continued until all repairs were completed.

I'd been hand painted a gungy brown, so had to be stripped to bare metal. Then it was off to the paint shop, where I had repair sections put in my wings and sills were replaced. I came out three months later, sporting my original colour, pale blue.

My owner started to lose interest at this point, possibly due to the fact that he was going to be a Dad and had just moved to a house that also needed restoring, but a swift kick up the backside by the guys who owned the garage and his lovely wife – us girls have to stick together – got him back into gear and I was treated to some lovely new blue carpets. Unfortunately they needed adjustment as they didn't quite fit and a few other headaches soon followed, the list far too long to go in to.

A replacement engine was found for me which needed a little tinkering, as did my carburettor. Finally on 6th November 2002, in

the pouring rain, I made my maiden voyage to Chelmsford DVLA to be registered as I had no original plates or paperwork.

Previous to this date my owner Trevor had been to Chelmsford to make an enquiry regarding the correct way to get me registered. He took all the photographs of my restoration and letters from the FSOC stating my authenticity, plus the chassis number, which unfortunately had to be written on a piece of paper as the place where it stood had fallen apart. He gave all this to the lady behind the counter and she entered it on a computer and there I was – but apparently I'd been scrapped in 2000. Excuse me, I'd been languishing in a barn for months, advertised in *Classic Car Weekly*, before Trevor rescued me in February 2000.

This seemed to put the poor woman into a confused state – the computer can't be wrong – so she made an appointment for Trevor to bring me to Chelmsford to be inspected. I had no number plates, insurance or even windows at this stage but this did not seem to bother her in the slightest. She handed him a compliments slip with the appointment time on and said that if he should get stopped by the police then just show it to them and all would be well!



The fateful day arrived and, as I said before, it was pouring with rain, so we had to somehow cover my window openings at the sides with paper – not very effective, as Trevor will tell you. Countess the Consul was to be my escort in case of any problems or should we get stopped, but we didn't see one police car en route. We did have to stop a few times though as the wipers kept sticking and Trevor had to keep getting out and adjusting them.

We finally arrived in Chelmsford: so far so good, shouldn't be long now and I will finally be registered and insured and get my number plates. How wrong can you be? I became a little worried when Trevor disappeared into the building leaving Angie and baby Michael waiting in Countess, and finally appeared with what can only be described as Job's Worth & Co: two officially dressed gentlemen with clipboards who seemed intent on disputing that I was a 1950s car! You've seen the photograph – now correct me if I'm wrong but do I even faintly resemble a Fiesta, Metro or BMW? Especially

with no windows or number plates and sporting cross-ply tyres.

Even after showing them the photographs of my restoration, the chassis number, plus photographs of where the number originally stood, plus the letters to and from the FSOC, they remained unconvinced. They even suggested that Trevor had been to a classic car show and taken the chassis number off another car. Yes, you've guessed it, when people at shows are walking around with clipboards they are actually stealing chassis numbers and not judging cars!

At this stage Trevor suggested he would take me away and stamp in the chassis number on my new suspension turret. This suggestion turned their faces quite white with horror and they gasped in unison, 'you can't do that!' I think they even muttered something about more than their job was worth.

I wish I'd been like Herbie, the little car in the Disney film, as by now I'd have run over their feet and honked my horn to get them to notice I was a fifties car. Poor Trevor had a look of exasperation by this time, especially as the rain was getting heavier and soaking him some more. Well, if we carry on like this I shall be writing a book so to cut a long story short the next ten minutes saw Trevor tying the Centre Manager up in knots, who finally had to admit that the chassis number did match up to the computer records, but it was more than his job's worth to give us the registration. We would have to have me inspected and verified by the FSOC that I was genuine – how dare he talk about me not being the genuine article? – and would have to be given an age-related plate.

This was duly done and completed within the month. In the meantime, as a little test of the system and in some desperation, Trevor wrote to DVLA Swansea quoting the chassis number and asking for the original documents. They came back some weeks later with a registration number and the original plate. Amazingly the same day we were given another chassis number by the DVLA at Chelmsford and told to stamp that in me. Funny how it's okay to stamp any old chassis number in me except the original.

In case you have lost the plot and are getting confused, I now have two chassis numbers. Poor Trevor then went back to Chelmsford and agreed to the compromise for the time being that I could keep my plate, but I had to have the chassis number changed to their number (i.e. the one DVLA Chelmsford created for me). So now I have my log book, insurance, tax disc and number plates, and am here to meet you at shows.

I hope you enjoyed the story. Trevor just wants to thank a few people, namely Wrights Motors, Alan Simpson for the paint job, and his wife Angie, because all gave advice, help, inspiration and support to help get me back on the road. Now Michael, his little son, is taking a great interest in me and I should be around forever. So that will be another story.

By Anglia to the Monte

David Murray

After careful study of the division of the classes and the appointed starting places for the Monte Carlo Rally, I decided that in the event of being accepted as an entrant I would endeavour to run in the next three rallies and use the first as a means of getting some experience. After some consideration I decided that Lisbon in Portugal had certain advantages. As to the car to use in the rallies, I felt that a Ford with its ease of maintenance and world-wide services would be my transport. Of all the Fords the model which had, in my opinion, the best chance of a class award was the 8hp Anglia.

How my friends smiled when my entry was published. "Doing it the hard way, old boy" and "You do like to be uncomfortable, don't you?" were frequently thrown at me. I contacted Peter Collins, of JBS 500 fame, and he agreed to co-pilot with me on the rally. Our crew, we agreed, should consist of only two persons. I would have the car prepared by 'Wilkie' in Edinburgh, drive down to Kidderminster, pick up Peter, then away to Lisbon.

For the preparation of the car, certain limits were laid down by the regulations. In the main, you could not increase the power or the output

of the engine. You could however improve and modify certain specified items. Accordingly, I changed the following standard Ford parts: coil (with a spare mounted nearby ready to be coupled up if the need arose), distributor, carburettor jets, battery (also with an additional spare), headlamps, interior lighting, tyres, gearbox, windscreen wiper (electric?) and steering wheel. As additions, two spot lamps, an electric fuel pump, an additional horn, windscreen washers, clocks, air filter, heater and two Dunlopillo seats were fitted. One of the latter folded down to make a very comfortable bed.

Thus equipped we set off from Lisbon after filling up with Portuguese petrol which was apparently not filtered and so, five miles from the start, the engine cut. Dirt was in the fuel lines which necessitated periodical stops for some time until, at Burgos, we were able to get an airline and give the fuel pipes the benefit of an air shampoo. The dirt trouble disappeared for the rest of the rally.

Elvas, Madrid (snow and ice), Burgos, San Sebastian, Bordeaux, Tours (a bath and shave), Orleans, Rheims, Paris and Clermont-Ferrand: we reached all these controls with plenty of time in hand.

Then the snow started: soft snow, hard snow, falling snow, ice, uphill, downhill. We flogged the

Anglia to the limit of the three-speed gearbox and eventually arrived at Le Puy six minutes 'en retard'.

The representative of the Monte Carlo British Competitors met us at Le Puy and suggested that the Montfaucon, Bourg-Argental, Tournon, St Peray route was best. So off we set again.

How our batteries ran out, how we fiddled with the spare battery, its leads, tools and so on, would make a story in itself. Suffice to say that we arrived about 30 minutes late at the next control.

The latter part of the journey was most exciting, the car having to be pushed to limit to make the next controls within the maximum time allowed. I can assure you that that after losing time climbing hills, it was quite exciting trying to make up time going down them in Arctic conditions and as quickly as possible.

The finishing line was reached without any mishap and without any mechanical fault arising, but with two very weary bodies in the car. Then a bath, a shave, some sleep and four days of social whirl. The prize money (we gained third prize in our class) was mortgaged, spent and remortgaged. Then we said goodbye to Monte Carlo. No, not goodbye, just au revoir. Roll on the next Monte Carlo Rally.

Book Review

Michael E. Ware

Panhard: the Flat-Twin Cars 1945-1967 and their Origins, by David Beare

(Soft cover, 336 pages, hundreds of black and white illustrations, published by Stinkwheel Publishing [www.stinkwheelpublishing.co.uk], £25 plus £4 UK p&p, ISBN 978-0-9547363-2-3)

Until now there has been no in-depth, fully illustrated English language history of Panhard's ingenious post WWII flat twin cars. This book covers all the factory-made models including light commercials, estates, sports cars and convertibles. There is an introductory chapter on Panhard et Levassor's history, followed by a very interesting chapter on the French motor industry, and Panhard in particular, during World War II.

The company's association with Jean-Albert Gregoire is covered in some detail as is his joining up with Aluminium Français to use aluminium for car parts and later chassis as well as panels. This combination produced the AF-G (Aluminium Français-Gregoire) which was shown to various manufacturers, but eventually had a lasting influence on Panhard who were looking to build much smaller cars.

There is a fascinating chapter on AF-G's involvement in the UK with the Kendall car and in Australia with the Hartnett, as well as Fiat in Italy and Kaiser in USA.

The 610cc air-cooled engined Dyna Panhard was first shown at the Paris Salon in October 1946. Because of the light weight of the four door body, the small capacity engine had sufficient power and at first the car had a top speed of over 60mph. The Dyna 54 announced in 1953 had a widened bodyshell to seat three across the front and the same in the rear. In 1955 Citroen bought into Panhard, stopped certain models and converted the Dyna-54 to a steel body shell, so reducing its performance.

The Dyna name was dropped in 1959 when the face-lifted model was termed PL17, followed in 1964 by the PL24 coupe. In 1965 Citroen and Panhard were merged and one gets the impression Citroen then forgot about Panhard, which ceased production in 1967.

The lightweight chassis and powerful engine gave rise to a number of sports and racing cars based on the Dyna Panhard. Of these Deutsch-Bonnet (DB) is possibly the most famous and has a chapter to itself. This company was at first attracted to the air cooled Panhard engine which they reduced to 500cc and developed into a racing formula for those on a limited budget. DBs made a real mark on the 750cc class in sports car racing, particularly Le Mans.

David Beare also covers the competition history of Panhard themselves and there is a wonderful picture of three Dyna X's driven by Curly Dryden, Peter Collins and Gordon Wilkins at Silverstone in 1951, rounding Copse Corner



line astern and going on to take 1st, 2nd and 3rd in the 750 saloon class.

This is a large and detailed book which is very readable, and I for one learned a great deal from it. Its publication has been helped financially by the Michael Sedgwick Trust. At £25 (plus p&p) this must be the best value motoring book of the year.

Renewing the Top on Prefects and Anglias

John Porter and E. Black

The upright Anglia and Prefect models were soft-top saloons, the material of which was secured simply and efficiently by means of a specially shaped sealing strip which was located in a recess around the top of the car's roof. This method of construction makes replacement particularly easy for the owner at quite a moderate cost.

Some early Eights and Prefects, however, had the topping material installed with a half-round metal moulding which was screwed into position, and although the recovering is perhaps not quite so simple as with later models, it is well within the capabilities of the average owner. This article deals with the replacement of the topping material on the later models.

Removing the sealing strip

The sealing strip is removed by levering up one end at the rear of the roof by means of a screwdriver or similar tool. The free end is then gently pulled, meanwhile assisting as required with the screwdriver until the sealing strip is entirely removed. If possible, the sealing strip should be removed intact, as then one can ascertain the correct measurements for replacement. The same applies when removing the old topping material, which is the next procedure, although a certain amount of difficulty may be experienced in this direction due to the material tearing when being removed from the locating recessed channel.

Cleaning the channel

When the old material is removed the channel must be clean and free from any adhering particles of topping material. The best method to ensure this is to run a thin bladed knife several times around the channel, then blow out with an air-line or tyre inflator. Any previous adhesive that is left around the channel must be removed with either petrol or benzine. Likewise, any rust formations in or around the channel must be removed: the channel is then given a coat of aluminium oxide priming paint and allowed twenty-four hours to dry before commencing further work.

New strip

If the old topping material has been successfully removed intact, the new material can be obtained of a corresponding size, although an approximately all-round increase of $1\frac{1}{2}$ " should be made for handling purposes during the installation and subsequent trimming operations. The old sealing strip should be carefully measured for length without stretching and the new strip ordered about 6" longer than the original for the final trimming and fitting purposes. The special Ford sealing strip can be obtained from most

motor trimming and accessory dealers. Where the old topping material has been badly damaged during removal, a paper template can be made to the shape and dimensions required. Due allowance should be made for the material which goes under and up the sealing strip in the roof channel. Having obtained the new topping material, the paper template can be pasted to it and the material cut to the approximate dimensions, allowing an additional $1\frac{1}{2}$ " to the all-round size as previously mentioned. The template can then be removed with hot water. If the old topping material is intact it can be placed upon the new and held into position with a few heavy weights such as bricks, etc., while the outline is traced out with chalk – again allowing the $1\frac{1}{2}$ in. increase in measurements as stated. The new material is then cut out as indicated.

The material

The material is placed into position on the car roof and is carefully manoeuvred so that an equal amount of overlap is obtained all around the roof channel. For this and subsequent operations the help of an assistant is advisable. A small quantity of wood pegs will also be required. These can be quite easily made: the only precaution to observe is that the lower part of the peg is rounded to avoid damage to the material when fitting. The four corners should be first of all located in the channel by an assistant standing on the opposite corner to that of the operator and holding the material so that no movement occurs. The operator pushes the material partly down into the channel with the end of a blunt tool, such as a tyre lever, then gently taps in a wood peg to secure the material in position. The four corners are finished in this manner. The remainder of the roof is completed in a similar manner, the pegs being positioned every 6" or so, but on the corners more pegs will be necessary. If any wrinkles do occur, the appropriate pegs should be withdrawn and the material pulled to remove them. The job is now ready for the installation of the sealing strip.

The fitting of the sealing strip is commenced at the rear of the roof, in the centre. Begin by removing one peg, then place the sealing strip into position and tap home with a small mallet until the edges of the half-round contour are flush with the roof surface. Avoid striking the roof with the mallet, otherwise the finish may be damaged. The next peg is removed and the strip tapped into position, and so on until the roof is completed. The finishing end of the strip is then carefully marked and cut to make a neat butt joint. The surplus material is cut away by lifting the outer edge of the sealing strip and cutting where indicated with a sharp knife or razor blade. The job is completed by applying a thin bead of Black Flexible Silicone Sealant under the outer edges of the sealing strip, afterwards removing any surplus adhesive with a petrol-dampened cloth.

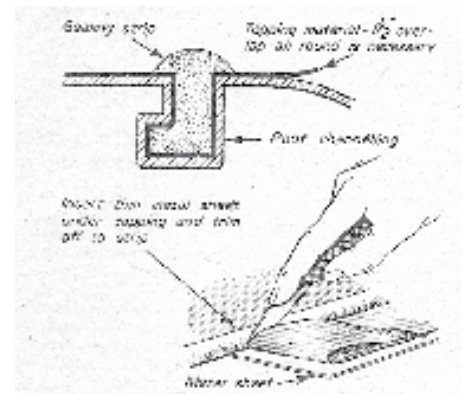


Fig. 1.—When measuring the new material, due allowance must be made for the channel and edge.

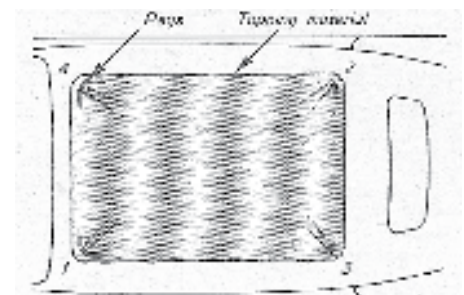


Fig. 2.—First stage of fixing topping material. Four corners located by pegs, in numerical order as shown.

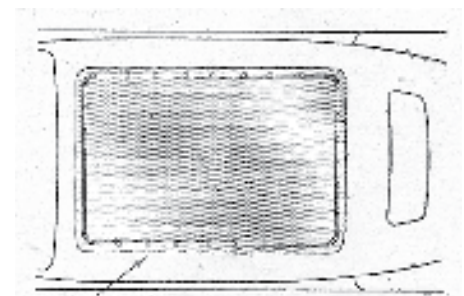


Fig. 3.—Second stage of fixing topping material. A series of pegs into position prior to the fitting of sealing strip.

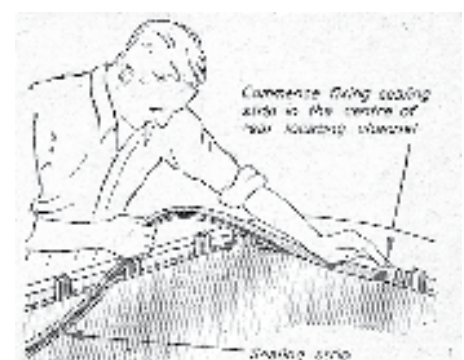


Fig. 4.—The fitting of the sealing strip is shown here.

Text and figures from "Renewing the Top on Prefects and Anglias" by E. Black

Restoring Number Plates: A Winter's Tale

John Pole

In the dank, dark winter your technical adviser likes to put by the little car jobs that can be done without getting his Prefect out of the single garage and so demand his presence in the great outdoors for as little as is possible. It is nice too if these jobs give, as quickly as is feasible, a great sense of gratification.

I had one of these pleasant tasks lined up to do a few weeks ago, namely the refurbishment of the number plates. I am lucky enough to have the original Hills pressed aluminium plates in very good condition. The Prefect I am restoring has a Middlesex registration and the London phone number beginning with 'Euston 5060 and London WC1' incised on the plates, either side of the Hills name. They will look very good when refurbished.

The very first thing to do was to straighten out the lumps and bumps. This was an easy job: using my large vice as an anvil I gently tapped away, making sure that I did not over-hit the relatively soft aluminium. Great, soon got them nice and flat.

Now, to remove the remaining paint; I did not want to use an abrasive so it was out with the paint stripper. Simple, but a task not suited to indoors in case of accidents and the consequent retribution, so the plates were prepared outside. A few hours later when I returned to the plates I noticed no apparent change. Clearly the low temperature and the original paint sticking like glue had had a negative effect on the stripper. So a change of approach was required: namely to heat up the plates inside the house, then liberally coat and recoat them with stripper on the top

of the waist-high adjacent brick wall, wait a few moments, use scraper and then repeat. I repeated the process endlessly. There was however one benefit: it did clear the sinuses.

There are two ways to approach the painting. I could spray the whole plate and then, using fine reduction paper and a block, remove the paint from the high spots; or, with very great care, cover over the impressed digits and letters with masking tape and then remove the tape, after all the painting was done. As I did not want to remove any more metal from the numbers and letters, I chose the latter approach.

Having completed the masking I mixed up an etch primer for the background. This I had obtained in two containers from an autojumble some time ago and was a two-pack mix. Taking great care I mixed and then painted it on. It took four days to dry. I worry about two-pack and I wasn't going to warm it in the house. I just hope that it works.

On what rapidly appeared to be the coldest day of the year I then attempted to paint using a spray can of black top coat. Impossible in the cold, yes, but I had a cunning plan. I would warm up the aluminium by placing both plates on the radiator and then spray them in the outside back doorway entrance with the door wide open so the fumes would disperse. This I then did, several times and with apparent success.

The following day when I was removing the masking tape I realised that I was also peeling some of the paint off the flat background. The paint was more attached to the masking tape than to the background surface. So in order to achieve a nice flat surface it was back to

intensive rubbing down and several more coats of black paint applied in the doorway. This time I did it without the masking tape, as I reverted to the 'rub it down' approach.

Unfortunately, while scraping very carefully with a sharp craft blade to make the incised edge and Euston phone number stand out, I damaged the paint again; consequently, using the techniques previously described, yet more painting and subsequent paint removal was required.

I now discover black spots of paint overspray over the door surround and the front surface of the back door. This was particularly galling because, four weeks before, new UPC doors and windows were fitted. As the spray paint I used was acrylic based and not cellulose I was able, eventually, to rub off the fine droplets of paint very, very gently with a plastic dish scourer. A few years ago I would have used cellulose and that really would have been a disaster.

In total it took me 14 days to achieve my 'great sense of gratification' with a little job.

I take some comfort from the fact this is not my worst restoration experience. The most memorable occasion was the day when, welding at the rear of a Pop, I inadvertently melted the lead in the joint formed between the back and side panel while sitting with my legs under the corner. I did not move in time.

There's also the sliver of cut steel appearing out of my hand ... but they were so good in A&E ...

I wish all car restorers courage and truly 'gratifying' tasks.

