

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Brake Pipes | 1944 Fordson Van E83W

The Birth of the 100E | The Life of a Village Blacksmith
(with the E83W Van MCG 48)



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Exports

The Club's insurance policy now includes sales of new or second hand parts to residents of the USA and Canada or UK members intending to export cars to which FSOC parts have been fitted, to the USA or Canada.

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John Porter

Editorial

As we continue through the pandemic with few events to visit, and contending with local lockdowns at short notice, many of us have had to be content with lone trips out in the sidevalve. Coronavirus has caused organisers of major sporting events and shows to reconsider their options in light of Covid-19 being declared an official pandemic. Government restrictions on gatherings, along with measures for social distancing, have resulted in numerous cancellations. Some have been postponed, only to be cancelled as the pandemic continued into the next timeframe.

Many of the events at Gaydon were cancelled quite early on, with a promise to return in 2021. One of the few big events for our Fords turned out to be the Old Ford Rally at the British Motor Museum at Gaydon in late August. (See photos.) This was postponed from the usual July date. The Old Ford Rally was very much business as usual but with some adjustments for social distancing. Also, many clubs did not book a stand area until the last minute, which did cause a bit of a local shortage of parking including FSOC being squeezed, so latecomers like me had to find a vacant slot nearby. Most of the regular club members turned up to support the club stand and to meet up with each other for the first time this year. The autojumble was well supported by stand holders also taking the opportunity to carry out a bit of business in this quiet show season.

Local get-togethers have been well supported, where it is much easier to stay safe due to being outside and in smaller numbers. Perhaps we will see more support for local groups and smaller events in the future? Many owners have taken the opportunity to get stuck in to those 'I'll do it later' jobs on the car (as well as the dreaded DIY house tasks). Neil Patten has continued to be very busy in the club stores supplying a wide variety of parts to members, and we hope that there are no immediate shortages in the fast-moving parts. I am sure that most people with old vehicles are well aware that to keep them at their best they have to have regular exercise – just like a horse ... Just like a horse, don't put them away wet! If you are not able to get out and about as often as you would like then open up the garage door to let in a change of air to get rid of any dampness (not when it's raining, though).

A small mention about DVLA, in that I was informed by them very quickly after the Prime Minister announced lockdown that paper-based applications would be put on hold for the foreseeable period. This has caused a backlog of applications at DVLA and, to some extent, with FSOC inspections and processing applications. DVLA never informed us that they were back to processing the paperwork officially and it was more a case of people getting their V5s. However, timescales are being extended beyond the usual six weeks normally quoted by DVLA. One point to

Shapely rear ends!



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Three Bucklers

mention is that if you buy a car with an old-style V5, it is more than likely to be marked on the DVLA database as not licensed, or similar. So, to tax the vehicle the owner would apply for the new V5C and for that vehicle to have its status changed to historic. This is not straightforward in many cases as DVLA may request a supporting dating letter from the club and inspection to prove that the vehicle actually exists. The FSOC has been asked to provide this service by DVLA when an owner sends in the old V5, so please bear this in mind.

The 2021 FSOC calendar is available from our regalia officer (Mark Harvey) with just 60 copies available this year. The cost is a little more than last year with UK copies posted for £8 and rest of the world at a flat rate of £9. See also the notice on Page 36.

AGM 2020

At the time of writing, the postponed AGM will be at the FSOC stores in Abingdon on the 24th of October, with a 1 p.m. start. Unfortunately, under the recent, tighter regulations and given our demographic, members are advised not to



attend. Committee members should register with Tony Young their intention to attend.

Three Coventry Group locals



Brian Cranswick

Events

Another short report. The NEC Classic Car show that was due to take place on the 13th to the 15th November has been cancelled by the organisers. A message from Lee Masters, Show Director, Lancaster Insurance Classic Motor Show, with Discovery: "It is with great sadness that I announce to you today that we have decided there is no alternative but to postpone the 2020 edition of the show, despite pulling out all the stops to try to make the annual season finale happen. We would particularly like to express our heartfelt thanks to all the clubs and their members who, despite the current situation, were willing to support the show this November. To be fair to everyone, we



Drive It Day, 2009.

will be inviting all clubs to reapply to be a part of the Classic Motor Show 12-14 November 2021."

Stay safe and keep well. I just hope next year things can resume and we can go back to the shows and events that we all enjoy.

Classic car enthusiasts are easy to spot...

...you can see it in their soles.

Whether you've got your head stuck under a bonnet, elbow deep in sump oil or you're on your back staring up at a drive shaft - your enthusiasm for classic cars is hard to disguise.

There are plenty of telltale signs that give you away but none more so than your obvious passion and enthusiasm for the "un-new".

Only enthusiasts like yourself will happily chat away to a pair of size 10s for hours - without even expecting a reply.

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Nigel Hilling

Yorkshire

News and events

Covid is very much still with us and affecting all areas of life. Some smaller events seem to be happening but the larger ones that we normally attend are not. Even the Knavesmire event in late September, that I thought might go ahead, was cancelled. Autojumbles appear to be restarting but are mainly outside events and classify as open markets.

The government advice, as I write this in early September, is that meetings in pubs (and other enclosed areas) should be limited to two households (*stop press: also, the government has just introduced the Rule of Six – Ed.*) so our return to the Reindeer is still on hold. Normal service will be resumed as soon as possible!

Old Ford Rally, Gaydon

One event that did happen was the rescheduled Old Ford Rally at Gaydon in late August. I made a day trip down and back in the Anglia for what may be my only event of the year. Plenty of vehicles turned up with a good selection from our club. Photo 1 shows a couple of 100E-powered F2 heritage stock cars parked just along from the FSOC group. These still have to race with predominantly Upright running gear (gearbox, torque tube, axle) although they are allowed the 100E engine. They get into second gear, clamp the lever in place to prevent jumping out, and then thrash the proverbial out of the engine. Plenty of videos on YouTube for those interested.

Edinburgh Trial

Despite some amazing efforts by the organisers, this classic trial, which takes place around Derbyshire, had to be cancelled due to a number of Covid-related issues. Those who may have followed this trial over the years will know that one of the famous sections, Bamford Clough, was closed a few years back due to a potentially dangerous live electricity cable next to the track. Repairs have been promised ever since and now those repairs are finally underway. The road will probably be



Photo 1.



Photo 2.

tarmacked as part of the repair so will lose a lot of its character, but it will be interesting to see how it looks and how it performs as a trials hill, hopefully next year. As a reminder, Photo 2

shows Stan the Anglia on the way to clearing the hill way back in 1999.

Robin and Jennie Thake

Three Counties

There has not been much activity in our group since the last report, other than that David Heard has completely overhauled the brakes on his upright for an MOT check with no problems: probably a wise decision, if you are not sure about the mechanics. His next job is to change the shock absorbers.

Seeing some photographs on Facebook of stock cars in the 1960s brought back memories of the time one of the apprentices where I worked was building a stock car from a 103E Pop. He was due to race in about a week and had no hope of finishing it in time, so the Works

Manager said he could bring it into the works and he would find some help. Two of us worked on the engine; the welder did all the work for the required safety, including crash bars front and rear and doors welded up; and a couple of chaps painted the car. We finally finished it on the Thursday evening before the meeting next day, on Good Friday at the Rayleigh, Essex stadium. The crowd increased that day due to the supporters from the firm who turned up for the event.

In stock car racing, the novice drivers start at the front of the grid and gold roof drivers start

at the rear, so there is plenty of overtaking on the first lap. Our man Michael got hit in the side and finished up with massive toe-out, but he kept going for another lap until he came past us when he was hit up the rear. The car finished up vertical on its nose with others cars going in around him. The photograph was on the front cover of STOCKCAR Magazine for several months, to everyone's delight. All that work for just a couple of laps; great fun, and we were all teenagers!

FSOC Membership Secretary Report

Each year we have about 15% 'churn' in the membership (i.e. 15% of members do not renew and are replaced by new members). The membership renewal process may therefore be unfamiliar to a significant minority of members, so I thought I should describe it.

The FSOC membership runs for a calendar year, or part thereof if joining after June. Thus, all membership renewals are due on or **BEFORE** 31 December. I would implore those intending to renew to do so before 31 December as it is very time consuming and costly to send out reminders in January. Anybody renewing after 31 January will have to be sent their membership card and February magazine manually: again, more effort and cost. A paper renewal form is enclosed with this magazine, but the following methods are open to you.

DIRECT DEBIT MEMBERS PLEASE NOTE:

Members who have a DD set up are still asked to return the paper form (or send me an email) indicating whether we can share information with other members. Without this permission we cannot allow other members to contact you, which may be a detriment to you and them. I detailed this Direct Debit process in the August magazine, and you can still send me a DD mandate to set up payment for this year.

PLEASE NOTE: We **NEVER** give members' information to **third parties** and do **NOT** issue adverts or mail shots to our members. So,

saying 'Yes' to sharing information will not inconvenience you.

Renew online

Just go to www.fsoc.co.uk/shop, select the appropriate renewal option and pay by PayPal or card. This is the simplest and, from my point of view, the best method to renew. If you are a bit nervous, rope in a grandchild to help you!

PLEASE NOTE: If you do renew online, please make a note of it in your diary or somewhere! Another reminder will be issued in December and you do not want to pay twice!

Renew by post

Using the enclosed paper form. This is the most time-consuming method for me, but I appreciate many members prefer to complete the form and post it with a cheque.

If you do use this method, please ensure the cheque is correctly made out and dated. Also, **please make a note on your cheque book cover** so you do not send another payment in December when the second reminder is sent out!

There is also space on the form to provide credit card details rather than send a cheque. But if you do want to pay by card, please could you do so online? (See above.)

Membership cards for 2021 will be sent out

with the February *Sidevalve* magazine. This will be the only confirmation you will receive that your renewal has been processed.

Please renew promptly and do not hesitate to contact me if you have any questions or queries.

Joe Wheatley – FSOC Membership Secretary

FORD SIDEVALVE OWNERS' CLUB MEMBERSHIP RENEWAL 2021
This is the first membership renewal notice for 2021. Another notice will be sent with the December magazine. Your subscription is due for renewal on 31 January 2021. The rate for renewal for the year to December 2021 is:

All amounts are in GBP	UK	Europe	Rest of the World
Full Member	£35.00	£38.00	£43.00
Additional family members	£1.50 each	£1.50 each	£1.50 each

Family Members: People living under the same roof as a member may be a member of the Club if their own right by paying an additional fee of £1.50 each. This entitles them to the full rights of membership except that the household will only receive one copy of subsequent magazines.

PLEASE RENEW PROMPTLY – preferably online at www.fsoc.co.uk

The easiest way to renew your membership is ONLINE at www.fsoc.co.uk. Place your cursor over 'Membership' and then click the 'Join Online' button which appears. This will take you to a new page where you will be asked to update the information on your vehicle by clicking the 'Register' button. (Please take the time to do this as it greatly assists our Register.) If you do not yet have a licence ignore the 'Register' button, scroll down the page and click on the 'Annual Renewal' box on the left, fill in the boxes and follow the instructions to pay via PayPal or a Debit or Credit card. **Please use this online service if you wish to pay by Credit or Debit card.**

If you would like to set up an automatic payment to renew your membership each year you can do this using your PayPal account or by completing the Direct Debit mandate available from the Membership Secretary.

BY POST: If you do not wish to use the online service please complete the following sections, returning to the Membership Secretary (address below marked) together with your cheque for the appropriate amount.

To help us maintain accurate records please fill all members (including Life Members AND THOSE PAYING BY DIRECT DEBIT) complete this renewal form, sending additional vehicle details on a separate sheet.

Renewal Form: (please use BLOCK CAPITALS)	
Name:	Membership No:
Email:	Tel. No:
Address:	Model No:
	Reg. No:
Post Code:	Year:
Conditions: Consent / Grant / Renewal / Re-approval (please delete as appropriate)	Colour:

This information is used by the Club for administration and maintenance of financial records relating to the vehicles. The FSOC does not make information on individual members and their cars available to third parties.

Your Privacy: FSOC will not release your information to any 3rd Party, except for giving ordinary details to postal services/carriers to send magazines and spares. Occasionally it is useful to share your email address with other members (for example on a distribution list outside of a club event). Also occasionally members may get for vehicle information on their car attempting to build a history of a particular vehicle. Please confirm on the last question of this form your agreement to sharing these details. Note that we will NOT give out your postal address to other members to any member without your express permission (other than to Club Committee members and local Regional Organisers as required by them to fulfil their role within the club).

Please Turn Over

Håkon Øverland

Scandinavia

The (endless?) story of U-5347

You would have every reason to believe that I have given up the work on my old treasure, but really I have not. In my last report I told you how I intended to straighten up the front of the chassis beams, and I have now successfully made the cuttings and the weldings mentioned. Unfortunately this did not mean the end of the problems with the twisted chassis beams. It turned out that when I had managed to straighten up the engine and lowered the radiator in order to get the bonnet in place, the front ends of the beams tilted to the other side and lowered the front bumper too far. Consequently I have to cut the beams again just in front of the radiator to straighten up the new tilt, this time from underneath the beams.

However, I got a bonus from the first weldings, as predicted. I now have the steering column well fitted to the left-hand beam at the bottom, as well as fastened to the dashboard at the top.

From this last remark you will understand that I have also done some more work with the interior of the car, and I feel I can soon complete the work here. Maybe it is time to indicate which Easter I am referring to when I talk about the completion of the work?



Joe Wheatley

Merseyside

I am still out in Cyprus as I write, though hopefully I will be back in the UK shortly after you read this. Consequently, I have not been able to attend any shows or meetings, so I'll update you on some of my members' activities.

In July, Mike Brocklehurst emailed me to ask if I had spotted that Bruce Allan had his 107E police car up for sale on our Pop Shopper. Bruce is a long-standing member of the FSOC, having run a Model Y Tudor for 25 years. I first met him and his wife, Carol, at the MG show that used to be held at Scarisbrick Hall in Lancashire, shortly after I finished the restoration of Freddy, my E493A. Several years ago, he felt the Y was a bit slow for undertaking long journeys, so he sold it and bought a 100E Prefect in turquoise (NOT green, as Carol believes green cars to be unlucky) from Dave Rothwell. As usual with his cars, Bruce improved the Prefect and joined us at many shows from his home in Garstang. Bruce also bought a Daimler Conquest saloon which he alternated with the Prefect. Two or so years ago he traded the 100E Prefect in to Dave and bought from him a black 107E which had been used by the Essex police when new. It came with a roof-mounted (removable) police sign, non-working police radio and various documentation to prove its history. Again, Bruce improved the car, changing the seats and attending to some minor paintwork issues. Sadly, we could not persuade Carol to get a WPC's uniform.

Worried that Bruce was giving up the classic scene, I called him to ask what had happened. He had sold the Daimler some time last year and had some money in the bank doing little. Always wanting a Mk2 Jaguar, he started looking for one and had found a nice, ex-Californian 1967 240, RHD, manual, in red with a black interior. A lovely looking motor. Bruce intends to remain in the FSOC as he has got used to our ways and enjoys our company (honestly!). We won't mind having a Jag on our stand from time to time; after all, long-standing member Bill Moore has had an MG Midget for several years and we still speak to him! If anyone is looking for a nice 107E, have a look at the Pop Shopper on the website.

When I asked Bruce for some pictures, he kindly sent me some with the following.



Bruce Allan: 107E Police Car.

My life with Fords, by Bruce Allan

Many moons ago I bought my first Ford – a Consul, column change and several years old – and drove it to Switzerland. Not bad for £50. It came home from Belgium on a transporter and was soon fixed, just needing a couple of new pistons. Then I moved on to a Cortina Mk1 1200 2-door, then a Cortina Mk1 1500 4-door. This was followed by a Mk2 and a 1600E, and all before I was 30.

In 1987 I bought my first 'vintage' car, a Ford Y 8hp Long Rad Tudor (2-door) and had this for over 25 years, travelling the length and breadth of the UK and overseas with the Ford Y&C Register, who by this time had enrolled me as their Treasurer, a job I did for many years.

In 2000 I drove the Y, with about 30 other cars, from Dagenham to Inverness and back – a journey of some 2,000 miles and all for charity. Many other journeys were undertaken: a tour of Wales (1,000 miles); Eire and Northern Ireland (1,000 miles); and a trip to The Netherlands and just over the border into Germany. Many shorter trips around the UK were regularly undertaken to shows and meetings.

My next car was a 100E Prefect, and although it stayed on the mainland I travelled extensively around the northern UK, attending rallies and shows.

I had an inkling to go for a 107E Prefect, which was my next purchase, and acquired one that had originally been a police car. Painted Black with a shoddy interior, I renewed the inside and now it looks near perfect. I can use the car on the road with all police insignia removed, or take it to a show / rally and put

on the police markers in about two to three minutes. The first show I took it to was the Masham Steam fair where I won Best in Show – I didn't even know they gave prizes!

Over the last 33 years, the vintage and classic Fords in my life have never let me down and I have always got back home, regardless of distance, under my own steam. Just a couple of minor roadside repairs.

I have also over the years been a keen Landrover fan, with a series 1, 2, 2A, 3 and Defender, and also enjoyed a Frog Eyed Sprite, a MG TC, Daimler Conquest and now a Mk2 240 Jaguar.

So now, on to my next vehicle – will it be a Ford! And yes, they are reliable.

Water leak and DVLA

Dave Rothwell has been busy this year, buying not one but two E83W pick-ups, one from Matthewson's (of *Bangers & Cash* fame) and the other from Brightwells auctioneers near Leominster. The one from Matthewson's had a seized engine as number four plug had been left out and a leaking top hose had filled the cylinder and then the sump with water, seizing that piston solid. Dave also found the gearbox to be full of water, no oil in it at all, presumably displaced by the water. No sign that the vehicle has been in a flood as the interior is good and there was no water in the rear axle. But the axle did contain a pint and a half more oil than it should do, presumably from the gearbox? How would a gearbox fill with water? Any ideas or suggestions welcome! A substitute engine was fitted and the gearbox flushed with new oil several times. Dave is now using this pick-up as his daily driver.



Bruce Allan: 100E Prefect.

The E83W from Brightwells was running and still bore its UK registration plates despite having spent several years in Ireland. No V5C was supplied with the vehicle so Dave went to the Post Office, completed form V62 (application for a vehicle registration certificate),

paid his £25 and taxed the vehicle. Some weeks later he received correspondence from DVLA which asked for proof of purchase and a NOVA (Notification of Vehicle Arrival) certificate to prove that all import duties, etc. had been paid, and mentioned that an IVA (Individual

Vehicle Assessment) might be required! At this point Dave passed the can of worms back to Brightwells, saying if they could not sort out registering the vehicle then they could take it back and refund his expenses. After a bit of chasing, eventually they did provide Dave with a NOVA certificate number, which he sent back to DVLA with the proof of purchase, copy of passport, utility bill and council tax, etc. Several weeks later, Dave received his V5C AND a refund of the £80 (£55 for NOVA and £25 for the V62). Why? Because the vehicle was still registered in the UK, not having been registered in Ireland. The original registration is on the V5C and is still transferable. It would appear that the previous owner had brought the vehicle back from Ireland and then contacted DVLA to get a V5C. He must have told them that the vehicle had come from Ireland and then gave up with DVLA when told he needed the NOVA certificate. Due to reduced staff at DVLA, this saga took six months for Dave to resolve. A happy ending in this instance but a warning to all considering buying vehicles that do not have a V5C.



Bruce Allan: Model Y 1937.

Richard & Trish Greenaway

Kent



Photo 1.

Recent events

What can I say, other than 'roll on 2021'? All of our planned events, barring one, up until the end of September were cancelled. The only one to go ahead was the Lynx Park Summer Picnic; the only reason that went ahead was that it was held on private land and open to invited people only, with no general public in attendance. As well as the Summer Picnic, it also doubled up as the Andrew Frost Memorial. The land owner, Andrew Frost, sadly passed away just before Easter so it was fitting to hold his annual event in his memory. We had around 85 cars along on the day, as well as several of his friends and family. Having worked for Andrew at Lynx Park for just under 30 years, and continuing to do so, I'm pleased to say we will still be able to hold events there in the future. Of the 85 or so vehicles in attendance we had a good showing of nine sidevalves, as well as John and Janet Gilkes in their Triumph Dolomite and Ray Perkins with his Morris Traveller police car, currently up for sale. Talking of Ray, he finally got his hands on a Ford Pilot. Andrew Frost owned several vehicles so we took the opportunity to have them on display at the picnic with 'for sale' signs on. The first sale was – you guessed it – the Ford Pilot.

We did manage to get out on two road runs during August. For the first, seven of us set off from Benover and ventured out towards

Edenbridge, stopping off at Leigh Village Green for a lovely picnic in the glorious sunshine before heading back via Tunbridge Wells. Next up, ten of us met up at the Riverside Country Park in Gillingham before heading over the water to the Isle of Sheppy, where we stopped off at Stone Cross Garden Centre and the miniature railway at Barton Point (Photo 1). Unfortunately it was not running due to Covid, so we may well head back there in the future. Our final stop was near Leysdown for another sunny picnic.

At the end of August, although not a planned event, four members attended the Old Timers Rally in Folkestone, which went ahead with around 200 vehicles – far less than the usual 400-500. (Photo 2.)

Looking ahead

There are only two planned events left for the year. One is the Offham End of Year Gathering (Sunday 18th October), which I assume will be going ahead as it's an unorganised, turn-up event, so I don't see how they will be able to stop it. Tony Young, who lives in Offham, says there have been mutterings around the village but nothing concrete has been said. If I hear any news of the event nearer the time, I will let you know in our monthly news update.

Talking of news updates, apologies to members if they have been a bit thin on the ground this year – only, obviously, there's not been a lot to keep you up to date with.

Next and finally is our Christmas meal on Wednesday 16th December. At this point in time it is still on. I spoke to the golf club last week and they are currently holding party bookings, albeit spaced out more than usual. As they told me the rules are changing all the time, I will keep you updated nearer the time. We currently have 26 booked but if anyone would like to join us, please let us know.

Bits and pieces

Not had much news on the car front of late. I understand Mick Ossenton is making slow progress on his E493A. Ray, as mentioned, has finally got his hands on a Pilot, on which he has been playing about with the brakes. He is looking to replace the Traveller with an E83W pick-up, so if anyone has a road-going one for sale, please let me know and I will pass your details on to him.

Our 103E is still sitting in the back of the garage. The only thing done to her over the summer was to clean up all the grime from underneath and fit the new wooden floor panel.

Photo 2.



John Duckenfield

Regional Report

Many members will remember, I'm sure, a satirical current affairs television programme, *That Was The Week That Was*. Perhaps, as far as the classic car scene is concerned, 2020 should be called 'That Was The Year That Wasn't'!

Very little has happened around the country and sadly, as finger is put to keyboard, it looks very much as though it is destined to carry on for some time yet, as new restrictions across England have just been announced following a surge of coronavirus cases. Regrettably, there seems no end in sight to this pandemic with little prospect of a return to 'normal' life in the foreseeable future, and certainly not for as long as so many people continue to behave selfishly and irresponsibly.

As far as the impact on the club and its activities is concerned, making plans has been, and continues to be, almost impossible. Neil Patten has done a fantastic job in keeping the spares service going but, other than that, committee meetings have been suspended and the business of running the club (and mutual trading company) is done online; regional group meetings have more or less been abandoned, in accordance with social distancing guidelines – although one or two informal gatherings and days out in the sidevalves following the initial easing of lockdown were beginning to take place – and now ... well, it's anyone's guess; and, the AGM, originally planned to be held in June, was postponed until October.

(Important note: Arrangements for the Club's AGM are given in the Editorial, page 4. Anyone thinking of attending should follow the guidance given and be aware that, as circumstances [relating to coronavirus] change, so might arrangements for the AGM.)

A casualty of the decision to postpone was the annual Regional Contacts' Meeting that has always been held in October, latterly on the fourth Saturday of the month. It was reluctantly but unanimously agreed to sacrifice that meeting and hold the club's AGM at the already-booked Coventry Transport Museum, which over the years has been an excellent, centrally-located venue, accessible to Regional Contacts from all over the country.

It's the meeting referred to in John Simpson's Personal Profile that follows. It's fair

to say, he was in two minds – as many would-be Regional Contacts are – as to whether he wanted to be a Regional Contact or not, so I invited him to come along to that year's annual meeting, meet the Regional Contacts and club officials in attendance, chat with them, see at first-hand what an important role they play within the FSOC, and then decide.

I'm very pleased indeed that he liked what he saw, agreed with what he heard and decided to become one of this great group of members at the heart of our club! Here's his story ...

John Simpson – Regional Contact Profile

John Simpson here, from the Northants area of the Ford Sidevalve Owners' Club. I thought I would just give you a quick introduction...

Well, my love for cars started when I was 16 years old. I used to help my dad work on his 100E and then, at the age of 17, I passed my driving test. The first vehicle I bought was a 300E van in black – I wish I still had it! After a

couple of years, I needed to move on. Some of my girlfriends had nice cars! My first car was a Ford Cortina Mk2 GT so I could show off to my girlfriend.

Well, as the years went past, I got married and had to sell the Cortina for a house deposit. We then moved to Northants from Essex and I took a job at Perkins Engines, where I worked for a number of years.

There was one car I always wanted and that was a Lotus 7, so when I got to the old age of 50, I thought, 'It's now or never to build my dream car!' Unfortunately, I could not afford the Lotus kit so in the end, in 1998, I bought a Westfield 7 kit. I finished building it in the year 2000 and still have the car today.

On retirement I needed to move on again, so I started looking for a classic car and I saw, at an auction, a Ford Consul Classic for sale, which I decided to bid for. Just as I was about to go to the auction, my son phoned me and said he had seen a 100E for sale in green and it looked really nice. As soon as I saw it, I thought, 'That's the car for me!' It had covered only 34,000 miles from new, had only had two owners, and came with loads of paperwork –



REGIONAL REPORT

including the cheque that the first buyer wrote out in 1959!

The car had been owned by Mr and Mrs Jacobs for a number of years, who were FSOC members. They had won a lot of trophies (that also came with the car when I purchased it) showing the car that they had named Poppy.

After owning the vehicle for about two months, I had checked the car all over and had the carb reconditioned by the FSOC. My wife and I use Poppy most days because it puts a smile on most people's faces in Northants.

To get people to join us, I put an advert on Facebook to meet other people with sidevalves which was answered by Colin Bull. Colin was already a member and he put me in contact with John Duckenfield. John invited me to a Regional Contacts' meeting and asked if I wanted to be a regional contact for Northants. I said I would give it a go!

After two and a half years, the Northants FSOC Regional Group has now got seven members and prior to Covid-19 we met on the third Wednesday of the month at 8 p.m.

at The Aviator in Sywell, postcode NN6 OBN. We all like to have a chat and a pint and plan some good drives out. As I type, The Aviator is currently closing at 8 p.m. so we have been arranging other meets by email. We are hoping to resume The Aviator meets very soon.

In the meantime, if you would like to join us, please email me on js9291386@gmail.com. It would be great to see some new faces join us. Hope to see you soon!



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Yvon Precieux

Pre-War Register

Registrar's comments

The Silvertop head is back on the Morgan and no leaks, and no problems with having much water in the sump earlier. The Watford Cheetah just needed some throttle work as the lever system was not sufficient to take the carburettor to its max. Adjustments have been made to a cable system and I now have full throttle, which is quite exhilarating when needed. It's amazing what these engines can do! By the way, both the RAC and the AA do not now carry cables in their breakdown vans. The insurance I have uses the AA / RAC, and when the throttle cable went on the MGB GT it ended up in my having to take a journey with the RAC guy back to my house / garage to collect a cable that was duly put into the vehicle. So, carry a suitable-sized cable and a fixing joint as these will get you out of mischief.

As the nights come in early now, the first article is technical, so some heavy reading on some areas of the Zenith carburettor you might not know of. I have fitted many different and unusual carbs to the Ford 10 engine, some – like the early Fiat 500 Weber IMB as a dual unit – providing more reliable and less fiddly usage than SUs when installed. Tuning one's Ford was relevant then, so no reason for not doing so today, especially with today's traffic.

The Ford Zenith carburettor

Carburettor jets

All jets, including the main and compensating, possess screwdriver slots for their removal. The sizes are stamped on the jets: the greater the number, the larger the jet. The numbers generally run in fives.

Cleaning

Keep all jets, channels and filters free from obstruction. The jets and channels are meticulously measured. Do not open them by cleaning with wire. Put them under air pressure, and swill the jets in clean petrol.

Starting from cold (Fig. 1)

Keep starting device in action to provide additional mixture for getting away from cold. Only tune for acceleration when engine has attained a normal working temperature. To start an engine when cold, it is essential to provide a calculated rich mixture of petrol and air. Once the engine has fired, a weaker (but still richer than normal) mixture of greater volume is required to ensure that combustion is held and that the engine continues to run at a reasonable speed. When engine is very cold, fully extend the dashboard control and turn engine over a few times by starter or hand, with ignition off. Switch on ignition and again rotate engine, which should fire immediately and continue to run. Keep dash control fully extended until the engine is warm enough to run on the carburettor only, the throttle being retained in the closed position as it will have a measured mixture of air and petrol, if the correct mixture for normal engine temperature has been made. Do not be concerned with hesitancy and spitting when accelerating when the engine is cold. This is normal for our cars that were built in the era of the 1930s and you should not expect it to start and run like a modern car that has petrol injection, electronic ignition and computer control.

Difficult starting (Fig. 1)

Ensure that main valve 28 is completely off its seating when dash control is fully extended. Test this by pulling connection 'A' to see if valve can be drawn farther back. Position of slow-running air screw 30 (Fig. 2) can affect starting. Set screw as close as possible without causing the engine to 'hunt' when idling. Venturi size is fixed when casting and cannot be altered. The size of control jet 22 chiefly affects the warming-up mixture. If engine fires and stops repeatedly, weakness is indicated. Avoid flooding of the engine. Should it fail to start promptly, do not continue turning engine over. Give excess fuel a chance to evaporate and then try again. Be sure that Venturi 26 and control jet 22 are clean. Do not open throttle beyond normal idling position. This is important. The depression created in

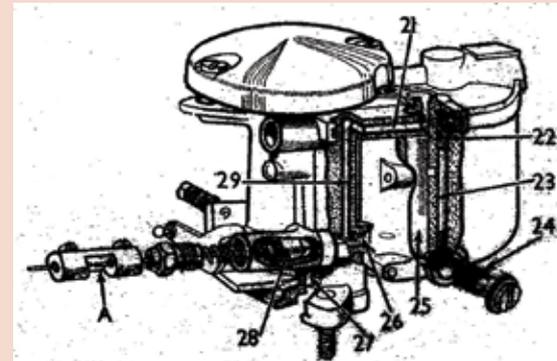


Figure 1.

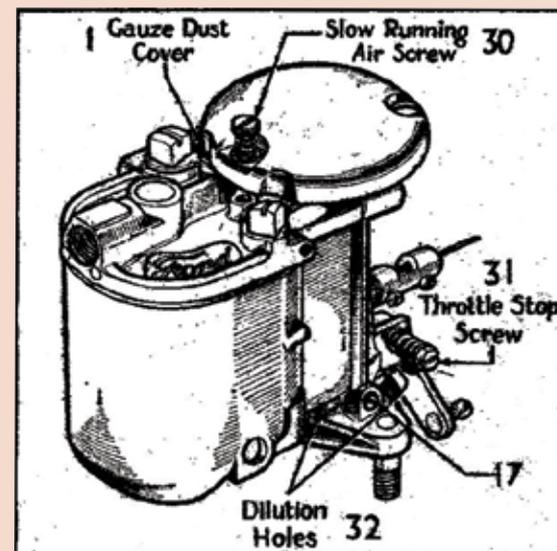


Figure 2. General view of carburettor.

rotating the engine must be concentrated upon outlet. Check the dilution holes 32 (Fig. 2) to be sure they have not been enlarged. They should be no larger than 1.75 mm. Wear at the throttle spindle can cause difficult starting. In such cases it is usually best to fit a serviced carburettor from the club, as usually other parts are also worn at this stage.

Power (Fig. 3)

It is essential that throttle 16 should open completely (exactly vertical) when the accelerator pedal is fully depressed. Richness caused by the starting valve 28 (Fig. 1) not returning to its seating will also cause power loss. Dirt in the filter gauze (initial Model Ys)

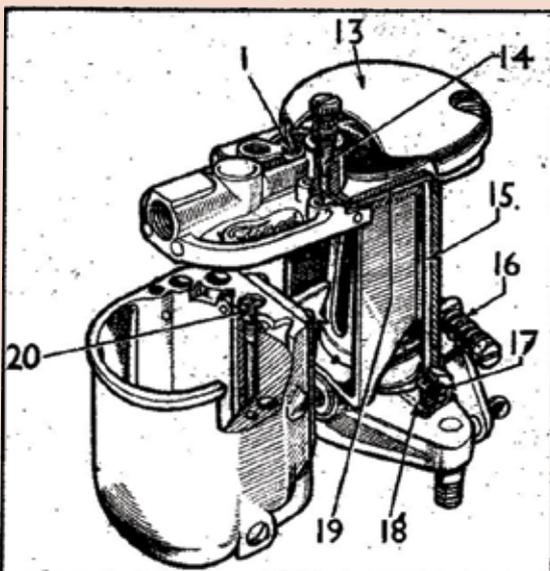


Figure 3. Slow-running passages and adjustment.

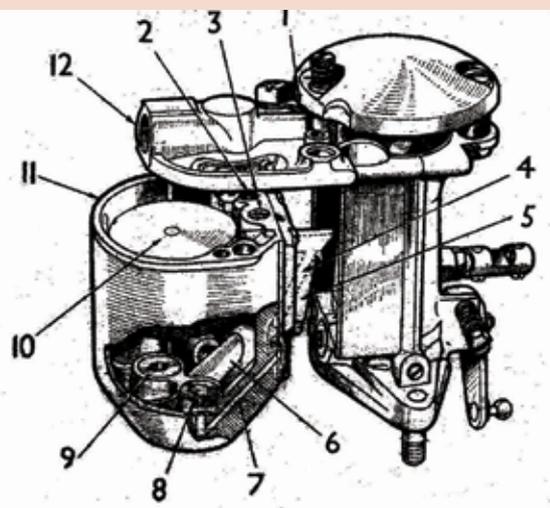


Figure 4.

hole on the top of the carburettor, needle seating, main and compensating jets and passages may be causing restriction. Further trouble may be caused if the jets have been tampered with or if engine alterations have been made to warrant new parts being fitted. Jets are not 'married' and individual changes can be made, apart from the choke tube that cannot be changed.

Cruising (Fig. 2)

When the car is travelling at a fairly constant speed with the throttle light, a weaker mixture is in use. This is where the full effect of the dilution holes 32 is noted. These holes at the throttle edge are open to atmosphere and have a weakening effect upon the mixture, particularly when depression is high at these points.

Poor idling (Fig. 2)

Idling mixture controlled by positions of air-

regulating screw 30 and throttle stop-screw 31. Former defines output of slow-running jet and latter speed of idling. With engine at normal working temperature, outward turns to stop-screw 31 should provide approximately the ideal idling speed of between 400-550 rpm. Close down (clockwise) air screw 30 until engine shows an inclination to 'hunt'. Correct by increasing engine speed slightly until idling is even and regular. Internal flooding will cause poor idling. Faulty float needle seating or fuel pump can be the cause. If petrol level is high in float chamber then lower by fitting another washer under the needle seating. Be sure this part is tight in the float-chamber cover. If starting device is not completely out of action, richness when idling will be felt. Ensure that the valve 28 (Fig. 1) is returning to its seating when dash control is released. This is checked by listening closely to the carburettor while somebody releases the control. The valve should be heard striking its seating

Poor acceleration (Fig. 2)

First make test to discover if fault is due to richness or weakness. Operate starting device when accelerating. If trouble is aggravated, richness is the original cause. When there is a 'flat spot' opening up from slow running, correct richness or weakness by variation of idling air screw 30 adjustment according to diagnosis. Remove progression jet 17 to ensure that it is clear and of recommended size. If doubts exist, fit larger or smaller jets accordingly. If 'flatness' is higher in the throttle range, give attention to the compensating jet, as this is primarily effective during the acceleration period. Richness, as mentioned initially, can be caused by the hole on the top of the carburettor that was initially once covered by a small gauze (held by bolt) becoming choked. If the gauze is still used as on Model Ys, this can restrict the amount of air passing to the capacity well and so upset the fuel / air ratio. Keep the gauze clean, if used, although it is better to do away with it. Check normal petrol level. High level will cause richness. Correct by placing the proper washer between needle seating and float-chamber cover. Low level causes weakness. Check float for leaks. Ensure that all jets, needle and seating, filter gauze and passages are clear, and that petrol pump is delivering at correct pressure. Size of choke tube cannot be altered. The carburettor barrel is cored the recommended size when cast: 19 mm for the 8hp model and 22 mm for the 10hp. The figures represent the internal diameter in mm of the barrel at its narrowest point.

Petrol leaks (Fig. 4)

Tighten up the five screws holding the emulsion block 5 to the face of the bowl if leaking at this join is suspected. If this fails to correct the leak, test the bowl face and back of block for trueness. 'Face up', if necessary, and refit with new gasket. Do not make joint with any type of fixing compound.

Heavy petrol consumption

Drivers' characteristics are more likely to cause poor mpg than faulty carburation. First carburettor point to check is dirt over the air bleed to capacity well. If this is choked, heavy consumption will most certainly result. Check that the main valve on the starting device returns to its seating. If it fails to do so, extra fuel will be supplied continually. Keep the dilution holes 32 clear. These have an important 'weakening off' effect at cruising speeds and in petrol economy.

Flooding of the carburettor can be due to faulty needle seating, defective float or by excessive fuel-pump pressure. If trouble persists, apparent by heavy consumption, black exhaust, smoke, poor idling, and so on, adjust pump or fit service unit. It is essential that all jets should be screwed in tightly. Starting jet 24 is the only one likely to cause external leaking, but unless the others are tight, petrol will leak past them and defeat the object of carefully calibrating the parts. The 8 and 10 emulsion blocks are not the same: the 8 has three holes and the 10 has five. Photo 5 identifies this at the rear of the emulsion block.



Photo 5.

Model C concept and perceptions

With newer and newer vehicles coming out of British, American and foreign factories at a rate that now required car manufacturers

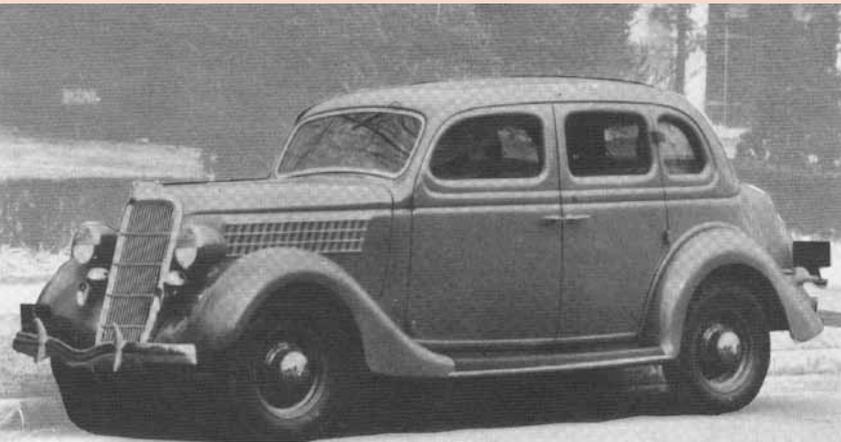


Photo 6.

to update their models every two years rather than five, Dearborn – similarly having developed the Model Y in 1932 to a point of sustainability, reliability and sales – by 1933 still needed to consider a newer model to replace this and compete in the middle vehicle range. As it worked with the Model Y, Dearborn automatically relied on a successor purely based on the newest and larger American model to be manufactured.

It is said that the Model C was modelled on the new V8, the Model 48, but this car looks more like a larger Model CX rather than the C. So what did the actual mock-up look like? Sir Percival Perry apparently liked the no running boards, whereas the Model 48 did have running boards; nor did it use the C bonnet and grille, and certainly was not bulbous like the C. Regardless of what Sir Percy claimed to have seen, he made it plain that his preference would be for a similar scaled-down version of this new American Ford V8, but with a middle range 10hp engine in line with what was being manufactured by other British and European manufacturers, based on our roads, and petrol and maintenance costs in our transport system being a lot different to theirs.

On 17th September 1934, the new 10hp De Luxe Ford was unveiled at the dealers convention held at the Norbreck Hydro in Blackpool, with the Model Y now renamed the Popular. On 10th September 1934 production of the Model C was initiated at Dagenham with publicity via the expected Ford Motor Exhibition at the Royal Albert Hall show operating from 11th-20th October 1934. However, the middle class public who purchased the likes of these cars were not that enthusiastic as their



Photo 7.

normal attire of wearing hats now had to be accommodated in a shallower roofed car. The 'centre-poise' concept, where passengers were now seated forward and further down of the rear axle, certainly gave more style to the car as it shrunk the roof down to a position more akin to a modern day car, but it was a configuration that you either loved or hated, as now the sides had to be broadened to give proportion to the model, hence the Model C was taken as bulbous (Barrel Ford) with a cramped perception of space and passenger comfort.

However it did appeal to those who were new to motoring, as similarly today with the younger generation: it was new, different, stylish, definitely more modern and fast for such a small car. Latching on to this, the Ford publicity department had various paint ideas. I recollect an employee years back who spoke to me about the paint, as some peculiar colours came about besides the ivory and black Model C that was placed on a rotating table, making a spectacular display in being totally different to the normal Ford colours available.

Draughts were a problem with the Model C, as was the seemingly cramped passenger space that never did go away despite the CX body panels being made wider, as there was still little leg room for passengers in the rear of the car. As for the silly signalling device on the gear lever, this was soon repositioned to its more conventional position on the steering wheel.

Ideally, the Model C should have been a better success, had it been slightly longer, not so bulbous and with less bulk with the front wings, as initially these were far too heavy for the small car. The 10 engine, however, with its 6.6 compression ratio, gave a performance

that put the car in a different class to many of its equivalent rivals, although what such a small Ford would have been with the smaller V8 engine that had been envisaged by Dearborn on the CX is hard to imagine, especially with the existing braking system. This was dated in comparison with the 7W, as both steering and brakes would have needed to be massively updated. It certainly would have been one of the fastest small cars for that era and might have generated an earlier Hot Rod fraternity when these cars were eventually turned over to the working classes, despite the lack of motorways in Britain at the time.

The CX, despite it looking like an updated C, definitely looked like the smaller version of the big American V8 Model 48, but it is a totally different car to the C, with the body shell panels varying to cover the slightly wider body and chassis. This can especially be seen from the rear and sides where the profile is more angled and clearer to see. Few body panels are interchangeable, although they can be made to fit with a bit of fettling. Production-wise, between September 1934 and November 1935, some 17,000 Model C saloon cars were manufactured and from May 1935 to January 1936, just over 1,000 Model C Tourers. The Ford Motor Company was insistent that a factory-made C tourer should be manufactured with a reinforced X-framed chassis, despite turning a blind eye to the dealership Model Y Tourers produced by various coach-building firms made outside the factory on the flimsy Y chassis, as these coach-built models had provided the need for the Ford Motor Company to consider such a touring model. (Photos 6-7.)

Ron Taylor

E83W Register

Hello, E83W people and all. Not a lot to report from the Register to date. David 'Tiny' Evans of London rejoins us with his now two E83W vans – OVO 421 of 1953, and ABV 211A (Photo 1), also 1953 on chassis C725151 which has been seen for sale on and off for some time but has now gone to a good home. We have at least three 'A' suffixed E83Ws on the Register, two gained from cherished transfer of their original registration marks.

E83W buses

I was sent a couple of photos recently of a preserved E83W bus, once used in Borneo in Malaysia, where I believe it still to be. You may remember the article in the magazine in December 2019 which featured a similar bus

used on a service in Sarawak. Photos 2-7 answer the question of whether there are any of these vehicles surviving, and not only show that there is at least one example but also how cramped they must have been inside. Could 'Boulangerie' suggest the van may have been used by a baker after its time in public use?

I don't think the bus is used now as such but is a fine testimony to times past. I would guess that they were built elsewhere and imported into Malaysia. We don't actually have any details, e.g. chassis number, etc., on the preserved bus but it is hoped that eventually the current owner will be reached and will let us know. Photos 2-6 by Peter Wallace; Photo 7 by Tony Stanton shows the same van after a later, magnificent restoration.

I have also been sent photos of an E83W



Photo 2 (Peter Wallace).



Photo 3 (Peter Wallace).



Photo 4 (Peter Wallace).

bus in Uruguay in South America. There are quite a number of E83Ws in Uruguay and their owners are all enthusiastic, judging from their activities on social media. Photos 8-9 (J. Porter) relate to the bus company ONDA, the Uruguayan equivalent of our Greyhound, who ran fleet buses and parcel delivery services, and used E83W vans as fleet vehicles. These were imported as chassis / scuttles and the bodies added locally to their own particular style. At least one of these has also been preserved.



Photo 1.



Photo 5 (Peter Wallace).



Photo 6 (Peter Wallace).



Photo 7 (Tony Stanton).

Back home

For those E83W folk not impassioned by E83W buses in far-flung corners of foreign lands, here's a couple of UK E83W dropside snaps extracted from the archives to ease your frustration. DSL 921 (Photo 10) is a 1953 build but I would think it was re-registered with this mark some time later in its life. Not on the Register yet. At the photo sighting, it resided in Suffolk, but it did have a spell at the Beamish Museum in County Durham, then in green as an antiques and garden centre vehicle.

CEB 476 (Photo 11) was built in 1951, chassis C622676, and lived for a long time in Yorkshire. Featured in the magazine way back in 2017, it ventured over to Ireland for some years before returning to the mainland after being bought recently. Current owner as yet unknown.

I continue to invite you all to send in your stories, restorations, adventures, purchases, sales and heartbreaks, and tell us about them, but it would seem most of you are most comfortable sitting in the aisles. It's your magazine, and I'm always pleased to hear from you and all your tales of your E83Ws.

With that, as we say at the moment, 'keep safe' and I'll see you in December.



Photo 8 (J. Porter).



Photo 9 (J. Porter).



Photo 10.



Photo 11.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

Normally at this time of year, with the outdoor events season coming to an end, it is time to reflect on what was good and what to look forward to in the forthcoming year, but as we all know this has been no normal year. A very few low-key events have taken place but it can depend on who owns the land and other factors. One show was cancelled because the land is owned by a Council whilst the other, being privately owned, took place with extra portable toilets, sanitisation facilities and good social distancing by those that attended. A minority not complying with the rules can affect further events being held.

Toilet and hand-washing facilities at events can vary depending on the location, and if it is on for two / three days they can become well used. With greater awareness of good hand hygiene, the public will expect more toilets and hand-washing facilities that are cleaned and replenished more often.

As of mid-August, a number of model railway shows scheduled up to March 2021 have already been cancelled. They are often held on school and Council premises in large halls and rely on a large attendance to cover costs that would make any social distancing impossible. With layouts that represent the past and present, will some model figures be wearing face masks when they do resume?

New members

An increase of five. Kenneth Kiernan in Buckinghamshire: an 1949 E494A Anglia. Two E493A Prefects: Tom Cook in Northamptonshire from 1951 and Stephen Fabman-Beker in Kent from 1953. Two 103E Populars: Paul Carter in Dorset from 1957 and Denis Matthewman in Yorkshire from 1958.

Back home

Barry Roberts most kindly supplied the following article:

In 2004 my wife and I retired from business and moved to France – it had been a dream of ours for some years. Having had holidays



Photo 1. Barry Roberts' 103E Popular French registration.

in south west France, we decided this was the area (Gascony) we wanted to live in and started searching. After some time, we found just what we were looking for. Importantly, it had a couple of barns which would be ideal for keeping our two old cars safe and sound.

We arrived at our new home in Saint-Paul-de-Baïse in September 2006. In December, the car transporter arrived and offloaded the cars – our 103E Ford Popular and pre-war Rolls Royce. Whilst this was going on, we were very much aware of our new neighbours taking a keen interest on what was being delivered. Not an everyday occurrence for the local farmers!

Once we settled in, we had to officially import (matriculate) the cars. We had already done so with our modern car, and were a little concerned that the process would be difficult with old vehicles. Firstly, we had to take the car for the equivalent of the UK MOT test to ensure road worthiness, and then we could proceed to the Prefecture to register it. It was a case of handing in the British V5 form, completing the necessary forms, showing the

French MOT certificate and paying the fee – the whole process was far easier than we had been led to believe. Finally, we got the new French registration plates and were good to go! (Photo 1.)

After exploring the local roads and beautiful countryside, we decided to try to find a car club to join – how to do this, we wondered? This is where the value of joining in with village events immediately paid off. Without exception, our new neighbours helped us no end and introduced us to the département's car club – Le Tacot's Club Gascon, which was founded in 1959. Tacot is actually the French for 'banger'! What a great move that was. The club has around 150 members with all sorts of models by Renault, Citroen and Peugeot, along with many other unfamiliar pre-war brands. At our first club meeting we were introduced to several members who were intrigued on first seeing the Pop, it not being well known in France. One member said he thought it was a

Continued on page 31

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

FOR ORDER FORM, SEE REVERSE OF THE ADDRESS SHEET THAT CAME WITH THIS ISSUE

Regalia List (denotes new item)**

Books

Reprint Model Y Bulletin	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y	£13.00
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.70
Reprint Parts List for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.95
Reprint Workshop Manual and Parts List for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£34.00
Reprint Repair Manual for 100E and 300E	£25.75
Reprint Parts List for 100E and 300E	£22.25
Reprint New Prefect (107E) with OHV engine Parts List	£14.50
Reprint Repair Manual and Parts List for 100E and 300E	£42.80
Reprint Enfo parts list of Standard Hardware	£9.50
Technical Tips for the 100E/107E by Jim Norman	£8.50
100E Anglia and Prefect Instruction Book (1953-59)	£9.95
Ford Motor Cars, 1945- 64	£9.70
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)	£1.75
Running In Instruction Sticker (100E)	£1.75
Running In Instruction Sticker: First 500 miles (100E)	£1.75
Window Sticker-FSOC design	£1.75
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each	£2.00

Magazines

Binder for Club Magazines (holds 2 years)	£12.50
Back copies of Sidevalve News from 1996 to the latest published issue are available @ £1.30 each. Please contact the Regalia Secretary or visit the club website for further details.	

Leaflets

Ford Pop Motoring at Still Lower Price booklet	£2.00
Running in booklet Anglia / Prefect (date 9/49)	£2.25

Models

Ceramic Cream Model of 103E Popular	£7.75
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Badges

Enamel Lapel Badges: FSOC, 103E or 100E	£3.25
103E Popular Cut-out Lapel badge (Black or Blue)	£1.90
FSOC Grille Badge: Round or Square	£17.50
Register Grille Badge: Popular/Prefect/100E/107E	£17.50
FSOC embroidered badge 5cm diameter iron-on	£4.00

Other Regalia

FSOC Licence Disc Holder	£1.15
DVD of Ford Archive material and FSOC events	£6.00
Leather Keyfob; Popular / Anglia / Prefect (please state which)	£5.00

FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs)	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00
FSOC 2021 Calendar	£8.00 (UK), £9.00 (overseas)**

Spares List for 8 & 10hp Type Models (denotes new item)**

Wheels, Hubs and Drums

Y-1175-A Retainer (Rear wheel grease) assembly	£7.25
B-1175 Rear Wheel Retainer (fits E83W)	£7.00
48-1190-A Retainer (front wheel grease) assembly	£5.90
Front wheel bearing (per wheel, not E83W)	£70.60
Front wheel bearing (per axle set, not E83W)	£137.90
Front wheel bearing (per wheel, E83W)	£56.50
Front wheel bearing (per axle set, E83W)	£107.00
7W-1225-B Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.50
68-1225-A & 68-1236-A Rear Hub Bearing including outer race (fits E83W only)	£66.50
Rear Wheel Bearing Kit (fits all models except E83W)	£180.00
353027-S7/8 Lubricator (grease nipple) Rear Wheel Bearing, set of 2	£1.80

Braking System

YE-2019A Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
CE-2019B Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
7W-2019 Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
E83W-2019 Brake Shoes, axle set, E83W only, (return old shoes with order)	£69.95
Y-2035 Spring (brake retracting)	£6.05
Y-2035 Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035 Spring (brake retracting) not E83W	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035 Spring (brake retracting) E83W only	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036 Spring (brake retracting) short	£6.50
7W-2116 Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.	£10.20
7W-2205 Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.95
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).....	£17.80		qty 10 Lubricators (grease) nipple caps.....	£4.50
Y-7523	Brake pedal return spring.....	£6.90	7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
E83W-2498A/B	Rear brake cables (Pair E83W).....	£79.95	E493A-3581	Gasket (Steering gear housing cover).....	£1.00
7W-2562	Bush (set of 2) Brake cross rod lever.....	£6.50**	E493A-3582	Seal (Steering box rocker shaft).....	£2.25
E83W-2573	Spring (brake compression member).....	£4.00**	YE-3592	Gasket (Steering gear housing end plate)....	£1.00
E83W-2580/1B	Front brake cables (Pair E83W).....	£34.00		Steering Box gasket & seal set.....	£4.30
7W-2580-C	Front offside brake cable (E93A).....	£28.75	E83W	Steering box gasket set.....	£2.60**
7W-2581-C	Front nearside brake cable (E93A).....	£28.75	YE-3616B	Horn Button and Nut (Y model).....	£8.20
7W-2580/1	Pair front brake cables (E93A).....	£53.98	E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£8.55
7W-2584-B	Rear offside brake cable (E93A).....	£28.75	E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£29.00
7W-2585-B	Rear nearside brake cable (E93A).....	£28.75	YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size.....	£2.75
7W-2584/5	Pair rear brake cables (E93A).....	£53.98	E493A 4050	Retainer (rear axle shaft grease).....	£9.95
7W-2580/1/4/5	Set of brake cables (E93A).....	£104.66	YE-4209-F	Gear (rear axle) and driving pinion assembly.....	£340.00
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long.....	£6.90	Y-4217	Bolt (diff gear case).....	£5.20
YE-2793	Spring (handbrake lever pawl).....	£2.95	18-4217	Bolt (diff gear case).....	£5.40
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95	Y4221/4222	Differential Bearing (not E83W).....	£28.50
73931-S	Hand Brake Cable & Compensator Clevis Pin.....	£3.00	Y4221/4222	Qty 1 pair Differential Bearings (not E83W).....	£54.00
119485-S7/8	Clevis pin.....	£3.20**	Y-4243	Key (rear axle shaft).....	£6.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40	EB-4245-A	Retainer (rear axle shaft grease).....	£10.25
Y-7523	Brake Pedal return spring 108mm long.....	£6.90	Y-4507	Gasket (torque tube to differential housing cap).....	£1.78
119276-ES2	Set of four 1/4" Thackery (double coil spring) washers (not E83W).....	£2.66	7W-4507	Gasket (torque tube to differential housing cap).....	£1.78
119290-ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only.....	£2.22	Y-4515	Gasket (universal joint housing cap).....	£1.69
Steering and Suspension					
	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Splined steering wheel drive only.....	£525.00	E93A-4607	Pin, long (Drive Shaft).....	£3.25
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50	Y-4615-B	Bearing (drive pinion) assembly Model Y.....	£25.00
YE-3036A	Perch bolt nut (for CE-3030B).....	£6.00**	Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50	Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99
YE-3290E/E93A-3290	Track Rod Ends (pair) 1949 on.....	£65.00	Y-4655	Torque tube bearing sleeve.....	£9.95
E93A-3289/90	Track Rod Ends (pair) 1939-1949.....	£65.00	E62A-5713B	Stud (rear axle shackle) E83W only.....	£8.20
E83W-3289/90	Track Rod Ends (pair) E83W.....	£70.00	E62A-5468B	Bar (spring shackle) E83W.....	£3.90
YE-3304C	Draglink (Y model).....	£74.75		Set of 4 E83W shackle bushes and 4 plates.....	£35.00
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00	E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95	E93A-18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50	62E-18055B	Rear Shock Absorber Link to fit E83W....	£25.00
YE-33111	King Pin Set, complete (Model Y).....	£70.00	E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
Y-3123	Washer, spindle thrust 3/16" thick.....	£4.50	E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
CE-33111	King Pin Set, complete (Model C).....	£70.00	E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£82.00	E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
E83W-33111	King Pin Set, complete (E83W).....	£85.00	E83W-18045	Front Offside Shock absorber (E83W only).....	£105.00
Y-3446	Front axle A-frame Bush (fits all models).....	£6.85	E83W-18050	Rear Offside Shock absorber (E83W only).....	£105.00
353031/353043	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg.....	£8.50	E83W-18046	Front Nearside Shock absorber (E83W only).....	£105.00
			E83W-18051	Rear Nearside Shock absorber (E83W only).....	£105.00

CE-5783	Suspension Buffer (fits all models except Model Y).....	£25.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£175.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system ...	£185.00
E04C-5230-A	5cwt stainless steel exhaust system.....	£165.00
E83W-5230-AE83W	stainless steel exhaust system.....	£205.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£278.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y stainless steel exhaust system.....	£266.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp.....	£11.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£56.00
CE-5230-B	Model C stainless steel exhaust system....	£290.00
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80
E93A-5297	Fabric exhaust hanger kit (qty 2).....	£3.20

Engine Parts

	Reground crankshaft and white metaled conrods (4) supplied complete with small ends and main bearings (exchange items only).....	POA**
E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy.....	£59.00
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer).....	£7.00
E98T-18674-A	Oil Cleaner outlet (inc sealing washer).....	£7.00
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer).....	£7.00
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer).....	£5.50
	Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00
	Replacement spin on filter for modified oil cleaner housing assy.....	£5.70
E93A-6018	Gasket, cylinder timing gear side cover.....	£1.10
E93A-6020	Gasket, cylinder front cover.....	£1.85
Y-6023	Timing Pin.....	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).....	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount).....	£27.00
	Front Engine Mounting bolt.....	£2.00
E93A-6135-A	Piston pin STD (set of 4).....	£35.00
E93A-6258	Camshaft locking retainer.....	£4.00
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).....	£52.00
E93A-6510B	Valve guide (per split guide).....	£25.00
E93A-6510B	Pair Valve guides.....	£45.00
E93A-6510B	Four Valve guides.....	£85.00
E93A-6510B	Valve guide (per engine set).....	£170.00
E93A-6505B	Short Length Valve (exhaust and inlet /E available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50
Y-6520	Valve Cover (fits all engines).....	£15.95
100E-6521	Gasket, valve chamber cover.....	£4.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15
CE-6600	Oil pump rebuilt (exchange).....	£90.00**
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
103E-7609	Retainer (Flywheel dowel, set of 2).....	£4.75**
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
EB-6734	Sump plug sealing washer.....	£1.00
40-6754	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£69.00
	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").....	£210.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
	Small end bushes (set of 4).....	£27.00
Y-6051-C	8hp decoke gasket set (1932-34).....	£35.00
E15-Z-1	8hp decoke gasket set (1935-1953).....	£45.00
Y-24051	Manifold stud.....	£5.95
Y-24051	Manifold stud (set of 4).....	£21.00
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E16-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
E50-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine).....	£29.95
HC 011	Sump Gasket Set Payen SS10505.....	£25.00**
E16-Z-1/	10hp decoke gasket set and	
E50-Z-1	Conversion gasket set.....	£56.90
7W-6051-A	10hp cylinder head gasket.....	£19.95
Y-6051	8hp cylinder head gasket 1932-1934.....	£15.00

YE-6051-B	8hp cylinder head gasket 1935-1953.....	£28.00	Y-8109	Radiator cap (brass screw type)	£8.50
YE-24052C	Studs (Cylinder head) set.....	£34.99	Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
33800-S7/8	Set nuts for cylinder head studs.....	£4.00	8286	Radiator Hose (straight for pre-war engines, bottom)	£7.80
E93A-6212	Nut (connecting rod) set of 8.....	£6.00	E83W-8260	Radiator Hose (moulded-E83W, top)	£22.60
119074-ESB	Bolt (sprocket to camshaft) set of 3.....	£3.25**	E83W-8286	Radiator Hose (moulded-E83W, bottom) ..	£21.95
119074-ESB	Bolt (flywheel to crankshaft) set of 4.....	£3.75**	E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40

Clutch and Gearbox Parts

	Gearbox seal & gasket set.....	£5.82
Y-2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
78-6039A	Insulator (Gearbox Rear Support) rebound.	£10.30
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95
	Insulator (Engine Rear Support) complete, per side	£22.50
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle rear (thin)	£5.85
7W-7050	Retainer (main drive gear bearing).....	£17.50
Y-7051	Gasket (Main drive gear bearing retainer) ...	£1.10
7W-7052	Front oil seal	£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
Y-7080	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer	£19.75
Y-7086	Gearbox rear gasket	£1.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp)	£76.95
Y-7119	Washer (Counter shaft gear thrust)	£6.35
CE-7141	Reverse Gear	£29.95
YE-7222	Selector Housing	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring 108mm long.....	£6.90
7W-7533	Clutch linkage clevis pin.....	£2.60
Y-7550	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50
	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order)..	£110.00
E83W-7550	E83W Clutch Plate (exchange and send with order).....	£31.50
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order)	£116.00
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£72.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00
E74-7580A	Clutch release bearing – All models.....	£22.00
E70-7600-A	Clutch Pilot Bearing – All models.....	£7.25
C-943070	Gear Lever Gaiter (except E83W)	£25.50
E83W-943070	Gear Lever Gaiter	£24.99
20346-S7/8	Screw (clutch cover to flywheel) set of 6.....	£4.50**
Y-23830	Pin (clutch release arm & fork to shaft).....	£1.25**

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£7.70
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Y-8109	Radiator cap (brass screw type)	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom)	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top)	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom) ..	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£20.50
E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order)	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump)	£35.00
YE-8606B	Fan Blade (11”).....	£17.90
E494A-8610	Pulley (fan and generator 4.12” O.D.)	£19.50
103E-8005	Re-cored Radiator (exchange item)	£240.00
E93A-8005	Re-cored Radiator (exchange item)	£255.00**
7W-8005	Re-cored Radiator (exchange item)	£255.00**

Fuel System

	Fuel Pump with spacer (no primer)	£45.50
	Reconditioned Fuel Pump with priming lever (exchange item)	£45.50**
	Fuel Pump repair kit.....	£14.50
88717-ES	Fuel pump stud.....	£6.75
88717-ES	Fuel pump stud (set of two)	£11.60
	Fuel Pump extension nut, set of 2 (replacement for 33798-S)	£15.00**
91A-9030	Cap – painted (petrol cap) assembly	£9.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
	Locking stainless steel petrol cap.....	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet	£10.85
7W-9276	Gasket fuel tank sender.....	£1.60
BE-9288-A	Flexible Petrol Pipe (except E83W)	£22.00
YE-9355	Fuel Pump Cover (all models)	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models)	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburetor)	£11.75
YE-9374	Gasket (fuel pump to cylinder)	£1.60
YE-9541	Airscrew	£9.50
YE-9585	Plate (Throttle).....	£6.75
48-9735	Accelerator Pedal.....	£13.95
YE-9414	Washer (petrol pump pull rod oil seal)	£0.95
7W-9425	Inlet Manifold new old stock (10hp)	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts	£65.50
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished)	£90.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models).....	£3.60
	2 x “hot spot gaskets” plus 4 manifold bolts..	£6.50
YE-9448	8hp manifold gasket.....	£7.50
CE-9448-A	10hp manifold gasket.....	£7.75
	Rebuilt 8 hp Carburettor (exchange-send	

	with order)	£91.00	E1ADKN13050Nut (Door catch swivel bolt barrel	£6.50
	Rebuilt 10 hp Carburettor (exchange-send with order)	£96.00	E493A-13007 E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.50	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.35	E493A-13007 E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
YE-9502	Carburettor Gasket Kit	£7.95	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
YE-9555	Carburettor Float (all models).....	£16.50	ET6-13007-B Headlamp Bulb 36W/36W.....	£6.80
YE-9660	Connector (Starter Valve) Assembly.....	£6.00	Pair of Headlamp Bulbs 36W/36W	£11.50
CE-9666	Starter Valve and wire assy	£13.50	E04A-13016 Catch head lamp door	£4.50
YE-9564	Fuel Inlet Needle Valve.....	£13.25	E93A-13016 Catch head lamp door	£4.50
E83W-9795A	Throttle Cable.....	£26.00**	7V-13061 Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£1.62
BBE-9810X	Spring (throttle arm to mudguard bolt).....	£6.50**	CE-13061 Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)	£1.62
Ignition System				
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£44.00	E93A-13079 Sidelight Bulb Holder.....	£12.50**
	Set E93A ignition leads , state coil type (screw or push connection)	£19.00	YE-13081 Spring (front sidelight socket 1934 onwards except E493A)	£1.42
	Rebuilt ignition switch (exchange item – send with order).....	£42.00	CE-13101 Spring (headlamp focusing)	£1.60
E83W			E93A-13130 E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)	£29.50
12024A	6V Ignition Coil (All models-not original)	£32.00	103E-13408B 103E Plate Rear lamp base please specify nearside / offside	£21.55
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£59.50	103E-13408B 103E Plate Rear lamp base (pair).....	£41.50
YE-12116B	Distributor Cap (All models 1935 onwards)	£17.00	103E-13420/1103E Rear Lamp Rubber Base Pads (pair)	£19.95
YE-12185B	Toggle (All models 1935 onwards).....	£1.08	103E-13450/1103E Rear Lamp Lenses (pair).....	£29.99
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85	E493A refurbished number plate lamp	£70.00
YE-12199B	Contact Set (All models 1935 onwards)	£10.00	ET6-13465 Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
YE-12200C	Rotor Black (All models 1935 onwards).....	£5.85	Pair of Stop/Tail Bulbs 6V 21W/5W index pin	£5.20
YE-12200C	Rotor Red moulded (All models 1935 onwards).....	£5.85**	ET6-13465 Stop/Tail Bulb 6V 21W/5W straight pin ...	£3.45
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
YE-12300B	Condenser (All models 1935 onwards).....	£9.90	40E-13466 Panel bulb 6V 3W	£4.00
52-12405A	Spark Plug, L86C (All models also 100E)...	£4.08	Pair of Panel bulbs 6V 3W.....	£6.00
52-12405A	Spark Plug, L86C - set of 4	£13.00	78E-13466 E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£3.60
995952-ES	Distributor base plate screw set.....	£1.60**	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only)	£5.20
Electrical System				
	Dynamo-2 brush, early type (exchange-send with order).....	£89.50	BE-13466-A Sidelight Bulb 5W CC (not E493A).....	£3.60
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00	Pair of Sidelight Bulbs 5W CC (not E493A)	£5.20
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50	7W-13480A Brake Light Switch (not E83W).....	£25.00
YE-10094	Bearing (generator drive end) assembly.....	£8.95	7W-13480B Brake Light Switch (E83W).....	£25.00
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95	E83W-13550B Popular no. plate lamp (E83W and 103E only)	£21.75
E93A-10505	Voltage regulator (reconditioned, exchange send with order)	£120.00	CE-13740A Toggle Switch (panel lamp)	£10.60
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00	38193-S7 Headlamp mounting bolts plus nuts (each)	£9.99
YE-11001C	8hp starter motor (exchange-send with order).....	£125.00	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£23.00
E93A-11048	Screw (brush end plate retaining)	£7.25	Semaphore flashing LED 6 volt (pair) ..	£29.50**
E83W-5165-A	Battery Clamp	£38.50	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
7W-11359	Spring (starter pinion retaining)	£1.70	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
BE-11450	Starter Switch.....	£30.00	E04A-118004BSemaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
AE-20202-S7/8	Screw (Lever spring)	£1.30**	E04A-118004BSemaphore Direction Indicator, 6 volt only (no exchange)	£95.00
20758-S7/8	Screw & washer set (switch to starter frame).....	£3.35**	Ignition barrel and 2 keys	£17.50**
11930-ES7/8	Rivet (Generator drive end bearing retainer plate)	£1.10		
E1ADKN13047	Bolt (Head lamp doo catch swivel) and			

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A. Grommet-gearbox cover.....	£4.40
	Set of three grommets-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-17515A	Grommet (windscreen wiper).....	£3.50
E04A-17528	Wiper Blade 9" long.....	£15.00**
E93A-17528F	Wiper blade 10" long.....	£12.00**
E04A-17612B	Grommet, wiper arm to blade (set of 2).....	£1.45**
E93A-17772	E93A Prefect / Anglia / 103E Bumper /3 Grommets (pair).....	£19.99
E493A-17772	E493A Bumper Grommets (pair).....	£25.50
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£27.00
E93A-7002060	Bumper (cowl side panel to bonnet).....	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets fits under 103E/E494A bonnet).....	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£23.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480/1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
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).....	£16.00
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£16.00
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£28.00

E83W-8215-A	E83W Grille Badge Mount.....	£28.00
E83W-111449	Grip, front door window glass.....	£9.50**
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£11.00
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00
CE-17046	Spring Clip Starting Handle/Wiring Loom.....	£8.00**
CE-17046	Spring Clip, set of 3 (car set).....	£17.20**
103E-17261/2-B	Speedo Cable (not E83W).....	£26.00
	Speedo Cable (E83W).....	£23.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£68.00
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£35.00
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£35.00
E93A-7043500-C	Locking Boot Handle, chrome plated, with keys.....	£24.00
C-943658	Grille Trim Retaining Clip x 10 (7W, E494A, E494C, 103E).....	£5.30
7W-949202/3	Window Regulator (reconditioned) exchange, send with order.....	£65.00
7W-944202/3/4/5	Window Regulator (reconditioned) exchange, send with order.....	£65.00**
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£19.00
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£37.00
BE-964280-H	Window Winder Handle.....	£21.80
7Y-949624	Door Hinge Pin (All saloons 1938 onwards).....	£14.30
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).....	£18.00
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor.....	£9.95
52358	Bakelite screws (enough for a complete E494A/103E).....	£3.60
52358	Bakelite screws (enough for a complete Prefect).....	£4.65
ENFO 24664	No 12 x 3/4" long CSK head screw, qty 10.....	£6.00
ENFO 26514	No 12 x 3/4" long R/H screw, qty 10.....	£3.00

100E and 107E Spares List (** denotes new item)

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.....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£21.50
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 / 02062-B	Wheel cylinder repair kit 1957 onwards per axle set	£7.25
204E-2068 / 71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
204E-2068B	Brake Shoe hold down spring	£1.90
E0A-2078	Hydraulic flexi hose	£13.25
100E-2140	Girling master cylinder	£83.00
100E-2140	Non Girling master cylinder	£39.95
E62A-2167	Gasket Filler Cap	£0.95
100E-2964-B	Cap, Master cylinder (inc seal) fits Girling and non Girling	£5.85
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit	£12.50
EOA-22809	Clip (hand Brake cable abutment bracket retaining)	£1.05

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster)	£1.08
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)	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55)	£14.00
100E-2261-D	Rear wheel cylinder 8" (57-62)	£22.00
	Rear wheel cylinder fitting kit axle set (55-62)	£10.50
	Wheel cylinder repair kit per axle set (fits 261B, C and D)	£7.00
204E-2068 / 71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis	£1.70
100E-2487	Brake spring clip	£2.05

Steering and Front Suspension

E55-DB1	Top suspension mount inc 2 gaskets	£42.50
E55-DB1	Pair top suspension mount inc 4 gaskets	£79.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts, 2 sets mount brgs & 4 gaskets	£116.00
	Suspension insert	£65.00
	Suspension insert and top suspension mount & 2 gaskets	£101.50
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts	£251.00
E60-DB-1	Gasket, Suspension Leg, set of 2	£1.50
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E19-LB-1	Washer (Idler arm stud tab, set of 2)	£3.40**
E20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm/cross member/anti roll bar)	£9.00

100E-3073	Track control arm repair kit	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style)	£51.00
100E-3289-B	Right hand track rod end (old style)	£26.95
100E-3304	Drag link (exchange £10 surcharge *)	£59.00
100E-3332	Track rod end dust cover	£2.30
	Track rod end dust cover (set of 4)	£7.20
100E-3359	Steering Idler dust boot	£3.20**
100E-3581	Gasket (cover to steering gear housing)	£2.00
	Steering Box seal & Gasket set	£4.50
100E-3591B	Steering box oil seal (early and late models)	£3.50
	Wheel bearing set (per wheel for 0.0983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle)	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle)	£128.40
	Front suspension bush kit - 4 x E-10-DB1 and 8 x 3063	£30.00
100E-5310	Suspension coil spring (axle set)	£110.00
300E-5310	Suspension coil spring (axle set)	£110.00

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)	£9.95
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 (inc van up to 09/55)	£5.50
100E-5719	Bush rear spring shackle, set of 4 (inc van up to 09/55)	£8.00
100E-5781-B	Rear spring eye bush (saloon)	£7.00
100E-5781-B	Pair rear spring eye bushes (saloon)	£12.00
300E	Pair rear spring eye bushes (300E)	£25.00**
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber	£45.00
E7-ED-1	Rubber bush (bottom shock) (set of 2)	£5.98

Exhaust

100E 5250/5225/5255	100E mild steel exhaust system	£165.00
100E 5250/5225/5255	100E stainless steel exhaust system	£255.00
300E 5250/5225/5255	300E stainless steel exhaust system	£245.00**
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts	£11.95
	100E exhaust fitting kit	£33.50

Engine Parts

100E-6038	Engine mount (exchange £10 surcharge* - remove rubber from mount)	£30.85
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").....	£225.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060").....	£66.00
100E-6200	Conrod conversion inc small end, (to fit shell bearing), less big end shell.....	£58.00**
100E-6200	Conrod conversion (engine set) inc small ends, (to fit shell bearings), less big end shells.....	£220.00**
E1ADDN-6258	Retainer (Camshaft sprocket & dowel).....	£3.50**
100E-6261/2/3	Camshaft bearing set -.010".....	£59.50
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.0025".....	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£53.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£5.25
100E-6521	Gasket valve chamber cover.....	£4.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4).....	£38.00
100E-6507	Inlet valves (per set of 4).....	£39.50
100E-6510	Valve guide.....	£4.50
100E-6510	Valve guides (set of eight).....	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
100E-6734	Sump plug sealing washer.....	£1.00
100E-6763B	Oil filler tube.....	£15.00
100E-7609	Retainer (Camshaft sprocket & dowel).....	£3.75**
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£6.50
	Manifold stud.....	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set.....	£27.00
	Conversion and decoke gasket sets.....	£51.00
353000ESA	Core Plug.....	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£40.00
	Big end shell bearing set (std, -0.010", -0.020").....	£48.00
	Small end bushes (set of 4).....	£27.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00
119074-ESB	Bolt (sprocket to camshaft) set of 3.....	£3.25**
119074-ESB	Bolt (flywheel to crankshaft) set of 4.....	£3.75**
	Engine mount brackets to engine fitting kit (88364-S2/20368-S7/8).....	£7.50**

Clutch and Gearbox

	Gearbox seals & gasket set.....	£14.00
	Master cylinder, repair kit etc, see front brakes	
E22-GD-1	Clutch release arm rubber gaiter.....	£19.00**
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£22.00
E149-Z-1	Slave cylinder repair kit, 100E only.....	£6.00
E266-GD-1	Slave cylinder, 100E only	

	(exchange £10 surcharge *).....	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£14.95
Y-7051	Gasket (Main drive gear bearing retainer)...	£1.10
7W-7052	Front oil seal.....	£5.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00
100E-7657	Rear oil seal.....	£9.50
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£68.00
	Clutch kit – comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00
100E-17286	Ring speedo gear retainer.....	£4.30
100E-7523	Clutch Return Spring.....	£5.00
E15-GA-1	Circlip.....	£4.60**

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only).....	£210.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only).....	£210.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£7.70
100E-8115	Radiator drain tap (not original).....	£6.00
100E-8275	Water inlet tube.....	£14.00
100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only.....	£16.60
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat.....	£7.50
EOTA-8620-C	Fan belt, 100E only.....	£7.00
204E-10884-B	Temperature sender unit.....	£20.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips).....	£14.00
100E-18488-D	Hose, heater to water valve (inc hose clips).....	£12.25
	Re-cored Heater matrix (exchange item).....	£125.00**

Fuel System

	Fuel pipe kit (all req'd items, tank to pump).....	£49.95**
	Locking petrol cap (stainless).....	£14.95
	Fuel pump with spacer (no primer).....	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	Petrol filler grommet.....	£12.50
	Fuel Pump repair kit.....	£14.50
100E-9276	Gasket (fuel tank sender).....	£1.60
100E-9288	Flexible fuel pipe.....	£16.90
Y-9374	Fuel pump gasket.....	£1.60
100E-9437	Hot spot gasket.....	£3.75
EOTA-9447-B	Carburettor flange gasket.....	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9510	Rebuilt Carburettor	

	(exchange-send with order)	£95.00
100E-9627-A	Rubber (air cleaner).....	£13.30
100E-9959	Gasket carburettor float chamber.....	£1.95
100E-9447-C	Gasket, Carb to Inlet Manifold 3/16” thick (approx).....	£2.75
100E-9564	Valve (Carb needle) assy.....	£22.00

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
E0A-10505-D	Voltage regulator (screw type terminals) ..	£42.00
100E-11001-C	Starter Motor (please send old unit with order)	£65.00
105E-11057	Brush set starter motor	£4.75
EOTA-11135	Bush starter motor drive end	£4.25
EOTA-11375	Starter pinion spring	£6.00
ET6-11450-B	Starter Switch	£25.00
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
	Stop/tail bulb, 12v, 21/5 watt	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch	£8.50
E1050-NC-1	Rear red tail light lens complete with 100E-134641-C gasket and fixing screws for Anglia, Prefect 1957 onwards	£10.00
50563-S	Pair of rear red tail light lamp lenses	£17.50
	Ignition barrel and 2 keys	£17.50**

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (D Type).....	£53.00
	Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (round type).....	£43.50
	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£38.00
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
	D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £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).....	£10.00
EOTA-12199-C	Contact set (round type distributor only) ..	£14.50
100E-12200	Rotor arm black	£5.85
100E-12200	Rotor arm red moulded.....	£5.85**
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

995952-ES	Set of four spark plugs.....	£13.00
	Distributor base plate screw set.....	£1.60**

Badges

100E-16185/9	Triangular wing motif	£22.50
E6AJ-1	Prefect boot script.....	£19.00
100E-16606	Prefect bonnet	£18.50
E5AJ-1	Anglia boot script.....	£19.00
100E-16606	Anglia bonnet	£18.50
100E-16606-G	Popular bonnet	£18.50
100E-16850	Bonnet ‘V’ motif	£36.50
100E-7042514	Popular boot script.....	£18.00
	Deluxe boot script.....	£18.00

Miscellaneous

E30-PB-1	Bonnet lock cover	£11.85**
E40GB1	Gear lever gaiter	£25.50
100E-16625/6	Bonnet corner pads (pair).....	£13.50**
100E-17262	Speedo cable.....	£24.00
100E-7029744	Rear side window rubber per side (2 door model)	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.25
E0A-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95
100E-7322630-B	Base, Interior Door & Winder Handle Escutcheon, set of 2.....	£13.00

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only	£12.00
107E-6020	Timing chain cover gasket	£2.50
	Oil filter short	£6.50
	Oil filter long.....	£6.50**
105E-6038	Engine Mounting (pair).....	£38.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
105E-7580-B	Clutch release bearing.....	£27.00
107E-8260	Top radiator hose, 107E only.....	£14.20
107E-8286B	Bottom radiator hose, 107E only	£17.25
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only	£7.00
107E-9959B	Float chamber gasket.....	£2.45
107E-17262-A	Speedo Cable.....	£26.50
107E 5246/ 5225/5255	107E stainless steel exhaust system.....	£255.00**
	Conversion gasket set	£17.00**
E173-Z-I	Head Gasket set	£17.00**

Tools

	Rear Hub Puller (upright and 100E).....	£55.00
	Engine Lifting Eye (screws into no 3 plug hole)	£22.50
	8 & 10HP Valve Guide Removal Tool	£20.00

Full ordering details are on the Order Form on the reverse of the address sheet that came with this issue.

Spares orders: please contact Neil Patten. Email :neilpatten@btinternet.com.

Regalia orders: please contact Mark Harvey. Email: harve65@hotmail.co.uk

Advertising is a free service for members and non-members alike. Adverts are posted on the club website (www.fsoc.co.uk) as soon as possible after receipt and published in the next issue of *Sidevalve* (subject to space). Classified adverts appear at the editor's discretion.

To submit an advert:

- go to www.fsoc.co.uk/online-advert-submission, or
- email FSOC at pop.shopper@fsoc.co.uk, or
- phone Sally Litherland (early evening only) on **07811 576233**.

This page contains a representative sample of our latest adverts. A greater and more up-to-date list (with photographs) is on our website under 'Benefits and Services' for vehicles for sale and wanted, and 'Member Services' for items for sale and wanted.

Sidevalve is published every two months on the fifteenth of the month. For possible inclusion in the magazine, adverts **must** be submitted to the editor prior to the tenth of the month preceding publication.

Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

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

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and engine number, and may ask their contractors to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

These adverts are only the latest received before publication. There are more in all sections on our website.

Vehicles for Sale

Ford 100E Anglia 1957. Original registration, two previous owners, garaged since 1959, runs, but only used once since its last safety check in 2014. Many original parts. £3,000 ono. Contact John Westhead. Email: jwesthead@btinternet.com. Tel: 07914 023453. Shropshire.

Ifor Williams Trailer 14' x 6' load deck. Winch and ramps. Ready for work. Sited near Haverfordwest, West Wales. £1,500. Contact Dave Frost. Tel: 07930 305376.

1957 Ford 100E Prefect Deluxe 4dr Reg. ROU 393. Genuine and garage stored for 30 years hence low 38,760 mileage. 4 owners from new. Lots of time, love and money spent on this head turner. £6,500 (sensible offers considered). Contact Jeff Waight. Email: jeff.waight.home@gmail.com. Tel: 07753 813866. Hampshire.

1959 Ford Anglia 100E Blue, sandblasted, repainted original colour. Engine re-conditioned. Garage stored 45 yrs; 55,000 miles. Original number plates and log book. Reasonable offers. Contact Tommy Reid. Email: reid.braids@btconnect.com. Tel: 07714233204 / 07711200378. Northern Ireland.

Ford Thames 300E van for sale. £6,000. Contact Geoff Jacks. Email: gjacks63@aol.com. Tel: 01202 824471. Dorset.

1960 Ford Thames 300E. Manufactured 1959 registered 1960. Sahara Beige. MOT and tax exempt. Very hard to get in this condition. Call Philip for full details. £9,250 ovno. Tel: 07711 902278. Northern Ireland, close to two airports.

1950's Ford Prefect 100E Deluxe. Reg 564DYH registered with the DVLA FMC Doncaster (details can be provided). Mileage 55,000. The car is complete but needs renovation to bodywork. £1000 ono. Contact Terry Thompson. Tel: 07528 920311. Email: thompson1@aol.com. Culcheth WA3. (Non-member)

Vehicles Wanted

Ford 1172 Special. Altair or Super 2 type would be ideal! Must have unambiguous identity. Contact Ray Stansfield. Tel: 01522 704309. Lincolnshire. (Non-member)

Parts For Sale

2 x 5" head lights to fit a Pop, good condition, may need re chroming. £50 ono plus £10

p&p. Please contact Brian Bedford. Email: s.bedford45@btinternet.com. Tel: 01432 820004. Herefordshire.

Pair of front seats to fit a 100E, red seat with beige apron, excellent condition, no rips or tares. Buyer to collect, cash on collection. £50. Contact Brian Bedford. Email: s.bedford45@btinternet.com. Tel: 01432 820004. Herefordshire.

1958 103E Pop parts, including: a bonnet £25, a nose cone £50, 4 x Pop wheels and tyres £25 for four, a parcel shelf £20, kingpin set £50, track rod ends £35, 4 rear light lenses £10 each, 2 wiper blades £10 each, 2 rear light gaskets under wheel arch £20 each, rear axle £50. Also various other parts. For more details contact Dave Clarke. Email: wendave5@hotmail.com. Tel: 01328 822034. Norfolk.

E83W van rear doors x 3 in excellent condition. A matching pair and a spare. £200 ono for the three. Please contact Mark Harvey. Email: harve65@hotmail.co.uk. Tel: 07876 634881. Birmingham.

A pair of 1" SU carbs on a manifold, maybe Ford sidevalve. Complete and ready for reconditioning, but not seized. Photos are available on request. Contact Colin Parkinson. Email: parkinsoncolin@gmail.com. Tel: 07831 387250. Yorkshire. (Non-member)

Parts Wanted

Spares for 1956 Anglia 100E wanted, window rubbers, chrome hub caps and chrome bumpers. Please contact Kevin Botham. Email: kevinnbotham@gmail.com. Tel: 01708 221870. Essex.

Trying to locate semaphore, replacement unit for a 1953 Prefect. It is half-moon shape. Contact Colin Sutton. Email: csutton46@btinternet.com. Tel: 07484 777746. Croydon, Surrey. (Non-member)



Club Officials

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

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

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

Membership Secretary: Joe Wheatley, FSOC Ltd – Membership, PO Box 235, Warrington, Cheshire WA3 9DS. Tel: 07831 622075. Email: membershipsecretary@fsoc.co.uk.

Club Cashier: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Technical Editor: Peter Tinsley, Riverside, Mill Street, St Asaph LL17 0SP. Email: p.tinsley@tiscali.co.uk.

Spares 8 & 10hp, 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. Tel: 01202 823088, 6.30 p.m.–7.30 p.m. only. Email: sparessecretary@fsoc.co.uk.

Technical Advisor, 8 & 10hp: Nigel Hilling, 16 High Close, Linthwaite, Huddersfield, W. Yorks HD7 5ST. Tel. 01484 843115. Email: nhilling@tiscali.co.uk.

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

Regalia and Books: Mark Harvey, 25 Primrose Drive, Branston, Staffordshire DE14 3GS.

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

Website & Social Media/Pop Shopper: Sally Litherland. Email: webmaster@fsoc.co.uk. / pop.shopper@fsoc.co.uk.

IT Support: Stuart Battersby. Email: battersby56nz@gmail.com.

Sidevalve News Editor: The SV News Editor, Ford Sidevalve Owners' Club, PO Box 235, Warrington, Cheshire WA3 9DS. Email: editor@fsoc.co.uk.

Regional Co-ordinator: John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9.00 p.m. please). Email: regionalorganiser@fsoc.co.uk.

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

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

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

E83W: Ron Taylor, 151 Victoria Road, Ashton-In-Makerfield, Nr Wigan, Lancashire WN4 0UH. Email: ron.rontaylor@googlegmail.com

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

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

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

100E/107E: Liam Cotton. Tel: 01283 219508. Email: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

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

Berkshire: Robert Townsend 01189 691794 (landline) 07880 903154 (mobile). Email: roberttownsend@gmail.com. *Please contact for details.*

Bristol and South West: Ivor Bryant 01454 411028. Email: ivor_bryant@msn.com. *3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30 p.m..*

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

Cornwall: Ray and Vanetta Geach, Email: vanetta.geach@hotmail.co.uk, landline: 01726 850011, mobile: 07704 882507.

Please contact for information.

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

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

East Midlands: Mark Harvey 07876 634881. Email: harve65@hotmail.co.uk. *Last Thursday: The Greyhound Inn, Woodville, Derbys. 8.00 p.m..*

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

Essex SW: Clive Dove 01268 726380. Email: clivescars@hotmail.co.uk. *Please contact for details.*

Glos, Hereford and Worcester: Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: s.bedford45@btinternet.

Regional Contacts and Regional Groups continued

com. Meet 3rd Thursday of the month, location TBA. Please call for information.

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. 3rd Wednesday: *The Early Bird Pub, Greenwood Drive North, Weaving, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 p.m.*

East Lancs: Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. 3rd Wednesday: *Ashworth Arms, 325 Bacup Road, Rossendale BB4 7PA. Start time 7.30–8.00 p.m.*

Lincolnshire SW and The Vale of Belvoir: Paul Nicholson, 'Cloverdale', Water Lane, Little Humby, Grantham, Lincolnshire. NG33 4HW. Landline 01476 585259 (verbal messages only); mobile 07858 835444 (text messages or to talk). No calls after 7.30 p.m. please. Email: tim.tiddler@gmail.com. *Please contact for details.*

London South East: Stan Bilous 020 8764 7068. Email: stan.bilous@btopenworld.com. *Please ring for details of local activities.*

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 9DS. Email: joe@righthandconsultants.co.uk. Mobile 07831 622075. 2nd Monday: *Bottle and Glass, St Helen's Rd, Rainford. 8.00 p.m.*

Norfolk: Colin Read, 26 Park Close, Wymondham, Norfolk. NR18 9BA. Landline 01953 605411; mobile 07753 318959. Email: fordprefect1953@yahoo.com or norviccol@yahoo.co.uk. *Please contact for details.*

Northamptonshire: John Simpson 07548 514169. Email: john-7oliver2011@hotmail.co.uk. *Please contact for details.*

Northern Ireland: Brian Sutter 028 9335 3399. Email: brian.leisure@gmail.com. *Please contact for details.*

North West Midlands and Welsh Borders: Julian Heath 01782 517142. Email: mail@jvce30.plus.com. 1st Tuesday: *The Peacock, Nantwich CW5 6NE, 7.30 p.m.*

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

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

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

The Solent: Dave Barry. Email: davebaryau@yahoo.com.au, landline: 01983 863399, mobile: 07870 890383. *Please contact for information.*

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

South Gloucestershire: Peter Asquith 01453 759453. Email:

peter.g4ena@btinternet.com. *Please contact for details.*

South Wales: Matt and Dawn Callaghan 01633 380273. Email: matt.callaghan1980@gmail.com. *Please contact for information. Please only call between 7.00pm and 8.00pm – thanks.*

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *Contact Fred for information about the Surrey Group.*

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

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

Wiltshire – North: John O'Sullivan 07860 129572. Email: pjoengineeringltd@hotmail.co.uk. 2nd Thursday: *the Trout Inn, Lechlade, 7.00pm.*

Wiltshire – South: Sally Litherland 07811 576233. Email: salitherland@hotmail.com.

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

International Contacts

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

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Brazil: Swami Faria da Silva. Email: swami.silva@terra.com.br.

Canada: Les Foster, #101- 210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel. +1 604-999-4936. Email: fosterlesliew@gmail.com.

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

Ireland: Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin A94 EC59, Ireland. Tel: 01 288 7173. Email: williamconeill1@gmail.com.

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

Scandinavia: Håkon B. Øverland. Saupstadringen 43 A, 7078 Saupstad, Norway. Email: hakon.bartnes.overland@gmail.com.

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

Continued from page 18

rare BMW model, before he noticed the Ford badge. Over the years, several people have also made this comment.

The club became a massive part of our lives – the French are passionate about old cars and there were many, many events we could attend with the club. Twice a year the club organised a weekend touring rally for two or three days. Incredibly well organised, maybe 30 or 40 old cars would assemble in the town of Auch (HQ!) for an 8 a.m. start. Off we would go in convoy, accompanied by three motorcycle outriders, a breakdown vehicle, and a luggage truck, as many of the cars had limited or no luggage capacity. The outriders had permission to move ahead, leap frogging each other and the convoy in order to stop traffic hindering our progress or joining from side roads. Even main road traffic was stopped to enable this collection of old cars right of passage. Town centres came to a standstill at times! In the company of ancient vehicles, the Pop was happy tooting along at 25 or 30 mph. Our route was published in local newspapers and as we passed through the towns and villages, the locals would be out, smiling and waving at us. We felt like royalty! With temperatures often around 30 degrees, the Pop never suffered from petrol evaporation or indeed any other malfunction. However, quite often, the breakdown truck had to give assistance to some of our companions.

The rally would include breakfast provided by a village we were passing through. The Mayor would say a few words of welcome and invite us to partake of the food and drink on offer, laid out on long trestle tables. Things like bread and croissants, a selection of cheese, ham and foie gras, fresh fruit, juice, tea and coffee. Believe it or not, wine would also be on offer – slightly inappropriate for a car rally!? Next stop would be for a full 3- or 4-course lunch, taking a good couple of hours to consume. By 6 p.m., we would fuel up and arrive at the overnight stop – a hostel, hotel, lakeside log cabin ... we never knew what until we got there, but they were always very good. The evening meal would always be excellent and the evenings continued till late with much fun and laughter. Over the course of the weekend, various visits to places of interest would be arranged. Sometimes it would be historic sites, but more often than not it would be to a chateau or wine producer. One of our members was himself an Armagnac producer and always provided several bottles to be sampled at dinner. If you haven't tried

it, Armagnac is a fiery potion, often between 40 and 50% proof – powerful stuff! We participated in many of these weekend rallies and at around 230 Euros per couple we thought it was exceptional value.

In addition to the rallies, during the summer the club would be invited to village fetes. They would be similar to UK fetes – side shows, dog shows, food stalls, etc. We would park the cars up, showing information about the vehicle and enjoy the day – oh, and the huge sit-down lunch which was invariably provided free of charge, well worth the effort of attending. Sometimes we did Saturdays and Sundays: great fun.

The interest in old cars in France is massive and people very much appreciate seeing them being driven and displayed.

One of the many joys of living in France with an old car is driving on the minor roads. Road surfaces are very well maintained. You can travel miles with very little other traffic – even the main roads are quiet, especially in comparison with UK roads. Traffic conditions may well be different in other parts of France, but in the rural south west, it was great for pottering about in either the Pop or the Rolls – very often we would take one or the other to go to the supermarket!

Regrettably, health issues curtailed our French way of life and we returned to the UK to live in December 2015. The two cars are still with us, safely tucked up in the garage (although we did have immigrants break into the Rolls and travel to England on the car transporter, but that's another story!). We will always remember the very happy time we spent in France with the cars and club – we are still in touch with them to this day. We were made very welcome by all and are very thankful to have had such an amazing experience.

And away

Agnus, an E494A Anglia, was first licenced on 4th February 1949 but the original registration and hence licensing authority is unknown. Whatever the registration had been, it subsequently became ENP 90B, and then on 8th January 2009 it became 626 XUR. The Anglia joined the register on 1st November 2010 when the husband and wife owners were living in Kidderminster, Worcestershire.

The Anglia was advertised as an incomplete project in *Classic Car Weekly* and purchased on 6th September 2008, with a mileage of 22,783. Then the work began. A number of



Photo 2. Agnus the Anglia.

panels had to be fabricated including the inner wheel arches, rear valance, 'A' and 'B' posts, bottom of boot lid and boot floor due to rot. The chassis was repaired behind the new 'A' post. A full respray was undertaken and a new vinyl roof fitted. It was rewired and indicators fitted on the re-chromed bumpers. The original 8hp block had a crack so a replacement 8hp engine was fitted. By November 2010 the only outstanding task they needed to complete was the interior.

Like the vast majority of register forms, there are no further updates so I assumed they still owned Agnus. However, on 8th June this year Agnus came to my attention when Bill, the new owner, contacted me. He had purchased her the day before and was having her shipped to America before the end of the month, and was seeking assistance with paperwork. (Photo 2.)

Bill was able to update me since the completed register form in 2010. The project was completed in 2012 and the owners remained club members until they divorced. Agnus was sold on 11th September 2018. The new owner, living in Halesowen, sold Agnus on as he was downsizing and it was purchased by Bill, who informed me that he was now the eighth owner. The mileage was now 29,194.

Bill was returning to America and to a new posting, and was taking his little bit of England with him. Paperwork was required to confirm the year of manufacture and other salient points on the Anglia. With the shortage of time and distance required to travel during the Covid-19 restrictions, many high quality photographs were requested and received for this to be undertaken.

By now this little bit of England is many thousands of miles away. I look forward to an update and knowing the fourth registration Agnus now carries.

Stay safe!

Liam Cotton

100E Register

I think you will agree that it hasn't been a good year so here's something to cheer us up: another fantastic 100E Register page! I can say that because the content has been written by club members, not by me. Once again I must thank those who have sent in contributions; we are truly blessed that we have such high quality material to use in our magazine. To start we have an update from our old friend, Tony Allen.

1961 Ford Popular Deluxe YDM 546, Part 2, by Tony Allen

Even I find it hard to believe that I first told you about my Ford Pop well over two years ago. Things have been very slow, I am afraid. I slowed it down by doing in my Achilles tendon, which put everything on stop. Just before Christmas I had a mini stroke: this again slowed things up.

I have now fitted all new brake hoses and pipes, wheel cylinders all round and a new hand brake cable. Engine, gearbox and rear axle are back in and filled with oil. New brake and clutch master cylinders and clutch slave cylinder have been fitted. The car is on the ground and can be pushed about.

Two chrome trims that were missing have been obtained but are still to be fitted. The carburettor and exhaust system are all together now and fitted to the car. I have also fitted an oil pressure gauge. I have overhauled the distributor and had to fit a new shear pin as it had broken. Having found a small leak from the radiator, I ordered a new one from the club stores. I have also completed a small amount of painting underneath.

The Pop was taxed and insured just before I became ill; there are still odds and ends to do before I can start it. Everything seems to take so much longer now that I am 84! Part 3 to follow soon, I hope.

Registrar's note: I am sure that I speak for everyone in the club in wishing Tony a speedy recovery.

ECM 818 introduction

Regular readers will recognise ECM 818 as the beautiful Ford Anglia featured on the cover of *Sidevalve* in April 2020. This car is rare, firstly

because of the model but also because it has had only three owners and the complete history has been preserved. The first owner, Keith P. Lewis, kept ECM until his death in 2008 when it was passed on to Richard McDonald. I am indebted to Richard for sending the following article which gives the early history of ECM and also an insight into the life of Mr Lewis

Keith P. Lewis (KPL 1917 – 2008) and ECM 818 (1956 –), Part 1, by Richard McDonald

The original sales invoice from 1956 is for a Ford Anglia deluxe with hide upholstery and heater, purchase tax, delivery charge from works including number plates, licence holder, antifreeze and road fund licence, all for a total of £623 13 shillings and 2 pence. ECM 818 was bought from Herron & Co., a main Ford dealer in Birkenhead opposite the park entrance. Purchase tax of 50% was a legacy of post-war austerity and was reduced in later years; car ownership was for the fortunate few in 1956.

Photo 1 shows ECM garaged in 1956 at Morecroft Road, Rock Ferry. Photo 2 has Keith Lewis at the helm, probably late 1956 to early 1957 (the trees suggest autumn or winter) at Lever's Causeway, Bebington, near KPL's



Photo 1.



Photo 2.



Photo 3.



Photo 4.

home. The Suez Crisis curtailed car usage around this time. When KPL bought the car he was on L-plates and was instructed by his father, who had never needed to pass a driving test. Keith passed it just before Suez, late in October 1956. Note that the car is painted in one colour only and with painted headlamp bezels. The Ford Imperial maroon was probably applied in late 1957 to early 1958 as the result of an accident needing repair. This is supported by a conversation I had a few years ago, at a Classic show, with the son of the garage owner that serviced the Anglia. He claimed that his father decided unilaterally to respray the bottom half in maroon; I think it's unlikely as KPL was a stickler. The Chrome Prefect bezels were fitted at a date unknown.

Photos taken in April or May 1958 and January 1959 show the two-tone body and original painted bezels. Photo 3 shows ECM at New Brighton on 13th April 1958; if you look closely you will see KPL's parents. Photo 4 shows the Anglia with cousin Eileen and husband at Eastham Ferry, 5th July 1972; their car appears to be a Vanden Plas Princess 3 litre (based on the Wolseley 6/99: the large grille gives it away). For comparison, Photo 5 shows ECM at the same location, Eastham Ferry, in more recent times: 6th May 2012.

To fill in some detail of Keith Lewis, take a look at Photo 6, a family group picture from 1962. KPL's father was a dentist, from a bygone era when no qualifications were needed. He was a popular dentist, by all accounts. I remember him as quite an amusing man. Eileen Minchin was KPL's first cousin. Pre-war she was a fashion buyer and often travelled to Germany. Her passport was exit stamped, complete with swastika, only a couple of months before September 1939. Post-war she continued but buying in France. Dulcie and Blanche were also Keith's first cousins.

KPL had an interesting war. He was declared medically unfit, probably due to his eyesight. However he could type, so a bit later he was drafted but I suspect he never wielded anything more deadly than a typewriter. He served in North Africa at HQ and progressed into Italy with Field Marshal Alexander. At the war's end he did a Cook's tour of Europe before returning home. He never talked about it and what I know is from written records.

My family became acquainted with KPL in the 1950s. His main passion was shipping and we met on the Liverpool to North Wales steamers, the *St Tudno* and *St Seiriol*. His other passion was photography, hence the old photos. He developed all his own material. In



Photo 5.



Photo 6. Family group 1962. L-R: Cousin Blanche, Cousin Dulcie, Alfred Lewis (1880-1962), Ada Lewis (1880-1962), Eileen Minchin née Lewis, Keith Lewis.

his collection there are a couple of shots of ECM 818 with ships and some cine film of the 1950s. KPL was a confirmed bachelor so ECM became the love of his life. My older brother also developed a keen interest in shipping and photography, thanks to KPL's influence. I have

vague memories of the car when new but KPL was not keen on small boys so it was a few years later that I came to develop an interest.

To be continued in the next issue.

Liam Cotton

107E Register

Some time ago, Laurie Menear sent me a couple of articles for the 107E Register pages. I am sorry it has taken this long to get back to them. I have the greatest respect for Laurie as he contributed so much to our club when he was editor of this magazine during the 1990s. Let's start with a blast from the past:

The lesser-spotted 107E, by Laurie Menear

Back in the early 90s, when owning my 107E was still a novelty, I took great care to photograph every one I saw (sadly I don't know where I put half the pictures!).

Regular readers will know that mine is a 1959 model and that I became its second owner in 1990. Most of the information I could find at the time told me they were regularly supplied not only with dogleg trim but in two-tone paint. Mine wasn't – and neither were many of the cars I spotted here and there.

When, for example, I stripped a 107E in someone's garden in Southend (I wanted the boot lock cover, but ended up with most of the components for about £20), I'm sure it had a single-colour paint job visible through the rust.

Here are four cars I spotted while out and about around then. Two had seen better days, one was near-pristine but unusual, and the other was owned by our 107E Registrar!

I spotted two separate 107Es while driving through High Wycombe one day in 1992. The first, a light-coloured, doglegged model, covered in rust patches that made it look something like a Dalmatian, belonged to a Mr Britnall. (Photo 1.) I have a feeling this car was still actually roadworthy, and it looked ready to pull out from his drive on to the road.

Its number (254 KPP) appears to have ended up on a VW in 2017, according to DVLA.

The second 107E – also with doglegs – was a maroon model belonging to a Mrs Oxlade. (Photos 2.) This car had obviously been standing in her garden for quite some time, and if you look at the hedge behind it you'll realise it had grown there since the car was parked. The Prefect can't have moved for the previous 10 or maybe 20 years.



Photo 1. Mr Britnall's 107E, High Wycombe.



Photo 2. Mrs Oxlade's 107E, High Wycombe.

Odd that the doglegs were just about the only bit of trim that hadn't fallen off. The little girl in the picture is my daughter, then aged 5 and more interested in her lolly than the car.

Larry Hubbard was an American member of the club who shipped his 108E all the way over from Texas for a holiday, meeting up with what was then the West London group of the FSOC. No doglegs. Photo 3 was taken outside a pub in Shurlock Row in Berkshire.

Larry's wasn't the only visiting 108E around that time, either, as I remember Jos Schumacher (a club member from the Netherlands) bringing his 108E to see us. This seismic event was previewed in the December 1991 107E Register column.

Two-tone? Check. Doglegs? Check. Photo 4 is 313 HUP, which belonged to Philip Hardwicke, then our 107E Registrar. It's pictured at a club photo shoot in Hainault in December 1992.

Sidevalve News noted in 1989 that Philip had got it back on the road after 13 years, but sadly DVLA tells us that it's not been taxed since 1995. We can conclude it still exists somewhere but has spent only 22 of its 60 years actually on the road.

Registrar's comment: Laurie goes on to ask what is on the register for this car as he had been reading a 1991 *Sidevalve* magazine where Philip mentions my getting my first 107E and passing my driving test. It certainly doesn't seem so long ago now: where did the last 30 years go? I didn't pass my test in a 107E but I'm sure that driving to Abingdon on L-plates in the old Prefect certainly helped.

I have had a look through the Register files to see if we have any updates. Mr Britnall's light blue Prefect has a register form and photograph; there is also a letter from July 1991 where he is hoping to sell the car to a club member as he had given up driving.

I was privileged to meet Larry Hubbard at the 1992 FSOC holiday. Again, there is a register form and photograph from the early 1990s, with a letter and an article which may have been printed in the magazine.

Philip Hardwicke was 107E Registrar for many years and, like Laurie, put in a lot of work for the club. His Prefect 313 HUP has a register form and a couple of photos from the early 1990s. Having met Philip more recently, at the club stores Open Day, I can reveal the good news that he still owns the car and is intending to restore it. (*Restoration is underway and possibly now finished – JN.*) It is always nice to hear from 107E and 100E owners, whether it is an updated register form, photos, news or even articles for the magazine.



Photo 3. Larry Hubbard's 108E, Berkshire.



Photo 4. Hainault.



Photo 1.

Ian Woodrow

Specials & Sports Cars Register

After about five months of isolation at home due to the Covid-19 restrictions, in August it was a welcome relief to be able to attend the Historic Specials and Sports Car event (Photo 1). Despite some of the regular Special owners not attending, possibly because of local lockdown restrictions, it was extremely well attended, with about 42 cars all spaced at least two metres apart, and I think all the people attending tried to maintain social distancing. Unfortunately there weren't any Austin 7-based Specials this year but plenty of Specials and sports cars including Ashley, Buckler, Dellow,



Photo 2.

EB, Fairthorpe, Falcon, Lotus, Peerless, Rochdale, Super Two, Tornado and Turner.

I noticed a Piper and a Gilbern on show: normally the event is for pre-1962 cars.

Two Rochdales were for sale: an Olympic, which could not be moved from its trailer as the front suspension had collapsed; and a GT, which looked to be complete with Aquaplane tuning and Ballamy wheels but required a full restoration. Next to this GT were two more beautifully restored white GTs (Photos 2 and 3) but I wouldn't like to say which one was better.

Also on show was a Coates HP Special (Photo 4) with an interesting history. This Special was constructed from an Austin 7 chassis; it has the raised sections over the back axle (Ruby?) and is fitted with a Ford 1172 engine, gearbox, front and rear axles, while the body is aluminium over a tubular frame. It was first registered in Worcester in 1951 by the original builder, Godfrey Coates, and the present owner was able to obtain from the Worcester County archives a copy of the hand-written ledger in which details of the new registration were recorded. It is described as 'HP Special 1172' and, below this, 'Built up from spares'. The 'HP' has subsequently been crossed out and 'Coates' added, with a note 'Name of Vehicle changed 25. 5. 54'.

George Coates was Herbert Austin's first apprentice, a young Belgian / French refugee from the First World War who had a long and illustrious career with Austin. George's son, Godfrey, worked in the experimental body shop. Godfrey confirmed that this is the car that he had built, and expanded on some of his ideas that he had incorporated in the car. It is evident that the



Photo 3.

car, like many Specials, had 'evolved' over time, possibly not for the better. An Austin apprentice working under Godfrey Coates described him as 'the best metal worker in Austin'; he also said that Godfrey had hand-crafted all the body panels for the experimental Mini, and production was based upon these originals.

Success

In August 2020 I included a photo and a request for information on Adrian Bott's



Photo 4.

brother's Special. I really didn't think that there was going to be much chance of any response.

The car still exists and is in Jersey, owned by club member John Miller. John spotted a major error – the photo is the wrong way round.

Adrian's brother Roger bought the Special in around 1967 when they lived in Leamington Spa. It was a complete and running car when Roger bought it! He was then assistant greenkeeper at La Moye Golf Club on Jersey.

A summary of John's report:

'I moved to Jersey in 1988 and believe that this is the Special which I purchased in the early 1990s as a pile of body parts mounted on two-thirds of a Ford Sidevalve chassis and which had been registered as J 3378. There were no engine, gearbox, steering column, axles or wheels that came with the car, unfortunately.

Looking again closely at your picture I have to suggest that your assumption of it running an OHIV engine is likely not to be correct, as I believe that the picture in the magazine is a reversed image. The steering wheel does look like it appears to be on the left hand side, with the aerial mounted on the right. The reason I say this is because my earlier confusion when first viewing the photo was the bonnet cut out for the carburettor intake being on the right.

It has taken me a few days to locate my old photographs, which I have now scanned, but if you look at my attached (Photo 5) you can see a hole in front of and above the door hinge (potentially aerial) and there is a cut out (for carburetion) on the left hand edge of the bonnet – which has a roughly overlaid riveted protective panel looping over the gap. My photo (Photo 6) shows no aerial hole and no carburetion gap on the right hand side of the bonnet.

Generally comparing my photo (Photo 7) with that in the magazine, the bonnet bulge, engine side panels of a block of four by seven louvre panels, shape of door and handle,

windscreen, and sidelight topped cycle front wings all seem to be the same. These photos are after the missing part of the front chassis had been replaced and a standard back and front axle fitted. The standard back axle fitted without modification, so your assumption of a standard back axle being used seems correct. You were also partly correct in that its construction was steel box section and the body was a mixture of aluminium and steel panels.

At the time, my suspicion arising from the lack of front chassis and running gear was that further development had been planned to perhaps change the front suspension to telescopic shock absorbers and install a larger engine and that this exercise had been abandoned.'

And:

'I have flipped the photo and that now does appear to tie in with my photographs. I think conclusively it is the same car because I can spot a small dent forward of and below the lower door hinge which also appears on my photo. Secondly, now that the picture has been flipped, on enlarging, I can now see '70' as the last two digits on the front number plate. I have located a photocopy of the Jersey log book first issued to me in 1996 which indicates that the UK registration number was ENC 770, so the '70' also matches.

This copy log book also shows that the vehicle was first registered in Jersey on 30/07/1968.

Detailed as:

Make – Ford

Model – Anglia

Body Type – Sports

Colour – Red

Engine No. – RC1500114P

Cylinder capacity – 1172

Vin / Chassis / Frame No. – This a seven digit number commencing 147 so does not make sense to me as utilising the first six digits would either make it a source chassis from a 1936 Model Y or a 1938 7W, neither of which is likely to be the case. I do seem to recall that I may not have received a registration document with the collection of parts acquired so I did have to visit the Jersey Vehicle Licensing Office to get a replacement registration issued. However, they must have replicated these details from their records held on J 3378 when the replacement was issued.

The recorded engine number and cylinder capacity indicates that it had a Ford sidevalve engine at the time, which must have had some sporting tweaks to have the two carburettor intakes.



Photo 5.



Photo 6.



Photo 7.

What I find rather serendipitous is that I have only recently been catching up with other Sidevalve Registrars regarding my other vehicle details held on record, but had not quite got round to sending an enquiry off to you regarding this Special to see if you had known anything about its build / make, which had been my intention.'

Although I have now added this car to the Specials and Sports Car register as 'One-Off Jersey Special', I would like to add more history details and be able to title it with the builder's name. Sadly Roger passed away in 2010, so I am unable to inform him about this incredible find.

Andy Main

Specialist Applications Register

Registrar's comment

As previously mentioned, I am always pleased to receive details of the more unusual vehicles and machinery not covered by the other registers. I rely on reported sightings, for sale or purchased, so please keep me informed if you come across anything, from one-off constructions to those built in larger quantities by manufacturers.

The featured tractor uses the Ford gearbox, so is of interest. I am indebted to John Porter for informing me of the sale.

Hemingway Garden Tractor

A very rare tractor has recently come up for sale. It was built in Stanmore but the name of H. Pattison & Co Ltd of Stanmore, Middlesex will be a more familiar name as they used Ford sidevalve parts in their horticulture and grounds machinery. The company moved from Streatham in south London to Stanmore in 1926, to premises that had been previously an old bottle store in part of a brewery that had closed during WW1.

The managing director of H. Pattison & Co Ltd at Stanmore was Mr K.J. Hemingway and he built a garden tractor, as denoted by a rather basic builder's plate. (Photo 1.)

The Hemingway used a sidevalve Villiers engine. The gearbox was an upright Ford three-speed as used in a number of small tractors built during the post-war boom. (Photo 2.) (The Ford gearbox was used in – to name just a few – the OTA and Monarch (with engine); British Anzani Iron Horse; Bean; Byron (engine and gearbox); Pattison (engine and gearbox); and Unihorse (gearbox transverse mounted) ... plus, of course, a host of home-made machines!)

Where the parts came from is unknown, but some or most could have been obsolete parts from the stores? The year and the reason Mr Hemingway built the tractor are unknown. The tractor carries a London registration that commenced in October 1966, so it was going to travel on the public highway.

Earlier history is unknown, until purchased by a historian, collector and owner of the



Photo 1. Builder's plate.



Photo 2. Hemingway Garden Tractor.

Kew Transport Museum in west London. The museum featured several unique, specialised and generally out-of-the-ordinary vehicles from the British Isles so it is assumed it was also on display here. The museum had to vacate the premises due to the area being cleared for redevelopment and was offered an alternative location under railway arches that were

deemed unsuitable by the owner; the museum therefore closed.

Did you visit, or do you know of someone that visited, the museum?

The Hemingway was being offered for sale at £5,000 in early May, and £4,500 by early September, and was located in Heathfield, East Sussex.

John Porter

Over the Bridge

In mid-September, an intrepid group of mainly pre-war cars set off from Bristol to visit the Newport Transporter Bridge, which is a transporter bridge crossing the River Usk in Newport, South East Wales. The bridge is the lowest crossing on the River Usk. It is a Grade I listed structure so it has to be kept in original working order. It is one of fewer than ten transporter bridges that remain in use worldwide; only a few dozen were ever built. It is also one of only two operational transporter bridges in Britain, the other being the more well-known Tees Transporter Bridge in the North East.

The drive to Newport from Bristol involved the prospect of crossing the original Severn Bridge at Aust, which in itself was an adventure, given the type of cars that we were driving. As the weather was fine and sunny and the traffic light, it was not the trial that it might have been if the motorway were busy.

Actually getting to the transporter bridge was not the most pleasant part of the journey as the bridge is situated in the docks area of Newport on the A48, and we got lost in the process! Thank goodness for phone-based satnav. The actual location is the Visitor Centre, Transporter Bridge, Brunel Street, Newport, South Wales NP20 2JY. Unfortunately for potential visitors the bridge is closing in October this year for a repaint and general

maintenance over the next two years: <https://www.facebook.com/NptBridge>.

The bridge was officially opened by Godfrey Charles Morgan, the 1st Viscount of Tredegar, on 12th September 1906. Alexandra Road and Mill Parade in Pill (the other side of the river) were decorated with flags and bunting. No bunting for us, but the staff were very accommodating and gave us a tour of the engine house as well as allowing the more brave to walk up one tower, pick their way across the skeleton frame and come down on the other side. Not for the faint-hearted, or those with a fear of heights, either. We managed to get all of the seven cars on to the gondola in one go – normal load is four modern cars.



Ready to drive on to the gondola.



A tight fit!



2021 Calendar

The 2021 calendar is now available from Mark Harvey and Neil Patten for £8.00 including post and packing for UK members and £9.00 for RoW. There are 60 calendars available for 2021 so get your orders in quickly. We welcome suitable pictures for the next calendar (2022), so if you have high-resolution photos of sidevalves then please send to Stuart Battersby for consideration.

Jim Norman

Brake Pipes

At the time our cars were made, the brake pipes were steel. This material was strong but subject to corrosion, which at best can lead to an MOT failure, at worst to a very serious accident. Let us consider the possibilities of making and fitting replacement brake pipes.

Most pipes available today are copper. Well, actually they aren't, they are an alloy of copper, nickel and iron. The proportions have to be correct; whatever its other properties, copper work hardens when being bent, such as the flaring process, and also when in use. It becomes brittle and is liable to cracking. This is unwelcome when it happens, and I speak from experience (Photo 1).

If you are to make and fit a brake pipe, there are certain tools you must have (Note: these do not include a hammer!). Firstly, you will need a good, sturdy vice. A second requirement



Photo 1. A rear brake pipe from BOA. The flaring process had caused the metal to work harden and it cracked at the flare, eventually breaking completely away. Use only top quality tubing.



Photo 2. Flare spanner – well used! The ends are single hexagon with only a barely adequate slot to slip the spanner over the pipe to the union nut, thereby giving the maximum grip.

is a flare spanner with a 7/16" AF end (Photo 2). You will also need a flaring tool (Photo 3) – there are many DIY types available – and preferably but not essentially a pipe cutter (Photo 4) and bender (Photo 11) (many of these will work with copper alloy but will not manage steel pipes).

The flare spanner is needed to remove the old pipe from its cylinder. You cannot use a ring spanner unless you cut the pipe – which is another option. The flare spanner will slip over the pipe and grip the union nut on all six sides. I prefer to keep the old pipe intact and without adding extra bends; it can then be used as a template for your new pipe. Be aware that, even with the flare spanner and after soaking in penetrating oil, the union nut and cylinder might refuse to part company and you might need to replace the cylinder too. This is always a potential problem with any brake job.

With the pipe off the car, with or without the cylinder, you will need a sufficient length of brake pipe to make your replacement, cutting it slightly longer than the original to allow for the flare. One advantage of the copper alloy is that it is softer and more easily worked than steel, so cutting, bending and flaring it are easier. You need to cut the end 'square' (if you have a proper pipe cutter, this happens automatically). The cutter is fed on to the pipe to the correct place, the screw tightened and the cutter rotated around the pipe, periodically tightening the screw until the blade has cut through the pipe.

That isn't the end of the process, though. I clean any burrs inside the end of the pipe with a drill bit – say 4mm – held either in the hand or in a hand brace and not an electric drill, and, with the pipe in the flaring tool's clamp, turned slowly to put a *very slight* chamfer on the inside end. Ideally, you want to form a similar slight chamfer on the outside with a fine file, thoroughly cleaning away any filings when done.

The pipe clamp needs to be firmly mounted in a vice and the pipe inserted in the correct hole, marked 3/16". The clamp must have the counter-sunk side uppermost and the pipe protrude slightly above its top face; the base of the die is a good indicator of how far (Photo 5). The wing nuts are firmly tightened – the



Photo 3. Typical DIY pipe flaring kit with multiple dies for different diameter pipes.



Photo 4. Pipe cutter, an unused one and therefore not mine. The pipe is inserted in the gap with the cutting wheel (black) at the trimming point, then the screw tightened hard. The tool is turned around the pipe, the wheel cutting into it. Several tightenings of the knurled screw and repeat turns will be needed.



Photo 5. The pipe must protrude above the level of the clamp, the thickness of the base of the die being a useful guide.



Photo 6. The die is inserted in the pipe and the press tool centred above it and straddling the clamp. All must be 'square on' to produce a successful flare. Note the union nut in place; failure to fit this before starting means cutting off the new flare and going back to the beginning.

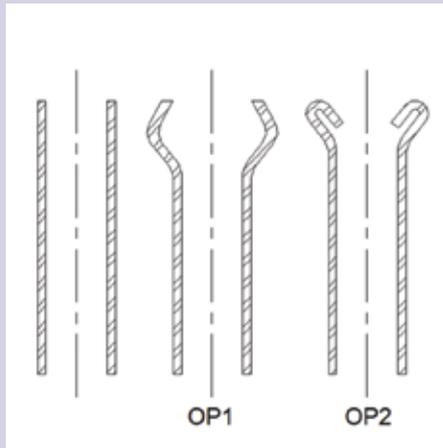


Diagram 1. Three stages in flaring a pipe. Some need go only to OP1 (convex) but most require OP2 (concave). Check the end of the old pipe to see which is correct.



Photo 9. OP2 uses the cone of the press tool alone to force the outer face of the pipe in on itself (see Diagram 1), so giving the concave shape.



Photo 7. The press tool is tightened down until the die bottoms out on the top face of the clamp.

sort of grease or oil, including WD40, could contaminate the fluid once on the car and cause a catastrophic brake failure.

Ensure the union nut is both on the pipe and the right way around, then insert the die into the end of the pipe and manoeuvre the press tool around the clamp and above the die. Ensure everything is aligned perpendicular to the clamp and central to the pipe (Photo 6), then tighten the press tool until the lower face of the die is in contact with the clamp (Photo 7); excessive force should not be necessary. You should now have a neat convex flare (Photo 8).

If you need to go to OP2, remove the die from the pipe; this might require a little force as the flare tends to grip its stem. This second stage uses only the cone shape of the press tool on the already formed convex flare to force it inwards on itself. Again, it should not require excessive force to produce the shape shown in Photo 10.

With both ends of your new pipe correctly flared, you can use the old pipe as a template to bend it to the correct shape. Being a copper alloy, it will bend by hand without too much effort, but very small radii can cause it to kink, and if it does, it's scrap. A proper bending tool eliminates this risk and does a neater job, so is worth considering. And after that, it's just a matter of fitting the pipe and bleeding the system.



Photo 8. OP1, convex flare, complete. For some applications you need go no further, but most require OP2.

force from the clamp will try to push the pipe out through the bottom of the clamp. The die should be lubricated before use and this must be done USING BRAKE FLUID ONLY: any



Photo 10. The final shape. The pipe obviously needs some cleaning prior to fitting.



Photo 11. A pipe bender in action. It makes a neater job than using your thumbs.

Letters & Emails

Sidevalve Editor, PO Box 235,
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Drink and think of driving

Dear Sidevalve,

This was seen in Kouvola, a town in southern Finland. At the outdoor waiting room of a barber shop, you can wait your turn for a haircut while sipping your beer at a perfect autotable.

Yours,
Anssi Heikkilä



The Lakes Tour, 29 August 2020

Dear Sidevalve,

The Lakes Tour, by its nature, has always been socially distanced: when on the move, participants are in their own cars and, when stopped, are usually in the outside air. Sometimes, a visit to a museum or café / restaurant is part of it all; not this time, and we never went indoors throughout the 110.6 mile route.

The weather was kind to us and there was no rain – even the occasional burst of sunshine to brighten the day. SFO rose to the occasion.

Although not quite as fast as BLC, she did her best and we had no problems keeping up. Over the day, she clocked up 309 miles at a fuel consumption of 42.93 m.p.g., with which I was very pleased: some of those had been very hard miles. The next day saw us at Bridgnorth, bringing the mileage over the weekend to 498, with not the slightest hint of a problem. SFO has joined the ranks of the ultra-reliable 107E Prefects!

Yours,
Jim Norman

Covid in Canada

Dear Editor,

I thought you might like a message from Canada during this COVID year.

Like every other country, we here in Nova Scotia, Canada, have been suffering from the lockdowns and not being able to have our regular gatherings and car shows.

Our elderly have been hit the worst, especially in nursing homes, etc.

The picture below is of a few of our car club members waiting for a few more before we left for a drive-by visit to the Veterans Department

at the local hospital, one Seniors boarding home, and two Seniors assisted living homes.

It was a beautiful day and as we informed them that we were coming, they all had residents outside enjoying the show.

My Prefect is always asked to lead the way as it is easy to see and I always make sure that we are all together before passing the homes.

Let's all pray that this virus will soon be defeated and we can get back to some kind of normal.

All the best to all of our club members,
Fred Richardson



Paul Anderson

1944 Fordson Van E83W: GYE 578

In 1944, Allied troops embarked on the D-Day landings; the first V1 flying bomb had hit home, followed months later by the even deadlier V2; and Paris was liberated by the Allies. War raged everywhere and the war effort needed metal, which was in very short supply. So, to order a new van in 1944 took some string pulling. The Fordson Van in this article was almost certainly ordered by the War Department and quickly put into civilian use after VE Day in 1945. The canvas roof – instead of metal – is a dead giveaway of war years production.

Let's fast-forward to today and the E83W is still on active service, this time as a support vehicle to a 1946 Stampe SV4C biplane that resides at Headcorn Aerodrome in Kent. The 'SV' stands for Stampe et Vertongen. They were a Belgian aircraft manufacturer formed in 1922 and based at Antwerp. Rumour has it that the designers at Stampe et Vertongen saw the de Havilland Tiger Moth and said, 'We can do better', and they did. Notable differences between the Tiger Moth and the Stampe are wheel brakes, ailerons on all four wings and a larger rudder. Overall, the Stampe is a better aircraft to fly due to these design differences. The biplane featured here is the 'C' variant, which denotes a Renault engine that benefits from an air-starting mechanism. It is very temperamental but when it works it solves the issue of having to hand-swing the prop to get it going.

The first Stampe was built in 1933. Production stopped during the war but was quickly resumed post-war in 1946. This biplane, G-AYGE, was number 242 off the

production line, built in France under license. Most Stampes went to service the need for military training as France wanted to build its ranks of available and trained pilots.

The registration of the Stampe is Golf, Alpha, Yankee, Golf, Echo, and the van is Golf Yankee Echo. So, very similar. I bought the van from a dealer. It was in excellent condition as it used to belong to the Brighton and Hove Engineering Museum, and was in their corporate colours of Oxford Blue and Black. All I had to do was to paint the nose yellow to match the aircraft and get it sign-written. The signwriting, true to period typography that Stampe et Vertongen used in 1946, was completed by good friend Andy, who is a traditional signwriter. His work is outstanding.

So, with the signwriting sorted my attentions moved to under the bonnet. I thought a quick test drive would be the way forward and off I went. All was not well. I reversed into the driveway of my neighbouring fishery and totally demolished the owner's new sign. Reversing vans was something I was going to have to get used to. That was a £60 faux pas, and a red face every time I pass the place.

On trying to adjust the distributor, it was obvious it was rusted solid into the head. I put a strap around the distributor and used a car lift to see if it would break free, but it started to raise the whole van off the floor. So, an engine rebuild took place and I still could not get the timing sorted. Ron Taylor introduced me to Richard Greenaway who introduced me to Derek Warner, a long-standing member of the FSOC, who came over and worked his magic. It ran great for a while but the screw that holds



The hand-painted signwriting on a dewy morning.

the distributor in place was not seating properly and the distributor was swinging around. So, a refurbished head was sourced and fitted. I was now driving the van around at long last. Then I made the biggest rookie mistake of the century. The dipstick needs to be pinched together to seat properly in the block. I had pushed it so the spring element of the handle sat outside the dipstick tube. Plenty of oil, I thought, until I heard the knocking. So, the engine was rebuilt again.

Whilst all this was going on, I replaced the wooden floor with Ash and repainted the inside of the van. This was all set off with a new canvas roof that features hand-sewn flags of Antwerp and Belgium. Inside there are racks for aviation oil, my ever-growing collection of aviation car badges, a fire extinguisher and various hooks and clasps. I have also had additional seating fabricated for getting people around the airfield. These were made out of period stacking chairs and really look the part. The only item not finished is the rack for high compression compressed air bottles that are used to fill the air-start in the aircraft. There will be a small hole made in the side of the van that will take an air valve so a tube can be run directly to the aircraft.

The seats for Fordson E83Ws are rare as hen's teeth and I managed to source one from Sandy Glen so I could have a passenger seat. They did not leave the factory with passenger seats. When I had them retrimmed, I elected to put a pocket in the back of the seat to hold all the aircraft manuals and bits and bobs.

In terms of modifications, I have fitted a temperature gauge for peace of mind. The van had a massive judder from the front steering, so replacement shock absorbers to factory spec were fitted and all of the bushes replaced to solve the issue. Lighting was also addressed and additional sidelights fitted, and front fogs in yellow to match the nose. There are a few nice and smaller touches in the van, like the period First Aid kit that is filled with a modern kit, and I have an old eight-day watch, mounted above the windscreen, that keeps amazing time. As a van driver now, I thought it only fitting to have

Cleaning the Stampe SV4C that the E83W supports. All the cleaning gear is in the back of the van.





Close-up of the detail on the E83W, showing the Belgian motoring badges.



The car badges and bench seats in the E83W on the new Ash flooring.



Two very different cockpits from the 1940s.



The E83W at Tiffenden Airfield, with a David Brown aircraft tug in the background. The van was being used as a mobile drinks and food hut for pilots that had flown in.

a pin-up picture in the van, and I have a period picture from 1953 of the French actress H el ene Cordet that she has signed with all her love. H el ene was famous for her films but even more famous for her alleged affair with Prince Philip.

Driving the E83W is never going to be a fast exercise. Anywhere between 30 and 40 mph it is happy, although the closer you get to 40 mph the less comfortable you feel as you can hear the engine and box straining. This little van was made for short hops between villages and it does that well with a huge load capacity in the back. I avoid potholes as they hit hard

with the lever suspension and I keep my eye on the temperature gauge. So far everything is working out fine and the van gets used most weeks. It is a familiar and very admired face at various airfields around Kent.

This issue's cover photo

The aviation photographer Richard Ford asked if he could take pictures of the E83W next to the aircraft it supports. Just as he took the photo, a Spitfire flew past! One in a million!

Jim Norman

The Birth of the 100E

Post-World War II, Ford were struggling with their small car range, which comprised the E93A Prefect with the 1172cc engine on a 7ft 10in chassis; and the E04A Anglia with the 933cc engine on a 7ft 6in chassis. Both cars could trace their ancestry back to the Model Y of 1932, although with new body shells in 1937, to which the current cars were very visibly descended. Facelifting these two models in 1949 to the new E493A and E494A respectively did little to conceal their genesis of twelve years previously.

A further complication was that other manufacturers were designing and even producing more modern vehicles, with either unitary constructed bodies, independent front suspension, hydraulic brakes and overhead valve engines driving through four-speed gearboxes, and sometimes all of these. The Ford cars were, by comparison, entering pre-history. The Morris Minor (actually designed pre-war but not built until afterwards in September 1948) failed only on its retention of a 918cc sidevalve engine. The Volkswagen Beetle used four gears, hydraulic brakes and all-round independent suspension, although its price and residual anti-German feeling severely limited sales. Citroen's 2CV arrived the same year as the Volkswagen and shared that car's characteristics and unconventionality, not to mention a price tag beyond the average customer looking for low cost cars. Austin's A30 and Standard's 8 ticked all the boxes, although they would not appear until 1951 and 1953 respectively.

The Ford design team was aware of all these, but already had its hands full in designing a new large model. The V8 Pilot was, like the four-cylinder models, a descendent of pre-war machines and a stop-gap, but the new cars, the Consul and Zephyr, were launched at the end of 1950 and were remarkable for their break with traditional Ford features. There was an overhead valve engine, the very first use of independent front suspension by McPherson struts, longitudinal semi-elliptical rear springs and hydraulic brakes, all enclosed in Ford's first unitary constructed body shell. The three-speed gearbox faithfully re-emerged, though.

The Consul and its six-cylindered sister, the Zephyr, were tremendously successful,

and their launch allowed the design team to turn its attention to the small car market. But Ford of Britain was not in a good economic position, any more so than its competitors. Despite increased production during the war, this did not centre on commercial products, and the country as a whole was struggling to pay outstanding war debt; there was a severe shortage of materials, and an urgent need to earn foreign currency, especially dollars, by exporting much of whatever it could produce. The company had used much of its reserves on the development of the Consuls and Zephyrs, these being so different to anything Ford had previously produced.

Initial thoughts for the small car market was for two models: one very basic car shorn of all ornamentation and complexities to sell at the lowest possible price; and a more up-market model with all bells and whistles and an enhanced performance. Fortunately, they decided to do some market research first, not just in Britain but around the world, especially in the USA.

The results of this market research must have come as a bit of a blow: people wanted a combination of the extremes, with a very low price but with all the accessories and performance included. Rather a challenge, especially in view of the lack of capital to invest. But the designers had two big advantages: the body had to be of unitary construction, and much of the design work and stress calculations were available from the Consul project; and the 1172cc sidevalve engine was good of its type, but could be easily modified to improve it. By keeping certain dimensions the same – cylinder bore and spacing; crankshaft length and stroke – the same machine tools which built the earlier engines could be used for a modified design. The manufacture of these tools was a major and expensive exercise, and avoiding the need for new tooling allowed a major saving in set-up costs. Similar comments are applicable to the gearbox and rear axle components.

So design work began, including the body shape. The starting point for any new design of car is the driver. He and she are drawn in the driving seat with foot on the brake pedal, so this becomes the hard point from which the rest of the car's dimensions evolve. This



Photo 1. The starting point of the design: the seating plan containing all necessary dimensions. Note there is no representation of any bodywork.

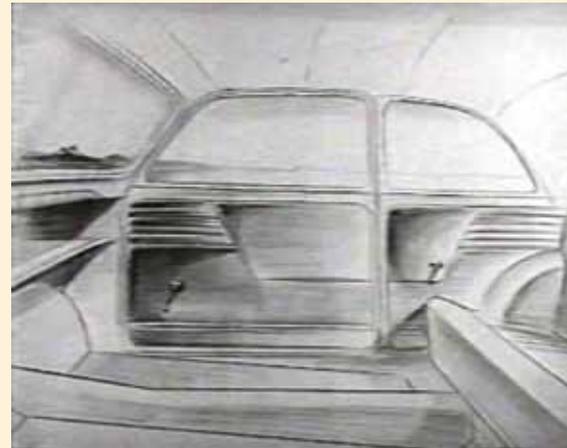


Photo 2. A drawing of the interior, starting to look like a 100E with recognisable floor shape and trim panels.



Photo 3. A mock-up of the eventual interior from which crucial dimensions can be checked against the orthographic side view on the wall.

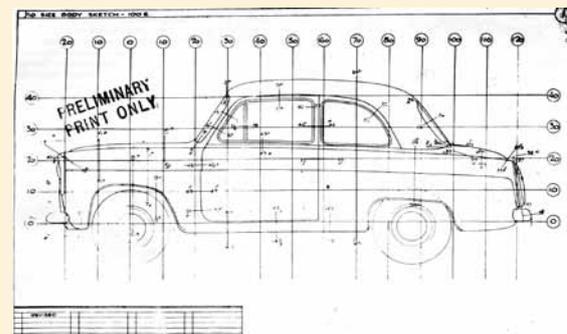


Photo 4. The orthographic side projection. The drawing is divided into ten-inch graduations given in the balloons top, right and left. The datum point, Zero, passes through the front axle, not the front of the car. The down slope to the rear of the wheel arches did not follow through to production.

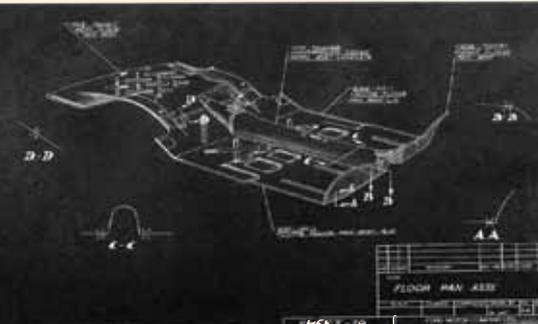
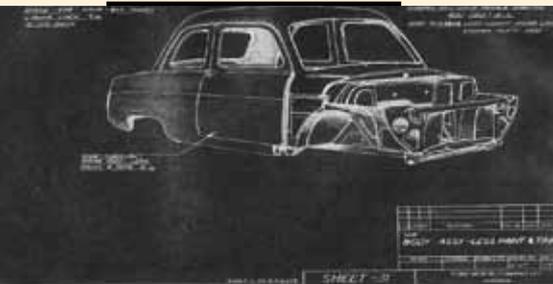


Photo 5. Blueprints in isometric projection of the body shell and floor plan.

gives the range of movement of the seat to accommodate drivers of different heights, which in turn dictates the position of the rear seat to give its passengers adequate leg room. And so the rest of the car develops as a series of dimensions around which the body must fit. Thus the 100E's wheelbase came down from the former cars' 7ft 6in and 7ft 10in to no more than 7ft 3in. Despite a Ford publicity photo of five gentleman sitting in a door-less Prefect, the interior was realistically designed around four adults.

The body shape was a variation of that of the Consul, but was far from a scaled down version. It was far less bulbous, but retained the taper of the wheel arches in that the rears were lower than the front, giving an impression of speed. All windows were of larger size than those of most other manufacturers, giving better visibility and a more modern appearance. The boot was big, despite the spare wheel taking up a considerable amount of the available space, and the bonnet folded forward to give excellent access to the engine.

Opening this revealed a sidevalve engine bearing a great resemblance to the previous 10hp unit, but this was deceiving. It was an entirely new unit with only two minor components carried over, the timing chain and camshaft sprocket; everything else was new. It produced about 20% more power than the 10hp and the car was impressively fast for its day, with a top speed of a genuine 70mph and a 0-50 mph time of under 20 seconds. It was the only car in its class for which a 0-60 mph time (30.0 seconds) could be given. All this was largely due to an engine capacity almost 50% bigger than the oppositions'.

The new car, launched in October 1953, was an immediate hit with both motoring journalists



Photo 6. With the drawings completed, scale models were produced, small scale in the background and the full-size clay buck being worked on to the right. The clay buck would be used to take templates of the various cross-sections and compound curved areas for transfer to the hand-beaten panels for the prototypes.



Photo 7. The clay buck receives further work. Note the vertical strut in the rear door glass area, which did not go into the production models.



Photo 8. A hand built steel shell for a prototype Anglia receives the attention of a panel beater, while a Prefect shell passes left to right.

and the general public alike. The obsolescence of the engine, and the lack of an intermediate gear between second and top, was noted, along with the foibles of the vacuum wipers, but the reports were otherwise very favourable. The good performance was noted; the incredible – for the day – handling coupled with the smooth ride applauded; the brakes deemed adequate (they would be improved a little more than a year later); and, all in all, the car warmly welcomed. It was a success from the word 'Go'.

In 1932 the new Model Y, designed specifically for the British and European market, saved Ford in Britain. Did the 100E do the same in 1953? Possibly not, but it was a



Photo 9. The engine is dropped into a prototype body shell. Although this is definitely a 100E unit, there is no oil filter to this experimental engine.



Photo 10. Into production. The 100Es were built alongside other models, the one in the foreground having adhesive applied to secure the door seal is a Consul or Zephyr, with a Prefect next ahead.



Photo 11. A further view of the production line. 100E Anglias wait to have their mechanical components fitted, a job being done on those crossing ahead of them. Zephyrs occupy the line beyond this.



Photo 12. A Prefect body is lowered on to its mechanical parts; in front of it a black Anglia has already had these parts fitted.

very bold departure from previous Ford small cars, and therein lay the risk of failure. Had it failed, Ford would have been in serious trouble but instead, as with the Model Y, the 100E gave the company a profitable and successful way forward.

John Crowe

The Life of a Village Blacksmith (with the E83W Van MCG 48)

The village blacksmith had many roles. Usually, his blacksmith shop was near the centre of the village where you could hear the banging of the hammer on the anvil and smell the horses' hooves as the hot new shoes were fitted. Many were working horses, but in later years mainly riding ponies and hunting horses.

The blacksmith or farrier, as he would have been known for shoeing horses, was central to most villages. The blacksmith I recall was Walter Murphy of Preston Candover in Hampshire. He was the master of so many trades: repairing gates and farm machinery, wheelwright (repairing wooden wagon wheels and fitting metal tyres / rims to them: a really skilful job), but not only could he make and mend anything in metal or wood, he sometimes acted as dentist, veterinary surgeon and often was the undertaker. Murph, as he was affectionately known, worked a lot for our farm, mending all kinds of farm equipment and shoeing my sister's horses. One winter when we had little to do on the farm, I spent a lot of time with Murph in the forge. He taught me so much about working with metal and I made many wrought iron gates and glass racks for pubs, plant holders and much more.

I remember a farmer coming to the forge with a piece of nine-inch channel which was bent and he wanted it straightened. It got heated in the forge and taken outside. Cold water was poured on to the bent area and the channel slowly straightened with a little persuasion from Murph and his sledgehammer. 'How much is that?' the farmer asked. I can't remember how much, but typically the farmer said, 'That's a lot of money for twenty minutes work!' 'Maybe,' said Murph in his usual joyful way '... but I knew where to hit it and that's what you paid for.'

Proving the talents of the village blacksmith, Murph had a thing made of glass like an electric light bulb that was upside down in a jug of water, and he could tell the weather with this. He would look at it as it stood on a shelf behind the forge each morning and say, 'Today 't'will rain by dinner,' or whatever time he estimated from the glass. There was one trick that I saw him do at village fetes – though he never gave away the secret – and that was the firing of the anvil. He put some sort of explosive charge in it and it went off with an enormous bang. The anvil is one of the main working tools of the forge, apart from the forge itself, and weighed



The village forge, or 'shop'.

around 3cwt. Many local blacksmiths went by the wayside as fewer horses and less horse equipment were used in farming. One thing Murph learned to use was a welder: instead of riveting or forging hot metal together on an anvil, he moved with the times and learned to weld both electric and gas.

It was fascinating working with him with his years of experience, taking a piece of hot metal out of the forge at just the right time to remould it on the anvil with a hammer. 'You have to make the anvil sing,' he used to say; in other words, he would hit the metal he was shaping

Firing the anvil.



and while looking at it and twisting it the hammer would be bouncing and banging on the anvil itself, making a ringing noise. So, from repairing and making horse-drawn machinery in the old traditional ways, he moved to the more modern times, but always in the background were his years of experience.

He bought the E83W, MCG 48, on the recommendation of my father as he needed to move further afield to shoe the increasing number of ponies for pleasure as well as horses for hunting, as the work horses declined. We had a metal-backed cabbed E83W which we used for all farm work, as well as taking calves to market, and in earlier years myself and the children on the farm to school, sitting on bails of straw in the back – no safety, let alone seatbelts. Six or seven of us, all with wind blowing through our hair and with extra coats in the winter. Murph wanted a covered van and bought it on 25th February 1954 from Jacksons of Basingstoke, the main Ford dealer, whose premises were old Nissen huts standing by the River Loddon. On the opposite side of the road was Wallis & Steevens foundry where they made steam rollers and steam engines. Murph used the van very little, only to shoe horses and visit local farms. He carried a set of gas welding bottles



Condition of MCG 48 as of now.

for cutting and welding and, when shoeing horses, a portable forge from the First World War, which I still have. The forge belonged to my father. I am not sure how he came by it but it was on permanent loan to Murph and he kept it in MCG 48, tied to the side. Murph also used the van for pleasure and put three windows in

each side. Back in 1954, there was purchase tax on cars and vans with windows behind the front seats. Originally the van had no purchase tax, not having these windows, but after two years you could put windows in a van. Many people thought this avoided paying the purchase tax but any converted vehicle was supposed to pay the extra tax, even if a canvas tilt was fitted to an open back with plastic windows. This caused a lot of confusion but I'm sure many were converted and paid no extra tax. (For more information on this tax, check the Internet, 'purchase tax and converting vans in the 1950s'.)

When Murph retired from the forge, the van fell into disuse and on the many visits to see him, my father tried to buy it. After several attempts, he eventually succeeded.

Father, who was now a semi-retired farmer – farmers never fully retire – then took up making corn dollies and sent them all over the world, each corn dolly with its own story. He used to give talks and could be found at many local agricultural and vintage machinery shows, demonstrating the making of them, sitting at the back of MCG 48, which was now used as a demonstration vehicle with lots of corn dolly examples on display.

I drove MCG 48 to Cheshire from Basingstoke in Hampshire, almost 40 years ago, and put it up on blocks in the shed. In my retirement I have tried to get it going; you will have seen past reports in the FSOC magazine. But to date it is work in progress as I'm not a mechanic and rely on the help of others to get it back on the road. If it were an animal or a crop, I could fix it, but I struggled with the van. I have however had tremendous help from the FSOC and its members.

The man himself with van, forge and gas.

