

# Sidevalve

Journal of the Ford Sidevalve Owners' Club

Bumper  
Lockdown  
Issue



## Features this issue

FSOC Somerset Trip 2019 | Sill Replacement – Supplement

The L.M. Ballamy Ford E93A Overdrive Gearbox | E10

Some Tips for Maintaining and Repairing  
Choke and Starter Knob Cable Replacement



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**John Porter**

## Editorial

Some of you that are members of the Y & C Register will have seen the following but I make no excuses for including it here in this *Sidevalve* editorial.

*'... one thing is certain, now more than ever we need to look after the cars we love and our right to use them. The winds of change blow swiftly. Cars are increasingly seen as enemies of the planet. We might be in for a fight. Or not. If we can continue to win the argument about the value of classic vehicles, not simply in financial terms to UK plc but also to our social fabric, then I think the politicians, of whatever persuasion, can be convinced. Classic cars are a green hobby, the ultimate form of recycling. They inspire self-sufficiency, engineering inventiveness and kick against rampant consumerism. If climate change is to be arrested, we need to change how we live, and yes, governments need to change many of the rules. But just as important will be the brilliant engineers and inventors who will come up with big ideas that will transform our planet. Where do those engineers start? How many of those future engineers are currently helping grandad in the shed? That is where the real seeds of change are planted. That's why what we do can change the world.'* (From an editorial by Danny Hopkins in *Practical Classics*, December-January 2020.)

The way ahead for sidevalve enthusiasts may be unclear at the moment but I am sure

that the Federation of British Historic Vehicles Clubs will be representing all of us to the government and the individual cities in the UK. What has turned out to be more pressing is of course the virus that has turned life upside down. The present restrictions obviously pose a problem at the moment and at the time of writing (early May) the rest of the summer season is likely to be written off to all intents and purposes. Most events for which we have booked have been cancelled and some postponed until later in the year. Hopefully organisers have made contact with you and, if not, it may be worth checking with them before setting off. In early May it would appear that social distancing will be the norm for quite some time, even at outside events such as meets, road runs and such like. Individually we have to make our own decisions about whether or not we attend any event that might be running.

So while we may not be out and about, we can certainly go and tinker with the sidevalve in the garage, which is better than decorating or other DIY jobs around the house... The Siva had an oil leak from the engine that was getting a little worse over last year's season so I thought it would be an idea to pull the engine out and replace the sump gaskets and seals. All of that was straightforward but I thought that I would have a quick check of the crankshaft bearings while the sump was off. I'm glad that I did because I found that on one big end the white metal was on its way to the sump. As it happened I had a complete crank and rods on the shelf, so with a quick wash and brush-up the whole unit was installed. I also had some gaskets lying around and, with an overnight soak, all was well. While I was at it I fitted a 100E valve chest cover that was in a pile of bits. This was to give me another vent as the engine puffed a bit of oily smoke when cold and time will tell if this helps. The Siva fired up with no





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smoke but I really need to give her a run to be sure, so I am waiting for our release to do that, although I have been up and down the drive.

In early March I arrived at a breakfast gathering at the local social club near Bristol airport (just two days before the lockdown was announced) and parked up next to a Ford Model A pick-up, complete with a still in the back. You can see in the photos that the field was very boggy and put paid to the more modern classics. Our two Fords made light work of driving out through the churned-up entrance. The owner of the Model A and I got into conversation and went on to compare details of our Fords. The Model A is so very similar to our small uprights underneath the skin and the Model Y in particular. The Y might have been new to Europe but most of the running gear was inspired by the existing American Fords of the period. The small Ford sidevalve engine was so successful that Morris produced an almost carbon copy for the Series

1 Eight. This observation made by a colleague to a nearby Morris 8 owner at the meet didn't go down too well...

## Registrations on hold

I was contacted by DVLA in early May and informed that paper registration (V765 and age-related) applications from clubs or private individuals would not be accepted for the present. DVLA will not accept emailed applications for this sort of transaction either as the files involved are too big for their mail server limit (tried it before!). So, members and non-members wanting to register a sidevalve will have to wait. Details here, such as they are: <https://fbhvc.co.uk/news/article/dvla-coronavirus-covid-19-update> and <https://www.gov.uk/guidance/dvla-coronavirus-covid-19-update>.

For FSOC members and registrars, this means that that any applications will be on hold until further notice.

Brian Cranswick

## Events

A rather short report as the virus pandemic seems to have stopped all the classic car-related activities planned for 2020. It might be possible for some events which were due to take place later in the year to go ahead, but I really think this still looks rather doubtful at the moment. I will try to relist

anything that is notified to me as proceeding; in the meantime, the big message to everyone is to stay safe and keep well.

I thought I would take this opportunity to show a photo of my Ford Pop 103E warmly tucked up in lockdown in the garage.



Nigel Hilling

## Yorkshire

Well, what a year this is turning out to be! When I wrote for the April *Sidevalve* in early March, little did I know of the far reaching effects of the Covid-19 situation on all aspects of life, and not just our hobby. As I write this in early May, everything up to August is cancelled and the likelihood is that there will be no shows, gatherings or pub meets for some time after that. The whole year may yet be a write-off.

The lockdown affected our printers which meant publication of the April *Sidevalve* was significantly delayed. A PDF file of the magazine was made available on the website and I tried to email this to every Yorkshire member who had an email listed on our records. Some email addresses were rejected as non-existent and many were not acknowledged, suggesting that they may have been dormant. Apologies to those I couldn't reach, but I did try.

On a lighter note, a man in Heckmondwike decided to use the lockdown period to replace a fence and started digging for fence posts. He was somewhat surprised to come across a few bits of metal which turned out to be larger than he thought as he unearthed a complete but very rusty 1958 103E Popular (see photo). This story made the local news bulletin and appeared briefly on the BBC website. There was various uninformed speculation as to



why it was there but the answer was simple. There was a time back in the sixties when it was cheaper to bury scrap rather than pay a scrapyard to take it away, and that is exactly what the owner had done. That man has since died but his widow (now living elsewhere) was very amused to hear that it had been unearthed along with some other artefacts put inside the

car at the time. Get digging – who knows what you might find in your garden!

Here's hoping the August *Sidevalve* may bring better news. Please feel free to contact me if you don't receive my emails and need an update on what is going on. To quote two new phrases that have appeared during this situation, 'stay safe' and get used to 'the new normal'.



**Robin and Jennie Thake**

## Three Counties

I am writing this report on the day we should have gone to the Ford Day at Whitewebbs Museum of Transport. It was also Drive It Day. We have clear blue skies and a temperature of 20 degrees: normally, in previous years, when it is Ford Day it has been cold and windy and we have come home early. I am now in the garden with a shiny and well-maintained Anglia in the garage, with nowhere to go in the foreseeable future.

In our area, several residents have had virtual street parties and even a singalong with people in their own gardens joining in. It entered my mind to set up the bunting and banners and the picnic table and pretend we were at a car show, but I feared the neighbours would think that I had finally lost my mind!

On Drive It Day, David and Lesley got in their 103E Pop and drove out of their garage and up the drive to take a selfie. Then they reversed back, locked up and had a picnic in the back garden. Pippa and Rob Forth also did the same thing; all this on a beautiful day just a few miles either side of us.

Lockdown gives us a chance to do the jobs that we keep saying, 'I'll do that when I have got time.' I have done the decorating, started work on a long-running project of building a model steam train, and also done a cambelt change on our Ford C Max. This proved interesting. Using a Haynes manual makes things complicated – give me the FSOC manual any day! Life is so much easier on a sidevalve.

In closing, we would like to wish David Heard of our group a happy retirement from being a civilian worker with Herts Fire Service.

**Peter Asquith**

## South Gloucestershire

The fine weather of late has provided opportunities to get our Pop out for a run, especially for essential journeys to the store for provisions. A number of classic cars have been spotted undertaking this vital duty. There's been plenty of time to grease the grease points, adjust the brakes, check the dip stick and of course, we're ready to roll.

You may be interested to know that there is a small local pre-war car group called Snails, which represents Austin cars in the Stroud and Nailsworth area. They hold monthly get-togethers at a local pub on Minchinhampton

Common, and also organise the odd fun charity car runs around the area.

We have been taking our Pop along for a while now and are made most welcome. Our suggestion to them that there could be some sidevalves that might like to join in was enthusiastically received, so the invitation is there.

At present, all activity has stopped, but it is sure to resume when the restrictions are relaxed. If you are interested in coming along, please drop me a line and I'll keep you updated when the world gets going again.



Snails.

**Fred Tutt**

## Surrey

We send greetings from the Surrey Regional Group with the news that we have no news. All we can do is to organise a social get-together at our usual meeting venue, The Parrot Pub at

Forest Green, when this is all over.

All our plans for classic car meetings are cancelled, other than the get-together with the Kent Group for the South East Regional Day at

the All Ford Show at Maidstone in July. It is too early to say whether this will go ahead – let's hope so.

Mark Harvey

# Regalia



Hi everyone. I hope this finds everyone safe and well. It's been a very tough and testing time for everyone, and I would like to personally thank all my frontline NHS colleagues for putting themselves in danger every day and to the support staff involved, drivers, shop workers, etc.

Here at the FSOC we are still striving to keep the club working as good as ever, with the committee in constant touch working from their

homes (or Cyprus, in Joe Wheatley's case), and I am pleased to announce a new addition to the regalia family: the Gatsby hat, an up-to-date fashionable hat, a style made famous by the Peaky Blinders. Available in black or navy and sporting the FSOC logo.

This great quality hat is now available in the online store, and is priced at £7.63 plus £4.95 p&p.



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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...If it's important to you, it's important to us.



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**Mark Harvey**

## East Midlands

It's been a very quiet few weeks for obvious reasons, so not much to report. With the show season ending before it began, and the stay home advice brilliantly adhered to by the lads and lasses, we've not even had a chance for a drive out. The good news is we'll be back and out and about in our pride and joys. As a group we've been in touch by phone, email and text, and we are all safe and well. Hopefully I will have more car-related news later in the year.

Late last year I purchased an E83W steel-bed pick-up, registration DDX 799, first registered in 1955 in Suffolk. The truck later ended up in a private collection. It was sold at auction following the collector's death in October 1995 in Theberton, Leiston, Suffolk.

Information as to what happened next and where it ended up is a bit sketchy from there, but it possibly ended up in the Durham area? Someone started a restoration but it looks like it was then left again, most likely outside. It was then bought and put away, dry stored for more years until I purchased it. There's no documentation with it so I will be applying in due course, and I will be lucky to keep the original reg number, so probably age-related. I can live with that, but who knows?

If anyone has any information about it that they can share with me to build a history, that'd be much appreciated. The log book would be a true find.

On the restoration front, it got off to a flyer but now it's virtually at a standstill. It's times like this that I miss having a garage at home. I'm still hoping the truck hits the road before the winter sets in. Watch this space.

A couple of pictures here as a taster.

The first is the day it arrived at the unit. Then the process of dismantling it began, and bodywork repairs.

The cab is pretty much finished, and the engine is checked and is running. It sounds really good, but only a test drive will tell for sure. So, when things start returning to normal I will crack on with it, but until then ....

I want to take the opportunity to thank Jake Harvey, Ron Taylor, Mick Hartley, Colin Pudge and Steve McKenna for the constant help, advice and support. I have done some stuff myself, honest.

Take care everyone, stay home, stay safe.



**Richard and Trish Greenaway**

# Kent

## What does the future hold?

Hope you are all fit and well in these uncertain times. It's been a funny old year so far. Like always we spent a fair bit of time getting things in place ready for the new season, which this year we had done by the beginning of March; all there was left to do was send out our March newsletter, which we always do the weekend before our monthly meeting, print off the events list, meet up with members at the coming monthly meeting, have a chat about the season ahead, and then it would have been off to our first show, seventeen days later. How things can change.

With the news of the coronavirus escalating over the weekend, Glen and I had a chat and took the decision to cancel the monthly meeting, thinking all would be fine after a few weeks. How wrong we were. Now, eight weeks later and having just listened to Boris's latest news briefing (May 9th), there still seems no end to things, particularly where group gatherings are concerned.

So, as much as I would like to say we will be able to get out to car shows from – say – the middle of July, personally I don't think there will be any shows this year, barring maybe a couple towards the end of September. Hence, I haven't done my usual future events section in this article. Let's just hope I am wrong.

By now all Kent members should have received a copy of the 2020 events list so at least you know what we had planned. We will keep you updated via email / text of our plans. Saying that, if we don't book in for shows – as, if they do allow events to take place, there will be a mad rush for bookings as we will all want to get out in our vehicles – then it may be best to book into any events you had planned to attend and just hope, especially those that are free to enter. Then, if the show doesn't go ahead, there is no problem. With regards to the Kent All Ford Show, for which there is an entry



fee, if it is cancelled then your entry fee will be carried over to the Kent Classic which takes place in September.

## Road runs

We always have a couple of road runs a year, one of which has already gone by the wayside, so if we are unable to gather at shows but are allowed to drive out in our vehicles, we plan to fit in a few more road runs later in the year. As mentioned above, we will keep you posted.

## Bits & pieces

Glen has now finished Bernie Hull's engine rebuild, so at least if we are allowed out then both Mr & Mrs H will have their two upright Prefects ready to go.

Rumour has it that we now have a Model Y back in the ranks of the Kent group – something we haven't had for quite a few years. We used to have a really nice model owned by Mick Davis (see photo) which he then sold on to fellow Kent member Ray Perkins, who sold it on to someone in Kent after a couple of years as he was finding it difficult to drive. Following the sale it hasn't reappeared in Kent at any shows. Does anyone know of its whereabouts?

Talking of being no longer around, I understand Mick W has sold his 100E Pop. Maybe this means he will now be buying his 300E, which he has always says he would like to own.

John Isaacs is now well again after his recent surgery and I know is itching to get out and about in his beloved 103E, Poppy.

## Looking back

After talking with Andy Main recently, following a phone call from a Kent guy who wanted some info on a sidevalve-powered glider, I said I'm not sure what to write about in the forthcoming magazine. He said, why don't you write about your time as the regional contact and how well the group has come on since we started it up back in 2009? Good idea, I thought – but, on thinking about it, I wrote a piece back in the February 2019 magazine.

This got me thinking about how many Kent members we'd had since 2009. Although we are not allowed to keep members' details due to data protection, I do keep a list of all Kent members' names so I dug it out. Here are a few facts and figures from my findings.

From 2009-2019 inclusive we have had 159 different members. This started with 65 in 2009, rising to 80 in 2014, which has since decreased to 65 during 2019. Of those 159, 25 have been members for the entire 11 years. A further 28 have been continuing members from the time of joining to 2019. Of the 159, 76 have attended either monthly meetings or car shows with us; 43 we have either met up with or emailed / spoken with on the phone; and 40 others we have never heard from. This breaks it down to a pretty even split of 50/25/25%.

Till next time, KEEP SAFE.



## Ray and Vanetta Geach

# Cornwall

### Sidevalve story, by Tommy Kalber

My sidevalve ownership started in 1965 when I was 16. I bought a 1953 Ford Prefect for £20. It had some teeth broken on the starter ring, but a new starter ring was supplied with the car. I had always been interested in anything mechanical, and was brought up on a farm for the first 14 years of my life as my father worked as a farm labourer. We lived in a tied cottage on the farm. There were two other employees and one of these, the tractor driver Henry Solomon, was keen on motorbikes, cars and boats.

I spent thousands of hours with Henry from the age of three. I rode on the toolbox of the Fordson tractor almost every day that he worked. Then when I was seven, I spent most evenings and weekends with him at his friend's workshop where they built up motorbikes for trialling and scrambling, and also fixed cars. When I left school at 15, I wanted to be a mechanic and I was offered an apprenticeship at a garage, but it was seven miles away, and the wage was £2.10s a week. My dad had left the farm by this time but was still on a lower wage salary, so I had to pay £2 a week for my keep, so the job was impossible. I secured a job with the local farmer as Henry had taught me to drive tractors, motorbikes and cars, and how to plough and use all types of farming machinery. Due to this I was offered £7 per week plus overtime, so this meant I still had money for myself.

With this background, I felt I could fit my sidevalve's new starter ring myself. I borrowed a paraffin blowlamp to heat it up and it took several attempts to get it hot enough to fit on the flywheel. Since then, I have found out that you can put the ring in a domestic oven on high for about half an hour and it will fit on the flywheel easily.

I then put the engine back in and it ran well. I drove it on the local back roads at night when it was quiet! Then, when I was 17, I passed my driving test and used it all the time.

Over the next four years I bought six more Ford Anglias and Pops as I was keen on classic car trialling and used to compete in the Pop. The cheapest one I bought was £2 with the engine in the boot, and the dearest was £45

with 12 months' MOT.

In 1970, I got married and we drove to the register office and back in the 1953 Anglia (Photo 1), which was my everyday transport. About 18 months later we were in a rented house and had a son, Clive. Angela was due to be born in about seven months' time and money was very tight. I came across a 1953 Ford Anglia, RCV 17, for sale. It had an 1172 cc engine, twin SU carbs, four branch exhaust and a Ford 8 head. The engine was very low on compression, hard to start and smoked a lot, and the Bakelite dashboard was broken. The back wings were flared out and it was fitted with very wide, banded 5-stud VW wheels that were painted yellow. The bodywork was dark red and a bit tatty, but I really wanted it.

I mentioned this to a very good, almost lifelong friend whom I was introduced to by Henry when I was seven years old. His name was Fred Dunstan, who was into trialling: see Photo 2. (Fred is the driver, Henry is the passenger and I am in the middle: we are all wearing hats. I think I was 11 years old at the time. On the right of the picture are two ladies



Photo 1.

and a man. The lady with a white cardigan is Henry's wife and the man is my dad. By the way, the Austin 7 Nippy was fitted with the Ford 8 engine.) Fred said he would buy the car and I could buy it from him and pay him weekly, so

*Continued on Page 10*



Photo 2.

Continued from Page 9



Photo 3.

I paid him £2 down payment and £3 per week for six weeks.

When I got the car I knew exactly what I wanted to do with it, having already been using Ford Pops for trialling and experienced broken half shafts and diffs and lack of power. I built a good 1172 cc engine out of second-hand parts, but new rings, and fitted the Ford 8 head, twin SU carbs and four branch exhaust. I wanted a strong, low geared rear axle so I bought a Fordson E83W van that was running but rusted out from another local farmer. We agreed a price of nine pounds.

I then went to the local scrapyards and got the short side of an E83W rear axle with half shaft for two pounds. I then had the short side of the rear axle off the van and I put the two together. I had to have, I think, 1 $\frac{5}{8}$ " taken off one of the half shafts. Fred was able to help with this as he worked at Nancecuke, the government place where I later learned they made nerve gas. They had a blacksmith's shop and full engineering facilities there and Fred said it was no secret that the foreman for the blacksmith and the engineering shops had no idea what the men were making; so long as they were working, he was happy. So, Fred took the half shaft to work and got it shortened.

Fred did not want anything for the work but the man on the lathe and mill wanted 40 cigarettes, and the blacksmith who de-hardened and re-hardened the half shaft did not smoke or drink, but liked sex magazines.

He told Fred the name of a backstreet shop where these could be purchased, so off I went. It was fifteen miles away. I bought a magazine and Fred said the man was pleased with my choice. I was very happy to get the half shaft shortened for the price of 40 fags and a sex magazine: bargain!

I then put it all together and hit a few snags that I can't remember, but fitting the transverse spring was a bit of a problem because I did not have a spring spreader, only a winding jack and a bit of wood and wire. It was a bit of a worry when I stretched it out to make it fit. I then changed the wings and painted the car green. I did not have enough paint to finish, so the bonnet stayed red. I entered it in the 1972 London to Land's End trial (see Photo 3) and won my first ever award, a small, silver – well, stainless steel – dish. I was very pleased with this as I had built the car myself. I continued to use the car in trials for about another three years as well as using the Anglia that we got married in as an everyday car. It was also green. Sometimes they even had the same number!

However, as Ford Escorts and other cars with more power had now come on to the scene the sidevalve was becoming uncompetitive, and I was rebuilding the engine at least twice a year because of the twin carbs, 8 head and low geared back axle. It was revving hard and it was never designed to do this, and parts were getting expensive and so I stopped using her. Then I built an Anglia estate

with a 1500 cc engine in it, and used it for trials and as an everyday car.

In 1979 we bought a house, and I had about eight sidevalve Fords in various states of repair in six different locations around the village. Four were in people's garages and I used to cut their grass or trim their hedges instead of paying rent. I decided to sell the lot, which I did to one person, but I kept RCV 17 because I just could not part with it. I put a 1600 engine and gearbox and a Mark 1 Cortina back axle into it. I wanted to keep it looking as standard as possible and still keep the sidevalve transverse spring and shocks. This work took 20 years because I was always busy as I was working 60 hours a week and still competing in trials and working on calls in the evenings.

Then in 1995 my wife got fed up with me and we divorced. Obviously I was feeling low for a few months and then my two children came to see me and said, 'Come on, cheer up, Dad, let's get the Pop up and running.' (It's an Anglia really but we have always called it a Pop.)

So, they both came out on four evenings a week plus all day on Saturday for six weeks. Clive did all the fabrication and welding, and Angela kept us supplied with lots of tea and bacon sandwiches and painted the car black. I built the engine and the rest of the work we did together. In six weeks it was finished.

I entered it in the 1997 Exeter trial (see Photo 4) and I got a gold award in it. It has been used regularly for the last 23 years and hopefully will for many more years to come. If it were not for Clive and Angela, I would never have finished it.

For the purists among you, I still and always will be a fan of the sidevalve engine. Ten years ago I was fortunate to meet my wife Chrissie, who shares my love of Pops and Prefects and trialling. We've been to the sidevalve meetings and classic car shows with RCV 17. We have a 1953 Ford Prefect (Olive) which we are currently in the process of restoring, and once the coronavirus has passed, we hope to bring Olive to the meetings and shows.

Hope to see you all very soon: take care and be safe.



Photo 4.



John Duckenfield

## Regional Report

At the time of writing the initial phase of the coronavirus lockdown and its associated social distancing has just ended and we are now embarking on stage two of the government's exit strategy. The intention is to gradually ease the current restrictions but, we have been told, if events take a turn for the worse in the weeks ahead, lockdown measures will be re-imposed.

What a year it has been! To a greater or lesser extent, the pandemic has impacted upon us all and I'm sure the thoughts of everyone will be with those who have suffered ill health or bereavement within their family or close circle of friends. As we have come to discover, Covid-19 is a terrible disease that knows no boundaries and we have absolutely no idea when society will be rid of it. For many, perhaps, that is the most worrying feature. It is a hidden enemy and there is no indication as to when it will be defeated. Consequently, we all feel extremely vulnerable – especially those of advancing years.

But life must go on, albeit in a restricted form and for many it has and will continue so to do. Indeed, for some, amidst all the misery and suffering there has in fact been a positive side to lockdown! Gardens have never been neater nor houses cleaner – a dangerous statement, I know! Landlines, computers and various mobile devices have probably never been used so much or by so many, and social media platforms have proved invaluable in bringing together friends and family throughout the country and, indeed, throughout the world. Furthermore, and almost as an added bonus, all those 'when I've got the time' jobs that have been neglected in the past have now been (for the most part) willingly tackled and have helped to meaningfully occupy the hours, days and weeks!

For many FSOC members that of course includes jobs on their beloved sidevalves and I for one have spent many hours working on the Pop. As a result, it looks better now than it has ever looked in the sixteen years I have owned it and certainly better than it looked just over a year ago after a nasty prang badly damaged the nearside front wing!

One thing car-wise I have really missed,

though, has been the regular get-together with sidevalve friends at our monthly meetings of the Yorkshire Regional Group. As with most regional groups, a core of regulars always seem to be there. Some appear from time to time and then there are those who only very occasionally come along – to the Christmas dinner, for example. That doesn't matter! The important thing is that we all share a common interest and for me, the Yorkshire Group is perhaps the most valued part of my FSOC membership. It's a friendly, self-perpetuating network of diverse but like-minded enthusiasts, and why more members do not involve themselves with their local group is still beyond me! They are missing out on so much!

Of course, an FSOC Regional Group can exist only if there is a Regional Contact who is willing to co-ordinate its activities. Most Regional Contacts would agree it is not an onerous task and whilst it may be frustrating at times – especially when setting out to create a new Regional Group – it can also be very rewarding. So, if you live in an area where there is no Regional Group, please consider becoming a Regional Contact and starting one. Even if a group is not a viable proposition, the club still values having a non-elected representative on the ground in an area.

Recent editions of *Sidevalve* have featured Personal Profiles of recently appointed Regional Contacts and Contacts who have been in post only a few years. This month Sally Litherland (Wiltshire – South Regional Contact) has kindly stepped forward and in her contribution (following) she makes the point

very well indeed that any member can become a Regional Contact. Technical expertise is not essential. Enthusiasm is!

If, after reading what she has to say about her involvement with the club, you think you might be interested in becoming a Regional Contact and would like to know more, please get in touch with me. I shall be happy to answer any questions and, should you wish, send full details of the role. It's then up to you to decide if it's for you! There will be no hard sell! All contact details can be found on the centre coloured pages. In the meantime, I look forward very much to sharing better times with members again and enjoying to the full our recreational pastime – whenever that time might be! Until then, take care and stay safe!

### Personal Profile: Sally Litherland – Wiltshire South Regional Contact

Reading *Sidevalve*, you might imagine that everyone who subscribes or is involved with the organisation of our club is an expert technician – or perhaps a wild Ford enthusiast. Fortunately this is not the case, otherwise I wouldn't have been welcomed so warmly.

In 1982 I needed a car to take my daughters to school. With little money to spare I decided that an unreliable car with character would be preferable to one without, so a 1956 Ford Pop 103E was bought 'blind' from an advert in a local Blackpool paper. Molly had been owned from new and lovingly kept in excellent

*Continued on Page 12*



Sally: opening an Army Ball with 40s theme.

**Joe Wheatley**

## Merseyside

**Dave Levay, 01/03/1948 –  
05/05/2020**

Many members in my area will know Dave Levay and his beautifully restored grey Squire, seen at many car shows and steam fairs over the past 25 years. Dave's son, also called David, called me on 6 May to say that his father had died of cancer early on 5 May.

Dave was a real car enthusiast, as is his son. Not limiting themselves to just Fords, they also have an A35, Morris 1000 convertible, Austin 1800 and Hillman Super Minx Estate, and last year Dave completed a long restoration on a black 107E Prefect. Because shows were always a family affair, Dave did not usually join us on club stands but parked up with his family. However, we always had a good chat whenever we met up and I always admired his cars, and enjoyed talking to him and David about them and their restorations.

We have lost a wonderfully knowledgeable enthusiast and a thoroughly nice gentleman. Obviously, because of the coronavirus restrictions the funeral can be a family affair only. Our deepest sympathies to wife Sandra, son David, daughter Brenda and grandchildren Nicola, Lucy, Ella and Josh.



Dave and Squire.



Dave's Prefect.

*Continued from Page 11*

condition until the owner's eyesight failed. My husband collected her from Blackpool and drove her back to our home in Hertfordshire without topping up the oil, so that was that for a while. Fortunately, in 1982 Ford garages had engineers who could instantly recognise and fix a sidevalve needing a re-bore. However, it was the first and last time that my husband was allowed to drive her!

As time moved on, I heard about the FSOC as a source of spares and joined the club, regularly contacting Shirley Wood at Abingdon who translated my requests into part numbers. By 1990 Molly was still my everyday car, living out in all weathers and managing a school run of 40 miles per day, but by then good (patient) engineers were becoming hard to find, so Molly

was 'retired' on weekdays – I imagine to the delight of our local RAC who then knew her by name, not registration.

It must have been at a car show that John Duckenfield charmed me into becoming the Wiltshire Regional Contact (I thought an odd choice for someone completely non-technical), and without warning I gradually found I was dealing with Pop Shopper and helping with website and social media. I think they put up with me at committee meetings because I sometimes bake a cake!

These days Molly is my luxury. Over the nearly 40 years I have owned her she has been involved in every family celebration / marriage / christening, and even the cat had her kittens in the back. She is scruffy but loved, and although

I once wanted to 'do her up', now I just think we are an accurately fitting pair, becoming slower but every journey an opportunity for spreading happiness and laughs.

It's the people that make a club. I am delighted to be involved with such a great group of enthusiasts, both in committee and membership, who I now list as friends (but we do need a Club Secretary to keep us in order!). Not everyone quite gets why I might enjoy driving for hours at 30mph to sit in a field and drink tea; however, my daughters proudly boast that at six years old, they knew how to play the throttle while I turned the handle on frosty mornings. Enthusiasts have lots to share; our memories are magical.



Yvon Precieux

# Pre-War Register

## Registrar's comments

I hope the lockdown is not too bad for most of you. For me it has meant that the time has been spent on servicing the vehicles, taking out the odd surface rust when the vehicles have been used over the past years. The Cheetah has been playing up as the Webers are quite potent and I need hotter spark plugs. The Ford 103E required the cylinder head to be removed as I noticed water via a head stud. When I removed the stud, it had a notch in it at the screwed end which meant water had crept up the threads. Remarkably the bores were immaculate as it is one of the few post-war blocks that was cast with better metal. The Morgan now has the 8hp Silvertop cylinder head that has never been used. These are rarer than hen's teeth, more so for the 8hp sidevalve engine. Other than that it's been painting and decorating and spring cleaning Cliff Lodge.

I wrote an article on the E04A some magazines back with a hint on the Coupes which I should have given more mention to, especially as we have one of our more informative members in the FSOC, Keith Dewhurst, who has particular knowledge of these rare deluxe cars that remain around in some areas of the world you might not expect. His car is well-known and has been superbly restored. Here is his article.

## The E04A Coupes, by Keith Dewhurst

With regard to Prefect Coupes, as far as I have been able to ascertain over the last fifteen years or so there are probably seven remaining. I have also been able to establish three that no longer remain and have seen very old pictures of two more that I cannot identify.

The oldest existing car I know of is the one on the road in Switzerland, chassis number C180936. The second oldest is C182628. This car was on the road in Argentina and advertised for sale in 2015. A gentleman in South Devon rang me to discuss the car and was thinking of buying and importing it. I asked him to let me know if he went ahead, but heard

*Continued on Page 14*



Photo 1.



Photo 2.

*Continued from Page 13*

nothing further. The third oldest is C195592. At the time of my restoration this car resided in Hemel Hempstead and was fully dismantled. The owner was very helpful in lending me parts unique to the model for me to have copied for my car.

My car is C199909 and is the fourth oldest known to me, first registered as HVX 151 on 30th October 1939. It first appeared in *Sidevalve* in October 1993 when it was pulled out of its barn complete and then partially dismantled before being returned to the barn in pieces. As far as I can determine this car was sold new to a lady owner who lived in a manor house in Norfolk. The car was laid up some time during the war and put back into use afterwards. Around 1953 it was placed in a barn and left unused. Except for a brief outing to be dismantled around 1992/3 by the then barn owner's son, it remained there until the early 2000s, when it was sold to the person I bought it from, in 2005 I think.

It was restored by me and returned to the road in 2013. It showed just 17,000 miles at this time, which I believe to be its actual mileage. As it had separate sidelights and one or two other export features, I have always assumed it was an export model that was not exported due to the outbreak of World War II. I am therefore only the second owner driver of the car.

There were rumours of a fifth and sixth car believed to be in Bexhill-on-Sea and Jedda, Saudi Arabia. Both I believe were younger than mine. I heard of a sale of a Coupe in Bexhill-on-Sea in 2012, so perhaps this one does still exist. Pictures of the Jedda car appeared some time ago in the press, but I was unable to track it down and to be sure if it was a Coupe or a Tourer.

The fifth or maybe seventh oldest is a very late car, chassis number CN722?25. Its story appeared in the October 2002 edition of *The Automobile* and I think this is the car sold a few years back to a club member and reported on in *Sidevalve*. I visited this car around 2012 when it was advertised for sale. It had many subtle differences to my car. It was complete except that its engine was out, but overall in a very sorry state.

Prefect Coupes registered as JPE 146, BHJ 160 and FYL 418 (last seen in 1952) are thought to be no longer with us. FYL 418 was seen on *The Queen At 90* (ITV1, 20.00hrs, 27/3/16), where it was used in 1952 to carry the first person our Queen gave an honour to: a Victoria Cross to Private Bill Speakman. With regard to myself, I bought my 103E in March 1968 when I was 13 years of age. Soon after I bought a Ford Parts Book for the 10hp range. On the

front cover were illustrations of all the models covered. It was at this time that I decided that the model I really wanted was the Prefect Coupe! I did not realise how rare they were. Whenever I heard of a drop-head Ford 8 or 10hp car I always enquired to see if it was in fact a Prefect Coupe, but it took me another 38 years or so to locate one.

I think the Prefect Coupe one of the most interesting pre-war models, featured in some of the Ford factory films of the era, but actually a rather rare model even then. With its lined hood and wooden door cappings it was certainly a car Ford was pitching at the more discerning buyer! (Photos 1-3)

### Hot rods and drag cars

Yes, we do have them in the club but I do not frown on this as they have been around and are part of motoring history. I do have photos of some fantastic vehicles, especially the 7Ys where the original vehicles with chassis have been retained on to a secondary chassis with the necessary modifications to mechanicals, etc. Yet I cannot show these photos as the member has requested that they not be shown, which is a shame as seeing them restored in the manner that they were raced successfully is worthwhile. Hopefully I will be given the go-ahead.

### Engine oil

Although engine oils for our engine are still available, some do not have the additives of yesteryear in sufficient quantity, which can have some bearing on the oil pressure when the engine is idling and hot. I use the Wynn's oil additive which assists, as on the Cheetah I have an oil pressure gauge which on the quality oil I use went down to 5psi with the oil light flickering and on. This was on a new made-up engine. Now it is normal with 30psi running and remaining at a good 12psi to 10psi when hot. As there is the connection to the engine block, one can plug in an oil gauge or connect an oil pressure sensor for an oil light if not wanting



Photo 3.

the latter. Modern oils are not to be used as the tolerances are much finer, hence thinner oil that is no good for our vehicles.

### The hydrostatic petrol gauge

This was a petrol gauge fitted to the earlier Model Y. If one has the bulletin for these models, it gives a good description. The drawing in Photo 4 should give you some idea of its operation. The petrol enters the small hole in the air bell and in doing so pushes the air in the capillary tube, creating air pressure for the indicating fluid in the U-tube to show the level of petrol in the tank. It was in fact very reliable, providing the correct level was maintained in the gauge, the connecting pipe was free of obstruction and moisture, and of course for air leaks and surging in the tank. The fluid is Tetrabromoethane, which is a heavy fluid having a specific gravity of 2.9. Filling the gauge requires an eye dropper to draw up the fluid and discharge it into the open glass end of the U-tube to exactly the 'E' mark. Keeping the gauge upright, one then offers this up to the dash panel. By the way, the fluid is nasty stuff – though not as nasty as the virus – so be careful and safe.

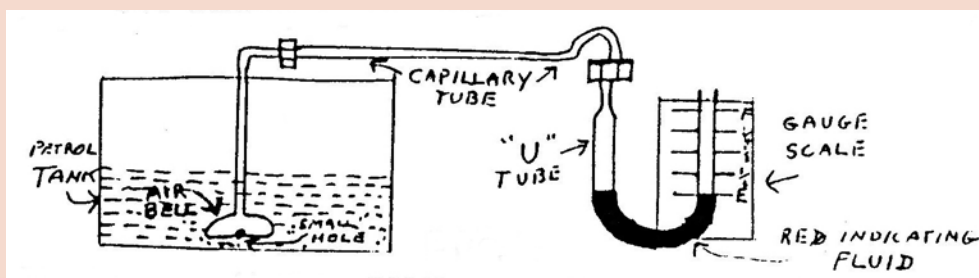


Photo 4.



Ron Taylor

## E83W Register

When I wrote in March about the Covid-19 pandemic, I had no idea (nobody did) of the trauma which we were about to experience and how much it would affect us all. Now (May) we have a clearer view of its development and what will now be happening. It is still with us but hopefully well declining, and we may at last think about returning to our more familiar and regular way of life and our E83Ws, many of which have just spent an extended time in hibernation.

As is the norm these days, the Register has been relatively quiet but this does not mean that many of you, members or not, have not been busy on your restorations during the past several weeks whilst we have had time on our hands. I have been active myself and replaced all the window channelling and seals on both front doors on PAH, a job which I have been intending to do for some years, I am ashamed to say. I got the parts but had never been able to raise the urgency, but now I can tick that off my list.

As most if not all of the shows have been cancelled or postponed for this season, with many plans having to be abandoned, we realistically are looking ahead now to next year. But to just keep our minds on things E83W, I am pleased to report that Luke Powell's number reclaim for his 1956 van ONJ 947, which has been in the family for fifty years, has been successful (see last magazine).

I am featuring a few photos of our vehicles which have been in prominence over the last few months so you can see how well they are keeping. And with that I'll see you in August (hopefully!).



Photos 2, 3. Paul Anderson's 1944 van GYE 578, finished as a support vehicle for his aeroplane (more on this at some future date).



Photos 4, 5, 6, 7. Robin Shackleton's green 1955 van SHW 658, a support vehicle for his Cooper 500 racing car. All photos Robin Shackleton.

Photo 1. Happy VE and VJ 75 Armistice Days!



Photos 8, 9. Non-member Darrin Gardiner's 1951 Shooting Brake / Woodie GEA 380. This is a recent appearance of this vehicle which, although having been featured before, has not been seen for a number of years. It is a delight to see it still around.

Andy Main

# Anglia, Prefect & Pop Register

## Registrar's comments

Watching a video on London trolleybuses filmed in the 1950s and early 1960s, what struck me was the lack of traffic on the roads then. What I did not expect to witness was that within two months the roads would be as empty again of vehicles made from across the world, and not just in Dagenham, Oxford or Coventry as from 60-70 years previous.

My last BCV outing on 15th March was to the member's day at the London Bus Museum at Brooklands, Surrey. On loan from the Trolleybus Museum at Sandtoft is this pre-war London Transport Q1 Trolleybus, returned to the UK in 1977 from Spain and restored to original London condition. Note the advert!



The last day of the London trolleybus system was 8th May 1962, with the scrapping before and after this date. The seats from them could be bought for 10/- from the scrapping site and then often fitted into the back of vans as a cheap way of increasing seating capacity. I purchased a van many years ago that was fitted with a bench seat from a bus or trolleybus, with the frame reduced in height and four welded lugs, and screwed to the raised floor behind the front seats. The leg height would have been suitable only for younger children.

## New members

An increase of eight. Two E493A Prefects, Kevin Neville in Ireland from 1950 and Jan Ziesnitz in Sweden from 1951; two E494A

Anglias from 1953, Chris Proudfoot in Cheshire and Brian Olphert in Ireland; and four 103E Populars: Ronald Jones in Shropshire from 1955, Maureen Jones in Gloucestershire from 1956, and Paul Fairall from 1957 and David Andrews from 1958, both in Kent.

Changing to new owners: Trevor Hill in Gloucestershire, a 1953 E493A Prefect, and Garry Maillard in Berkshire, a 1958 103E Popular.

## Do you own?

### 1. LUY 918

A 1953 E494A Anglia, the last known owner lived in Rhyl, North Wales in 2010 but is now known not to be a club member. A previous owner has now found a piece of original documentation and would like to pass it on to the present owner. Is it you?

### 2. NAD 840

Another 1953 E494A Anglia, sold many years ago and unknown to the register. This previous owner has now found a piece of original documentation and would like to pass it on to the present owner. Has it survived?

### 3. 987 AMT

A 1954 103E Popular. An earlier owner contacted me as he had fond memories and undertook a lot of work on her, changing engine, brakes and other bits. Owned when he lived in Iver Heath, Bucks, and bought her for £10 and pushed her home. 987 AMT is unknown to the register. Has it survived?

## Unusual find

Our vehicles are still being discovered in long forgotten garages or barns by new owners but this was a most unusual and unexpected discovery. Most people when digging in their garden normally come across stones, flints and, if unlucky (unless you use them), bricks and paving slabs from original construction or renovations. Ted Corbin sent me a link to an article on an owner that came across a 103E Popular buried in his garden! (See also

Yorkshire Regional News in this issue.)

John Brayshaw, having moved into the house six months ago in Heckmondwike, West Yorkshire, was digging on the lawn in his back garden to erect decking posts when he found just below the surface a grey 103E Popular, which was buried on its side in a 7ft by 10ft hole! He initially thought it was an old air raid shelter, until the roof was seen and he thought, 'Who'd bury the roof of a car?' Further digging revealed the door and steering wheel, and he realised it was a complete car with the rear registration plate. The only things that were missing were the wheels. Also found were a 1940s valve radio, milk and medicine bottles.

Shortly afterwards, the Ford Popular under the lawn mystery was solved. Harold Lyles, who had served in the army during World War II and was living in Dewsbury, had purchased the grey 103E Popular in 1958 when it was only three months old for his wife Margaret, but she hated it. Harold then drove the Popular for the next six years until 1964 and moved to Heckmondwike. A mechanical failure was too expensive for Harold to have it repaired and he did not want to pay for it to be scrapped, so he left it in the garden for a while and it was used as a play den by his two sons. Later in 1964 Harold decided to turn it into a time capsule, and with the assistance of his brother dug the hole for it to be found by a later generation. That turned out to be John Brayshaw, 56 years later.

The registration VWX series was issued by the West Riding of Yorkshire Licensing Authority, commencing in May 1958, with this Popular having registration VWX 182.

## Briggs Bodies

All motor manufacturers buy in numerous items that when fully assembled make up a complete vehicle and the Ford Motor Company were no different. Newer members may be surprised to read that the bodysell for their sidevalve was made by a company called Briggs Motor Bodies. In America the Ford Motor Company and Briggs Motor Bodies had close ties and this continued when the new Ford factory was opened in Dagenham with Briggs on site. Briggs also produced bodies for other



motor manufacturers and during the Second World War fire trailers to Home Office ARP specifications, with sidevalve engines powering fire pumps, as featured in the Specialist Applications Register, June 2019.

In early 1953 it was announced that the Ford Motor Company in North America would purchase all the shares in Briggs Motor Bodies and all their companies. That was completed by the middle of the year.

## Briggs Body Number

I am always pleased to receive completed register forms, and whilst the location of the chassis and engine number stampings appear to be known by owners, the Briggs body number is often given as 'not applicable'. I can therefore assume that it has not been located or is not realised to have any significance?

The Briggs body number is a small brass plate, 2<sup>5</sup>/<sub>8</sub> inches (67mm) long and <sup>9</sup>/<sub>16</sub> inch (14mm) wide and secured by two small self-tapping screws, located on the nearside top of the engine bulkhead. It can be missed as it is over-sprayed to the vehicle colour, unless the paint is missing. The body number goes in a series, depending on the model. The table is collated from details given on registration forms by owners.

Model & Years	Briggs Body Number Series
E04A Anglia 1945 – 1948	600X
E494A Anglia 1948 – 1953	540, 640 and 640A
E93A Prefect 1945 – 1949	620, 620B and 622
E493A Prefect 1948 – 1953	50A and 650A
103E Popular 1953 – 1959	646
E04C 5cwt Van 1945 – 1948	608A, 608B and 660
E494C 5cwt Van 1948 – 1954	660A and 660B

### Notes:

E493A Prefect body number series 50B fitted with a front bench seat.  
104E Popular left hand drive body serial number 646B.

When it is safe to do so I would be most pleased to receive these n/a Briggs body numbers. Please state the register number that I have given you or the vehicle registration so that I can add it to the application form. Please do not quote your Club membership number.

## From Sussex by the Sea

The small Ford Sidevalve is usually considered to be for the working class by the uninitiated but this is far from the truth. Whilst consultants may have driven around in larger and more expensive models to impress more junior staff, they were

owned by doctors and used on home visits. Lords bought them to drive around their estates, and a Lady as in the following article too. A well-known footballer also owned an E494C 5cwt van.

Hastings Borough Licensing Authority introduced the JDY registration series from June 1955. JDY 792, a 103E Popular, was first licenced on 25th March 1956 when sold by Ford Main Dealer Hollingsworth's Limited in Hastings, East Sussex to Lady Margaret Christabel Linnell who lived in the town. Margaret, née Carpenter, was born in the first quarter of 1894 in Thanet, Kent and married Francis John Linnell (born 16th March 1892 in Margate, Kent) on 26th May 1917. He was a Lieutenant in the Royal Navy and saw active service in both World Wars, becoming Air Marshal Francis John Linnell.

Air Marshal Linnell was Controller of Research and Development, Ministry of Aircraft Production during the development of the Bouncing Bomb. In 1943 he was knighted in the desert in front of the British press by King George VI and posthumously invested as a Commander in the Legion of Merit by Franklin D. Roosevelt. He died on 3rd November 1944, aged 52, in a motor accident. He was killed on the Oxford Road in Tetworth, Oxfordshire by a truck carrying American GIs coming round a corner on the wrong side of the road!

Lady Margaret Linnell was still living in Hastings in 1974 when she sold the Popular and died three years later in March 1977, aged 83.

The second owner was a builder from nearby St Leonards on Sea who often used the Popular to transport hardcore, etc. in the boot. What would have been some heavy and dirty jobs were undertaken during this time and it was involved in a minor accident, but whether it was being used to transport hardcore etc. at the time is unknown. It was purchased by the third owner, living nearby, on 3rd March 1991. The new owner became a club member but never completed a register application form so I was still unaware

of the Popular. He restored it to its former glory. In the earlier days as an apprentice mechanic he had serviced it at Hollingsworth's Limited.

David Heard became the fourth owner when he purchased JDY 792 on 11th January 2003 and it moved to Hertfordshire. He completed the register application form two months later.

At the end of 2009 David updated me on the progress since then. 'The Popular is currently off the road whilst I am doing some gearbox work. Several years ago it suddenly developed a terrible graunching noise in 1st and 2nd gears: this turned out to be a broken tooth on the input shaft. I quickly realised that it had the wrong number of teeth and I did in fact have an 8hp gearbox fitted. As it was the height of the season and I wanted to get it back on the road ASAP, I replaced it with an 8hp input shaft. As the box has been getting noisy this year I thought it was time to investigate and get the correct ratios for it. During a conversation at Club Night with Robin Thake it transpired that he had a 10hp box as a spare for his 8hp Anglia, so suggested swapping cogs.'



JDY 792 at the Old Ford Rally at Gaydon, Warwickshire on 15th July 2018.

Further correspondence at the beginning of the year told me that the updated box was reinstalled and of the difference it has made. A successful test run was undertaken and like all members David was looking forward to a good sidevalve year ahead, before events beyond our control occurred.

I am most grateful to David for researching details. I always look forward to receiving articles from members on post-war upright 8 and 10hp sidevalves, now owned or in the past.

**Stay safe.**

Liam Cotton

# 100E Register

Attention! Stand at ease and listen in; I am writing this as we approach VE Day, a day to celebrate as it marks the end of the war in Europe. Our current situation has affected people in different ways and a small minority have adopted a really bad attitude, but thankfully the vast majority have been fantastic, friendly and helpful. On a national level the huge (700,000+) army of volunteers and Captain Tom's<sup>1</sup> immense contribution are examples of how our attitude is as good now as in the darkest days of World War 2. If any of your friends or relatives are feeling down then may I suggest the book *Finest Hour* by Tim Clayton and Phil Craig; this illustrates the Battle of France, the Dunkirk evacuation and the Battle of Britain. This book gives hope and inspiration, proving that if we work together then we can get through anything.

## A popular colour

Through the 1950s and into the sixties the range of colours offered by Ford expanded, reflecting the optimism of a new age. New light pastel shades were the order of the day and, looking at period films, they were certainly taken up by the motoring public. Yellow is one of my favourite colours for 100E and 107Es. The register shows there aren't as many surviving examples as with some of the other colours, but there are a handful. It seemed unbelievable that two owners of yellow Ford Populars would be in contact with me at the same time, so this Register is for them.

## Inheriting the family Pop, by Alf Pocklington

When I was a small boy my mother had always wanted to learn to drive. My father's attitude was, 'You have no chance of passing your test.' So sure was he that my father promised to buy a car for her if she should pass! With a bit of luck, my mother passed her test; he kept his word and asked what colour she wanted. On October 1st 1960 my mother opened the garage doors to find a Primrose Yellow Ford 100E Popular Deluxe.

My mother drove and cared for the Pop for  
1 Now Honorary Colonel Sir Tom.



Alf's Pop.

the rest of her life. When she died it was her wish that her gardener should have the Ford Pop. This funny little car that she had cherished was to be no more than a distant memory to me. Then some twenty years later at a family party, when speaking to my brother, I was told the gardener had refused the gift, believing that the car should stay in the family, and had given

it to my eldest brother, David. Furthermore, David had been driving the Ford Pop until three years ago. More surprises were to follow as David proclaimed that he preferred to drive his Land Rover Discovery and asked would I like the Pop? I nearly bit his hand off and said, 'Yes!'

Arrangements were made to collect the Pop



from near Weston-super-Mare, back around November 2018. This was about the time I joined the FSOC. Such was my haste that further arrangements needed to be made with my son Ian to put the Pop in his garage as I had no room in my own. This problem was solved by selling my gyrocopter, freeing up floor space. It was some months after the trip to Weston-super-Mare that the Ford Popular was finally in my garage. Now I could seriously get down to working on it.

My initial assessment was that the car was in original condition with number plate 5442 UG and original engine. However, we are not sure where it was registered. On closer inspection the bodyshell would require a fair amount of restoration and the headlining and floor mats would need to be replaced. The outer and inner sills and part of the floor were rotten, as was part of the inner wing. I have been down to see David since and now have a spare engine, and have collected up a few more bits, including an original Ford roof rack and 1930s snow chains. Photographs show the journey home and progress so far. The project continues...

*Registrar's comment: I must thank Alf for this excellent story and his patience as there was not enough space to include it in the last magazine.*

## Yellow Pop No. 2

Imagine my surprise when I was contacted by Paul Beard about another yellow Ford Pop with a very similar story. The car is actually owned by Paul's father Ernest Beard, known as 'Bomber' to his friends. This is a Panama Yellow Ford Popular Deluxe, made in 1962, so it is among the last. It was bought new from Ford dealer Norman Reeve of Slough and Uxbridge by Ernie's father. Ernie inherited the car in 1968, cared for it and used it regularly. At 72,000 miles a reconditioned engine was fitted but apart from that it remained in original condition. In later years it has not been used as much but for many years a regular coat of wax to the underside helped to preserve the body. In a newspaper article Ernie is quoted as saying, 'I have always bought Ford, as my father did, and will gladly recommend anyone

to do the same.'

Paul has many recollections of the Ford Pop. He played football as a youngster and the Pop was good, reliable transport, taking him to many games. He remembers going on holiday to Dorset in it; his father kept racing pigeons and had to fit a pigeon basket in the 100E as well as all the family luggage, but the Pop managed well. The photograph is from the 100E register and shows Ernie with his Popular and another proud 100E owner.

Due to advancing years and the fact that it is not being used much, the decision has been made to sell the Pop, so if you are interested then take a look at our classified ads in the magazine or website. I have not viewed this car myself so I cannot give any recommendation: as always, it is up to buyers to satisfy themselves that the car is satisfactory.

That's all for now, but if you would like to write an article or an update about your 100E for inclusion in the magazine, I would be very happy to hear from you.



Beard family Pop.

Liam Cotton

## 107E Register

Thank you to all who have sent items in for the Register pages for the 107E model. I received some excellent material from Laurie Menear which I will include later in the year. To all who have not yet appeared in the magazine, thank you for your patience.

For this issue we have the penultimate part to Jim Norman's 'Life with Sidevalve Fords'. Jim really has put such a lot into this club over the years, and I am sure that most members will realise that as well as being technical advisor he has done so much more in committee roles and behind the scenes. His kindness and generosity continue to date, as during the lockdown he has been scanning technical documents for the club, so I will take this opportunity to say thank you now. My earliest memories of Jim are in the early 1990s, when as Club Chairman he was using Ford Prefect DFF 823. At the time we owned a 107E project which was the same colour (Shark Blue) and trim combination as DFF; my impression was that this complemented the Ford Prefect shape excellently. Ford offered many other options which look splendid but I still have a soft spot for Shark Blue and of course DFF.

### Life with Sidevalve Fords, Part 4, by Jim Norman

By 1988 I had decided that the 100E, now with well over 200,000 miles to its credit, needed replacement. I had done quite a lot of work to FLV, and this had shown that even more was needed than had been thought, as tends to happen. That car was not going to be the answer any time soon. A very good friend had a 1960 Shark Blue 107E, DFF 823, in really excellent condition inside and out and already fitted with a 1200cc engine, and whatever the tenth commandment might say, I had coveted it for some years. He didn't use it and it very timely came up for sale. In October the necessary funds changed hands and, for the first time ever, I had a concourse car. This was no exaggeration and the car had won prizes at several Sidevalve Days with its then owner, Don Biggerstaff. Despite this, I could find no photos of it in previous club magazines, although it had graced the cover of the first ever issue of *Practical Classics*.



Photo 1. DFF attends its first committee meeting at Steventon soon after purchase, having given the best journey there ever experienced up to then.



Photo 2. Within six months, disaster had occurred. This is the car on 26th March 1989, the day after the accident.

It was given a lot of preventative maintenance prior to everyday use, and its first trip to Abingdon was a revelation. This was before the opening of the M40 and part of the route was along the A34. There was one point where the 100E had struggled up the hill at 30mph; the Prefect stormed up it and I found a very tight bend at the top. I'd been over that hill many times but had never noticed it before!



Photo 3. Despite massive damage, I decided to repair the car. It is here on the jig at work, and it will be realised just how much of the structure had to be replaced.

All was set fair until March the next year: we were returning home from Bridgnorth and the Severn Valley Railway, where I still spend much time, and with about twenty miles to go when, following a heavy cloudburst after a prolonged dry spell, we were hit head on by a Subaru Estate on a bend, writing off both cars. The story was told in the magazine in August 1989, February to June 1990 and October 2018 so I won't dwell on it. But I decided that, despite the extensive damage, the car could be repaired and this was done at the accident repair shop where I was then working. The panel beater, Mick Williams, did an amazing job, especially

*Continued on Page 33*



**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

## 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) .....	£7.10
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

Y-7523	Brake pedal return spring.....	£6.90	E493A-3582	Seal (Steering box rocker shaft) .....	£2.25
E83W-2498A/B	Rear brake cables (Pair E83W).....	£79.95	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.....	£3.50
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
E83W-2853B	Hand Brake Cable (fits E83W) .....	£27.40	Y-4243	Key (rear axle shaft) .....	£6.00
Y-7523	Brake Pedal return spring 108mm long.....	£6.90	EB-4245-A	Retainer (rear axle shaft grease) .....	£10.25
119276-ES2	Set of four ¼” Thackery (double coil spring) washers (not E83W).....	£2.66	Y-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	7W-4507	Gasket (torque tube to differential housing cap) .....	£1.78
<b>Steering and Suspension</b>			Y-4515	Gasket (universal joint housing cap) .....	£1.69
	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/			Y-4655	Torque tube bearing sleeve .....	£9.95
E93A-3290	Track Rod Ends (pair) 1949 on .....	£65.00	E62A-5713B	Stud (rear axle shackle) E83W only .....	£8.20
E93A-3289/90	Track Rod Ends (pair) 1939-1949 .....	£65.00	E62A-5468B	Bar (spring shackle) E83W .....	£3.90
E83W-3289/90	Track Rod Ends (pair) E83W.....	£70.00		Set of 4 E83W shackle bushes and 4 plates.....	£35.00
YE-3304C	Draglink (Y model) .....	£74.75	E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00	E93A-18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95	E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	62E-18055B	Rear Shock Absorber Link to fit E83W....	£25.00
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50	E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
YE-33111	King Pin Set, complete (Model Y) .....	£70.00	E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
Y-3123	Washer, spindle thrust 3/16” thick .....	£4.50	E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
	King pin shimpack (axle set) qty 2 ea 0.005”, 0.010”, 0.020”.....	£5.00	E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
CE-33111	King Pin Set, complete (Model C) .....	£70.00	E83W-18045	Front Offside Shock absorber (E83W only) .....	£105.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£82.00	E83W-18050	Rear Offside Shock absorber (E83W only) .....	£105.00
	King Pin shimpack for 7W-33111 .....	£5.00	E83W-18046	Front Nearside Shock absorber (E83W only) .....	£105.00
E83W-33111	King Pin Set, complete (E83W) .....	£85.00	E83W-18051	Rear Nearside Shock absorber (E83W only) .....	£105.00
Y-3446	Front axle A-frame Bush (fits all models)....	£6.85	CE-5783	Suspension Buffer (fits all models except Model Y) .....	£25.00
353031/	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg .....	£8.50		Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
353043	qty 10 Lubricators (grease) nipple caps.....	£4.50			
7W-3590-A	Arm(steering gear) fits models 1937 to 1949 .....	£20.00			
E493A-3581	Gasket (Steering gear housing cover).....	£1.00			



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.....	£49.50
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 Insulator exhaust mounting (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 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
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
YE-24052C	Studs (Cylinder head) set.....	£34.99
33800-S7/8	Set nuts for cylinder head studs.....	£4.00
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\*\*

**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	E83W 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
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	Aircrew .....	£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
	Rebuilt 10 hp Carburettor (exchange-send with order) .....	£96.00
Y-9447	8hp Gasket (carburettor to inlet manifold). £	1.50
CE-9447	10hp Gasket (carburettor to inlet manifold)£	1.35
YE-9502	Carburettor Gasket Kit .....	£7.95



YE-9555	Carburettor Float (all models).....	£16.50
YE-9660	Connector (Starter Valve) Assembly.....	£6.00
CE-9666	Starter Valve and wire assy .....	£13.50
YE-9564	Fuel Inlet Needle Valve.....	£13.25
BBE-9810X	Spring (throttle arm to mudguard bolt)....	£6.50**

### Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£44.00
	Set E93A ignition leads , state coil type (screw or push connection) .....	£19.00
	Rebuilt ignition switch (exchange item – send with order).....	£42.00
E83W		
12024A	6V Ignition Coil (All models-not original)	£32.00
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£59.50
YE-12116B	Distributor Cap (All models 1935 onwards)	£17.00
YE-12185B	Toggle (All models 1935 onwards).....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards) ....	£10.00
YE-12200C	Rotor Black (All models 1935 onwards).....	£5.85
YE-12200C	Rotor Red moulded (All models 1935 onwards).....	£5.85**
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E)...	£4.08
52-12405A	Spark Plug, L86C - set of 4 .....	£13.00
995952-ES	Distributor base plate screw set.....	£1.60**

### Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
	Voltage regulator (rebuilt, exchange send with order) .....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00
YE-11001C	8hp starter motor (exchange-send with order).....	£125.00
E93A-11048	Screw (brush end plate retaining) .....	£7.25
E83W-5165-A	Battery Clamp .....	£38.50
7W-11359	Spring (starter pinion retaining) .....	£1.70
BE-11450	Starter Switch .....	£30.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate) .....	£1.10
E1ADKN13047	Bolt (Head lamp doo catch swivel) and	
E1ADKN13050	Nut (Door catch swivel bolt barrel).....	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80

	Pair of Headlamp Bulbs 36W/36W .....	£11.50
E04A-13016	Catch head lamp door .....	£4.50
E93A-13016	Catch head lamp door .....	£4.50
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W) .....	£1.62
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E) .....	£1.62
E93A-13079	Sidelight Bulb Holder .....	£12.50**
YE-13081	Spring (front sidelight socket 1934 onwards except E493A) .....	£1.42
CE-13101	Spring (headlamp focusing) .....	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only) .....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside .....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1103E	Rear Lamp Rubber Base Pads (pair)	£19.95
103E-13450/1103E	Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp ....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin .....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin ...	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W .....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only) .....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only) .....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A) .	£5.20
7W-13480A	Brake Light Switch (not E83W).....	£25.00
7W-13480B	Brake Light Switch (E83W).....	£25.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only) .....	£21.75
CE-13740A	Toggle Switch (panel lamp) .....	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each)	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange) .....	£95.00
	Ignition barrel and 2 keys .....	£17.50**

### 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 .	£4.40

	Grommet-gearbox cover.....	£4.60	C46412AR	Dovetail (female).....	£5.30
	Set of three grommets-gearbox cover.....	£12.20	E93A-	Door handles and escutcheons-pair	
CE-17515A	Grommet (windscreen wiper).....	£3.50	7022400-A	(Anglia/103E/5cwt van-shafts and barrels	
E93A-17528F	Wiper blade.....	£12.00**		not included).....	£68.00
E93A-17772	E93A Prefect / Anglia / 103E Bumper			Locking door handle and escutcheon	
/3	Grommets (pair).....	£19.99		(shaft and barrel not included)	
E493A-17772				Anglia/103E/5cwt van.....	£35.00
/3	E493A Bumper Grommets (pair).....	£25.50	E493A-	E493A Locking Door Handle with	
E93A-35184	Pedal plate rubber bumper (Saloons and		7022400	escutcheon (shaft and barrel not included)	£35.00
	5cwt vans 1939 onwards).....	£1.99	E93A-	Locking Boot Handle, chrome plated,	
E83W-111172	Opening windscreen rubber for E83W.....	£27.00	7043500-C	with keys.....	£24.00
E93A-7002060	Bumper (cowl side panel to bonnet).....	£1.80	C-943658	Grille Trim Retaining Clip x 10	
E93A-7002060	Two bumpers (cowl side panel to bonnet).....	£2.90		(7W, E494A, E494C, 103E).....	£5.30
E04A-7040318	Rear no plate rubber bumper		7W-949202/3	Window Regulator (reconditioned)	
	(Anglia and Popular 1939 onwards).....	£2.20		exchange, send with order.....	£65.00
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.25	7W-944202/3		
40-700546A	Blind Grommet (fits under 103E/E494A		/4/5	Window Regulator (reconditioned)	
	bonnet).....	£1.76		exchange, send with order.....	£65.00**
40-700546A	Two Blind Grommets		7W961208-B	Interior Door Handle (7Y, 7W, E93A,	
	(fits under 103E/E494A bonnet).....	£3.00		E493A, E494A, 103E).....	£19.00
40-700546A	Four Blind Grommets		7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A,	
	(fits under 103E/E494A bonnet).....	£4.50		E493A, E494A, 103E).....	£37.00
40-700546A	Six Blind Grommets		BE-964280-H	Window Winder Handle.....	£21.80
	fits under 103E/E494A bonnet).....	£6.20	7Y-949624	Door Hinge Pin (All saloons 1938	
48-702610A	Door post rubber bumper			onwards).....	£14.30
	(one per door post 1937 onwards).....	£6.00	Y-949967A	Striker Plate (Rear door 4 door Y model	
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00		1932-1934).....	£6.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50	C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
62E-731942	E83W Door Rubber seal			Bootlid Script Badge (Popular, Prefect	
	(enough for both doors).....	£19.95		and Anglia).....	£18.00
7W-940502	Opening windscreen rubber for Prefect			E83W wing mirror.....	£19.99
	and 5cwt van.....	£23.50		Set of screws for 103E floor.....	£9.95
7Y-940502-B	Front screen rubber for		52358	Bakelite screws (enough for a	
	103E/E494A/E04A.....	£19.50		complete E494A/103E).....	£3.60
7W-941480/1	Weatherstrip door bottom (per ft) all		52358	Bakelite screws (enough for a complete	
	saloons 1937 onwards).....	£4.00		Prefect).....	£4.65
7W-970700	Roof weatherstrip (per foot) All models		ENFO 24664	No 12 x 3/4" long CSK head screw, qty 10..	£6.00
	except Y and C.....	£3.00	ENFO 26514	No 12 x 3/4" long R/H screw, qty 10.....	£3.00
	Roof weatherstrip (enough for 103E or				
	E494A roof).....	£28.50			
103E-	Rear screen rubber for all saloons				
7025856	(not E93A or 7Y deluxe).....	£15.50			
<b>Miscellaneous Body Fittings</b>			<b>100E and 107E Spares List (** denotes new item)</b>		
E93A-5036	Tube (starting handle guide) assembly –		<b>Front Brakes</b>		
	103E Popular.....	£28.99	100E-2018	Front brake shoes 7" diameter, set of four	
E493A-5036	Tube (starting handle guide) assembly –			(for vehicles up to Jan 1955, old shoes must	
	E493A Prefect.....	£30.99		accompany order).....	£29.95
E03CF/	Grille Badge, "Thames" (blue enamel)		100E-2018-C	Front brake shoes 8" diameter, set of four .	£35.00
A-8213	(E83W).....	£16.00	100E-2035	Front shoe return spring kit (axle set) .....	£21.50
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£16.00	100E-2038	Adjuster repair kit (front).....	£22.00
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£20.00	100E-2061-B	Wheel cylinder 1957 onwards right hand	
E83W-8215-A	E83W Grille Badge Mount.....	£20.00		side.....	£12.50
E04A-	E04A/103E Boot Lid Escutcheon		100E-2062-B	Wheel cylinder 1957 onwards left hand side	£12.50
16719-B	(fits over coach key hole).....	£11.00	100E-2062-A	Wheel cylinder pre 57 left hand side	
YE-16750B	Bonnet Clip (Y model).....	£19.95		(exchange £10 surcharge *).....	£35.00
	Starting handle.....	£46.00	100E-2061	Wheel cylinder repair kit 1957 onwards	
CE-17046	Spring Clip Starting Handle/Wiring Loom.....	£8.00**	/ 02062-B	per axle set.....	£7.25
CE-17046	Spring Clip, set of 3 (car set).....	£17.20**	204E-2068	(SP10006/2) Brake Shoe Steady Kit	
103E-17261			/71	(Axle set) 57-62.....	£8.75
/2-B	Speedo Cable (not E83W).....	£26.00	204E-2068B	Brake Shoe hold down spring.....	£1.90
	Speedo Cable (E83W).....	£23.95	E0A-2078	Hydraulic flexi hose.....	£13.25
Y-17275	Gasket (Speedo drive cap).....	£1.95	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, old shoes).....	£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	
	2 sets mount brgs & 4 gaskets .....	£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 (Idle 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.....	£4.25

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
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
E1ADDN-6258	Retainer (Camshaft sprocket & dowel).....	£3.50**
100E-6261/2/3	Camshaft bearing set STD.....	£45.00
	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) + 0.025" .....	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060") .....	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2) .....	£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").....	£29.50
	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.....	£3.20
100E-7523	Clutch Return Spring.....	£5.00

**Cooling System**

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only).....	£205.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only).....	£205.00
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-Cgasket 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
Set of four spark plugs.....	£13.00
995952-ES 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
EOA-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](http://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](http://www.fsoc.co.uk/online-advert-submission), or
- email FSOC at [pop.shopper@fsoc.co.uk](mailto: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](mailto: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 / or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

Umpleby. Email: [edmumpleby@gmail.com](mailto:edmumpleby@gmail.com). Tel: 07852 778735. Yorkshire.

Black 100E 1960, spares or repair. It's been off the road for about 5 years. Tried fixing up but too much to do. £600. Please contact Gary Faraway. Email: [garyandalison@talktalk.net](mailto:garyandalison@talktalk.net). Tel: 07816418111. Cornwall.

Ford 1937 CX – unfinished project. Chassis soda blasted and galvanised. Both axles stripped, rebuilt and painted. Interior front and rear seats re-upholstered in a gorgeous green marbling fabric at a cost of over £1,000. Most parts to finish included in sale, including 10hp engine and gearbox. Only requires bodywork completing. \*NB there is no V5. Original number plate present and chassis number known to club but not on DVLA, however the FSOC are able to help with registration. Asking price £2,400 ono. Please contact Mark Harvey. Email: [harve65@hotmail.co.uk](mailto:harve65@hotmail.co.uk). Tel: 07876 634881. East Midlands.

1955 Ford Prefect 100E deluxe. Requires full restoration. Stored in garage since early 1980s. Includes some spares. £ reasonable offers. Northampton area. Email [gordon.carroll@hotmail.com](mailto:gordon.carroll@hotmail.com) or call 01604 843113. Ref 001.

Ford Popular 100E 1962, registered June 1962, Genuine one family ownership from new. Original example in good condition, original Panama Yellow paintwork. 103,000 miles, very little mileage in recent years, some additional spares come with car. £3,950. Contact Paul Beard. Email: [2bearde@gmail.com](mailto:2bearde@gmail.com). Tel: 07771 885534. Langley, Berkshire.

[morris319@protonmail.com](mailto:morris319@protonmail.com). Essex. (Non-member)

## Parts for Sale

100E engine with Willment head. Complete kit for sale £5,000 the lot. Full details including kit contents on the website with photos. I am selling the engine I was planning to build for a Speed Hill Climb Dellow, but never did. The head I have owned since the 1970s and have used it both with twin 1½ SUs and supercharged. It is in excellent condition. I bored the plugs out from 10mm to 12 mm to enable a better range to be used and it comes with three sets of different plugs. Contact Mark Hayward. Email: [mark@debbiefortune.co.uk](mailto:mark@debbiefortune.co.uk). Tel: 01934 832904. Bristol. (Non-member)

E93A half shafts for sale. All in good condition but used, plus diff planet wheels and carrier. Contact Mark Hayward. Email: [mark@debbiefortune.co.uk](mailto:mark@debbiefortune.co.uk). Tel: 01934 832904. Bristol. (Non-member)

## Parts Wanted

Early Model Y (short) radiator surround and grill wanted. I call it a grill shell. Top price paid. Please call Trevor on 07833 701064 any time. Email: [tellypower@gmail.com](mailto:tellypower@gmail.com). Oxfordshire.

Chromed front bumper for 100E Prefect 1956. Please contact Michael Leader. Tel: 01491839423. Email: [regan2244@aol.com](mailto:regan2244@aol.com). Oxfordshire.

Ford 100E gearbox and propshaft. 2 x rear 8" backplates preferably complete. Please contact Richard Milne. Email: [richardmilne\\_uk@btopenworld.com](mailto:richardmilne_uk@btopenworld.com). Tel: 07712554495. Cumbria.

Wings for a 1933 Ford Model Y. The early type fitted before 1934. Also does anyone know the owner of a 4-door Ford Model Y, reg FAS 331 as he may have the front wings I need. Please contact Alan Maybin. Email: [amaybin@hotmail.co.uk](mailto:amaybin@hotmail.co.uk). Tel: 07984538056. Kent.

## Spares for Sale

Four 18 inch Ford Pop wheels, good usable condition. Please contact Warren Philliskirk. Email: [warrenphill@hotmail.com](mailto:warrenphill@hotmail.com). Tel: 07836626427. Yorkshire. (Non-member)

## Vehicles for Sale

Small car transporter. Single axle. 1500Kg, with ramps, winch and lights. Used to transport 1937 Ford 8 Saloon. Very good condition. Nearest offer to £600. Contact Eric

## Vehicles Wanted

100E Escort. Anything considered as willing to renovate but must be mostly complete with registration documents. Please contact Alan Fredricksen. Email: [alanfredricksen@gmail.com](mailto:alanfredricksen@gmail.com). Tel: 07490807760. Surrey. (Non-member)

Ford Popular 103 wanted as a running project. Will pay up to £2,500. Based in Essex, can pick up from a reasonable distance. Please contact Colin Morris. Tel: 01279 830937. Email:





## 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 3QE.

**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 3QE.

**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@googlemail.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, Grovewood 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: davebarryau@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 general enquiries and local activities, and Wayne Parkhouse (07825 086908) for technical advice and support. We have a number of informal meet-ups over the winter months at the Parrot Pub, Forest Green (RH5 5RZ) on Tuesday November 12th, February 11th, March 10th and April 14th: just turn up at about 7.30 p.m..

**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.

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

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

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**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.





Photo 4. The car following repair, again at Steventon. This side had survived pretty much intact so there are few colour mismatches to give the game away.



Photo 5. DFF back on the Isle of Wight (see XTP photos), this time in my ownership. The repaired driver's side looks better than I remembered it.



Photo 6. The other member of the team: wife Lillian. The photo was taken by Bob Paré on a visit from America, where he had founded and ran a club for English Fords. Keep to the left, Bob! This shows better the difference in colour between the front and rear doors.



Photo 7. I can't remember where this was taken, but possibly at the Southern Sidevalve Day mentioned in the text. The Miniglen looks quite the part behind the Prefect.

*Continued from page 20*

as he had no dimensions to work to. The car was back on the road in December the same year, a testament to Mick's skill and the strength of the Ford shell.

For the intervening nine months, the Popular rose yet again to the occasion, and provided

sterling service, tired as she was.

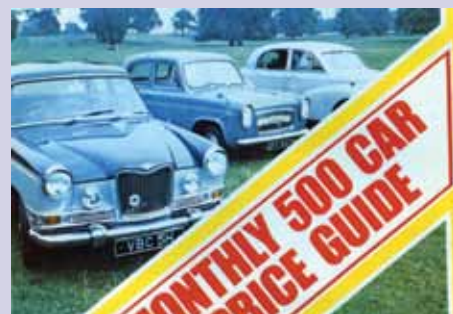
In retrospect, the decision to repair DFF was probably the wrong one. Many seams had been opened and the paint application processes of the Dagenham plant were not available to an accident repair shop. Corrosion

began to spread from the newly welded joints, despite the application of rust inhibitor and valiant attempts to arrest its progress. It would, as my parents would say when we were kids, all end in tears, but there was time yet.

The car never really recovered. Prior to the accident, the paint was a bit faded, but evenly so all over; now there were bright patches where the replacement panels had been painted, reminiscent of the Popular as first bought. It was no longer concourse.

It was, though, very useable and we continued the heavy usage, again regularly touring Scotland. By this time we had our own, if not vintage then at least very old, caravan: a nine foot long Miniglen. It was very well thought out and comfortable in use, but it was built on an armoured car chassis, or so it seemed. It was incredibly heavy to pull, but on the other hand very stable. We covered many miles with this, on one occasion to a National Sidevalve Day near Southampton.

In a last and ultimately unsuccessful attempt to halt the rampant corrosion that was now taking over, DFF was taken off the road in October 2000 and a black 107E, 926 BOA, was bought from Paul Reddell.



Photos 8 and 9. My first glimpse of DFF, long before I saw it in the steel, was on the front cover of the first Practical Classics magazine, May 1980.



Ian Woodrow

# Specials & Sports Cars Register

At the beginning of 2020, after our Prime Minister had just increased his majority, I can't imagine that many people would have foreseen that a few months later he would be fighting for his life, having caught the coronavirus from which so many people have died. I am, like most people, still stuck at home trying to avoid this dreadful virus but fortunately I have plenty of jobs to be getting on with, although the DVLA vehicle reclaim registration is on hold and there are no car rallies to attend.

Welcome to two new members, David Evans and Antonin Stipcak.

David has an Ashley Sportiva. Unfortunately one of the previous owners had removed the front telescopic shock absorber conversion and the unusual wheels have gone (possibly Ballamys), plus the front and rear screens have been removed or damaged – lots of work for David to get on with.

Antonin has just acquired a Microplas Toledo; quite a rare Special with only five other Toledos on the Register. It has a Ford Model Y chassis which is probably 1935 fitted with a 10hp engine.

As David and Antonin embark on their restoration projects, George Moore and Andrew Shepherd have just finished their magnificent Specials restorations and must be waiting for the lockdown to finish so they can give them a good test. George is seen here with his Rochdale GT coupled to his teardrop caravan (Photos 1, 2 and 3).

As a Super Two owner, I have been watching Andrew Shepherd's Super Two restoration on '50/60s Special Builders' Facebook page and his YouTube videos. Andrew has made a fantastic job which required lots of major fibreglass restructuring. He decided to fit a 100E engine instead of the normal E93A which involved considerably more work. Most Special restoration projects never really finish and the latest I heard is that Andrew has found a crack in the steering box; not an unusual problem which can be caused by movement on the steering column if it does not have a rigid attachment. He is also busy making a bigger header tank with a thermostatic switch to control the cooling fan, all to improve the cooling.

When I was restoring my Super Two I had



Photo 1.



Photo 2.

trouble finding suitable seats that were both narrow and low, to fit in the cockpit which is only about one metre wide minus the width of the torque tube tunnel. Like many Specials with narrow seating, the car is suitable only for the passenger and driver with a small posterior! Andrew solved the seat requirements problem by making his own, first by making a mock-up using CAD: not Computer-Aided Design but Cardboard And Duct tape. The cardboard shapes were then copied on to 1.2mm steel



Photo 3.





Photo 4.



Photo 5.



Photo 6.

sheet, shaped with the edges annealed, and rolled around 3mm wire ready for covering; he even made the seat hinges.

Not only is Andrew an excellent engineer, he also seems to be able to turn his hand to all sorts of other practical problems including being an excellent upholsterer (Photos 4, 5, 6 and 7).



Photo 7.

## Spirit of the Forties

Here is an update on Tony Russell's car, which was the subject of a report in *Sidevalve* back in February 2016.

When Tony moved house about 10 years ago, the *Spirit* was laid up for a time, with

Tony's attention devoted to his latest classic, a 1937 Ford 7W tourer, of which only six survive. However, a surprise meeting in the local pub led Tony to discover that one of his neighbours was Geoff Cousins, he of multiple *Street Machine*-featured cars in the eighties and, more recently, the E04A Anglia crowned Best in Britain at the National Hot Rod & Custom Show.

A deal was done which saw Cousins taking home some of Tony's rare, but surplus to requirements, fifties Aquaplane and Ballamy tuning components for his 'standard' Pop, while in return Cousins resurrected the *Spirit*, fitting a new hand-made aluminium fuel tank in the boot, new fuel system and distribution block, and new radiator and cooling system. The engine had been set up for optimum performance, and the chassis was further strengthened at the rear and repainted.

Tony is delighted with Cousins' work on the car and comments, 'It handles perfectly and remains absolutely flat in corners, even allowing a controlled drift with a touch of opposite lock. In a straight line, 75mph is quite achievable.'

The photo of the rear 3/4 view looks so much better now following the back end rebuild and installation of the inboard fuel tank (Photo 8).

## Finally

At the time of writing I think some of the Covid-19 lockdown restrictions are about to be reduced, mainly to get people back to work, although I expect it may be a few more months before any social events are likely to be allowed. The Cotswold Wild Life Park is currently closed, so sadly the Historic Specials and Sports Car day scheduled for 9th August may not happen this year; keep an eye on the FSOC website for the latest details.

Photo 8.





Andy Main

# Specialist Applications Register

## Registrar's comment

I am always pleased to receive details of the more unusual vehicles and machinery not covered by the other registers, be it from one-off construction to those built in larger quantities by manufacturers that used the 8 and 10hp engine. Some have been constructed in sheds and garages with minimal facilities for specific tasks and go unrecorded until discovered. Sometimes the 8 or 10hp gearbox or other items were used with other manufacturers' engines installed, but are again of interest. I rely on reported sightings, for sale or purchased, so please keep me informed if you come across anything. I would rather receive the details, etc. from a number of members than none at all. Thanking you in anticipation.

## Water pump

Last year in Cardiff four water pumps came up for sale powered by the 8hp engine. (See photos.) Did you buy them, or do you know who did? I would be most interested to know who built them, when, and where they were used. Can you supply the details?



Photo 1. Two of the four sit on a pallet for the new owner/s.



Photo 2. The most complete pump.



Photo 3. The other side with raised cover.



Photo 4. The front radiator view.



Photo 5. Rear and pipe work.



# Letters & Emails

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## Weddings and woodworm

Dear Sidevalve,

What a year we've had since putting our 1953 Ford Anglia 'Buey' back on the road (right). Her model was produced in the late 40s and I've owned her now for over 40 years.

We are active participants in WW2 re-enactment events, yet we never thought about using her for this until recently! We were lucky to participate in the Brynmawr Classic motor show, and Blaenavon and Pontypool Railway show. She also was a wedding car and recently part of our street's 75th anniversary VE Day remembrance event.

We did have some hiccups, mind, where previous MOT testers have said, 'Where do I put that you have woodworm in the floor on the MOT certificate?', only to find that the driver's side floor collapsed at the start of this year.

Kind Regards

Adrian Davies



## Ford 100E Owners' Club Window Sticker

Dear Sidevalve,

Spotting Jim Norman's old black and white pictures of the 100E club window stickers in the April issue (Page 8) reminded me that I still have an unused one of these, from the days when I joined the club in 1977. However, by the time I had got my Prefect restored and roadworthy, the FSOC was well and truly established.

I expect that there may be at least one unused sticker surviving in our club archives, but if anyone cares to have mine, just drop me a line by email to [williamconeill1@gmail.com](mailto:williamconeill1@gmail.com).

Regards,

Colm O'Neill





Joe Wheatley

## FSOC Somerset Trip 2019

Last July, six FSOC members in five sidevalves undertook a tour of the South West organised by our intrepid Chairman, John Porter. These were Steve McKenna from Rossendale, Lancashire (103E); myself and Stuart Battersby (E493A); Colin Pudge from Coventry (103E); Paul Reddell from Birmingham (100E Escort); and of course JP from Weston-super-Mare in his Siva Edwardian. I have been intending to write up this trip for months. As there are no shows this summer, this would seem to be the time!

### Saturday 13 July: Warrington to Devizes

After an early start from Culcheth I drove the 30 miles to Holmes Chapel on the old A50 to meet Stuart Battersby, who was to be our supernumerary sidevalver and navigator. Stuart had sold his 100E Prefect last year as he now lives in New Zealand, and their rules on importing classic cars are too difficult to be complied with! I had to wait only a few minutes before Stuart's wife dropped him off with his baggage, bedding and camera, which joined mine on the rear seat as the boot was full of tools, spares and fluids.

Stuart navigated me along A-roads through Stoke-on-Trent and Bedworth, around

Coventry, crossing the M40 near Stratford and on to A-roads the other side of Warwickshire. To be honest, I cannot recall the exact route as I just drove as directed. We stopped for a pub lunch not far from Gaydon and then pushed on down more back roads and arrived in Devizes at about 16.30. We easily found our Travelodge on the outskirts of the town, having covered about 200 miles. We dumped our luggage and walked into the centre of Devizes along the canal towpath as it was a very pleasant evening.

Having had a good wander around we found a convenient pub and settled in the garden for a drink (or two). The town was busy, which was surprising as it was about 17.30 but everything was still open. We found we had managed to be in Devizes for their annual Carnival, which was making its way around the town, passing in front of the pub where we were. Naturally, we took our glasses outside and watched the bands, floats, local organisations, etc. going past. After quite some time we realised this was a very big parade and we were hungry! Stuart spotted an Indian restaurant on the other side of the street, so we threaded our way through the parade and had an early dinner, watching the remainder of the parade going past. Once all the excitement was over, we retraced our steps along the canal and to the Travelodge for an early night.

### Sunday 14 July: Devizes to Weston-super-Mare via Atwell-Wilson Motor Museum

I was woken bright and early by the mewing of the seagulls. Seagulls? Devizes is 40 miles from the Bristol Channel! No idea why so many have decided to set up home here! The only place for breakfast was a Subway next to the Travelodge. After an unsatisfactory meal I checked the oil (which had been changed just before I set off) and was worried to find that the dipstick was not long enough ... Freddy usually does at least 200 miles to a pint of oil. I put in two pints of oil, which brought the level back on to the dipstick, but it was still below the full mark.

We had arranged to meet Sally Litherland at the hotel and then to follow her to the Atwell-Wilson Motor Museum for their annual car show where we were meeting everyone else. After a short drive we joined other FSOC members on the stand, finally having 15 vehicles on display. I hope these people will forgive my inability to remember their names, but it was an excellent show and excellent museum.

Stuart wrote this piece for a magazine in NZ. *'I was intrigued by this French unrestored Model T Farm Pick-up. The wooden cart sides were a work of art. Most interesting was the history and location of the truck when found. The truck was purchased in the French city of Caen and still displays the dealer's brass plaque on the window frame. The vehicle was purchased as a "Barn Find" in the French town of Falaise. Those of you with an interest in WW2 history will know that Caen was completely flattened by Allied bombing during June 1944. You may also recall that the US Army broke out southwards from Normandy and then raced east to create a horseshoe-shaped pocket surrounding huge numbers of Nazi forces and armoured vehicles. What's known as the "Falaise Gap" was pounded by thousands of tons of bombs and shells. That this vehicle survived one or perhaps both bombardments is truly amazing.'*

While at the show I topped up Freddy's oil with a bottle of STP oil additive to bring the level up to the line. Having done this the oil consumption went back to 200 miles per pint for the rest of the trip.

Steve, Colin, Paul and John were at the show. At about 16.00 we all set off to drive the 40 miles or so to Weston-super-Mare where we would be staying overnight at John's house.

A good start. (Photo: Stuart.)







Haynes Motor Museum. (Photo: Stuart.)

John's route took us through the picturesque Burrington Combe in the Mendips, where we stopped to stretch our legs and admire 'The Rock of Ages', a cleft in the limestone side of the combe. This is where the Reverend A.M. Toplady sheltered from a violent storm in 1762 which inspired him to write the famous hymn, 'Rock of Ages'. As I attempt to sing in our local church choir, I found this interesting; my fellow travellers less so!

Setting off again we were soon at John's house in Weston. He has a long drive up the side of his house to the garage at the back of his garden and we are just able to get all five cars up the drive so the gate could be locked. Suitable quantities of drink were purchased from the convenience store over the road and we all settled in the garden to enjoy the wonderful spread that Pat, John's wife, had put together for us. We spent a very pleasant evening in the garden, eventually retiring to bed long after it had gone dark. I had the luxury of having the front room to myself on a comfortable air mattress.

## Monday 15 July: Weston-super-Mare to Huish Champflower via Haynes Motor Museum

Last evening, Colin had been sitting with his back to a large bush in the garden. Somehow some hungry little critters had managed to get inside his t-shirt and made a right mess of his back. This morning it looked like he had been hit at a distance by a shotgun. Poor Colin was in for a couple of very itchy days! The critters must have liked sweet meat because none of

the rest of us were affected.

Pat provided breakfast for six hungry sidevalvers and we loaded up the cars with our baggage and supplies for the next four days. These included several large cakes cooked by Pat to ensure John (and the rest of us) did not go hungry, suitable quantities of eggs, sausage, bacon, bread, etc. for breakfasts, and various alcoholic beverages. John led us out of Weston, stopping at a local garage for us all to top up our tanks. He then took us across the Somerset Levels towards the Haynes Motor Museum in Sparkford, about 40 miles away.

We found that the Somerset Levels actually go up and down a lot, or rather the roads do.

Lots of dips and lumps to catch out transverse sprung vehicles, possibly due to the floods of a few years ago. Stuart and I left our seats on several occasions as we rolled along the switchback roads, a bit like driving over invisible sleeping policemen. We stopped at a nature reserve at Meare, Westhay for coffee and comfort break, and then called at Somerton to meet up with David Locke, who was joining us for the trip to Sparkford in his beautifully restored E83W pick-up.

We arrived at the Haynes Motor Museum just before lunch. This is a very impressive collection of vehicles, lots of exotica but our bread and butter vehicles as well. I particularly



Chitcombe Barns. (Photo: Stuart.)



remember the 'red room' where all the vehicles, mainly sports cars, were red. Our vehicles were represented too. There was a nice black 100E Anglia (early model with three-bar grille) and a 103E Pop in green parked between a Triumph Dolomite Sprint and an Austin Metropolitan. Something for everybody! We took lunch in the cafeteria of the museum and then set off for our accommodation.

John had searched Airbnb and found us a camping barn at a farm just outside Huish Champflower. Stuart navigated for us using a combination of my AA road atlas and Google Maps on his phone. (I had brought a 12V battery pack with me so that we could keep our phones charged throughout the day.) From Sparkford we travelled across country, climbing to 1,200 feet at one point with some splendid views and interesting little roads. It took us a little while to find Chitcombe Barns but having spotted the sign by the entrance we drove a quarter of a mile down a steep gravel track to our home for the next four nights. Would our cars be able to get back up the hill again?

The barn had been converted into a bunkhouse with a kitchen and dining area at one end, showers and toilets at the other and seven pairs of bunks in between. As we were only six we could sleep on the lower bunk and put our luggage on the top one. The weather was fine so we had no need of the heating, but the lack of internet or mobile phone signal was going to be interesting! The accommodation

was fine apart from the mattresses being a bit tired, which caused a few stiff joints in the mornings. Enquiring of our landlady as to the nearest hostelry, we were directed a few miles down the road to the Raleigh's Cross Inn. This turned out to be an excellent establishment with good beer (and cider), excellent food and a very friendly landlady. In fact, we were to spend every evening here, taking it in turns to act as designated drivers. After a good meal it was back to the bunkhouse and a good night's kip.

### Tuesday 16 July: Huish Champflower to Linton and Lynmouth and on to Ilfracombe; return across the centre of Exmoor

We had discussed today's route before setting off for dinner last evening and had decided to have a bit of a seaside run today. We all managed to get back up the drive and made our way across country to Linton and Lynmouth, travelling across Exmoor on minor roads. Lynmouth lies at the bottom of several steep valleys on the coast of Exmoor so all routes in require a long steep decent off the moor. We approached from the east on the A39 down a series of long steep inclines, taking great care to preserve the brakes on the way down. Despite this care, by the time we got to Lynmouth there was a very strong smell of

overheated friction material in each car, though nobody actually got the dreaded brake fade.

Having survived the decent, we parked up and had a good wander about, finally finding a café overlooking the river Oare just before it went into the sea. Liking a challenge, we were planning to head for Ilfracombe along the A39 going up Porlock Hill, which is the steepest A-road in England with a gradient of 1 in 4 or 25%. However, John's Siva has a rear axle ratio of 4.5:1 which would make it difficult, if not impossible, to get up that sort of slope. There is another route along a toll road which is not quite as steep (though I had to double declutch into first on several uphill hairpin bends) and has wonderful views out over the sea as you climb upwards. So, we used this and continued on to Ilfracombe.

Arriving in Ilfracombe town centre we parked up at the first car park we came to, expecting the ones by the harbour to be full. Bit of a mistake as it was a good walk down to the sea, but at least it gave us an opportunity to purchase a couple of frying pans and some anti-histamine cream for Colin's back, which now looked like a plague of boils. Fortunately, the ointment worked, and he had recovered by the end of the week. Dangerous, these Somerset mozzies!

The picturesque harbour is now dominated by Verity, a 65-foot-high bronze statue of a pregnant women holding a sword aloft. Typically of the sculptor, Damien Hurst, one

Dunkeswell. (Photo: Joe.)





Lower Slaughter. (Photo: Stuart.)

side of her body appears to have been flayed or dissected, showing the baby in the womb and structures of the muscles under the skin. A very striking addition to the sea front but I am not sure to everyone's taste.

It was now lunchtime so John, Steve and Colin went into a café for lunch. Paul, Stuart and I preferred to get some fish and chips and eat them sitting on the harbour wall watching the passing throng and fending off the gulls which were eyeing up our lunch. We all then walked around the harbour and followed a different route up a steep path which gave excellent views of the harbour as we returned to the cars.

Rather than skirting Exmoor as we had done that morning, we decided to follow B-roads right across the middle of the moor, expecting fine views as we returned to our accommodation. This was signposted as a scenic route. We certainly went up and down a lot but were disappointed because substantial hedges were growing at the side of most of the roads and, being in full leaf, these often obscured the views. After an hour or so we came to Exford, a little village right in the centre of Exmoor, so stopped at the Exford Bridge Tea Rooms for a Devon cream tea in the garden at the rear. Suitably refuelled, we continued along the B-roads across the rest of the moor and back to Huish Champflower.

As I recall I got a lift to the Raleigh's Cross Inn with Steve McKenna that evening. We do not often get the opportunity to travel in, or

to drive, sidevalves other than our own. I was surprised, then, at how quiet Steve's Pop is compared with my Prefect. Freddy has always had a very noisy gearbox, particularly in second gear as you accelerate into third. It gives out a sort of harsh rattle at about 25mph and it drones a bit in top. Odd, because it was a new old-stock box that my father gave me: the gear change is fine and it does not jump out of top. The noise has not changed or got any worse in 20 years but I think I may try changing it at some time so I can hear the rattling little end better.

### Wednesday 17 July: To Moretonhampstead Motor Museum on Dartmoor

We had decided to go a bit further afield today, finding our way to the middle of Dartmoor to visit the Moretonhampstead Motor Museum. John Porter has a mortal aversion to traffic queues, town centres and traffic lights so he and Stuart had to plot a route avoiding any major conurbations like Tiverton, Crediton and Exeter. In this they were very successful, and I can remember lots of roads with grass growing in the middle, narrow twisting lanes, lots of climbs and descents and more hairpin bends. We stopped at a charming cafeteria at Crediton Station on the way with lovely homemade cakes and scones.

We arrived in Moretonhampstead late

morning and easily found the museum. Voted in the Top 10 Classic Destinations in 2018, Moretonhampstead Motor Museum is home to a collection of over 135 vintage and classic vehicles from pre-1920s to the 1990s. Run by local motoring enthusiast Frank Loft, the museum is housed in a newly refurbished bus depot. The collection is complemented by motoring artefacts and automobilia, and the viewable restoration workshop makes it more than just a museum. Definitely a place to visit if you are ever near Dartmoor.

The automobilia collection is huge. JP was fascinated to see lots of old garage equipment which he had used when he was a motor mechanic, including Sun and Tecalomit tuning equipment. Stuart is a member of a mixed-make car club back in NZ which has its own club house and workshop facilities where members restore their cars. He found not one but two cars which were examples of vehicles being restored back in NZ. One was an immaculate maroon Wolseley Six-Eighty: this is the exact car and colour that is patiently waiting in the club garage for its turn in the restoration shed. And a rare 1936 BSA with a Mulliner coach-built body with the same mechanicals as a van also awaiting restoration. Lots of pictures were taken to help with future work.

Having spent several hours in the museum, we found a pub just around the corner for a light lunch before setting off to return to our barn. The journey back was just as exciting as





Cotswold Motoring and Toy Museum. (Photo: Joe.)

the journey out!

## Thursday 18 July: Huish Champflower to Dunkswell and Upton and back

Having covered more than 100 miles yesterday, we decided our last day near Exmoor would be a bit more local. We had discovered that there were two museums on Second World War airfields not too far away. We first went to Dunkswell, which is still a working airfield for light aircraft and freight flights. First stop was the Aviator Coffee Bar for comfort stop and coffee, and then into the museum. Dunkswell was the base from where the American Navy Air Force flew Liberators over the Western Approaches and Bay of Biscay hunting U-Boats. There were displays showing the construction of the airfield in a few months (by George Wimpy & Co., as I recall). Initially the USAAF operated out of the field but within 12 months the USN squadrons moved in. From the displays this was a dangerous field of operation with often poor weather conditions and the danger of being 'bounced' by German fighters.

The second airfield was at Upton (actually located at Smeatharpe). This was more difficult to find as the airfield has reverted to farmland. We spotted some WW2 buildings and, ignoring keep-out signs, made our way across old concrete roads and hardstanding towards them. We were met by the farmer who quickly realised we were not after his farm equipment and gave us directions to a couple of Nissan huts situated on the other side of the old airfield.

This was a much more intimate museum. One of the rooms was kitted out as a bedroom for a couple of the pilots with period furniture,

clothing, etc. There were lots of displays showing the relationship between the villagers and the airfield. A period telephone enabled you to listen to reminiscences of the period by local people who had lived through it. In fact, there was one gentleman giving explanations who had been there during the war and he certainly brought the old black and white pictures to life.

This airfield was from where the US 101st Airborne flew out on the night of June 5th 1944 to parachute into Normandy and start the D-Day invasion. You may recall that the 101st was the unit on which the book and series *Band of Brothers* was based. The museum was full of first-hand accounts of the bravery and terror faced by paratroopers on that day. For more about these airfields visit [www.southwestairfields.co.uk](http://www.southwestairfields.co.uk).

We enjoyed a gentle run back to our accommodation and went out for our final dinner at the Raleigh's Cross Inn, where the landlady had kindly booked us a table because it was specials night and the pub was busy. I think she was sorry to see us go!

## Friday 19 July: Huish Champflower to Weston-super-Mare

It was time to leave our bunkhouse so after another fortifying breakfast we packed up and loaded up the cars. Colin's 103E had been struggling a bit on some of the hills for the past few days and he now found he did not have enough power to get up the steep part of the drive by the bunkhouse. The engine was not misfiring but seemed to be down on power. Colin backed right down into the farmyard and took a run at it, just managing to get up the

slope and on to the flatter part of the drive. We discussed this problem at our first coffee stop and deduced that Colin's engine probably had a valve that was not seating properly. After the trip, investigation revealed that the valve gaps had closed right up. The seats were recut when assembling and we can only assume the cut and grind in process had gone through the hardness of the seats and the valve stem, causing the issue. They were ground and gapped again, and – touch wood – have been OK since, and have now done more mileage than when the initial problem occurred.

Today was the first day that the weather turned on us, as we encountered several showers as JP took us back to Weston, avoiding all major conurbations and the M5. As we got into Weston he took us down to a place where you could drive on to the beach when the tide was out. We arranged the cars in a semicircle and took lots of pictures. Then back to John's house and we parked the cars up his drive just as the rain started.

After lunch, the rain had stopped so we donned our coats and walked down into Weston. Before we had gone half a mile the heavens opened again so we carried on down to the seafront and out on to Weston pier. Coming out of the pier it was still raining so we went into a posh bar on the seafront and ordered drinks. While we were there the rain turned into a monsoon, so we had to stay for quite a while until it eased off a bit. We were all thoroughly soaked (inside and out) by the time we got back to John's.

Once again Pat had done us proud, but this time we ate around the big kitchen table rather than in the garden. Then off to bed (I got the front room again).

## Saturday 20 July: Weston-super-Mare to Willersey via Lower Slaughter and Bourton on the Water

Our penultimate day was to be spent in the Cotswolds, close enough to Gaydon to allow an easy journey on Sunday. As this is his stamping ground John led us off over the back roads to Bristol, around the A4 and down into the Avon Gorge. This was the first time I had driven along the bottom of the gorge with the Clifton Suspension bridge overhead. More judicious navigation got us into the Cotswolds by late morning.

First stop was in Lower Slaughter, one of the most picture skew villages in the Cotswolds. Here a stream meanders its way through the





Gaydon. (Photo: Stuart.)

village of chocolate box cottages. We managed to park up along the main road, causing much interest amongst other tourists, and took lots of pictures (well, Stuart did) of the cars in this nostalgic setting. Having done our bit for the tourist industry it was off to Bourton-on-the-Water, where we managed to find a pub outside the village for a spot of lunch.

Suitably fortified, we drove into the village proper which was absolutely heaving with tourists. Japanese, Chinese, American – a real mixture of all nations. We were aiming for the Cotswold Motoring Museum in the middle of the village. John had a word with the staff and we managed to squeeze all our cars into the small car park in front of the museum, providing additional exhibits for all the tourists to include in their photographs. The museum is in a converted 17th century water mill so is a bit of a rabbit warren going from room to room. This necessitates a one-way system so once you are in you have to do the full tour. No hardship, as they have cleverly created rooms with 50s, 60s and 70s exhibitions with cars of each period and mannequins, furniture and memorabilia to match. They also have a number of pre-war cars and garage recreations as well as a huge collection of toys and models. In one display I think we managed to find a model example of each of our vehicles. Super!

It took us a little while to get away from the car park as there were lots of tourists wanting pictures with our cars, especially John's Siva. We eventually got away and set off for the village of Willersey, where John had booked us accommodation above and below the village store. At Willersey we were joined by Andrew Bailey from Hinckley in his E494A Anglia which used to belong to his late father, John, who was also going to Gaydon tomorrow. John Porter also had the foresight to book us a table at the Bell Inn, a few yards from our accommodation. We parked our cars in the pub car park

overnight and enjoyed a good pub meal before checking out the other pub in the village, where Stuart got into a very boisterous conversation with some locals. Something to do with rugby, as I recall. And so to bed.

## Sunday 21 July: All Ford Rally, Gaydon and return home

We had got on very well with the landlady at the Bell and she had foolishly agreed to provide us all with a cooked breakfast before we set off to Gaydon. Foolish because yesterday evening she was hosting a family party celebrating her young son's birthday, which went on quite late. Despite being a bit worse for wear, she and a colleague took our orders and provided the full Monty for all that wanted it, with lashings of tea and toast. Then we set off in convoy to cover the 15 miles to Gaydon and the All Ford Rally, arriving at about 10.30.

As usual we had a good turnout of sidevalves, with over 30 in attendance and nearly as many on site from the Y&C Register. I had a good wander around the museum, particularly enjoying the short rad Model Y Tudor which was positioned in the mock-up of a pre-war repair shop. We all had a good time catching up with friends and acquaintances from the club, but this was the parting of the ways for us and time to go home. By 16.00 we had said our goodbyes and were on the road again.

Stuart knows the way back from Gaydon very well so he and I took the lead with Steve McKenna following behind – skirting Coventry, through Bedworth and Stoke-on-Trent until we parted company with Steve on the old A50 when Stuart and I turned off to Sandbach, where Stuart and his wife keep a flat. We stopped off in Sandbach to pick up a Chinese takeaway, which was welcome as breakfast at the Bell was a long time ago. Stuart removed all

his gear from Freddy and I set off to do the last 35 miles home, arriving back at 21.30, weary but very happy to have had such a glorious trip.

Nine days, five car museums, two car shows, 934 miles using 135.2 litres of fuel costing £185.78 (mostly premium grade). Average consumption 31.5mpg (returned 35mpg on trip back from Gaydon). Despite the high consumption on the run down to Devizes I used 3.5 pints of oil (267 per pint). Would I do it again? Oh yes! A great trip, in good company, through some wonderful countryside. Roll on 2021 when I hope we will be able to organise another FSOC road trip!



BBC casting coup revealed. (Photo: Stuart.)

Jim Norman

# Sill Replacement – Supplement



Photo 1.



Photo 2.



Photo 3.

There are many ways to skin a cat – as the taxidermist said – and the way of fitting sills to BOA was only one method available. (See *Sidevalve*, April-December 2019.) It wasn't the first 100E/107E that I had tackled, and I tried different ways in the previous jobs (plural!). What follows isn't a blow-by-blow account as much of the work was similar, but highlights alternative methodology or reinforces points made in the original article.

*Photo 1:* With BOA I confirmed the car's aperture gaps once the sills were removed by measuring them and refitting the doors occasionally to confirm them as necessary. Another method is to brace the aperture with angle iron, as shown. The reason I didn't do this with BOA was that the struts were badly in the way when welding the sills to the shell. It is, though, more secure than the 'measuring the gaps' method.

*Photos 2 and 3:* One problem encountered was severe corrosion to the bottom of the 'A' post, the front door pillar. I fabricated these from two pieces of steel as shown, welded together to form the curved upper section and the side. I carried the curved part up in front of the area to which the hinge attaches, not forgetting to put in the recessed step where the hinge fits.

*Diagram 1:* The fabricated panel. Make cardboard templates of both sections before removing the original panel.

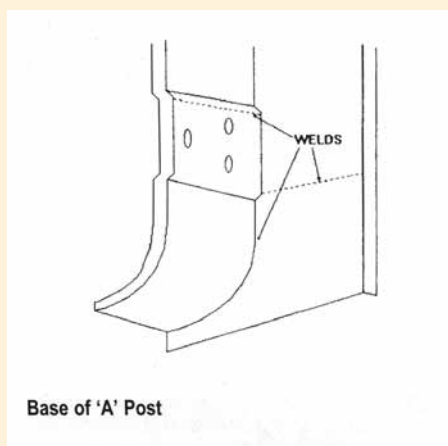


Diagram 1.

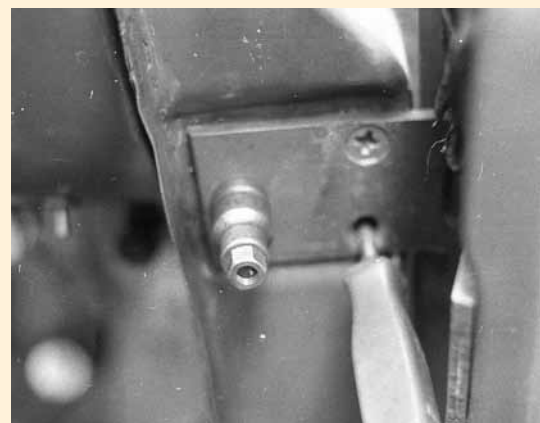


Photo 4.



Photo 5.

*Photo 4:* Rehanging the doors can be hard work as they are very heavy. I used a  $\frac{5}{16}$ " UNF stud in the outer hole to align the hinge, then nuts and washers to draw it towards the post. The Philips screwdriver in the second hole allows the other hole to be aligned and the countersunk screw inserted.

*Photo 5:* The new panels were attached with self-tapping screws and / or Pop rivets to ensure the correct fit. Only when this was satisfactory were they permanently welded.

*Photo 6:* With this particular car I used a repair panel for the outer rear arch, and this photo shows the situation where it and the outer sill meet. There is a closing panel similar to but more complex than that at the 'A' post, but made by a similar technique. You should make a cardboard template before removal, hence the scissors in Photo 2.

*Photo 7:* Inside the front wheel arch is, as





Photo 6.



Photo 7.

shown with BOA, prone to corrosion but with this car it was far less severe and required a much smaller patch. Note that it matches the original panel in that the flange extends forward of the arch panel, then after welding the excess is bent back around the seam. This is to prevent direct penetration by water thrown up by the front wheel.



Photo 8.

*Photo 8:* The sill in course of attachment. The top flange is welded but with grips holding the bottom in place and two jacks ensuring the alignment of its lower edge. Note the gaps between front and rear doors, rear door and quarter panel, and lower edges of doors and top of the sill. These must be correct as you work; finding the gaps are wrong with everything welded up solid isn't a lot of use!

*Photo 9:* Alignment goes in all directions and it is just as important to look down the length of the car to ensure that no panel protrudes outside or does not reach the width of the others.

*Photo 10:* A case in point: all the doors and the sill are fine but the front wing stands slightly proud. This proved to be some distortion of the wing's rear reinforcement, easily fixed with some judicious use of the hammer and dolly. But all in all, a very satisfactory result!



Photo 9.



Photo 10.

**Tony Russell**

## The L.M. Ballamy Ford E93A Overdrive Gearbox

During 1945 the Ballamy works at Godstone Road, Whyteleafe, Surrey were a hive of inventive and creative thinking. Leslie himself always had thought outside the box and came up with the idea of an overdrive gearbox for the 3-speed range of Ford E93A cars. Drawing on his knowledge of pneumatics, and with the assistance of his chief design engineer, Ken Roberts, they set about this unprecedented project.

This rare, and believed to be the only photograph in existence of the unit dated January 1946 (Photo 1), shows the overdrive attached to the rear of the gearbox. You will notice that there is a mating flange for a Hardy Spicer propeller shaft that replaces the conventional torque tube. Ken Roberts related the story of experimental trials with this arrangement. He fitted it to an EO4A Anglia and took it for a test drive around the works yard. Quite how he located the rear axle minus its torque tube is unknown and probably lost in the mists of time; certainly, the transverse leaf spring with the axle suspended on swinging shackles would not have been sufficient. However the overdrive apparently worked well until he accelerated hard. In Ken's own words, 'There was a fearful banging and clattering from the rear of the car as if someone was beating a dustbin with a large hammer.' Inspection showed that the nose of the differential casing had risen up with the torque reaction, causing the rear universal joint on the Hardy Spicer drive shaft to pound the underside of the car floor. Leslie then came up with a solution: to attach two parallel torque reaction arms to the axle casing, pivoting them under the sides of the chassis. Not surprisingly, this did not go into production. Bear in mind that they were essentially experimental engineers.

Photo 2 is of the unit reconstructed from memory by Ken Roberts some fifty years later. It shows a cut and shut conventional Ford torque tube and drive shaft attached to the normal Ford universal Hooke's joint. This was a far more sensible arrangement and may well have been fitted to the one and only Nordec designed and built by Roberts later in 1946.

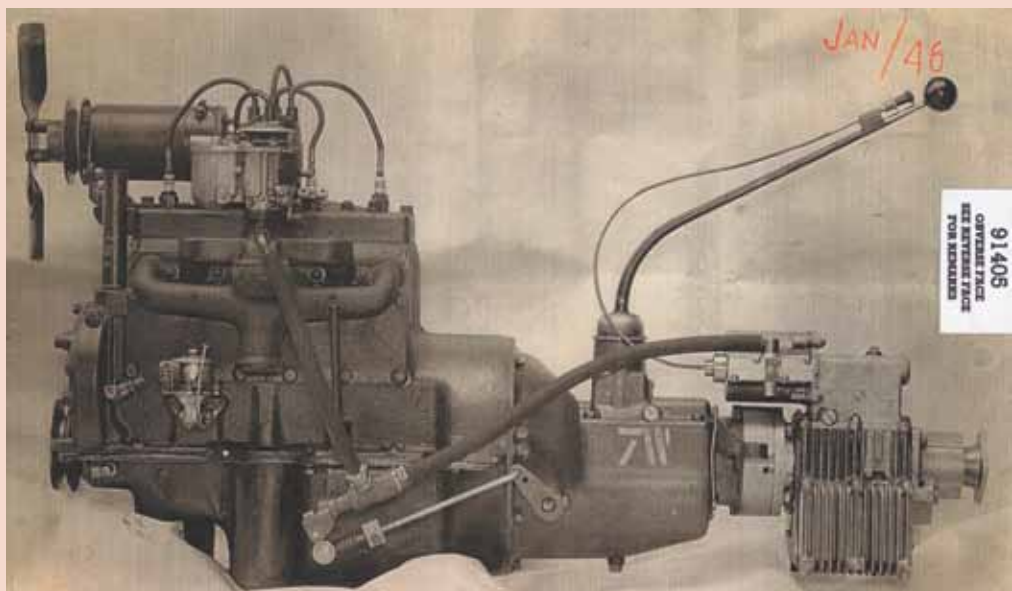


Photo 1.

There is no factual evidence of this, as when the Nordec re-emerged in the eighties it was bereft of all of its special equipment.

So, how does it all work? Ken Roberts wrote, 'The vacuum tube is tapped into the inlet manifold under the carburettor by way of a special flange mounted between the Ford Zenith carburettor and the Ford manifold. In the main photo the original choke control cable and knob was used to move the spool valve in the overdrive prior to the special twist grip knob shown in the later diagram being manufactured by Swan Engineering of South Croydon.' Swan were important clients of Ballamy and it was their owner, Tommy Thompson, who commissioned Ballamy to fit his independent divided front axle to the ill-fated Thompson Engineering Salmson special.

Roberts continues: 'The vacuum control valve was opened from an extension to the clutch operating cross shaft (the clutch pedal for the UK naturally being on the off side) but this extension was not a result of Ballamy's inventive mind because it was a standard feature on Ford gearboxes. It was however usefully used by him on his dual-control add-on goody, whereby the shaft extension was

manipulated by a second clutch pedal for the use of a driving instructor when stricken by abject terror at the antics of his pupil. The instructor had to, unusually, use his right foot to operate the clutch which he may foolishly mistake for a footbrake pedal! The umbrella-handled handbrake, being worked by a flexible cable, could relatively easily be moved into the realms of the instructor's sweaty palm, although from memory it would take an inordinate tug to arrest the motion of the car. However, it served its purpose admirably when making a hill start.'

Returning to the operation of the overdrive, to engage it, firstly the twist grip or cable pull was used to move a spool valve, which put the unit into correct position, before a quick dab of the clutch pedal allowed the vacuum unit to operate a piston which engaged the overdrive gear, which reportedly went in with 'a satisfying chonk'. Careful study of Roberts' drawing will probably explain all to the technically minded.

This unique overdrive never went into production and no known examples survive, but who knows what might lie hidden and forgotten at the back of an old garage or workshop?



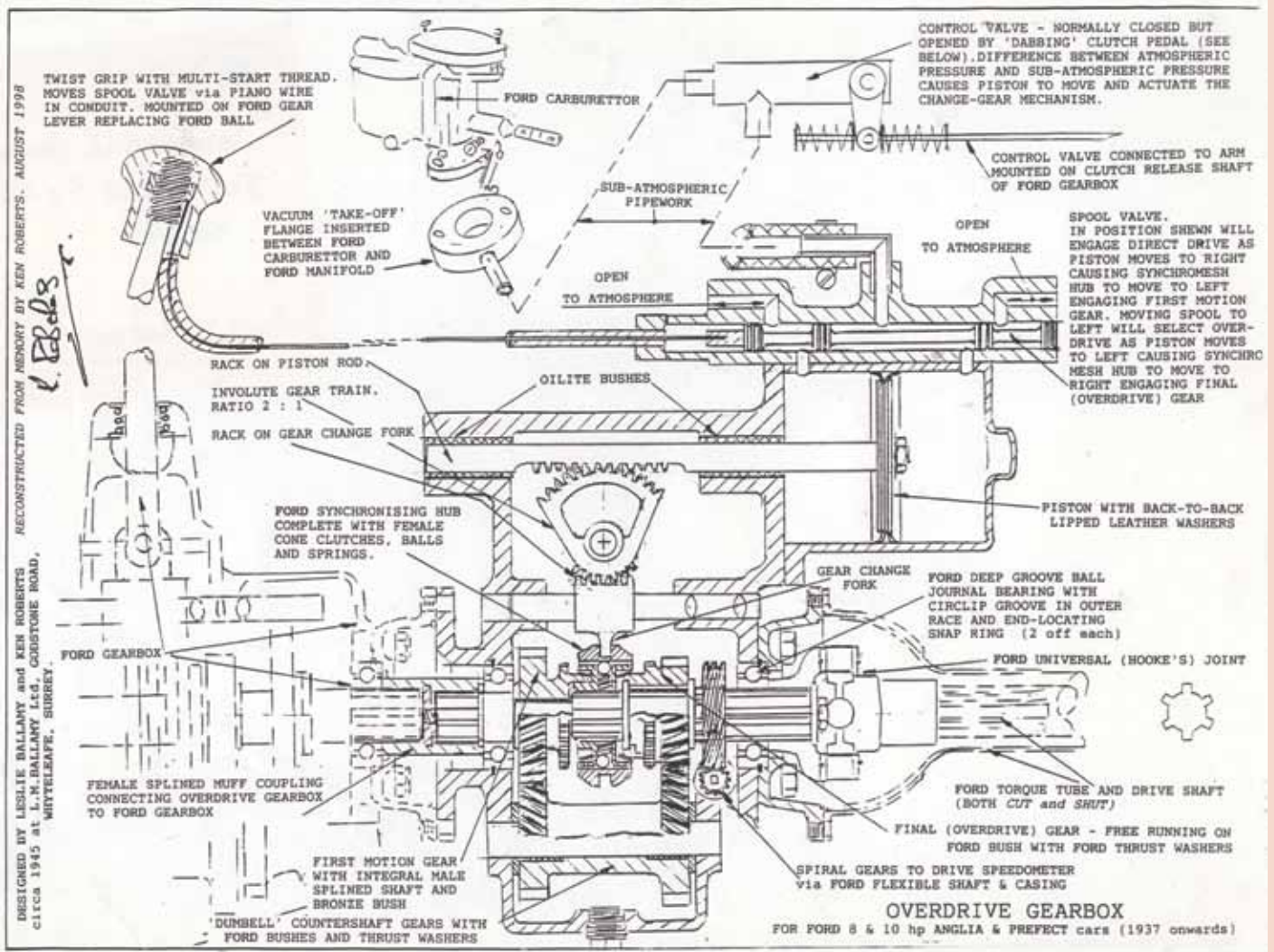
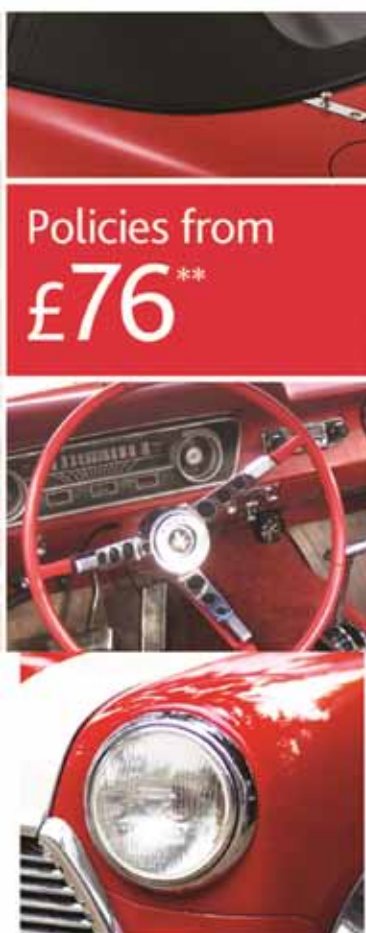


Photo 2.



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Paul Ireland

# E10: The Good, the Bad and the Ugly

The UK Government is planning to introduce petrol containing 10% ethanol (alcohol) next year. This is referred to as E10. Most of what has been written on this subject does not tell the whole story, focusing on the potential damage this fuel can cause. This article aims to allay owners' fears, especially for those with classic vehicles.

It is based on research performed at Manchester University using an engine designed in the late 1930s. For anybody wanting to find out the full story, the results and recommendations have been published in my readable book, *Classic Engines, Modern Fuel – The Problems, the Solutions*.<sup>1</sup>

Question: why add ethanol to petrol in the first place? Government policy to reduce carbon emissions from vehicles is the reason. The carbon in the ethanol comes from renewable sources. It is a by-product of the sugar industry. When running on E10, a petrol engine still emits the same amount of carbon into the atmosphere; however, only 90% of it comes from fossil fuel. E10 effectively reduces the carbon load by 10%.

Adding ethanol to petrol is not new. Cleveland Discol was introduced in 1928 and sold until 1968. The good news is, after 40 years of use in what are now today's classic cars, Discol did not appear to cause serious problems.

## The good

Modern petrol is both physically and chemically different from classic petrol. Physical differences include a lower boiling point. Chemical differences include the addition of ethanol. Both of these alter the way a classic engine runs on modern fuel.

The Manchester tests showed modern fuel increases the severity of a phenomenon called **cyclic variability**, making it worse at the RPM and throttle settings used when driving in normal traffic.

1. <https://classicenginesmodernfuel.org.uk/Clubs/ModernFuel/Book>

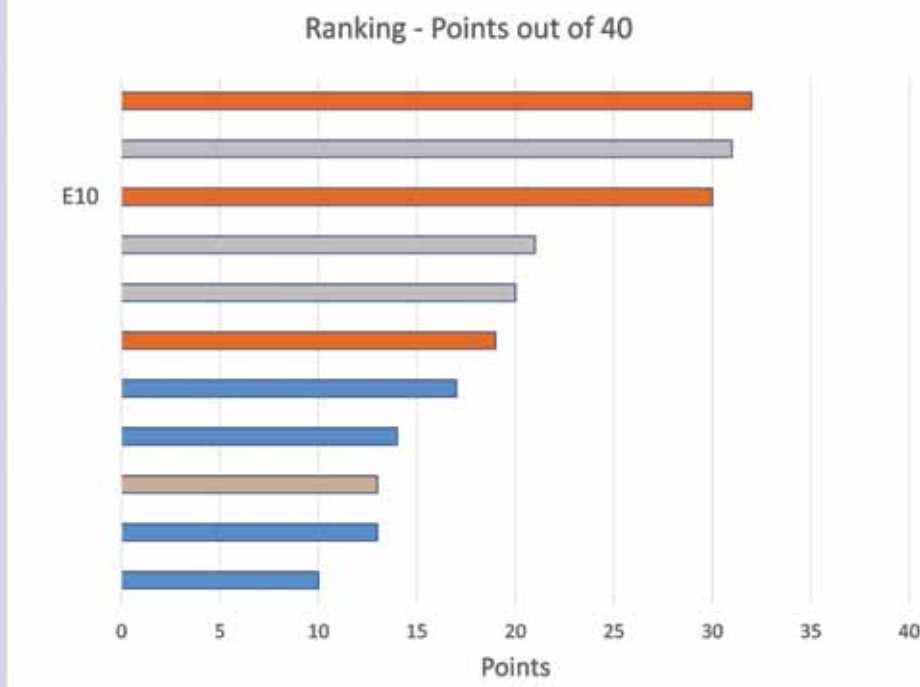


Figure 1.

All petrol engines suffer from cyclic variability. It reduces power output and increases petrol consumption. Worst still, it can cause serious damage: burning valves and pistons and destroying the big end bearings. A high level of cyclic variability is very damaging for an engine. Modern petrol makes this level worse.

The rankings of the fuels tested at Manchester are shown in Figure 1. Three of the top six best performing fuels contained ethanol (shown in orange), the other three (shown in grey) were specialist fuels. Fuels without ethanol (shown in blue) ranked poorly. The test engine ran considerably better on petrol containing ethanol as these reduced the level of cyclic variability.

E10 ranked third best, scoring twice as many points as non-blended fuels.

The good news is that E10 promises potentially to reduce very expensive damage to an engine: a positive fact other articles do not make clear.

## The bad

A great deal has been written about the damage ethanol can cause to fuel system components. It rots older non-metallic components such as rubber hoses, seals, diaphragms and plastic floats. Also, it contains oxygen which weakens the mixture. E10 makes these problems worse.

Rotting hoses can be a serious problem, especially if they go undetected. Petrol leaks around the engine are the last thing you want. Petrol is highly flammable and leaks are a serious fire risk. Age as well as ethanol causes hoses to rot. In any case, it is worth replacing old hoses, etc. Ethanol-proof replacements are now available for most vehicles.

This problem is not as bad as it would first appear. Fitting replacement hoses, etc., is a lot cheaper than rebuilding an engine!

The other problem, that ethanol contains oxygen, is something to be aware of. This causes an engine tuned to run on normal petrol to run weak. Insufficient petrol enters the cylinder. Like cyclic variability, weak running can cause serious damage to an engine.

The good news is that variable jet carburettors such as SU and Stromberg need only minor adjustments to offset the effects of E10. Unfortunately, these adjustments are harder with fixed jet carburettors such as Weber and Zenith. These may need new jets or emulsion tubes.

Modern electronic fuel injection systems are able to adjust by themselves.

One interesting result of the Manchester tests was that petrol containing ethanol increased the engine's power output. This is because it reduces the degree of the damaging cyclic variability. As a result, classic engines running on E10 will possibly deliver more MPG, not less as some authors have suggested.

The bottom line is that E10 does cause some problems. As long as owners are aware, addressing them is neither difficult nor expensive.

## The ugly

The ugly face of ethanol blended petrol is its ability to dissolve metal. Photos 1 and 2 show two samples: one a piece of steel, the other part of an aluminium float chamber. These were stored in water that had come in contact with ethanol blended petrol. Even after only four months, the level of corrosion is severe. (Photos 1 and 2.)

When water comes into contact with ethanol-blended petrol it draws the ethanol out





Photo 1: Before.



Photo 2: After.

of the petrol, making the water acidic. It is this acid that attacks the metal components. This problem is as serious with current petrol blends as it will be with E10. All it needs is a single drop of rainwater getting into the fuel system.

Is this something to worry about? Not really, as long as you are very careful not to get any water into your petrol system: something easier said than done, especially with older cars or motor bikes where the filling cap is on the top of the tank. Petrol filling caps or tickler pins in the carburettors can let in water, especially if driving in heavy rain.

Unfortunately, inhibitors sold to protect against ethanol will not help in this situation. *Classic Engines, Modern Fuel – The Problems, the Solutions* describes some ways of avoiding this problem.

## Conclusion

E10 is not as bad as some people make out. Older engines run better on ethanol-blended petrol, reducing the expensive damage cyclic variability can cause. While there are some issues, they can be addressed with care and low cost solutions.

Perhaps the forthcoming introduction of E10 is not so bad after all.

*Reproduced with permission from <https://classicenginesmodernfuel.org.uk/>.*

**Dave Rothwell**

# Rothwell's Ramblings: Some Tips for Maintaining and Repairing

My first experience of a sidevalve came many decades ago at the age of 13. Dad said he was off with Uncle Jim to buy the very first car of his own. I remember this shiny green 1959 103E Popular driving down the entry way to our house and Dad boasting that he had paid only £100 for it.

That was the beginning of many good memories of trips out to the ends of the Earth (New Brighton, Blackpool, Southport and Morecambe). Alas, there are also some bad memories of Dad getting up for work an hour early in winter to see if HRN 87 would start. If not, he would travel the five miles to work on his trusty bike. And this after the battery charger being on all night and a paraffin sump heater warming the engine oil (you golden oldies will remember these!). *(Aside from Joe W: my Dad also had a 103E in the early 60s. I can remember him bringing the distributor cap and leads into the house to warm up in the oven on cold mornings. My sisters used to call it Dad's spider.)* Spring came and an engine was sourced from a neighbour, Kenny, a dedicated sidevalver. Hey presto: better starting and fuel economy. Dad used the Pop for several years until a Hillman Imp (Commer) van came along and I inherited the Pop.

This was how I became an avid lover of sidevalves, learning by the seat of my pants how to keep it on the road on a miniscule, shoestring budget. I'll not bore you with all the gruesome details but after four years, two back axles, four engines, one clutch and countless part worn tyres, HRN 87 was sold to become a stock car.

Sidevalves had gone from my mind until the 1980s when I found an advert in our local paper: '1950s E494C 'Pop' van. Running order. Drive away.' So, I did just that! Straight to our local body shop and three weeks later she was on the road. Our local sign writer put 'Virginia Street Garage' (my business at the time) on the sides and it created a lot of interest. After a couple of years, I sold it to a

butcher to use in his trade and, lo and behold, it is now in the care of the FSOC E83W Registrar, Ron Taylor, who is intending to do a full rebuild to his exacting standards. Hurry up, Ron, we all want to see it!

Woodvale Classic Car Show near Southport has now sadly stopped but in the mid-2000s I attended in my 1950s E83W pick-up (nicely painted red with black wings). A marshal at the show directed me to the FSOC club stand. This was my first knowledge of the club and its members. I politely asked if I could park on the stand and my now very good friend Bernard Ellicott said, 'It's a sidevalve, of course you can.' And then, with the speed of a bullet and the dexterity of Paul Daniels, Joe Wheatley had produced, filled out and had a signed membership form and I was £28 lighter. All within minutes of my arrival. What an area rep he is!

So, here are a few tips to make life and the job of maintaining and repairing our cars a bit easier.

Firstly, always remove the earth lead / strap from the battery before starting any major work.

## Engine removal / replacement

No need to remove the metal floor section over the gearbox as Mr Ford put two large rubber grommets in holes in front of the gear lever to give access to the top two bellhousing bolts. Use a ½" socket on a long extension in your ratchet. Easy peasy. (The other bolts can be accessed from underneath the car.)

Control cables always fray and can be very hard to feed back through the small hole in the nipple, so don't disturb them. On the starter motor, just undo the two starter retaining bolts; leave the wire cable and battery lead attached. Remove starter from its housing and place on top of the steering box; it sits there quire happily.

The manifold to exhaust downpipe clamp can be awkward to remove and replace, and is tricky to seal, so don't disturb it. Remove

the dipstick tube by unscrewing it. (Stick a screwdriver into it in place of the dipstick.) Remove the throttle linkage between carb and throttle arm. Undo the clamp holding the outside of the choke cable and remove the choke plunger, complete with spring and cable, by undoing the brass retaining nut in the carb. (This again saves refitting a frayed choke cable.) Undo the four nuts holding the manifold to the block ( $\frac{1}{2}$ " socket in a ratchet and short extension again; these nuts should be brass). Pull the manifold, complete with carb and exhaust pipe, off the studs towards the inner wing and secure with a bungee cord.

### *Water hoses*

Remove the top hose from the head, but leave it connected to the radiator to save damaging the rad (assuming the hose is OK). You have to remove the bottom hose completely as otherwise it fouls on the front engine mounting as you remove the radiator.

### *Radiator removal*

The two bottom mounting bolts are upside down (nuts uppermost) to allow for the fitting of the mounting springs and it is difficult to get two hands on top and bottom together. Put a piece of newspaper inside a  $\frac{9}{16}$ " ring spanner and push it on to the nut (after removing the split-pin) so it is a tight fit. This will keep the spanner on the nut while you shimmy underneath with your long extension on a  $\frac{9}{16}$ " socket and undo the bolts, as the nuts up top will be held in the spanner.

### *Shockers*

To top up the shock absorbers (rear ones especially), buy a small, cheap oil can with a flexible spout. You can then top them up without removing the back seat and the access plates underneath it.

### *Fan belt*

Fan belts can be awkward to fit, especially if your engine mountings are 'tired' as the crank pulley then runs too near the crossmember. Place a piece of wood and a jack under the sump, raise the engine by  $\frac{1}{2}$ " or so and then belt fitting is easy. If the engine mountings need replacing, use the same trick with wood and jack to take the weight off them.

### *Speedo inoperative*

The first thing most people do is to fit a replacement cable to replace a broken one. But why is the cable broken? Often this is because the speedo head (the 'clock') has seized up with lack of use. So, remove and check this before fitting a new cable or the new one will only break like the first. If the speedo head is stiff / seized then WD40 or similar down the drive shaft usually works. The speedo head can be stripped and repaired but it is a fiddly job (not that I have ever had a speedo in bits!).

### *Engine timing*

As you may well know, there is a pin in the timing case to check timing for 'top dead centre'. (Unscrew the pin from the cover,

reverse, and poke it through the hole it came out of.) It is awkward to hold the pin in to locate the indent in the timing gear while turning the engine on the starting handle at the same time, so only do it once! When you have found the correct position, mark the crankshaft pulley and timing case with some Tippex so the correct position can be easily found next time.

### *Distributors*

Very few people realise that there is a lubrication point on the side of most upright distributors in the guise of a brass 'nut'. Turn this slowly and a hole will appear. Put in a few drops of engine oil every few months to keep the 'dizzy' spinning.

I hope that you enjoy driving your sidevalve as much as I do working on them. They are of such simple design: basic, economical and easy for the average motorist to maintain. But, in my opinion, their biggest failing was the lack of proper oil filtration. Who but the most conscientious driver would change the oil every 1,000 miles? And, unlike today's oils, old type mineral oils (which must be used in our cars) do not possess the lubrication technology which allows modern synthetic oils to be used for high mileages between changes. And I think Henry Ford spent more on grease nipples and clevis pins than on any other part of the cars!

Happy motoring.

PS. Oil your boot, bonnet and door catches every year and you will be surprised how easily they will shut.



Dave Frost

# Choke and Starter Knob Cable Replacement

Replacing the inner choke or starter cable is necessary where a matching new replacement is not available. I have sorted some pictures of procedure I have used many times for restorers. I should also add that the following is intended as a guide where the repairer has sound workshop skills and knowledge.

The shaft is crimped, thus retaining the cable securely. This action also forms a keyway to preserve the knob orientation. Photo 1 shows a bar I use to pull the knob from the cable. A tyre lever should do it. Measure the cable length now, but if the cable was incomplete then carry on.

A small hole, just allowing the cable to pass through, is drilled about 12mm in from the end. With the knob resting on the bar, the cable is gripped very tight in the vice jaws. Raising the long end of the bar, as in Photo 2, the knob should begin to move upwards. It is usual to reset this arrangement at least once more to achieve full separation. Prepare to catch the knob before it falls on the workshop floor.

There are a number of cable types I have tried but a 7/7 seems to best resist being distorted by the pinch screw. This is seven-stranded cable where each 'strand' has seven strands of fine wire. I bought my cable from a rigging supplier on the internet.

The next stage is to drill the shaft carefully to suit the new cable. A sharp bit, high rpm and slow feed are essential. The shaft must be firmly supported vertically, as in Photo 3. I had only a completed assembly but hopefully the picture conveys the idea. Drill down only as far as bottom of the original hole.

The new cable must have a neat cut end, which can be attained with a sharp cold chisel and a steel block, or one of the special but expensive cable cutters. Next, degrease the cable and fix in place with a high strength anaerobic adhesive such as Loctite Bearing Fit.

Once the adhesive has attained full strength, up to 24 hours, the cable can be cut to length (Photo 4). If the correct length has to be found empirically, cut over size and mark the final length with felt tip pen in situ.

I usually finish the cable by 'tinning' the last 12mm with solid solder using phosphoric acid flux on stainless cable. Jenolite works. This stops the end fraying and spiking one's finger. For original type cable, resin cored solder works well. Note that good ventilation plus eye and skin protection are essential when soldering. Finally, you should lightly lubricate the cable, assemble, and tighten the pinch screw about a quarter turn from finger tight.

Next time: renewing the outer cable.



Photo 1.



Photo 2.



Photo 3.



Photo 4.

Michael Loveridge

# Ford Pop Tale

Back in 2018, my wife Lisa decided that she would like a smaller version of our Mk 1 Ford Consul to take to shows and generally run around in, so the search was on. We needed a Small Ford. It wasn't long before we came across KFL 201, a 1960 Ford Pop, at a garage in Northampton. A guy traded it in for a 3 Series BMW after he bought the Pop a few months before for it to be his daily driver and it didn't work out for him. So, we checked it over, a road test was completed and a deal was done. It was late on a Wednesday night. They wanted to check it over as it had just come in that day, so a deal was done and we were to collect it the following Saturday morning.

In the meantime, we searched the internet using the registration. An interesting history was about to unfold. After Lisa had become a super-sleuth, we found out that the Pop was first registered in Peterborough on 1st January 1960, but until 1991 it lived in Northampton. Its first owner was a renowned artist, George Herbert Buckingham Holland, who has paintings in the National Art Gallery. After the first owner passed away in 1991 and the car was sold on it moved around the country to a further six owners, who all added and then removed their own stamp on it. At one point it had an airbrushed mural of Marilyn Monroe on the bonnet!

One of the previous owners restored the bodywork, then it was sold on with no interior. When the next owner brought the Pop home on a trailer in 2010, his neighbour came across as he was unloading and told him that he had had a Prefect new-old stock interior in his loft for the last 40 years! This is still fitted in the car, and although we have had to have one of the seams re-stitched, it's still in great usable condition, although slightly faded by the sun.

Since we've become its most recent custodian, lots of work has taken place. The first job we found needed doing almost immediately after purchasing was the axle halfshaft seals leaking. Not one to do things by half, I decided to rebuild the axle. This took a while to complete as I had nowhere really to do



Engine bay.



Interior.

it. Once done it was out on the open road again for the Pop, though things as always didn't go quite to plan. There isn't much that hasn't been replaced or repaired since we've had this in the fleet. The Pop is an ongoing project. As we speak, I'm tidying up the interior, replacing the roof lining, new soundproofing, new carpets, repainting and repairing as needed and all new window rubbers fitted too.

We're not looking for a show winner, nor a trailer queen, just a reliable, usable 100E that can be used throughout the year as and when we want to. We have no intention to change the

running gear, or make any other changes on the car. It still has the vacuum wipers and there are no plans to change those either as that's all part of its charm, and it's also usually the first question at car shows – after the usual, 'My Dad had one of those.' Once we've finished the interior, the next job on the list is the bodywork, as it's starting to show its age and work needs to be done to preserve it.

If you want to find out more of the trials and tribulations of the work we've carried out since we bought it, have a look at its very own Facebook page, 'The 60 Ford Pop'.