

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Regalia: Clothing, Books, Manuals, and More

NEC Classic Car Show | My First Car | Rear Brakes

www.fsoc.co.uk Happy Birthday, Henry | An Irish Tale: IN-3836





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

Copy deadline is the tenth of the month preceding publication.

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John Porter

Editorial

I would like to start off with wishing you all a very sidevalve Christmas and New Year.

The last few indoor shows have ended and we are into the closed season for events. What a summer it has been, with hardly any show rained off and the most glorious weather for an impromptu run out. However, those of us hardy enough will attend some of the pub / café meets locally to keep our sidevalves exercised during the winter lay-up. Much is written every year about the best procedure for protecting our vehicles during a largely inactive period, and no doubt the classic car magazines will feature some guidance. Some hints are below. Treat them as a starting point as you may read of more preparation points elsewhere!

1. There is no substitute for a garage!
2. Get a smart charger to keep the battery in trim, and disconnect the battery.
3. Clean the vehicle inside and out – treat any unprotected body work.
4. Plenty of ventilation, such as opening the garage door regularly to change the air.
5. Change the oil and filter (if you have one) and don't leave the fuel tank near empty.
6. Protect chrome with a preservative or vaseline / grease.
7. Inflate the tyres to correct pressure – better still, take the weight off the wheels.
8. Leave the handbrake off.
9. Invest in a suitable dust cover.
10. Make sure antifreeze is fresh and topped up.

If the weather is not too cold then it is worth getting to grips with some of the little jobs that have been put off during the rally season. Before you start, though: if you don't own a comprehensive tool kit, once you start restoring a classic you soon will. If you're even contemplating doing some of those jobs, you'll need a decent set of hand tools – spanners, socket set, screwdrivers, hammers, the list could go on. If you're going shopping, buy the very best you can afford. These tools are going to be used for many years, so buying cheap is a false economy. Low quality tools will slow you down. They break or just don't work as they're meant to. The good news is that decent tools are very much more affordable than when our cars were everyday transport. Refer back to Jim Norman's advice in the April, June and August issues this year on the tools to use. Our Fords

were well made compared with some others not to be mentioned, and were thoughtfully designed to require a fairly compact range of A/F spanners: 3/8 to 15/16 will get most parts off. Most of the spanners and socket sets are metric these days, so don't get lumbered with these as they won't fit properly.

If you get desperate ...



This is what old Ford owners used to have to deal with.



With anything that you decide to take on – know your limits! If you are not sure about a job to be done or how to do it then first of all read the relevant section in the workshop manual. Haven't got one? Then get one from the club stores. If you are really unsure, someone from your local group can usually advise as they may well have done the task themselves. It doesn't mean that they will do it for you too! One thing to remember, if the job to be done is beyond your capabilities, is that the local modern

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garage is probably not the best place to get the work done – for many reasons. A busy garage wants the job in and out, not stuck on the ramp waiting for parts, and you have to consider that actually they may not have the knowledge

to do the job anyway. Cars have changed so much that asking a modern experienced technician to set up your old Ford's rod and cable brakes may be met with puzzlement or disdain...

Brian Cranswick

Events

The 2018 season is now well and truly finished, although it's really good to have already received some notices for 2019, which will be the fiftieth anniversary of our fantastic club!

A reminder to all the area groups: please keep the Events Co-ordinator notified at events@fsoc.co.uk for all your events that will have an official club stand and any road runs, etc., as this a requirement for the club's insurance cover.

These listings are only a few of the events. For a more comprehensive, up-to-date list you should refer to the events page on the club website, or just get in touch with your local area group.

9th & 10th February, Club Stand at The Great Western Footman James Classic Car

Show, Bath & West Showground. Ivor Bryant is organising a club stand and needs some more cars for the event.

28th April, Annual Drive It Day. Details of future club events to be advised.

28th April, Kent All Ford Show, Aylesford Priory (near Maidstone) ME20 7BX.

14th July, Atwell Wilson Motor Museum, Wiltshire, proposed club stand event as part of the FSOC 50th anniversary celebrations.

21st July, Old Ford Rally, Gaydon, Warks CV35 0BJ.

4th August, Northern Sidevalve Day, Hebden Bridge Vintage Weekend. This is a joint event with the Yorkshire / Merseyside / East Lancs groups.

Joe Wheatley

Membership Secretary Report

Since March we have had 90 new members join the club, most of these from online applications. At the end of October we have a grand total of 1,134 paid-up members. This will of course go down at the beginning of next year, as some individuals do not renew, but I hope some time next year to get up to the magic number of 1,172!

The first renewal form came out in the October magazine and the second will be enclosed with this December edition. By the end of October, I had processed a couple of hundred renewals but am aware that I have another 900 or so to do! Can I ask you all:

- Please renew online if you possibly can. Online renewals are much quicker for me to process.
- Please renew early (like now!) so I am not

buried by them after Christmas.

- If you are not sure if you pay by Direct Debit, drop me an email!
- If you do pay by Direct Debit (and have not already done so), please can you complete and return a form to me indicating if we can share your contact information with other members. This is to help us comply with the GDPR regulations which came in earlier this year. If you don't want to post a form, please send me an email answering the question: *Are you willing for your contact information to be given to other FSOC Members?* **Yes / No.**

Season's Greetings to you all and happy sidevalving in 2019!

Joe Wheatley – Membership Secretary

Håkon Øverland

Scandinavia

Important information for Scandinavian members

I have now been Regional Contact for Scandinavian members, comprising Denmark, Finland and Sweden as well as Norway, for many years. I never had very much to do in my position as Regional Contact, but some of you have contacted me, and I hope I have been of some help. On the other hand, some of you have been of great help to me!

When I started out in my position, I tried to have a little contact by at least sending a New

Year letter to 'my' members in Norwegian. At the beginning I believe there were some 17 members, and from time to time I received news from the club of new members registered. I never received any notice of members not continuing their membership, unless the members themselves notified me directly. The result was that I finally had a list of about 30 members. When I finally asked for an updated list of the Scandinavian members, I got a list of only 16 members, seven of them known only by their membership number or their first name. The consequence is that I do not really know who on my original list are still with us and who are lost to our cause.

This is a problem due to the new European laws on personal data protection. If the individual member has NOT given written consent for their personal data to be shared with other members, then the club does not reveal such information: so please, *mark this on the Membership Renewal Form* that you

receive every year. You are asked to indicate, Yes or No, whether you give permission to reveal your personal data to other members. Many members overlook this.

The list I have in front of me right now shows one named member from Finland; five named members and four unnamed members from Sweden; two named members and four unnamed members from Denmark; and one named member from Norway (myself). It is a curiosity that I, who represent one of the countries with least members, should represent Scandinavia, and I have suggested to the Regional Co-ordinator that it might be time for me to step back. He has asked me to hang on for now, but I urge any of the Scandinavian members to consider the possibility of taking over from me. My thought is that one of our Swedish friends would be ideally suited to take on that task.

I wish all my Scandinavian friends, as well as all the rest, a Merry Christmas and a Happy New Year.

Sally Litherland

Wiltshire

Welcome to new member Maggie Davis and her FGC (Funky Green Car, below)!

Also shown are Rob and Tracy Howes with

their car and family, meeting at ALDI before heading to Mudeford Quay for Classics on the Prom, with the O'Sullivans and Mike Howlett (the four cars below).



Sixness

According to our Facebook posts there is a lot going on in sidevalve maintenance departments now that autumn / winter has arrived, and I also can report that Molly has her shiny new

stainless steel exhaust supplied by Neil Patten from the club stores. It is a treat to drive with the windows closed, but I almost wish I could drive her upside down to show it off. I have noticed several reports about poor starting in this damp weather and Molly, now in her early 60s, also suffers terribly with this Winter Sixness. Cures I have found to work involve a small wooden clothes peg and a starting handle. Actually, the other way around – start with the handle, then go for it with the clothes peg. 12V? No thanks, we will suffer in style.

Sixness (sometimes referred to as '6Vness') occurs in many cars. Several makes began to move to 12 volts in the 1950s. Our beloved sidevalves made the change in 1953 with the 100E, but the humble 103E soldiered on with 6V to the end in 1959, so Molly was one of the last to have this Sixness lurking in her DNA.

Happy Christmas to you all, especially our Wiltshire / Hampshire / Dorset group – weather permitting you might just find us at Old Sarum Airfield on the first Sunday of any month where classic cars informally meet during the day.



Joe Wheatley

Merseyside

Tatton Park: our pitch.



Astle Park Steam Rally, Chelford (Sunday 12th August)

The weather forecast for this event was for rain all day, so Dave Rothwell and Bernard Ellicott decided to stay at home. However, having nothing better to do, I decided to go anyway. I could attend the morning service at Chelford Parish Church and loiter in there in the afternoon (they do teas!) if it was raining. I set off in the rain at about 08.00 and arrived by 09.00, by which time it had stopped. Though a bit muddy on the roadways, the grass was dry, and it did not rain again all day.

I soon spotted Julian Heath's 100E and I also bumped into Mick Grindey, who was there with one of his many motorbikes. I also spotted a Patisson Tractor, powered by a 10hp Ford engine and gearbox. Always a good show, this, with hundreds of tractors and commercials, and dozens of steam engines. A good variety of stalls and a wide choice of catering. When the forecast is good, I'm surprised we don't get more FSOC members here.



Julian Heath's 100E at Astle Park.

Tatton Park (Saturday 18th and Sunday 19th August)

Our second visit to Tatton this year, and it looked like the beautiful summer weather was going to turn on us. Because travelling anywhere on a Friday afternoon is now almost impossible, we agreed to meet on the Friday morning to set

up our marquee, etc. As Stuart Battersby has been exiled in New Zealand, we had to call on Peter Tinsley to bring his mower all the way from St Asaph, but at least the earlier finish meant he could get home again in reasonable time. Steve and Ken McKenna took the morning off to join us but Mike Brocklehurst was not able to come, so I persuaded Ron Taylor to join me in his stead. This was Ron's first time on the set-up and he was surprised how much longer it takes to erect the marquee than to take it down! He arrived at my house in his E83W, which kindly marked its territory in the road outside my house. (I think Ron has fixed that oil leak now.)

We arrived before the pitches were fully marked out, but found our generously sized plot near the hospitality tent. The hot weather had kept the grass short, so Peter's mower needed only one pass, and we were all done for 13.00 and home in time for a late lunch.

The weather was overcast on Saturday, but improved as the day went on. We did have a bit of rain on Sunday but managed to get the marquee away dry. Attendance was a bit down on previous years, but we managed a total of 21 cars (including a couple on non-Fords!) over the two days.

Saturday: Albert Walsh (Black 1957 100E Anglia); Gordon Buckley (Morris Minor); Ian and Sheila Sidebotham (Black 103E Pop); Jim and Lillian Norman (107E Prefect); Mick Grindey (Red 1933 Y Pick-Up); Peter Tinsley (Blue 1938 7W); Robert Singleton (Austin A35); Bill Moore (MG Midget).

Sunday: Ken McKenna (Black 1936 CX Fordor); Mick Grindey (Black 1933 Model Y); Paul Whittles (Black 103E Rod); Peter Tinsley (Maroon 1938 E93A Prefect); Steve Edge (Black 1954 103E Pop).

Both days: Alastair Broome (Black 1933 Y Tudor); Arthur Speakman (White Falcon Caribbean); Dave and Sue Rothwell (Mk2 Cortina Savage); Joe Wheatley (Beige 1952 E493A Prefect); Kevin Appleby (Black 1949 E493A Prefect); Nigel Hilling (Blue 1953 E494A Anglia); Ron Taylor (Green & Black E83W Van); Steve McKenna (Blue 1953 103E Pop).

We did very well for prizes on Saturday. Peter Tinsley got 'Best Sidevalve' (again!) with his lovely Model 7W; Albert Walsh was delighted to



Tatton: Albert Walsh — Best Unrestored Car. Very happy man!

be awarded 'Best Unrestored Car' for his 1957 100E Anglia (possibly the organisers heard the big ends knocking as he drove in ...); and Ron Taylor got 'Best Commercial' with his E83W. Three very happy chappies.

No prizes on Sunday (mustn't be greedy) but another enjoyable day. Only 13 cars (unlucky) so we were a bit thin on the ground. I hope we can put on a better display next year.

By the time you are reading this, we will have enjoyed our Christmas meal at the Bottle & Glass (10th December) and Christmas will be just a couple of weeks away. Merry Christmas to all, and a peaceful and healthy New Year.



Tatton: Mick Grindey's Model Y Pick-Up.

Robin & Jennie Thake

Three Counties

It's that time of the year again when it's time to wish everybody a Happy Christmas and a Happy Sidevalve New Year.

With our cars back in the garage until the Spring and warmer weather, it is time to do some planned maintenance ready for an event-filled new season. David Heard investigated the 103E clutch problem, and found that at some point the clutch fork had had the rivet replaced with a nut and bolt, and the bolt had sheared. I reamed the hole out oversize and made an oversize rivet, so all should be well when reassembled.

On my own car, I have been replacing the gearbox input and output bearings, replacing the worn universal joint and overhauling the rear axle. Another group member, John Brown, has finished the restoration of his previously acquired Model Y and had it successfully inspected by a DVLA representative to obtain an age-related number plate, so now it can join his 103E Pop on the road. We look forward to seeing it out and about next year.

Looking on Facebook, it is good to see David Taylor's E04A, now owned by Laurie Meneer, getting many miles and photo opportunities under its bonnet.

Our last show of the season was the North Norfolk Railway 40s weekend, where we met up with the Y&C Club and also Mike Capps in his 103E Pop. It was busy and enjoyable as ever, and little did we know at the time that while our Anglia was on display at Holt, Laurie's was on display at the other end of the line, at Sheringham in the Main Street.

My final outing of the year was on the London to Brighton Run, as a passenger in a 1903 Darracq on a lovely fine day. The Mayor of Crawley showed a great interest in our car and had a ride round the square in it before we went our separate ways.

Tim Griffiths

Somerset

Summer season!

So, another season of events has concluded in Somerset. We have had good days and bad days, as I am sure most of you have encountered this year.

Wednesday evenings have been much the same as previously, with attendance spasmodic but consistent, but it would be nice to see a few more of you. We had a lunch time meet at the Eagle Tavern, Buckland St Mary on Sunday 21st October. A few friends that

we meet at the various shows we attend came along and made an enjoyable time.

One sidevalve came along to the AGM at Calne earlier in the summer. I went in my MG; it really is time I did more with my Prefect. It was a good day and the drive was good. It was a shame that we did not sport more vehicles from this area – there are enough of you out there. Next year sees the fiftieth anniversary of the club, so let's see if we can turn a few more cars out.

By the time you receive this magazine, the Somerset area will have enjoyed their

Christmas dinner at the Lamb and Lion, Hambridge. I hope that all has gone well!

I hope that 2019 will prove to be a year when I meet more of you, and maybe arrange a local meeting in East Devon. These meetings are not formal, but just a gathering for a pint and natter to pass on hints and tips that are covered in this magazine from time to time that we forget about.

Wishing all of you in Somerset and East Devon a Merry Christmas and a Happy New Year motoring in your sidevalves.

Ivor Bryant

Bristol & West

At the time of writing I have no confirmation of the club's being allocated a stand at the Great Western Classic car show at Shepton Mallet on February 9th and 10th, but am hopeful of getting space for six cars. I have three cars pencilled in so far so will be looking for three more.

Looking further forward and into the summer: we are proposing a club stand at the Atwell Wilson Motor museum event on Sunday July 14th. This will be part of the FSOC fiftieth anniversary celebrations. The museum is outside Calne in Wiltshire where last year's

AGM was held.

I will provide further booking details in the next issue of *Sidevalve*. The museum will be celebrating 60 years of the Mini, hopefully having 60 Minis at the event ... Can we get 50 sidevalves? Eighty seven would be amazing?

Brian Cranswick

Cambs, Lincs & Norfolk

I have another recent sidevalve sighting to report, seen at my local town show in Whittlesey: a very smart looking 1936 Model Y, reg No DLX 415.



It even had the original Ford oil can under the bonnet!

I do know a little about this car, as it was once owned by a director of the main Ford dealers in Peterborough, which was known for many years as Peterborough Motors and is now T C Harrison. Mr Reed had a large collection



of old Fords. He eventually sold the Y in the early nineties to a local retired farmer, who has his own personal museum of old tractors, motorbikes and cars. A friend of mine was asked if he could get the Y back on the road, as it had spent the last twenty years in the back of the museum, being completely surrounded by a mass of other displays. It seems very little work was actually required to get the car up and running, as it had been previously well looked after by the Ford mechanics at Peterborough Motors, so it's good to see the car being used again.

I would like to take this opportunity to wish all the club members a very happy Christmas and New Year.

Julian P. Heath

North-West Midlands & Borders

The 2nd October saw the last of our monthly meets for the year. On a cold dark night, a new member, Chris Simcock, turned up in his 1953 Anglia. Chris lives in the Staffordshire Moorlands and put us all to shame with the only sidevalve in the Peacock pub car park.

Sunday 7th October saw a good turnout of classics at the Foxfield Light Railway (ST11 9BG) steam day. I got talking to a gentleman named Ivor (non-member), who turned up in a black 103E, and gave him a flyer and details of the FSOC. He seemed keen to look us up on the website. Also at Foxfield was a 1939 V8 Flathead (at least it was a sidevalve!).

On the weekend of 14th October, I attended a meet at Alderford Lake, near Whitchurch. Unfortunately this was a washout and only a handful of classics turned up to brave the downpour and cold. Chris Simcock, with his E494A Anglia, and I were amongst the die hards! On a positive note, the local press and photographer were in attendance, and due to the lack of cars there, we had our photos taken and printed in the *Whitchurch Gazette*.

By the time this is printed, the NEC show will have come and gone. I think that all round it is a good season closer, despite the cost of admission, which I think is priced a little high! Not to mention food and drink prices ...

For the last few years, I have attended a classic breakfast meet organised locally at Stone, Staffordshire: classics, Yanks, and usually a few modded hot rods. These meets usually take place on the third Sunday of the month, and a few 100Es and uprights are in attendance. Tea, coffee and bacon butties are always available.

Work continues on my own 100E, with new rear shackle pins / bushes and shock absorbers to fit. On stripping the old shackles, it appears that someone had replaced the originals with longer ones – not much longer, but obviously I could not use old inner shackles with new outer ones. A quick email to Neil Patten resulted in a pair of good second hand plates. The car now sits better and handles (slightly) better. Hopefully, my list of to do jobs is getting smaller!

May I take this opportunity to wish all you sidevalvers a Merry Christmas and a Happy New Year!



Foxfield Light Railway



Alderford Lake

Mark Harvey

East Midlands

It's been a pretty quiet time of late due to one thing or another, so there's not much to report. We are only a small group but it's certainly a great bunch of people! They turn up every month – some regularly, some not – but everyone is a valued member and a friend.

I have asked them to put pen to paper and tell us about their pride and joy. First up is Steve Callis and his Upright, Poppy. Thanks to Steve for putting pen to paper, and we look forward to seeing him out in Poppy in 2019.

Poppy – Steve Callis

I bought the car around 1994 from a friend in Market Bosworth. The car was in a dark garage behind a pub and it was only once it was out that I realised the extent of the work needed! I set about stripping it back to the bare shell. Some welding was needed around the bulkhead and the rear wheel arch. It became clear that the wings had been filled around the seams, so I cut the wings off and set about the mega task of making and welding on new seams. The car was then stripped back to bare metal and sent for a paint job. While this went on I sent the engine off for a rebuild that included a re-bore, new pistons and rings, reground crank and mains.



Next, the rebuild! The car ran great until a valve stuck and broke a follower. I started to strip it again but with things going on at home I pushed it into storage.

Fast forward 18 years, and the farmer of the



Poppy – driven with pride!

farm where the car was stored rang to ask if I wanted to sell it. The potential buyer, however, thought £400 was too much! I'd moved house and become friends with my neighbour, Mark, whom I'd been helping restore a 2CV. We talked about my old car in a shed on a farm. I didn't know how good or bad it was but he persuaded me to go and take a look. We pulled it out and trailered it home, and once again stripped it down.

The shed had leaked, and the roof and roof lining were gone. Sills, rear quarter, driver's floor all had to be replaced. The engine was stripped and looked in great condition. I replaced the valve and follower from before, and put all new seals in.

During a conversation about the engine, I realised that it was in fact from a 100E. I re-sprayed the shell again and a few missing pieces were replaced from the stores. The car was finished! My wife was ready to take it out on a run but we agreed to just pop round the block first. We were very glad we did as it overheated! It went back in the garage and that put an end to last year's Drive it Day – although

we did go but in my wife's old Mini!

After much searching, I managed to source a new radiator and it cost a lot of money! With winter here I put the car in the garage. The wife's Mini had not long had the seats reupholstered. I was very pleased with the result and cost, so decided to send the Pop's off to be done. While they were away, I decided to sort the boot out as the carpet was stuck in. Unfortunately this opened a can of worms! I found some fibreglass repair, so out came the grinder. New panels were welded in and resprayed. I have since added a few modifications – electric washers, oil light and temperature gauge – and have also converted it to 12V negative earth, though I have used as many original parts as possible.

It was during a visit to my second home – my doctor's waiting room – that I bumped into the original owner. I told him I still had the car and he went on to tell me that his brother had filled and painted the car by hand. He went on to say that the original engine had blown up. Fortunately the local scrap yard had a smashed Anglia in and they did the engine swap for thirty quid!

Nigel Hilling

Yorkshire

News

We are approaching the end of another year, during which we have been blessed with good weather, on the whole. Not in all cases, though, and a few events in the area were unlucky enough to have torrential rain on the day, despite dry weather the day before and after.

Our monthly meetings continue at the Reindeer on the last Tuesday of the month, except for December, when we will have had a Christmas meal at the Reindeer on the fifth and there will not be an end of month meeting. The Christmas meal was once again fully booked, but if you would have liked to have attended then, again, I ask that you let me know in case I need to consider a larger venue for next year.

Compliments of the season to everyone – don't forget to renew your subscription, and I hope to see many of you in the New Year.

Northern Sidevalve Day – 50th Anniversary

As part of the celebrations for the fiftieth anniversary of the formation of the club, we will once again be using the Hebden Bridge Vintage weekend as our Northern Sidevalve Day. This is a combined Yorkshire / Merseyside / East Lancs event but all are welcome. Date for you diary: Sunday 4th August 2019. Entries usually open in January.



Photo 2

York Racecourse

This event, run by the York Historic Vehicle Group at the Knavesmire, is usually one of our last outdoor shows of the year. The weather forecast leading up to the event was not good but it stayed dry, albeit cool and breezy, all day. We had a few no-shows on the day but brought in a few friends to bolster the numbers (Photo 1).

Edinburgh Trial (in Derbyshire!)

I was on observing duty again this year as Chief Official on Haydale, near Peak Forest in Derbyshire. The bottom of the hill was often a quagmire and as challenging as the hill itself, but that was filled with hard core a number of

years ago, leaving just the loose rocky hill to contend with, as seen in dry conditions a week before the event (Photo 2). What a difference a week makes. The day itself was wet so we were out in the rain from silly o'clock in the morning for six hours, getting the 220 or so entries through the section, all without incident. Still, there is no such thing as bad weather – just the wrong clothing. After the course closer went through, we were off to the breakfast halt at the Duke of York on the A515, south of Buxton, for a well earned cuppa and sausage sandwich to revive the spirits.

This year saw the return of a famous section to the event, Litton Slack, after much negotiation with various bodies afraid that a few bikes and cars were damaging the environment! You could never tell we had been there from one year to the next, and it was never open to any other events. We called in briefly on the way home to see one of the very few successful climbs by a car (Dudley Sterry in a 1930s supercharged MG J2). Another of the few to succeed was a jacked-up BMW, seen on YouTube at www.youtube.com/watch?v=q6enhASkM00. The bikes fared better in the wet conditions, with more successful climbs.

There was only one Ford sidevalve entry this year, a Dellow in Class 0, which unfortunately had to retire with gearbox problems at the start. There were plenty of other Dellos out but all were fitted with later engines and axles.

Photo 1



Fred Tutt

Surrey

Greetings from the Surrey Regional Group.

Those who read the Surrey notes in the October edition will have seen the news of a get-together organised for Surrey members, for which local member Wayne Parkhouse had kindly agreed to give a talk on his sidevalve experiences, and also to get feedback about what events to organise for 2019. Unfortunately, of the 40 members circulated by email and post, I had only four responses, including two confirmed attendances, although two apologies were received when the note went out cancelling the meeting. It's a pity, but clearly not worth organising something for which there is so little support. The saying about leading a horse to the water comes to mind.

However, one of the positives that came out of this disappointing experience is that Wayne has kindly volunteered to support the effort of trying to build a more active membership in Surrey. One of the ideas is to publish the stories of members who have restored or are undertaking the restoration of a sidevalve car by sharing their experiences, possibly as a motivation to the other enthusiasts. Wayne is a returning Surrey member, having rejoined the club a couple of years ago.

Wayne's story

My interest – and I admit my obsession – with sidevalves and classic cars started well over 20 years ago, and in that time I have restored a 1958 100E Anglia (425 FPE) and a 1957 F Type Vauxhall Victor (UDA 138), both now on the road. I have pursued my passion by visiting sidevalve events in Australia and supported a local 100E self help group, and I am now busy with the restoration of another 1959 100E (624 FKN: see photos).

I visited Australia with my father three times in the 1990s and early 2000s to visit my sister in Sydney and also to take part in the bi-annual sidevalve holiday with the Australian Sidevalve Club. These trips last a week and are hosted by members from different states. I went to the Riverina Round Up, which was a tour around the Barossa Valley in South Australia; the Goldfields Gathering, which was in New South Wales; and a week touring around Tasmania, organised by the Victorians. These tours are open to all club members and they attend from all over the country, with some members driving for days

just to get there! I have attended private car collections, museums and wineries, and had trips on paddle steamers on the Murray River – just amazing. Great fun and great company! On each occasion I was lent a car to use, including a Ford 100E Escort and a '58 Prefect called Dame Nelly.

I have also helped several sidevalve owners with the restorations and poor running issues. Most recent was a disabled chap in Southampton, who adored his car but could not find anyone to help with its poor running. He had contacted a friend of his who told me that he had changed the starter motor and rebuilt the carb. The starter motor turned out to be for a Mini and was not powerful enough to turn the engine quickly, and despite having been told that all the jets in the carb were clear, one was blocked solid. He later told me that he couldn't 'get that one out'. Fortunately I had taken a spare starter motor and carb with me, and the car was soon back up and running again. The owner later told me that it was 'running as well as it did when it was new!'

My latest restoration has had to take a bit of a back seat for the past couple of months, due to other commitments. However, she is back from her respray, after almost six months, and I am now rewiring her with new looms front and rear. Whilst she was away I completely rebuilt the engine – which unfortunately is not the car's original unit. I had to renew almost everything, and had the conrods converted to shells to overcome the problem of the white metal bearings. The seats have also been stripped, frames painted, padding replaced, and the covers cleaned and stitching repaired. When I found the car she had no paperwork at all, so if any members can add to the history of 624 FKN I would love to hear from you!

My 100E, 425 FPE, has also appeared in several films and TV series over the years including *Grantchester*, *Endeavour*, *The Bletchley Circle*, *Cemetery Junction* and *The Nowhere Boy*. If you are ever asked to use your car for any kind of film work, take some advice from me: don't take your eyes off the car and do not let anyone else drive it but you, especially the extras!

Finally, as Fred says, the plan is for me to team up with him to provide support to Surrey region members. If anyone wants to talk about sidevalves then please do get in touch. You will



find my details on the Regional Contacts page – I look forward to hearing from you.

Other news

I attended a meeting of the club's Regional Contacts held in Coventry in October, and had the chance to talk with Richard Greenaway (Kent) and Dave Pickett (Sussex) about a joint venture next year to celebrate the club's fiftieth anniversary. I am prepared to try to get another Surrey regional meeting off the ground in February / March next year, and perhaps, if we get support, this is one of the topics we could discuss?

In the meantime, if anyone wants to talk about ideas on how we might develop a more active Surrey Regional Group then please do get in touch. You will find my details on the Regional Contacts page and I look forward to hearing from you.

Richard & Trish Greenaway

Kent

Can't believe I'm writing this, but once again we've come to the end of another sidevalving year, meaning very little happens on the sidevalving scene over the next couple of months. (I guess that means the wife will have a list of jobs for me to do indoors.) We don't normally bother about trying to gather show dates until after Christmas, as that's when the majority come to light: then it's several evenings of email / telephone calls to get ready for where we are planning on attending during 2019.

Recent events

Unfortunately, we had to make the decision to cancel our planned end of year road run (23rd September) as the forecast was looking rather wet, as turned out to be the case.

Our final car event of the year was the End of Year Gathering in Offham village. This took place in glorious sunshine, which I'm sure was the reason that it was busier than in recent years. We had at least a dozen members present, with ten in cars and a couple who brought along their motorbikes. On the car front, as well as the regulars it was good to see John Gilkes out at a show for the first time in his 100E Pop. Another first for us was to have two Sivas at a show together (see photo). Mick Davis has been promising us he would bring his along all year, but he finally made it for our last event. Although now painted a different colour, it was once owned by Oliver Reed and used to reside in Jersey. As well as our usual Kent members – although not in their sidevalve – it was good to see Martin and Kate Doughty, up from Worthing.

Future events

Our only remaining event for 2018 is our annual Christmas meal which, as I write this article mid-November, is now fully booked. Please note there will be no monthly meeting in December due to the Christmas meal instead.

Into 2019, our first three shows will be: Saturday 6th April: Heritage Show, Maidstone; Sunday 21st April: Festival of Transport, Chatham; and Sunday 28th April: Kent All Fords Show. This event will be part of the club's fiftieth anniversary. We would like as many

FSOC Holiday 2019 Three Counties Group 7th–14th June 2019

For the past few years the Three Counties group has organised a summer holiday with their cars. We have extensively toured the south and east coasts, with a number of easy country rambles and excursions to museums and other places of interest. Last year we toured the Isle of Wight again and had a very enjoyable time, clocking up over 400 miles in the week.

This year we are planning a holiday at Warner Leisure's Gunton Hall, just outside Lowestoft – a country house complex that has been extended with a number of chalets and is within easy access of the east coast, Norfolk Broads and other attractions. Warner's always offer good evening entertainment and preferential rates for half-board (room, breakfast and evening meal), with many organised activities on site that can easily be reviewed on the Warner Leisure (Gunton Hall) website.

We are anticipating we will have at least

6–7 cars this year but would warmly welcome any member from other groups that would like to join us – with or without their classic cars. The agreed rate for 7th–14th June 2019 (Friday – Friday) is £529.00 per person, with 2 x double rooms available for single occupancy / no supplement, on a first-come-first-served basis.

For those interested, please contact Warner Leisure Reservations on 0330 100 9774, quoting Booking Reference 4300981. A £30.00 deposit per person is required, with the balance payable 10 weeks prior to the holiday start. You are advised to ensure you have cancellation insurance to guard against cancellation through illness, etc.

If you require further details, feel free to contact John Brown on j.brown532@btinternet.com / 01462 458362, or Trevor Seabridge on mherrick007@btinternet.com / 01462 455522. We look forward to welcoming you to an enjoyable week.



members from as far and wide as possible to join the Kent members, so please make a note in your diaries now. I've been asked by the organisers if I can gather all entries in and send in as one, so if you plan to attend, could you please send entries direct to us and not to Geoff Martin. Further details of the event will appear in the February magazine.

New members

We haven't had an update on new members lately, so if you've joined in the last few months and I haven't got round to contacting you, we will do so in the near future and hope to meet up during 2019.

May we take this opportunity to give a big Thank You to all those members from both Kent and the ones that have supported us from further afield at events / monthly meetings throughout 2018. It's been another great year in Kent with 43% of all Kent members participating in the group's activities. As it's the club's fiftieth year next year, let's see if we can push our percentage up to 50%. Remember, your car doesn't need to be in full show condition to come along to a show; as long as it's roadworthy, we would love to see you. You would be surprised how much attention a partly restored vehicle will attract at a show.

On that note, it just leaves us to wish you all a Merry Christmas and a Happy New Year.

John Duckenfield

Regional Report

It's very pleasing indeed to end 2018 on a positive note! The club now has 31 Regional Contacts following the recent appointments of John Simpson in Northamptonshire and Brian Sutter in Northern Ireland.

Northamptonshire: John Simpson

There are eighteen or so FSOC members with NN postcodes, but since Danny Moody resigned as Regional Contact a few years ago, this once thriving regional group has, sadly, disappeared from the scene. Regional groups are not postcode-based, however, and there are a number of members in neighbouring postcode areas within easy striking distance, so potentially Northamptonshire could once again have a successful regional group. John Simpson, a new member who joined the club in February of this year, has offered to try to do just that by becoming the Club's Regional Contact there. He writes:

'Hello; let me introduce myself!

I'm John Simpson, an active 70 years old from Wellingborough in Northamptonshire. I have done various jobs before I retired three years ago. I spent many years building diesel engines for Perkins Engines – for tanks, tractors and boats – and I eventually became a 'Rectification Engineer' for them. I've also had my own business selling soft drinks door to door, and for a short while worked for Cosworth Engineering building engines there. The last 16 years of my working life were spent as a postman.

I have always had a very keen interest in cars and have owned various cars over the years. In the years 1998 to 2000 I built a Westfield kit car with a crossflow engine. I still own this car and have carried out many upgrades. I also currently own a Ford Focus RS upgraded to 400bhp and of course, at the other end of the scale, my beloved Ford Popular 100E.

I'd be very pleased indeed to make contact with as many members in the area as possible so that together we can perhaps re-establish a regional group of FSOC members in the area. I can be contacted by email at: john-7oliver2011@hotmail.co.uk or on my mobile:

07548 514169. I look forward to hearing from you, but would appreciate it if you did not call after 9.00pm. Thank you.'

Northern Ireland: Brian Sutter

Brian lives near Carrickfergus in County Antrim, just to the north of Belfast. Currently there are some eighteen to twenty FSOC members with BT postcodes – some fairly near to him, others a considerable distance away. After giving the matter careful consideration, Brian has agreed to become Regional Contact – though he has asked if, initially, he could 'give it a go and see how things went'. All things considered, that seems a sensible way forward. Brian also explained that, living on the north east coast, it will be almost impossible for him to cover the whole of Northern Ireland as far as arranging meetings and so on is concerned. That too is not a problem, for at the end of the day we (Regional Contacts and Club Officials) are all volunteers doing our best for fellow members. Brian will certainly do as much as he can and no one can ask for more than that!

In fact, it opens up an opportunity! If anyone else with a BT postcode would like to become a Regional Contact elsewhere in Northern Ireland – in, say, the west and / or south – that would be great, for it might just then be possible for the two, possibly three, Regional Contacts to link up occasionally and comprehensively establish the FSOC on the ground throughout the whole of Northern Ireland. Yes, the groups would be small, but Regional Groups are not about numbers, they are about people. Even if there are only three or four members regularly involving themselves in the activities of any Regional Group, if they get out of it what they want, then, surely, that is what being a member of a club is all about.

Brian seemingly agrees! He writes:

'I have always had a fascination with all things mechanical. As a child I took my Hornby engines apart and polished the moving parts for a smoother operation. Scalextric cars were modified and fitted with oversize tyres for higher top speed. Bigger tyres were not available in the sixties, but apparently, if the original tyres were soaked in Clock and Watch oil overnight they 'ballooned' and also gave a

much better grip on corners!

At age 15 my first vehicle was an Excelsior 197cc motorcycle, urgently needing an engine rebuild and clutch re-cork, which was completed just in time for passing the bike test. Two years later the bike was replaced by a superb navy blue Ford Prefect E493A, complete with a heater! This car was eventually sold in 1964 to a student who was going to study at University in Scotland. The reg. no. was JVE 349 – is it still out there?

After this came a series of interesting projects: Austin 7 Opal, MG BGT, Series 'E' Morris 8, Sunbeam Talbot 90 Supreme, Austin 10 Cambridge, Porsche 911 Targa, Morris 10 ... and quite a few more, with the older models being the main focus of interest.



Moving into Decade 7 and with the aim of doing 'just one more', the obvious choice was the grey E493A Prefect above, thus enabling me to reflect on the happy memories of learning to drive and passing the driving test in the earlier blue Prefect. So far the steering and suspension have been sorted. Currently the brakes are nearing completion and the next item on the agenda will be the replacement of the wiring loom.

At present I am aware of only one other FSOC member in Northern Ireland, and would be very pleased to hear from others in the region. My contact details are: social email: brian.leisure@gmail.com; tel: 028 9335 3399 – evenings up to 9 pm. (Please do not call after this time. Thank you.)'

Whether or not John and Brian succeed in establishing Regional Groups is entirely dependent upon the support they receive from

members in their respective areas. Even if that support is not forthcoming, there is still great value in having an FSOC representative there. On behalf of the club I would like to thank them very much indeed for taking on the role and welcome them both to the Regional Contacts' network.

2019 – looking to the future

There are now 31 Regional Contacts throughout the UK and that is to be celebrated! They do an excellent job in a variety of ways – some co-ordinating the activities of a Regional Group, others helping members and the club whenever they can. Either way, the contribution they make is greatly valued. Over and above that, they are an excellent link between members and elected officials, and have contributed significantly to the club's continued development.

However, despite all our efforts over recent years, as we move into 2019 there are still a few areas of the country where the club – and of course the members living there – would benefit from having a Regional Contact. The whole of Scotland for example, is currently covered by Robin Barlow, who does an excellent job on the club's behalf, and whilst there are not vast numbers of members in Scotland, there are certainly enough to have more than one Regional Contact covering the whole of the country. In the densely populated Central Lowlands, for example, since the sad loss of Graham Little, the FSOC is still not represented in either the Edinburgh or Glasgow areas, yet there are clusters of members in or within easy reach of both of these major cities.

Similarly, South Wales has no FSOC representation despite the fact that there are between 15 and 20 members living along the M4 corridor: six with SA postcodes, six with CF (thank goodness it's a draw!) and four with NP.

England, too, has its areas where the club is not represented on the ground by a Regional Contact. Despite now having a foothold in the north-east, with recently-appointed Darren Bell in Durham, the Newcastle area is still without

a Regional Contact – despite the fact there are currently at least 14 members with NE postcodes. Moving down the east coast, north Norfolk is without representation and yet there are 20 or so members with NR postcodes. Finally – perhaps the most embarrassing gap of all! – Oxfordshire, the county in which the club's headquarters are based, does not have a Regional Contact! Whilst there are not large numbers of members with OX postcodes, there are certainly enough in and around to form a small regional group.

There are one or two other areas that could also be mentioned, yet all it takes is for someone to take the initiative and become a Regional Contact! The role can be as demanding and time-consuming as you want to make it, so if – like John and Brian – you feel the time is now right for you to make a positive and rewarding contribution to *your* club, please consider becoming a Regional Contact. Just get in touch with me and I shall explain the painless process that is involved, and answer any questions that you might have. There will be no pressure put upon you, for there is absolutely nothing to be gained from trying to persuade someone to do something which they do not really want to do or to which they are not particularly suited! Contact details of all club officials can be found on the centre coloured pages.

International news

Members will read in Håkon's Scandinavia report that he has more or less decided that the time has now come for him to step back and pass the baton on to someone else. He has, as he says, 'hung on' as the club's Scandinavia contact at my request for some time now, and I am extremely grateful to him for so doing. Håkon is indeed a true and loyal FSOC member. He has been a great ambassador for the club and, remarkably, has attended nearly all AGMs over the last fifteen years!

I shall be extremely sorry when he finally leaves his position as International Contact but, in all honesty, to prevail upon his good nature

any longer would be unfair. So, if any member living in one of the Scandinavian countries (Sweden perhaps – as Håkon suggests?) would like to take over being the club's International Contact there, please get in touch with me (or Håkon if you would like to discuss it with him first) and I shall explain all that you need to know.

Finally – to all members... please...

In his report, Håkon also mentions the new European-wide Data Protection legislation that has recently been introduced. The FSOC for its part has *always* done its very best to uphold the law relating to such matters, but it can be difficult and frustrating at times! Not because of the law – that's quite clear – but because of the failure by members to complete the relevant section on the membership renewal form – and the initial membership application form, for that matter! Whether members do or do not want their details known by other members, it's not a problem and will of course be respected, either way.

The frustration comes when members (approximately 50% of them) fail to give any indication as to their preference! If the question has not been answered then the default answer (by law) is 'NO' because permission for personal details to be passed on to other members has not been specifically granted, yet club officials (including Regional Contacts) 'know' (believe?) that many of them have no objection whatsoever! They often tell us so when asked!

So please, as Håkon says, when completing your membership renewal form in the coming weeks, make sure you complete the 'YES'/'NO' section relating to Data Protection. By so doing you will remove any ambiguity and reduce a great deal of frustration for club officials regarding your personal details! Thank you!

Merry Christmas and a Happy New Year!

John Porter

NEC Classic Car Show 2018

Another busy show for the Coventry group, with a club stand to be proud of. We were celebrating the seventieth anniversary of the introduction of the E494A Anglia and E493A Prefect, both appearing for the first time in 1948. The two cars representing the introduction were the Anglia belonging to local member Mick Hartley and Colin Bull's Prefect. Also on the stand representing the later sidevalve range were John Simpson's 100E Popular and the 300E van from the Andrew Bailey Collection (Hinckley). Neil Bannister's E494C van attracted great attention on the

corner of the stand with its patina of many decades, which Neil intends to keep, but he will add rear doors!

The novelty of this year was the Ford apprentices' Model Y cutaway rolling chassis owned by Steve McKenna. This was one of 50 produced for training the Ford apprentices of the period. Most of the mechanical areas had cut out areas for the instructors to demonstrate the finer points of Ford's first small car. We found the exhibit useful answering questions in 2018, so it is still performing its original function.

During the weekend, Mark Harvey's son Jake bought a barn-fresh 1933 Model Y from a member of the Y&C Register. This car is very complete and appears to be a proud survivor of those early English sidevalves that paved the way for the later uprights and later 100E range.

For the second year the FSOC had a regalia corner, with some remaining bargains and previewing the new clothing collection. (Order online at www.osnicembroidery.co.uk/club-shops/ford-sidevalve-owners-club. Telephone orders can be taken on 01934 521000 – card or cheque.) Mark Harvey and Sally Litherland did a great job selling to anyone who looked at the regalia table.

The Friday certainly seemed to be the most busy this year, especially from the technical queries point of view. As always, there were many questions that were essentially about getting a registration on their recently acquired sidevalve. Some visitors were experiencing contradictory requests from DVLA. Quite noticeable were a number of enquiries about modified cars, mainly 100Es, where the owner was not aware of the current situation with cars that have deviated from the original Ford specification. If in doubt, please contact the registrar for your model of sidevalve.



100E and 300E



John Simpson & 100E Popular



Colin Bull & E483A Prefect



Mick Hartley & E494A Anglia



Steve McKenna & Model Y cutaway chassis



Mark Harvey demonstrating



Neil Bannister's E494C van: doors to follow



Jake Harvey & a barn-fresh find

Yvon Precieux

Pre-War Register



Photo 1. Great Sand Sea, Egypt. (Hans-Joachim von der Esch)

Registrar's comments

Another Christmas, and yet another year that will have gone by. At least 2018 achieved a good summer, and hopefully 2019 will be just as good. Next year is significant for the club, and in the development of the E93A engine, which although born in 1934 as the 'C' was to take on changes that made it the significant engine to many with the 100E. In the realms of racing and design, those who drove the vehicles they made via this remarkable 10hp engine took them to new heights that have relevance today and which only a few famous companies have achieved. Let's make it a good year to celebrate the heritage we have all contributed to, in showing our cars and using them.

I thank those members and others outside the club who have contacted me, as in this latest issue, and provided me with a source of material for raising the profile of our 8 and 10hp Fords that I can expand upon in the register pages of *Sidevalve*. I therefore wish everyone a Happy Christmas and usual intoxicating New Year.

Expeditions in the thirties

During a recent spate of emails, a query arose in identifying an overseas version of a 1935 Model C Ford. One comment from an outside source was so ridiculous that one wonders in this day and age, with the resources of the Internet, how a statement identified as 'expert' can be so devoid of any proper research. However, the initial query / email related to two photos of a Model C and came via John and Rita Buckley. They were in contact with András Zboray, who had translated the Saharan survey jottings of László Almásy, a Hungarian aristocrat, motorist, desert explorer, aviator, scout leader and sportsman. The photos referred to a motoring expedition survey carried out in the Libyan desert in 1935. Hans-Joachim von der Esch, a German explorer in Egypt and Libya, was the photographer.

All the cars in this expedition were prepared for desert work, but particularly intriguing to the Ford fraternity was that the baby Ford pictured

in Almásy's writings did not configure with any known example of the Model C, hence the email enquiries to establish a possible answer to what appeared to be a somewhat rough and ready appearance for so early a Model C. A quick research into my own archives identified that there was a Ford assembly plant in Alexandria on the Mediterranean coast, about 100 miles north of Cairo, that had received some 150 Model Ys during 1932 in the car's first year of production. So, with some 17,000 Model C's built in their first year of production, similar numbers of the Model C – as with the Model Y – would have been apportioned to these less familiar assembly plants. In addition to serving local Mediterranean countries and colonies, the Alexandria assembly plant took up all the Middle East and all Far Eastern countries not catered for by Bombay and Singapore. The total dependency contained Abyssinia, Albania, Bahrain, Cyprus, Egypt, Eritrea, etc. This was then colonial territory, with French influence in Egypt still existing 60 years after the opening of the Suez Canal. The number of new Model Cs would probably have been – again, as with the Model Y – only in the hundreds. However, depending on the use of these export cars, being in an assembled form, they could take on any type of body or form, particularly as they came with scuttle, bonnet and wings parts. So, if some of the remaining exported Ford-made body parts were damaged or not in transit, then a more appropriate body for the country's desert / climate conditions, etc. could be made up by local resources, on the same basis as dealerships in Europe made up their own versions of these small Fords. New cars in the thirties, though fewer, were as easily written off and damaged as today. There was no test for driving in such places, but unlike today, most damaged cars would have been resurrected and made drivable.

I somehow doubt if this factor had any influence with this possibility, and from my point of view the Model C desert car was more likely to have been made up from body parts made locally, and within the first year of the Model C's production, the assembled Ford

parts being the grille bonnet and scuttle areas.

From the following extract translated by András Zboray, the Ford Model C was included with the two Model As in the expedition as a test to the car's durability for desert work, as in the writings of the author, László Almásy, the success of every desert expedition depends on three factors: 'the difficulties of terrain, the prevailing weather, and the capability of the used machines of burden. In this surveying expedition the first two have made such an unpleasant alliance, that it is a small miracle that we managed to cover our planned course, and the third factor stepped to the problems of our venture by having along a new type of small car along with our tried and tested desert vehicles, with a questionable performance.'

The trip was dual purpose, a hunting party / expedition started from Wadi Halfa in January / March 1935. Almásy had to drive the three Ford cars (two Model As and a Model C 10hp) down from Cairo, which he did along the Darb el Arbain to Selima, accompanied by Hans-Joachim von der Esch, as well as Sabr, Mahmoud and another, unidentified driver. In Wadi Halfa, von der Esch uncovered the story of the Magarabs, descendants of Hungarians living on an island of the Nile, and this was where the hunting party and expedition went their separate ways. The expedition drove via Selima, Laqqia, Merga and Bir Natrun to the Wadi Howar, from where they drove south to El Fasher for supplies and where they met up with another expedition. (Photos 1, 2.) Shown are some of the itinerary notes courtesy of András Zboray:

26th January – Departure from Wadi Halfa.

4th February – Reached Wadi Howar.



Photo 2. Almásy's Model C. (Hans-Joachim von der Esch)

9th February – Starting south towards El Fasher.
 12th February – Reach first inhabited village.
 14th February – Arrival in El Fasher.
 16th–23rd February – Széchenyi and Horthy hunt barbary sheep in the Meidob Hills.
 20th–21st February – Almásy visits Bidi Wad Awad.
 24th February – Departure from El Fasher.
 27th February – Water at Musbath Well.
 1st–4th March – In Wadi Howar.
 8th March – Reach Wadi Halfa around midnight.

The Ford synchromesh gearbox and other attributes – Jim Norman

One fact about the Model Y which few members will know, and even fewer will appreciate, is that it was only the third car in Britain to feature a synchromesh gearbox, and certainly one of the few cars in the world to feature such a device. The two previous vehicles were a Rolls-Royce and Vauxhall; at this time Vauxhall was a very upper class make, rather on a par with the position held by Mercedes today. That such a feature should then be added to a low cost model such as the Y is truly remarkable. The significance of this feature is demonstrated in various advertisements placed in copies of *The Motor*

I once had and dating from 1927 and 1928: an amazing number of these claimed that their car was useable in top gear at speeds as low as 4mph. Why state this? As we all know, changing down on a sidevalve on the move from second to first gear is a skill that needs to be acquired. Now, imagine having to do this for every change down and, in some cases, going upwards also. Many drivers failed to acquire the knack, so a car which virtually eliminated gear changing had considerable appeal. One article claimed that in a trial of a Rolls-Royce, the car had been driven all the way from London to Edinburgh entirely in top. It would be imagined that the owners of many of these would employ a chauffeur, who presumably should have known how it was done.

This actually raises a point about the British use of small cylinder bores to give a low RAC HP rating, and so reduce the liability to tax. It has been said, including by me, that this tended to reduce the development of the internal combustion engine in Britain as such engines were low rpm only, with power output partly dependent on increasing this. Yet these small bore engines produced greater torque at these low rpm rates, perfectly in line with the desire to remain in top gear at all times and at low speeds. I agree with the earlier comments that the more advanced bits of the Ford sidevalves tend to be overlooked and forgotten. The Macpherson strut? Yes, designed in America but first used on the Mk I Consul, second use in Britain and the motoring world on the 100E ... and that car had flashing indicators, far beyond the trafficators of the Minor, A30 and Standard 8 of the time. Performance: the Y and C were both fast cars in their day. Those 1920s magazines include a road test of a two litre OHC Mercedes in 1928 – maximum speed 54 mph. The owner four years on must have been surprised to be overtaken by a little Ford on a straight road and still not at full pelt! *(Thanks, Jim, for fighting back against some of the silly journalism and bias that refers only to what today appears to be the antiquated aspects of our cars. Thanks for educating them ... Yvon.)*

The E93A

The E93A Prefect cars are identical to the earlier 7W from the bulkhead backwards, although there are engine and mechanical differences between them. Ford made a big play of the two-door version pre-war; their publicity featured the two-door more often than the four-door, yet the two-door Prefect is not found in the UK, whereas two-door Prefects were much more common on the continent on the requirements of export, as

Ford exported most of the two years' production (we have one in the register). Hence the Prefect DHC is the only model with no known survivors.

Publicity of the day for the DHC Prefect

'An interesting addition to the range of bodywork available on the 'Prefect' (10 h.p.) chassis is announced by Fords, in the form of an attractive drop-head coupe. One of the marked tendencies of recent years has been the growing popularity of convertible bodies. There have been relatively few bodies of this class offered on popular medium-sized chassis, however, and therefore the Ford development is likely to be particularly welcome. The price of the 'Prefect' drop-head coupe is £185 with leather upholstery and represents good value for a smart convertible car. The car seats four comfortably and the spaciousness of the rear compartment is a good point. As is usual with coupe body styles, a wide door on each side gives access to both compartments, the backs of the front seats tilting forward. The head folds flush with the body, and is easy to raise or lower. It can also be adjusted to an intermediate, or coupe-de-ville, position. Rise-and-fall windows are fitted in the doors. They are metal-framed, and with the hood and windows raised the coupe has all the warmth and snugness of a closed car. External hood irons, of attractive design and chromium finished, are fitted. The interior of the car, with leather upholstery finished to tone with the body, strikes an attractive note. The instrument panel, steering wheel, window and door frames, and other fittings harmonise in colour. Equipment includes dual windscreens wipers with a reserve vacuum tank, a clock and concealed ashtray in the dash, an enclosed glove compartment, a pocket on the left-hand side of the front compartment, and ashtrays for both rear passengers. There is a large luggage compartment in the rear of the body, reached by an outside lid. The spare wheel is housed in a separate locker beneath the luggage compartment. Three body colours: grey, maroon, and black are available, the mudguards and headlamps being finished in the same colour as the body. The engine is the four-cylinder, side-valve unit of 1,172 c.c. capacity, with a Treasury rating of 10 h.p. and taxed at £7 10s. Features of the chassis are the fully-compensated, self-energising braking, which is particularly efficient, and the 'Centre-Poise' system of weight-distribution and suspension, which, with between-the-axles seating, gives attractive smooth-riding qualities. A three-speed gearbox, with synchronising mechanism between second and top, is fitted.' (Photos 3, 4.)



Photo 3.



Photo 4.

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

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 Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£34.00
Reprint Workshop Manual for 100E and 300E	£25.75
Reprint Parts Manual for 100E and 300E	£22.25
Reprint New Prefect (107E) with OHV engine Parts List	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E	£42.80
Reprint Enfo parts list of Standard Hardware	£9.50
Technical Tips for the 100E/107E by Jim Norman	£8.50
100E Anglia and Prefect Instruction Book (1953-59)	£9.95
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)	£1.25
Running In Instruction Sticker (100E)	£1.25
Running In Instruction Sticker: First 500 miles (100E)	£1.25
Window Sticker-FSOC design	£1.15
Historic Ford 'Keep off My Ansel!' sticker	£2.50
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each	£1.50

Magazines

Binder for Club Magazines (holds 2 years)	£11.95
Back copies of Sidevalve News from 1996 to the latest published issue are available @ £1.30 each. Please contact the Spares Secretary or visit the club website for further details.	

Leaflets

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

Models

Ceramic Cream Model of 103E Popular	£7.75
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Badges

Enamel Lapel Badges: FSOC, 103E or 100E	£2.20
103E Popular Cut-out Lapel badge (Black or Blue)	£1.90
FSOC Grille Badge: Round or Square	£13.50
Register Grille Badge: Popular/Prefect/100E/107E	£13.50
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	£5.95
Leather Keyfob; Popular / Anglia / Prefect (please state which)	£4.50
FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs)	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00
FSOC 2019 Members Calendar	UK price £7.50, Overseas price £8.50**

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 and	Rear Hub Bearing including outer race	
68-1236-A	(fits E83W only)	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W)	£180.00

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	

7W-2205

E93A-2248

7W-2249

Y-2454

Y-7523

E83W-2498A/B

E83W-2580/1B

7W-2580-C

7W-2581-C

7W-2580/1

7W-2584-B

7W-2585-B

7W-2584/5

7W-2580/1/4/5

YE-2793

7W-2853C

E83W-2853B

119276 - ES2

119290 - ES2

Steering and Suspension

	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Specify type (splined or keyway steering wheel drive)	£525.00**
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W)	£38.50
E83W-3032	Bolt (front axle to radius rod E83W)	£34.50
E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model)	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£77.50
YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models)	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50
YE-33111	King Pin Set, complete (Model Y)	£70.00
Y-3123	Washer, spindle thrust 3/16" thick	£4.50**
	King pin shimpack (axle set) qty 2 ea 0.005", 0.010", 0.020"	£5.00**
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans)	£79.95
	King Pin shimpack for 7W-33111	£5.00
E83W-33111	King Pin Set, complete (E83W)	£59.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.85
353031/353043	10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg	£8.50
7W-3590-A	Arm (steering gear) fits models 1937 to 1949	£20.00
E493A-3581	Gasket (Steering gear housing cover)	£1.00**
E493A-3582	Seal (Steering box rocker shaft)	£2.25**
YE-3592	Gasket (Steering gear housing end plate)	£1.00**
	Steering Box gasket & seal set	£3.50**
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£8.55
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£29.00
YE-4035	Gasket (rear housing) - 6 thou or 10 thou - please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£9.95
YE-4209-F	Gear (rear axle) and driving pinion assembly	£340.00
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y4221/4222	Differential Bearing (not E83W)	£28.50**
Y4221/4222	Qty 1 pair Differential Bearings (not E83W)	£54.00**
Y-4243	Key (rear axle shaft)	£6.00
EB-4245-A	Retainer (rear axle shaft grease)	£10.25
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft)	£2.20
Y-4615-B	Bearing (drive pinion) assembly Model Y	£25.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E62A-5713B	Stud (rear axle shackle) E83W only	£8.20
E62A-5468B	Bar (spring shackle) E83W	£3.90
	Set of 4 E83W shackle bushes and 4 plates	£35.00
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00
E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only)	£123.00
E83W-18045	Front Offside Shock absorber (E83W only)	£95.00
E83W-18050	Rear Offside Shock absorber (E83W only)	£95.00
E83W-18046	Front Nearside Shock absorber (E83W only)	£95.00
E83W-18051	Rear Nearside Shock absorber (E83W only)	£95.00
CE-5783	Suspension Buffer (fits all models except Model Y)	£25.00

	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00	33800-S7/8	Set nuts for cylinder head studs.....	£4.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00	E93A-6212	Nut (connecting rod) set of 8	£6.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£160.00	Clutch and Gearbox Parts		
Exhaust Systems				Gearbox seal & gasket set	£5.82**
Y-5230	Model Y stainless steel exhaust system (collection only)	£160.00	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
E04C-5230-A	5cwt stainless steel exhaust system (collection only)	£140.00	Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
E83W-5230-A	E83W stainless steel exhaust system	£185.00	Y-7015	Main Drive Gear (8hp)	£35.75
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00	YE-7015	Main Drive Gear (10hp)	£38.50
E93A-5255-C			Y-7040	Baffle rear (thin).....	£5.85**
E93A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£260.00**	7W-7050	Retainer (main drive gear bearing)	£17.50
Y-5251	Manifold to exhaust clamp.....	£9.95	Y-7051	Gasket (Main drive gear bearing retainer).....	£1.10**
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular	£39.95	7W-7052	Front oil seal.....	£5.00
CE-5230-B	Model C stainless steel exhaust system	£280.00	YE-7059B	Mainshaft and Bush.....	£35.50
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80**	Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
E93A-5297	Fabric Insulator exhaust mounting (qty 2)	£3.20**	YE-7071B	Washer intermediate gear thrust washer	£7.60
Engine Parts			Y-7080	Baffle (main shaft oil)-front	£1.25
E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy.....	£45.20	E93A-7085	Rear Bearing Retainer.....	£19.75
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer)	£7.00**	Y-7086	Gearbox rear gasket.....	£1.50
E98T-18674-A	Oil Cleaner outlet (inc sealing washer).....	£7.00**	Y-7111	Layshaft.....	£42.40
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer).....	£7.00**	103E-7114	Counter Gear (10hp)	£76.95
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer).....	£5.50**	Y-7119	Washer (Counter shaft gear thrust).....	£6.35
	Oil Cleaner kit (all items required to fit oil cleaner assy)	£145.00**	CE-7141	Reverse Gear.....	£29.95
	Replacement spin on filter for modified oil cleaner housing assy.....	£5.70**	YE-7222	Selector Housing.....	£19.50
E93A-6018	Gasket, cylinder timing gear side cover.....	£1.10**	Y-7223	Gearbox lid gasket	£2.50
E93A-6020	Gasket, cylinder front cover.....	1.85**	Y-7523	Clutch return spring	£6.90
Y-6023	Timing Pin.....	£11.50	7W-7533	Clutch linkage clevis pin.....	£2.60
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80	Y-7550	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90	E83W-7550	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order)	£110.00**
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00	YE-7563B	E83W Clutch Plate (exchange send with order)	£31.50
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00		E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order)	£116.00**
74-6038A	Front Engine Mounting bolt.....	£2.00		Clutch Cover – All models, except E83W (exchange – send with order)	£72.00
	Insulator (Engine Rear Support) Upper, per side	£9.95	E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00
	Insulator (Engine Rear Support) complete, per side	£22.50	E74-7580A	Clutch release bearing – All models.....	£22.00
E93A-6135-A	Piston pin STD (set of 4).....	£35.00**	E70-7600-A	Clutch Pilot Bearing – All models	£7.25
E93A-6250A	Camshaft (Chain Driven).....	£62.75	C-943070	Gear Lever Gaiter (except E83W)	£25.50
E93A-6258	Camshaft locking retainer.....	£4.00**	E83W-943070	E83W Gear Lever Gaiter	£24.99
E93A-6270	Timing Chain	£18.30	Cooling System		
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards	£3.50	E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
CE-6310	Crankshaft Oil Slinger	£2.85	Y-8109	Radiator cap (brass screw type)	£8.50
E93A-6310	Crankshaft Oil Slinger.....	£2.90	Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
Y-6384	Starter Ring Gear (fits all engines).....	out of stock	8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
E93A-6510B	Valve guide (per split guide)	£25.00	E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
E93A-6510B	Pair Valve guides	£45.00	E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-6510B	Four Valve guides.....	£85.00	E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E93A-6510B	Valve guide (per engine set)	£170.00	E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£22.00
E93A-6505B/E	Short Length Valve (exhaust and inlet available).....	£7.00	E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap)	£18.60
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35	E493A-8501	Reconditioned export water pump (exchange only – send with order)	£150.00
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet)	£68.60		Water Pump Repair Kit.....	£35.00
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet)	£136.00	E493AFS-8509	Pulley (water pump).....	£35.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£25.50	YE-8606B	Fan Blade (11").....	£17.90
Y-6520	Valve Cover (fits all engines)	£15.95	E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
100E-6521	Gasket, valve chamber cover.....	£4.00	103E-8005	Re-cored Radiator	£235.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25	Fuel System		
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25		Fuel Pump with spacer (no primer).....	£45.50
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15		Fuel Pump repair kit.....	£14.50
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30		Fuel pump stud	£6.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95	91A-9030	Fuel pump stud (set of two).....	£11.60
YE-6623	Oil Pump Screen (fits all engines).....	£9.77	91A-9030	Cap – painted (petrol cap) assembly.....	£9.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734)	£8.25		Cap – chrome (petrol cap) assembly	£11.50
EB-6730	Sump Plug magnetic (inc sealing washer EB6734)	£10.75	E04A-9080	Locking stainless steel petrol cap.....	£14.95
EB-6734	Sump plug sealing washer.....	£1.00	7W/9080	103E/E494A Petrol Filler Grommet	£12.95
40-6754	Stainless steel dip stick tube.....	£30.20	7W-9276	7W / E93A / E493A Petrol Filler Grommet.....	£10.85
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£55.00	BE-9288-A	Gasket fuel tank sender.....	£1.60**
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00	YE-9355	Flexible Petrol Pipe (except E83W).....	£15.35
	E93A 10hp Piston Set including rings (STD, +0.020", +0.030", +0.040").....	£210.00	YE-9364-B	Fuel Pump Cover (all models)	£3.60
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50	YE-9365	Gasket (fuel pump screen cover).....	£1.25
	3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00	E93A-9369	Fuel Pump Cover Screen (all models)	£2.50
	Small end bushes (set of 4).....	£27.00	YE-9374	Fuel Pipe (petrol pump to carburetor).....	£11.75
Y-6051-C	8hp decoke gasket set (1932-34).....	£35.00	YE-9585	Gasket (fuel pump to cylinder).....	£1.60
E15-Z-1	8hp decoke gasket set (1935-1953)	£45.00	48-9735	Plate (Throttle).....	£6.75**
Y-24051	Manifold stud.....	£5.95	YE-9414	Accelerator Pedal	£13.95**
Y-24051	Manifold stud (set of 4).....	£21.00	7W-9425	Washer (petrol pump pull rod oil seal).....	£0.95
33798-S7/8	Manifold Nuts, brass, (set of 4)	£3.30**	E93A-9430-A	Inlet Manifold new old stock (10hp)	£29.00
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75**	E93A-9430-A & 7Y-9425	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts.....	£65.50
E16-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95	E93A-9430-A & 7W-9425	Manifold assembly 8HP (refurbished).....	£90.00
E50-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine)	£29.95	Y-9435	Manifold assembly 10HP (refurbished).....	£90.00
HC 011	Sump Gasket Set Payen SS10505	£25.00**		Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£3.60
E16-Z-1/E50-Z-1	10hp decoke gasket set and Conversion gasket set.....	£56.90	Y-9448	2 x "hot spot gaskets" plus 4 manifold bolts.....	£6.50
7W-6051-A	10hp cylinder head gasket.....	£19.95	CE-9448-A	8hp manifold gasket	£7.50
Y-6051	8hp cylinder head gasket 1932-1934.....	£15.00**		10hp manifold gasket	£7.75
YE-6051-B	8hp cylinder head gasket 1935-1953.....	£28.00**		Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
YE-24052C	Studs (Cylinder head) set.....	£34.99	Y-9447	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
			CE-9447	8hp Gasket (carburettor to inlet manifold)	£1.53
				10hp Gasket (carburettor to inlet manifold)	£1.35

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

YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly)	£6.00
CE-9666	Starter Valve and wire assy.....	£13.50
YE-9564	Fuel Inlet Needle Valve.....	£12.95
Ignition System		
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£49.00
	Set E93A ignition leads.....	£17.95
	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).....	£56.00
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).....	£14.50
YE-12200C	Rotor (All models 1935 onwards).....	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00
Electrical System		
	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£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.....	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	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
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) (EO4A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W.....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (ncludes 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
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
	Set of three grommets-gearbox cover.....	£12.20
CE-17515A	Grommet (windscreen wiper).....	£3.50
E04A-17612-B	Grommet, Wiper Arm (qty 2).....	£1.45**
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)...	£1.99

E83W-111172	Opening windscreen rubber for E83W	£25.00
E93A-7002060	Bumper (cowl side panel to bonnet).....	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet)	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards) ...	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
48-702610A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£6.00
48-702610A	Door post rubber bumper – pair bumpers	£11.00
62E-731942	Door post rubber bumper – four bumpers	£20.50
7W-940502	E83W Door Rubber seal (enough for both doors).....	£19.95
7Y-940502-B	Opening windscreen rubber for Prefect and 5cwt van	£21.10
7W-941480 / 1	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-970700	Weatherstrip door bottom (per ft) all saloons 1937 onwards	£4.00
	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00
103E-17261 / 2-B	Speedo Cable (not E83W).....	£26.00
	Speedo Cable (E83W).....	£23.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
	Locking Boot Handle, chrome plated, with keys.....	£19.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
949202/3	Window Regulator (reconditioned) exchange, send with order.....	£65.00**
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£32.00**
BE-964280-H	Window Winder Handle	£21.80
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£14.30
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Boottid Script Badge (Popular, Prefect and Anglia).....	£16.95
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor	£9.95
	Bakelite screws (enough for a complete E494A/103E).....	£2.10
	Bakelite screws (enough for a complete Prefect).....	£2.50
ENFO 24664	No 12 x ¾” long CSK head screw, qty 10	£6.00
ENFO 26514	No 12 x ¾” long R/H screw, qty 10.....	£3.00

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

Front Brakes

100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8” diameter, set of four	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£21.50
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *)	£35.00
100E-2061 / 02062-B	Wheel cylinder repair kit 1957 onwards per axle set	£7.25
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
204E-2068B	Brake Shoe hold down spring.....	£1.90
E0A-2078	Hydraulic flexi hose	£13.25
100E-2140	Girling master cylinder.....	£83.00
100E-2140	Non Girling master cylinder	£39.95
E62A-2167	Gasket Filler Cap	£0.95
100E-2964-B	Cap, Master cylinder (inc seal) fits Girling and non Girling.....	£5.85
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50
EOA-22809	Clip (hand Brake cable abutment bracket retaining).....	£1.05

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster)	£1.08
100E-2075	Connector (5 way brake pipes)	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever	£14.00
100E-2220-A	Rear brake shoes 7” diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8” diameter (Feb 1955 onwards, 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).....	£10.00
	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.....	£42.00
E55-DB1	Pair top suspension mount.....	£78.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£115.00
	Suspension insert	£65.00
	Suspension insert and top suspension mount.....	£101.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts & 2 sets mount bearings.....	£250.00
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
E20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£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.....	£1.90
100E-3591B	Steering box oil seal (early and late models).....	£7.25
	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	£138.00
100E 5250/5225/5255	100E stainless steel exhaust system	£235.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts	£9.95
	100E exhaust fitting kit.....	£27.80

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").....	£200.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060")	£66.00
100E-6261/2/3	Camshaft bearing set STD	£40.00
	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)	£4.00
100E-6521	Gasket valve chamber cover.....	£4.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4)	£30.00
100E-6507	Inlet valves (per set of 4).....	£28.00
100E-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-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-6216	Nut (connecting rod) set of 8	£6.00

Clutch and Gearbox

	Gearbox seals & gasket set.....	£14.00**
	Master cylinder, repair kit etc, see front brakes	
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.....	£7.00
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.....	£5.40
100E-8115	Radiator drain tap (not original).....	£5.50
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.....	£14.50
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

Fuel System

	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**
	Gasket (fuel tank sender).....	£1.60
100E-9276	Flexible fuel pipe.....	£16.90
100E-9288	Fuel pump gasket.....	£1.60
Y-9374	Hot spot gasket	£3.75
100E-9437	Carburettor flange gasket	£1.95
EOTA-9447-B	Carburettor gasket kit.....	£7.50
100E-9502	Rebuilt Carburettor (exchange-send with order)	£95.00**
100E-9510	Rubber (air cleaner)	£13.30
100E-9627-A	Gasket carburettor float chamber.....	£1.95
100E-9959	Gasket, Carb to Inlet Manifold 3/16" thick (approx)	£2.75
100E-9447-C	Valve (Carb needle) assy	£19.95
100E-9564		

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.....	£4.50
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.....	£6.50
E1050-NC-1	Rear red tail light lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards.....	£10.00
100E-134641-C	Pair of rear red tail light lamp lenses	£17.50
50563-S		

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (D Type)	£55.50**
	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	£44.50
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)	£14.50
EOTA-12199-C	Contact set (round type distributor only)	£14.50
100E-12200	Rotor arm	£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
Badges		
100E-16185 / 9	Triangular wing motif	£20.50
E6AJ-1	Prefect boot script	£16.00
100E-16606	Prefect bonnet	£16.00
E5AJ-1	Anglia boot script.....	£16.25
100E-16606	Anglia bonnet	£16.25
100E-16606-G	Popular bonnet	£16.25
100E-16850	Bonnet ‘V’ motif	£35.50
100E -7042514	Popular boot script	£16.00
	Deluxe boot script	£16.00
Miscellaneous		
E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95
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
	105E oil filter.....	£6.50
107E-5246-B	Pipe (Silencer inlet) assy stainless steel.....	£95.00**
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.....	£15.40
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only.....	£7.00
107E-9959B	Float chamber gasket.....	£2.45
E0TA-1135	Drive end starter bush.....	£4.25
105E-12116	Distributor cap (round type)	£17.00
EOTA-12199-C	Contact set (round type distributor only)	£14.50
105E-12300-A	Condenser (round type distributor only)	£9.90
105E-10043	Brush set.....	£4.75
105E-11057	Brush set starter motor	£4.75
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**
	8 & 10HP Dummy valve guide	£18.50**

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

Email address _____

This page contains a representative sample of our latest advertisements as of 10th March 2018. A greater and more up to date list (with photographs of vehicles for sale) 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. Classified adverts appear at the editor's discretion. This is a free service.

Adverts will be posted on the club website (www.fsoc.co.uk) as soon as possible after receipt. Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Cars for Sale

1960 107E. Needs work to sill area, lower rear wing area but good floor, inner wings, front and back. Engine and box out but dry stored as previous owner removed with idea to fit crossflow. Contact John Gill. Email: j.gill2@hotmail.com Tel: 07902657271. West Yorkshire.

1948 Prefect E93A. Reasonable running order. Owned 46+ years. Orig reg, log book, documents etc. 12v electrics, heater, 100E engine fitted by me in 1973. Large collection of spares included. £3450. Contact Rob Elvery. Email: robelfvery@yahoo.co.uk. Tel: 07702876837. East Sussex.

1950 Fordson E83W 10cwt. Blue with black wings. Very good condition. New battery. £7900. Contact Alan Johnson. Email: alan@asjtransport.com. Tel: 07860 763773. Essex.

1955 Ford Pop 103E. Blue. Reconditioned engine 2015 (1900 miles ago). NOS boot-lid, Panhard bar kit fitted. Owned for 26 years. Tidy car, front & rear seatbelts. Much work done. £4500 negotiable. Sold with spares. Contact John Hull. Email: john103e@gmail.com. Tel: 07928680436. Hornchurch, Essex.

1952 Ford Anglia E494A (Evangeline). Good condition though paintwork is a little dull. Extremely reliable, used very regularly and accordingly maintained. Very sad sale. £4000 no offers. Contact Lucy Watson. Email: seapink1964@gmail.com. Tel: 07809440734. Isle of Wight.

1952 Ford Prefect. Runner, light beige, restored interior, new battery, new clutch, good bodywork, needs to be seen to appreciated. £5,250. Contact Jane Madeline Atkinson. Tel: 07541322278. Gloucester. (Non-member)

Vehicles Wanted

Ford Prefect 107E. Must be in excellent condition. Good money paid for right vehicle. Contact Ken Latham. Tel: 01782 912100. Stoke on Trent.

Parts for sale

1959 103E Ford Pop Upright Front Seats. Fronts good, seat backs poor £30-£50 – sit-able but would be usable with loose covers. Four Pop hub caps £20. Four Prefect hub caps £40. Contact Michael Capps. Tel: 01945 464892. Cambridge.

E493A body panels (wings, bonnet, front frills and more (too much to list). Please phone for more info. Contact Alan Flockton. Tel: 01202 603360. Poole, Dorset.

Thames spoon type badge for post-war Ford 5cwt 10hp van. Excellent v original condition with no damage to the chrome or blue enamel. Contact Ron Kendall. Email: vintagecarman@mail.com. Tel: 07974696115. Staffordshire. (Non-member)

Books for sale: *Tuning Side-valve Fords*, Bill Cooper, 1969, £10. *The Ford 10 Competition Engine*, Philip H Smith, 1958, £20. *Ford Specials*, P J Stephens, 1960, £30. *The Construction of Ford*

Specials, John Mills, 1960, £20. Contact John Hayes. Email: valerieyat@hotmail.co.uk. Tel: 07768514756. Bath, Somerset. (Non-member)

Items Wanted

I am looking for parts for 107E seats, green / blue. Anything considered in good condition. Carpet set, head lining, dog legs. Contact Richard Healey. Email: richard.healey@talk21.com. Tel: 07881 623 619. Hertfordshire.

100E gearbox from a 1953 or early 1954 model please to fit to my 100E. Would prefer gearbox to be in good working order. Happy to collect if not too far. Contact Mark Steedman. Tel: 07909 957902. Email: mark.steedman3@ntlworld.com. Kent.

Wanted 16" Pop or Prefect wheels, if possible wider than 3", to fit my Dellow. Must be in good condition. Contact Chris Williams. Email: cjwilliams@btinternet.com. Tel: 01825 890866. East Sussex.

Glass and metal windscreen surround for E83W wanted. Contact Ivor Tanner. Email: ivorjtanner@gmail.com. Tel: 01403753131. West Sussex.

Driver's seat wanted for E83W Van. Will collect. Contact David Cato. Email: davidcato@btinternet.com. Tel: 07795 576230. Oxford.

E83W Van starting handle and side window lifting handle, the one that fits on the top of the glass wanted. Contact Trevor Williams. Email: trevorwilliams10@sky.com. Tel: 07778920225. Sussex.

Steering wheel trafficator switch unit for a E493A Prefect wanted. Contact Glen Frampton. Email: glennbogle@yahoo.co.uk. Tel: 07775773507. Dorset.

4 conrods (ones that take shells) for 1952 Prefect E493A. 10hp. Contact David Waterer. Email: dave-recovery@blueyonder.co.uk. Tel: 07768015026. Feltham.

Parts wanted for Fordson Thames ET6 V8 pilot flathead 1951. Contact David Rawson. Email: davidrawson54@yahoo.co.uk. Tel: 07531836904. Derbyshire. (Non-member)



Club Officials

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

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

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

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

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

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

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

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

Regalia and Books: 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/Pop Shopper: Sally Litherland. Email: webmaster@fsoc.co.uk. / pop.shopper@fsoc.co.uk.

Publicity and Social Media Co-ordinator: Stuart Battersby. Email: Battersby56@sky.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 9:00pm please). Email: regionalorganiser@fsoc.co.uk.

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

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

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: sidevalveregistrar@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: specialregistrar@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 7.00pm and 9.00pm 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. 8.30pm.

Cambs, South Lincs 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, 8.00pm.

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

Durham and NE: Darren Bell, Email: bellsec@live.co.uk, mobile: 07980 716281. Please contact for information.

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

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

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

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

Glos, Hereford and Worcester: Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: sbedford45@btinternet.com. Meet 3rd Thursday of the month, location TB.A. 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) 7.30pm.

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

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. 8.00pm.

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, 7.30pm.

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.

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. Contact Fred for general enquiries and local activities, and Wayne Parkhouse (07825 086908; email: parkhousew@gmail.com) for technical advice and support.

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

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

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

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

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. Last Tuesday at the Reindeer Inn, WT4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.

International Contacts

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

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

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

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

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

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

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

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

Scandinavia: Håkon B. Overland. 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.

Ron Taylor

E83W Register

Is it cold, or is it just me? As I write this (end of October) it has gone very cold for the time of year, like it was last January: something to do with us being on the wrong side of the jetstream facing cold weather from the Arctic. So, that reminds me to check my antifreeze in Bertie and, if in the rare event I should ever need to use it over winter, to take off the fan blade. I hope we get a few milder weeks over the autumn whilst we prepare our vehicles for their winter hibernation.

The Register runs quietly but we still continue to receive notifications of new E83W vans and pickups, hitherto unheard of but nevertheless out there and thriving. I've just been notified of one such van in the custody of member Mr David Cato of Buckland in Oxfordshire, who joins our ranks with his 1955 green van NUO 809 on chassis number C850236, which he acquired from Hereford. The van is undergoing complete restoration and we will be interested in how the restoration progresses.



Photo 1 (archives)



Photo 2 (archives)

Ronnie de la Rue from Burnley in Lancashire has recently acquired special wooden bodied van JCJ 115, a Herefordshire registration and from where Ronnie brought it. This van has been featured in the magazine before, one of two on the Register, and did run for a while with side-windows fitted during its life. The vehicle was built from a chassis / scuttle by Garners of North Acton in London. JCJ appears to have spent most of its days in Herefordshire, at one time working on a mushroom farm there. (Photo 1, Photo 2.)

Member Ken McKenna from Bury has recently purchased a standard van (Photos 3 and 4) with chassis number C250850, which makes the end of WW2 a likely date of manufacture. Very few civilian vehicles were assembled during the war but E83Ws were one of the few being used during hostilities, particularly as NAAFI tea vans which saw use here and abroad. This van is also interesting as it has the earlier plain rear mudguards fitted to these vans to 1946. It has been largely restored but requires finishing to roadworthy order.

Photo 3 illustrates how many of our E83W restoration projects typically look at the beginning.

A couple of photos out of the archives to interest you over the upcoming dark winter nights – sorry, no festive ones, but hopefully they will bring you some sort of good cheer.

Photo 5 shows Bob Deacon of Windsor's E83W refuse collection cart of 1949 vintage, chassis C563426. OPL is the only one of its type that we know of that survives – unless any of you out there know otherwise.

Photo 6 is a nice 1955 flatbed pickup truck seen at Tatton Park in Cheshire in 2010: chassis C903523. It lived for a time in Bedford. These E83Ws always look splendid when they are sign-written and pinstriped.

Have yourselves and your E83Ws a happy festive season. See you all next year.



Photo 3 (V. Punter)



Photo 4 (V. Punter)



Photo 5 (Ron Taylor)



Photo 6 (Ron Taylor)

Liam Cotton

100E Register

December magazine again; 2018 has just flown! I must say a big thank you to everyone who has sent in material for the magazine: without you, these pages would be blank. As it is the festive season, how about getting away from the in-laws and outlaws battling over the TV remote: simply creep away to a quiet room and write your 100E / 107E article, then send it to me for next year's register pages.

I am most grateful to Peter Westhead as he contacted me a while back with the offer of material for the magazine. He has a splendid 100E Escort.

Back to square one, by Peter Westhead

I have recently bought a 100E Ford Escort. I paid too much for it, but I had rarely seen them for sale, so I stumped up the cash. My first encounter with this model was fifty years ago with my father's car. Dad would ask the millwright (from the Lancashire cotton mill where they worked) to help him fix things; I would tag along before I could hold a licence. I remember winter evenings: endless track rod ends, 'press and hold' ... 'release' games. Now, here I am again!

I had intended to drive the Escort home when I bought it, but then did not; I preferred to check over the car and sort out any problems before driving it. I love this early process of settling a car in to a standard I can feel comfortable with. With no MOT requirement, the full responsibility falls to the owner for roadworthiness; no hiding place! Frankly, the law always held the driver fully responsible, but the MOT might have drawn our attention away from that. It motivates me to set a higher standard than any MOT tester.

After checking the oils and fluids, my first job was to replace all five tyres. The tyres were old, at seventeen to twenty-three years. They had good tread depth, and surprisingly had not perished, with no cracks or damage, but it's my first job on any old car if the tyres are ten years old or more. They are a component that is easy to change: they improve suspension, brakes, steering, road adhesion and road noise. What other component does all that? I had an older Morgan; the tyres passed the MOT without

comment; I changed them on the basis of age and they transformed the behaviour of the car's dynamics for the better. Incidentally, the Morgan had a Ford crossflow engine as standard. A super classic engine with all new parts available: this is partly because of 'Formula Ford racing' constantly needing blocks, heads and internals.

Next on the 100E Escort: oil was seen dribbling down the rear tyres from the centre. With the drums off it was easy to see that it wasn't brake fluid, so it must be axle oil seals. I had never split an axle, but it was straightforward. A homemade tool was used to pull the seals snugly into position, and with an axle full of oil the problem seems to be solved.

On a run to the shops the clutch started to get stiff, and stiffer, then I couldn't get a gear, and finally the clutch went light and I was stuck. A neighbour towed me home. The clutch slave cylinder plunger / push rod had popped out of the cylinder. It was put back in and a new seal ordered, but it popped out again after the stiff / light pedal sequence. What is going on? It was as if the clutch hydraulics had a ratcheting system; I pressed the pedal several times and each time the plunger moved further without returning. It was as if there was a one-way valve fitted. A quick check of the slave cylinder showed all clear, but the flexible pipe looked damp. Presuming it was leaking, I removed it and when I tried to blow through it, I couldn't. The flexible pipe had collapsed internally; hydraulic pressure was enough to push fluid

through, but spring pressure wasn't enough to return it. A new pipe and seal kit were fitted and a test run to the shops ... All fixed, for now.

Next up was the indicator flasher unit. It was working, but slowed almost to a stop at tick over (and therefore junctions). I changed them for electronic flashers; they keep a consistent flash rate, so they are safer. I try to keep originality, but these cars are living in a world they were not designed for; we share road space, so I try to minimize irritation to other road users.

What next? I'll check the cylinder head bolts, from previous advice in this magazine. Now as winter approaches I will work through all the systems, checking for problems. I am planning jobs to keep me going through winter. I'm afraid that the paint and interior trim are poor, as so many of the cars in the club and magazine look so smart: where do I start and finish!

I have another old car, from 1936, engineered to the highest possible standards of the time and largely without cost constraints. It is fascinating to compare the two cars and their engineering solutions when they were aimed at utterly different sectors of the same market. I have great respect for the over-engineering of the one car, but I have equal respect for the Ford Escort engineers. Everyone would like to engineer a car without compromise or cost constraints, make the best car in the world and charge accordingly, but try doing it to a tight budget and against fierce competition. Much respect is due either way.



Liam Cotton

107E Register

Sorry, 107E fans, but I haven't had any contributions for the 107E section, so I'll have to make something up. Oh yes, this column isn't slung together at the eleventh hour (it's 10.59 as I write this).

Wasn't Jim Norman's technical page in the last issue good! I cannot recommend a better penetrating oil than Plus Gas. Working in the motor trade, I can confirm that this is one product that we use every day. The tip of using hammer blows to release seized fasteners is one of the best. 107E rear brake drums are retained by a short bolt with a tapered seat. If they are seized then a sharp tap with a hammer and drift will soon free them. Use a drift that is just smaller than the head of the screw. The vibration travels through the materials and a screwdriver should now easily remove them. There are plenty of other fasteners on our old cars where this technique can be applied: use your imagination. Care needs to be taken with alloys and softer metals, which can break if the hammer is used. At work we sometimes get youngsters for work experience. When you teach them the hammer trick, they look at you as if you have just shown them magic!

Earlier in the year there was a 107E for sale at a garage not too far away, so I went to have a look (I had a couple of FSOC members in mind). Sadly, it had already been sold before I got there but the vendor kindly let me have a quick look. From the picture you will see that it is painted in a very attractive colour scheme: Pompadour Blue over Ermine White. I believe that this was available throughout the production run, so we can assume that it must have been a good seller. In 1960 some 107E colours were changed, e.g. Shark Blue was deleted and replaced by Sapphire Blue. This Prefect was made in late 1960 but registered in 1961. For most of its life it was owned by



members of one family and it was restored during this period. During restoration the seats were reupholstered in a non-standard leather. The dealer had purchased it from the family and stored it for a few years before selling.

My own preference is for originality. It is only my opinion, but I would prefer seats that are worn with the original material than restored ones (on that note, if anyone has any original 107E seats for sale, please give me a call).

Thinking about this prompts me to a word of warning for anyone thinking of buying a classic car: there have been a lot of adverts on eBay and other websites recently for cars purporting to have genuine low mileage. Many of them are

not genuine. One of the ways to tell if a car with low mileage is genuine is the interior: a 107E / 100E with low mileage should have a really good original interior. If the seats have original material but are well worn, sagging and torn, and the carpet is worn through, etc. then the car has done a high mileage! If the seats have been reupholstered, ask yourself why? Look for other signs of wear: the seats may be new but is the steering wheel worn? The speedo may show 8,000 miles, but has it been replaced, or has it done 108,000? Genuine low mileage cars are out there, but it is easy to get caught out.

That's all for now: just to say, Merry Christmas and a Happy New year to all.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comment

The media seems to be full of two subjects beginning with the letters B and E. For the last two years the 'B' word has dominated with continuous claims being reported, good or not so good, depending on one's views. The 'E' is for 'Electric'. There is nothing new as electric vehicles have been around since the early days of motoring, perhaps most remembered for all those milk floats that traversed neighbourhoods when most people were asleep.

Millions of batteries will be required to power road vehicles and railway locomotives that use dirty diesel or stinky petrol. Whilst I don't believe that outside every house that does not have a driveway the pathways will be covered in charging cables – H&S will not allow that – massive amounts of electricity generated either by wind farms or power stations will be required. Billions of pounds in tax revenue for the Exchequer is collected from the owners of Dirty and Stinky and that money will still be required, perhaps replaced by electronic toll charging directly the vehicle moves, dearer electricity rates, or perhaps both? Following most major announcements, the people have long moved on, and implementation takes far longer and is much more costly than expected.

Fifty years ago, Roger Palmer had that last same letter in mind whilst on holiday in his 100E and thinking about a club for the model. Those of us that joined the original 100E Owners Club could never have foreseen how the club would develop over the years, and the achievements obtained to reach what we are today.

New members

An increase of eight. Four E493A Prefect owners: Dave Waterer in Middlesex, Christopher Banister in Stirlingshire, Mr Jackson in the West Midlands from 1952, and from 1953 a member that does not want their details published. Three E494A Anglia owners: James White in Suffolk from 1949, Hans Hohansson in Sweden from 1951, and Robin Feasey in Berkshire from 1953 and licensed in 1954. Finally, a 103E Popular from 1959 owned

by John Cropper in Lancashire.

It is encouraging that there has been communication from owners during the year who have sold their vehicle and have let me know, and have mentioned that they have passed FSOC membership details on to the new owners, who hopefully will join.

Sir Patrick Moore

I am aware that 'The Ark' now has a new owner.

V55/5 Update

The DVLA V55/5 form was updated in August with a number of changes. For anyone going through the V765 process who has not yet sent off the required forms and documentation to the appropriate registrar, it is strongly advisable to obtain the latest edition of the V55/5. Gone

is the carbon copy sheet: it is now available to be downloaded from the DVLA site.

Nine + One, part 3

We conclude the article on the interesting collection of Glenn and Tammi Walton from California.

The green 1949 E494C Fordson (Photo 11) was for sale in the state of Washington on the Internet. Glenn had heard of this Fordson years ago from Dean Kirsten in California. Glenn phoned the number and an old lady answered. He asked if it was still for sale. She responded 'What colour is it?' 'Green,' Glenn replied, to be told, 'I think so but my husband is away at the races and won't be home until Monday.' Glenn told her how interested he was and would her husband phone as soon as he could? The lady drove to the races and found her husband so that he could call Glenn. From the description



Photo 11



Photo 12

it was confirmed that it was the Fordson that Dean had told him about. The money was forwarded and the seller informed Glenn that as soon as he had got his Tourer running, he was going to sell it. Following an exchange of emails with photographs, the question was, 'What is your package deal?' Both were bought from Ben and Gail Brower.

Ben and his brother restored both vehicles, which is why 'Brower Brothers Restoration' is on the Fordson painted 28 years ago.

The original engine has been replaced with another one of 8hp. At the first show Glenn entered the Fordson, it won best in class. After the show, Tammi and her friend in the beige 1952 E4930CF/A Thames with the 10hp engine were in front, with Glenn unable to catch them up. The extra 2hp made a difference. (Photo 12.)

The 1952 Thames was purchased new by an American actor, Ken Berry. Ken played in hundreds of shows but is best remembered for *F Troop*. Ken owned it for many years but his next door neighbour's son constantly asked him if he would sell it. Finally Ken had to replace the clutch so he told him, 'Pay my bill for the clutch replacement and it's yours.' The neighbour's son, Will Herrera, who was only 15 at the time, handed over the \$118 and it was his. He grew up to become a successful artist / sculptor and moved to Hawaii. Will had the Thames restored by Dennis Ercek, who is best known for painting numerous cars that ran in the Indianapolis 500. Will finally sold it to a couple in Texas who had a fireworks company, and who fitted a tow bar so that it could tow a trailer in parades to promote their business.

Glenn found it for sale during an Internet search, and after exchange of emails and photographs it was bought. The original engine block survives but has been replaced with another of 10hp. The Thames was painted 29 years ago and Glenn and Tammi now have their business displayed on it. The vinyls on the doors have now been removed.

The Mini Thames has been owned for five years and came as a package deal with the Thames. The bodies are made in the Los Angeles area and sell for around \$500. The purchaser then constructed the frame: steering using an arbour press laid on its side, brakes, pedals, etc. It is powered by a 6.5hp engine with a top speed of 27mph, Glenn was told, and has taken his word for it as it is difficult to handle. Only the right rear tyre is driven by the engine. When driven, it wants to turn right.

When purchased, the colour was black with flames. The grill and side vents were solid fibreglass, so Glenn cut them out and grafted welding rods in to look more like the real thing, then painted to match the 1952 Thames to advertise their business, with lettering made smaller. Glenn also made the lights functional. It is taken to car shows inside the Thames and then parked next to it. A sign is displayed saying it is okay to sit on it and take pictures, as initially the kids were told 'DON'T TOUCH ANYTHING' at a car show. However, adults enjoy sitting on it more than the kids do and the a-oh-ga horn, when pushed, is very loud and the people usually jump off the seat.

Tammi shattered her ankle during 2017 and needed to carry her wheelchair in the back of the Thames. The Mini Thames still went to the



Photo 13

shows on a rear rack made by Glenn. (Photo 13.)

I would like to thank Glenn for supplying me with photographs and so much detail, so that this article could be used over three editions. I am always pleased to receive photographs and articles on past or presently owned vehicles.

Register 25 Years Ago – Sidevalve News, December 1993

Sidevalves featured from around the world rounded up the year, with three 1953 E493A Prefects having originally been registered in England. The two from Kent were in Oregon and North Carolina in the USA, whilst the Prefect from Devon went to Ouddorp in Holland.

From Canada, three E493AF/A Prefects. In Ontario, Canada, two purchased together in December 1992 with one last licensed in 1966. In Richmond, British Columbia, one from 1951, purchased in a dismantled state and restored over ten years. A trailer was made using a spare Prefect front axle and 'A' frame and wheels.

From South India, a 1948 E93A Prefect purchased by the grandfather in 1984 and later displayed in a car showroom.

Two Populars. From Kamp-Lintfort, Germany, a 1955 103E purchased from a German garage in 1989 in poor condition: a year's restoration followed but earlier history is unknown. From Sweden, a 1954 104E with its third owner from 1990.

Registrar's comment – I wished all members a happy Christmas and a good sidevalving New Year, in the club's forthcoming twenty-fifth anniversary year. The same greetings are sent but now for the forthcoming fiftieth anniversary year.

Ian Woodrow

Specials & Sports Cars Register

Another year has flown by. New vehicle registrations have trickled in: they nearly all arrive now by email. Keep them coming and don't forget to include photos.

This year new, stricter rules about personal data protection have made it more difficult to trace a vehicle's history, and the club registrars have to be very careful about releasing any personal details. Another major change which affects 1960 to 1977 cars is that since 20th May most cars manufactured or first registered over 40 years ago are now exempt from periodic testing unless they have been substantially changed (for details of what is considered a substantial change, see the DVLA website).

A significant event for me was back in March this year when I saw a Falcon Caribbean advertised. As it was not too far away from me, I felt as the FSOC Specials Registrar that it was my duty to go and view it. I have never been one to buy any major item on impulse; however, after a quick look around the Falcon I took the most unusual step for me of agreeing to buy it.

The Falcon had been off the road and stored with a SORN, so the first thing I had to do was to reapply for the SORN, as like road tax it was not automatically transferred when a vehicle is sold. After applying for the SORN it is necessary to wait at least a week before applying for the road tax, which also required a change of taxation class from private to historic. I gave the car a thorough check and service, with a few electrical repairs. Finally I was ready for a proper test drive. My



Falcon body

wife complained that the narrow passenger seat was extremely uncomfortable – the padding has collapsed and she had to sit on two parallel bars. This was soon resolved with a big cushion. When accelerating from cruising along, the engine sounds like it is pinking, I'm not sure if this may be caused by having an 8hp cylinder head on the 10hp engine. When the weather improves I will try some fresh higher octane petrol with a lead additive, and perhaps try retarding the ignition.

The Falcon came with Ballamy IFS and 15" Ballamy wheels, but I didn't know whether a higher ratio crown and pinion had been fitted. The test drive not only indicated that a higher ratio crown and pinion had been fitted but also a close-ratio gearbox. With the close-

ratio gearbox, the smaller difference of engine revs between second gear and top makes the driving more comfortable; however there is the disadvantage that first gear is rather high, particularly when crawling in a traffic jam.

Back in the garage, to prove which gear ratios were fitted I raised a rear wheel, removed the spark plugs and, by engaging each gear and then manually turning the engine, counted how many engine turns were required for a revolution of the rear wheel. This proved that 4.4:1 crown and pinion (which is ideal for 15" wheels) and probably Buckler close-ratio type 'D' are fitted. I've made a small chart to compare gear ratios, wheel sizes and engine speed to miles per hour. The blue highlighted figures are for my E93A Prefect. It is fitted with 16 x 5 / 5.25 tyres but these are about the same circumference as 17 x 4.5. The yellow highlighted figures are for my Super Two and the pink figures are for the Falcon Caribbean.

Information that I have found out so far about the Caribbean production:

Falcon Shells Ltd was started by Peter Pelandine in a building behind a grocer's store in Highbridge Street, Waltham Abbey, Essex in January 1957, after he had left Ashley Laminates.

During 1957, Peter went to New Zealand, leaving Laurie Salmon in charge at Falcon Shells. He returned later in the year with a set of moulds for the Mk III. This body was especially designed for the Ford 7'6" chassis, although chassis of a similar wheelbase could

				Rear axle crown and pinion ratio					
				5.5:1	4.7:1	4.4:1	5.5:1	4.7:1	4.4:1
Gearbox Type	Gear Selection	Teeth on Gears Selected	Ratio	Speed mph at 4000 rpm 17" wheels			Speed mph at 4000 rpm 15" wheels		
8 HP	1st	30/14 * 27	3.403	16.1	18.8	20.1	14.5	17.0	18.1
	2nd	30/14 * 21	1.957	27.9	32.7	34.9	25.3	29.6	31.6
	Top	straight 1	1.000	54.7	64.0	68.4	49.4	57.8	61.8
	Rev	30/14 * 27	4.451	12.3	14.4	15.4	11.1	13.0	13.9
10 HP	1st	29/15 * 27	3.071	17.8	20.8	22.3	16.1	18.8	20.1
	2nd	29/15 * 21	1.765	31.0	36.3	38.7	28.0	32.8	35.0
	Top	straight 1	1.000	54.7	64.0	68.4	49.4	57.8	61.8
	Rev	29/15 * 27	4.015	13.6	15.9	17.0	12.3	14.4	15.4
Buckler Close ratio Type D	1st	27/17 * 27	2.522	21.7	25.4	27.1	19.6	22.9	24.5
	2nd	27/17 * 21	1.450	37.7	44.1	47.1	34.1	39.9	42.6
	Top	straight 1	1.000	54.7	64.0	68.4	49.4	57.8	61.8
	Rev	27/17 * 27	3.299	16.6	19.4	20.7	15.0	17.5	18.7

Gear ratio chart

also be used and by April 1959 the Falcon Mk III was announced, which had an open top. Development of the doors, hard-top, etc. was done at Waltham Abbey by Peter and Sam Pinnock. The Caribbean Mk IV hard top version didn't appear until 1960. This was to become Falcon's best selling shell with about 500 units being sold. Priced at £135.00, its specification included: chassis mounting lugs, bulkhead, battery box, boot floor, inner wheel arches, radiator grill, dashboard with glove box and internal boot, bonnet and door hinges. Later the price of the Mk IV was reduced to £115.00.

The hard top was the whole roof, including the windscreen; a GRP windscreen frame only was available for those customers who wanted to fit a soft top.

Falcon made its own bending jigs in GRP for the front windscreens, which were made in toughened glass by a firm in North London. They also made toughened glass side windows which were fitted into the doors, sliding in lengths of felt-lined aluminium channel which was bonded on to the inside of the door by laminating over short metal strips that had been pop-riveted onto the channels. The window winding mechanisms were supplied by Beclawat Ltd. The rear screens were made in Perspex by William Cox & Co. at Tring, Herts.

The GRP for most of the body parts was two layers of 1½ oz chopped strand mat (from Fibreglass Ltd. or Deeglass Ltd.) laid up by hand with polyester resin (from Mitchell & Smith or Scott Bader Ltd. at Wellingborough).

The interiors were flock sprayed. Short fibres of grey nylon were blown on to the surface, which had a wet coat of gel coat resin on it, and the result was an imitation cloth pile finish.

The external door locks and handles were as used on the boot lid of a production car at that time and were bought from the makers in Birmingham – Wilmot Breedon Ltd.

For the Falcon Mk III, it was suggested using 1954 Consul rear lights, but the later Caribbean used Lucas L572 as used on Hillman Minx and Reliant.

The Falcon badges were designed by Peter Pelandine – enamel on chrome – and were sold



Falcon inside

as an extra. These badges are still available, but at a cost of £136 each!

In my opinion the Caribbean is one of the best looking Specials. I recently noticed a dealer comparing the Caribbean with the Ferrari 250 California Spider, although this comparison must have been on the body style alone, as a Ferrari 250 California was sold at Pebble Beach in August 2017 for \$15.2 million (about £10 million at today's exchange rate).

FordSpecials.co.uk website

If you use Google search engines, any website that does not encrypt its content now shows as 'Not secure' next to the webpage address in the top bar. This is as a result of recent changes made by Google and not an indication that the content is dodgy. As my website does not contain sensitive information I do not incur the extra expense of encrypting, in common with many other organisations. Just in case you



Falcon door handle

had spotted it and were wondering – it is not an unsafe website!!

2019

To anyone who has a Special stored away, I hope you will make a New Year's resolution to get it out and get it back on the road. Merry Christmas and a Happy New Year.



Falcon badge

Letters & Emails

Sidevalve Editor, PO Box 235,
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Email: editor@fsoc.co.uk

A letter from the Colonies

Dear Sidevalve,

I thought I'd write a short update on our new life in New Zealand that may be of interest to some members and friends in the club.

Firstly, let me once again thank JP for his comments regarding the updating of our online systems and processes; I think that the changes are paying off now in terms of offering an improved service to members and, more importantly, helping recruit a new generation of members, and thus underpin the ongoing care and maintenance of our sidevalves. It's very difficult to introduce new procedures and practices to an organisation that has been running comfortably for many years and I'd like to thank the committee for their support during some pretty tense meetings in Abingdon. I'd also like to apologise to those whose feathers I ruffled during the process! Subtlety and diplomacy have never been personal strongpoints.

I am writing this in New Zealand, in a village called Manly on the Whangaparaoa Peninsula. Helen and I are 'Dual Nationals', having gained our New Zealand passports on our first spell out here in the early 1980s. It was always our plan to return at some point, and we'd been wrestling for some time with a son and grandchildren in New Zealand and a daughter (now expecting her first child) in Cheshire. Huge decisions at our time of life, but the weather and lifestyle in New Zealand (together with UK traffic growth) finally won out. We flew out from the UK at the end of August following at least six months of selling off a large proportion of our goods (including, in my case, no less than six guitars, a VoX amplifier, MIG Welder, Compressor, a 4.2 litre V8 Jaguar XJ Sovereign and my beloved 100E Prefect).

I'd always planned to take the Prefect with me, having put about five years of my life into restoring it and investing probably three times the value of the car into new parts and materials. Despite it being a 62-year-old vehicle, importing a classic into New Zealand requires a full vehicle test before it can be registered as road legal. There are 'allowances / exemptions' in the testing in such areas as emissions and airbags, because of the age of the vehicle. There are however some mandatorys, such as seatbelts

(specifically for a 1956 car) that must be fitted. I fitted these and made sure that the fittings complied with NZ Regulations (very similar to our saloon car track race regulations). To guide me through this process of preparing to import the Prefect, I took advice from the Registrar of the NZ equivalent to FBHVC. Once I'd sorted the seat belts, he asked me a seemingly innocuous question: 'Has it ever been welded?' 'Of course,' was my reply, 'it's a 60+ year old English car.' 'Do you still have the receipts? And was the welder certified?' were the next questions. At this point I began to get nervous; I had done a lot of the welding and some more had been done by tradesmen unknown, when the car was owned by my granddad. Anyway, fearful of having the car impounded on the dock in Auckland, I made the decision to sell the car in the UK. The car now lives in Lincolnshire and is apparently destined for a museum based at an old WW2 airfield. So, I landed in NZ without a sidevalve.

My next confession is that, whilst I have bought a classic car over here, I'm afraid it's an MGB rather than a Ford. My logic here is that it's still over 46 years old BUT will keep up with modern traffic and will count as a second car, which unfortunately a sidevalve won't. There are, however, a number of very nice small Fords over here, and perhaps when we've got a little more settled, I'll start looking to get something that will satisfy that 'sidevalve itch'. Fords were exported from the UK to New Zealand from the early days, so there are plenty of cars, going back from Model Ys right through to 100Es. In order to escape massive import duties and create local jobs, the cars were imported as CKDs (Complete Knockdown Kits) and assembled as NZ-new in a big Ford plant in the Hutt Valley, near Wellington. Unlike the UK, there are fewer 100Es around than there are the earlier uprights; I have a theory that's because the monocoque construction of the 100E dramatically reduced the opportunity to add local content, and thus curtailed that channel. Those Internet watchers about might want to monitor the local version of eBay (www.trademe.co.nz) to get an idea of the market.

Whilst I am still a member of FSOC and diligently monitoring our Facebook sites, Sally is now picking up all the daily maintenance and updates on our website (www.fsoc.co.uk), calling on me, very occasionally, to help out on the more arcane technical aspects of the online stores and vehicle registration forms. I have joined the North Shore Vintage Car Club over here. They are a multi-vehicle club, with a complete mix of vehicles and commercials. Some amazing vehicles, although I have to say that all the American stuff leaves me stone cold. The club has a large plot of land with a

nice clubhouse and three big sheds (Spares, Storage and Workshop). Most Thursdays I can be found restoring a 1948 Bedford Breakdown truck, with a small team of three others. The club owns a number of vehicles that members are free to borrow and drive, although I haven't had the courage to drive the Fire Engine yet!

With a daughter (and soon-to-arrive third grandchild) still in the UK, it's our intention to come back in the UK summers for 6-8 weeks, and I certainly hope to get to a few shows and meet up with many of you again.

Best regards from Aotearoa,
Stuart Battersby



Old British beauties

Dear Sidevalve,

I must comment on the front cover of the October 2018 issue. I should think that by now I have proven my love for the Upright British Fords. The picture shows a different model to my own, but my immediate attention was drawn to what has long been another British technical favourite of mine. Ever since I saw *The Dam Busters*, the Lancaster bomber has had a special place in my heart, even more so as the attack was launched on May 17th, the National Day of Norway.

The planned bombing run demanded extreme accuracy in both height above the water and distance from the dam. They settled on the most elementary solutions. For the height, one torch was fixed at the front of the plane and one at the rear, both shining down at the water. When their beams converged at water level, the crew knew they were at exactly the right altitude. As for distance from the dam, they used a simple handheld instrument with two sticks, pointing it towards the two towers crowning the top of the dam. When the two sticks just covered the towers, the bomb was dropped. You could not make it simpler.

Even though the attack was only partly successful, it was a heavy blow to the German war industry in the Ruhr district.

Yours,
Håkon Øverland

Andy Main

Specialist Applications Register

I had planned to conclude the sidevalves on display at the Imperial War Museum at Duxford, Cambridgeshire in this edition. The requested information is still awaited, so hopefully to be concluded in another edition.

Ivor Bryant attended the Gloucestershire Vintage Extravaganza at South Cerney, held over the weekend of 3rd to 5th August, and most kindly photographed and forwarded photographs of the sidevalves of interest to this register. Ivor featured the Mercury in his Bristol & West Regional News so I will not repeat it here.

Pattisson Mk 3 Roller Converta Tractor (RCT 3)

Built in March 1953 in Stanmore, Middlesex and fitted with the 10 hp engine, it was saved from being sent to a scrap yard in September 2010, then painted blue and now restored to the original colour by the new owner from Bracknell, Berkshire.

I first saw it at the great Dorset Steam Rally when it was displayed with a roller front and rear as a cricket pitch roller. Last year it was at the Bedfordshire Steam & Country Fayre at Old Warden. Now with the rollers removed, it was displayed as a tractor at South Cerney this year. (Photo 1.) The RCT 3 may have attended other rallies over the past few years as either a roller or tractor?

Wickham Trolley Type 27A Mk III

The trolley was on display by the Vale of Berkeley Railway and has undergone restoration by two volunteers at one of their homes. (Photo 2.)

The Vale of Berkeley Railway's aim is to reopen the Sharpness branch line, in Gloucestershire, to passengers as a heritage railway tourist attraction, rebuilding some of the key structures that once adorned this historical Severn & Wye Railway. An engineering facility based in the old Engine Shed at Sharpness has been established to restore rolling stock. Eventually the railway hopes to restore the original Sharpness station site, and



Photo 1. Cricket Pitch Roller RCT 3. (Ivor Bryant)



Photo 2. Wickham Type 27 Mk III 100E Engine. (Ivor Bryant)

start up a Heritage Railway operation towards Berkeley. The Wickham will therefore become most useful for transporting the volunteers and carrying small items. In the meantime it is transported to events to publicise the railway.

Trolley 7509 was dispatched from Wickham in October 1956, being one of sixteen delivered to British Railways Western Region Diversion during that month. It was numbered B45W by BR (WR) and entered service at Cirencester, Gloucestershire, but may well have moved to other locations over the years before being withdrawn. When new it was fitted with an E93A industrial engine, now replaced with a 100E engine. (Photo 3.)



Photo 3. Wickham Type 27 Mk III 100E Engine. (Ivor Bryant.)

Mark Harvey

Regalia: Clothing, Books, Manuals, and More ...

Clothing

We now have a large selection of FSOC-branded clothing and accessories, available to all our members via the club website, www.fsoc.co.uk. Just click on the item you are interested in and this link will take you to our supplier where you can purchase your desired items. There is no minimum order and the postage will be charged at the checkout. Multiple items will usually ship for the single postage cost. There is also a telephone ordering service: 01934 521000. Orders with payment by cheque can also be taken on the number above.

(There will be no clothing stock held by the club at any time.)

Below is the full range currently available.



Vintage Army Cap – £9.20

Material: 100% heavy washed cotton.
Modern styling.

Pre-curved peak. Self-fabric strap with silver effect buckle and grommet.



Scarf – £9.42

Material: 100% acrylic.
6cm tassels on each end.
Dimensions: 140 x 20 cm.



Reversible Body Warmer – £26.72

Polyester pongee shell with waterproof PVC coating. Polyester pill resistant Active Fleece reverse. Outer side is windproof and shower resistant. Collar high full length covered zip. One right chest zip pocket on pongee side. Two front zip pockets. Slight drop back hem with orange adjustable draw-cord.

Measurements: XS/SSL.

Chest: 34"–50".



Waterproof Insulated Jacket – £30.36

Material: Hydrafort 5000 polyester outer. 220 series anti-pill. Symmetry® fleece lining. Polyamide sleeve lining.

Waterproof with taped seams. Windproof. Thermo-Guard® insulation. Fleece lined collar. Concealed, adjustable lined hood. Collar high full length zip with tear release storm flap. Two front zip pockets with storm flaps. Mobile phone pocket and security pocket inside. Part elasticated adjustable cuffs. Elasticated side hem. Branding on back of collar.

Measurements: XXS/5XL.

Chest: 34"–57".



Cooltex Active Polo Shirt £21.42

Material: 100% polyester.

Textured fabric is moisture wicking allowing you to stay cool, dry and comfortable. 1x1 flat knit collar. Contrast

taped neck. Three self-colour button placket. Contrast centre sleeve, underarm and side panels with white piping. Twin needle sleeves and hem. Printed back neck label.

Weight: 140 gsm.

Chest: 34"–48".



Vintage Canvas Holdall – £27.51

Washed canvas.
Padded hand grip.

Detachable adjustable shoulder strap with pad. Two-tone webbing details. Vintage Brown with solid colour webbing details. Antique brass effect fittings. Internal valuables pocket. Front zip pocket. Padded base.

Capacity 45 litres.

Size: 58 x 3 x 30cm.



Cotton Heavyweight Rugby Shirt – £24.68

Material: 100% ring-spun combed cotton single jersey. Heavyweight. Traditional woven rugby collar with cotton webbing. Taped

collar and rubber buttons. Reinforced shoulder seams and side vents. Locker patch. Twin needle hem. Elastane ribbed cuffs.

Measurements: SML/3XL.

Chest: 36"–52".



Umbrella – £12.70

Auto-opening. Black fibreglass frame. 14mm black metal shaft. Metal tips. Polycarbonate rubber

finish golf handle.

Material: 210T polyester.



Rolled Travel Blanket – £15.56

Material: 100% polyester.

Pill resistant. Carry handle. Embroidered logo on one corner of the blanket.

Weight: 220 gsm.

Dimensions: 150 x 120cm.



Water Bottle & Holder – £7.38

Material: 6000D polyester 500ml BPA free soft water bottle included. Soft pull-up drink nozzle with screw-on cap. Ergonomic easy grip neck. Wide neck opening for easy filling and cleaning. Belt loop and carabiner clip.

Capacity: 0.5 litre.



*Stud Front Coverall –
£17.21*

Material: 65% polyester/35% cotton.

Concealed stud front. Two mitred chest pockets with stud fastened flaps. Two swing pockets with side access. Full back elastication and an action back. Rear mitred patch pocket. Ruler pocket on right leg.

Sizes: SML/ XXXL, Regular/Long

lengths.

Chest: 36"–56".



*Short-Sleeve
Business Shirt –
£20.11*

Material: 55% cotton/45% polyester poplin.

Easy iron fabric.

Classic fit. Fused stand up collar. Left chest pocket. Back yoke. Curved hem.

Collar sizes: 14.5cm–21cm (36"–60").



*Slouch Beanie –
£7.60*

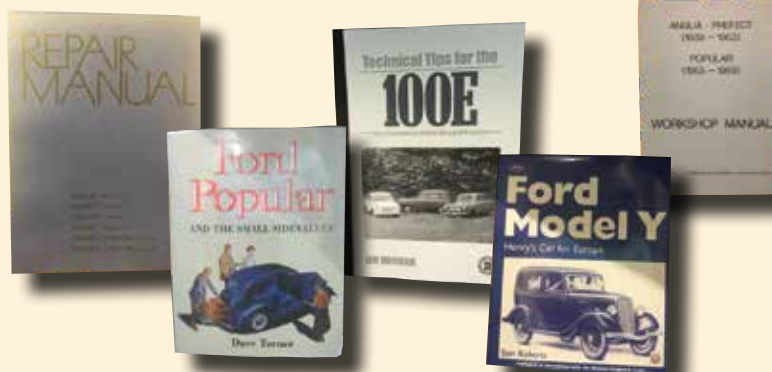
Material: 100% soft touch acrylic. Double layer knit. Slouch or classic turn up style. One size fits all.

Books & Manuals

There is a large range of books, manuals, leaflets, etc. available. Some manuals are reprints of originals (see some examples below), plus many more.

There is also a large range of miscellaneous items such as key rings, grill badges, dusters, lapel badges, stickers, models, and much, much more.

Please email me with any enquiries to regalia@fsoc.co.uk.



Calendar

Don't forget your calendar for 2019 – these are selling fast!



Carol Bailey

My First Car

In June 1967, at the age of 18, I passed my test at the second attempt and began to look for a cheap, second-hand car.

As luck would have it, a neighbour had a beige 1947 Ford Prefect to sell, and for £5 I had my wheels.

With a sloping back and headlights mounted on the front mudguards, I thought she was perfect, and full of character, although not built for speed, and the engine needed some attention.



My dad and a friend stripped the engine down and replaced two pistons and, for several months during that summer, I chugged happily back and forth to my job in Southwold, with the odd jaunt to the beach with the one or two family members who could be squeezed into the back seats.

At weekends, my boyfriend – later my husband – and I would give her a wash and brush-up in the back garden, topping up the water and checking the oil. The photograph shows a typical Saturday scene.

Another time, with 'L' plates on, I accompanied a young relative on her first outing, but we didn't get very far as, coming to the first corner on our estate, the steering wheel didn't turn and we sailed slowly and

sedately into a neighbour's back garden. Luckily there was no damage, either to the wooden fence or the car.

But all good things come to an end, and the MOT test proved her undoing. We took her to the local garage on the Bungay Straight. To test the brakes, as he always did, the mechanic backed her out of the garage with the brake meter on the floor and drove her back in at speed. So far, so good, but when he hit the brakes, the front axle folded up and the car ended up under the workbench.

Unsurprisingly, she failed the MOT test and, as I couldn't afford the repairs, she had to be scrapped.

No other car I have ever owned since has been such fun.

Courtesy of Archant Community Media Ltd

Jim Norman

Rear Brakes

The 100E had, over its nine-year production span, three different braking systems. It started life with seven inch diameter drums, but from January 1955 the diameter was increased to eight inches to address complaints of brake fade under harsh conditions, also incidentally improving the braking performance. This system lasted until February 1957, when it was altered in detail only and remained at eight inch drums, but the changes at the rear were small but significant. This has been looked at before and a warning given, but a recent technical query regarding the shoes sliding off the wheel cylinders suggests that it should be revisited, perhaps in more detail.

The early eight inch system used standard Girling cylinders with the contact end of the pistons slotted; this prevented any sideways movement of the shoes and located them very firmly against the pistons. The handbrake was operated by links which passed through the backplate and engaged a slot at the end of each shoe, close to the piston. The contact face of the lever was very heavily curved to provide a rolling action when the handbrake was operated and the shoe was forced into contact with the drum (see Photo 1).

From February 1957, the system was changed in that the pistons became flat faced and no longer provided the transverse location for the shoe. The links' heavy curvature provided a severe transverse thrust when the

handbrake was operated, sufficient to cause the shoes to slide sideways off both the piston faces and handbrake links. This would render the braking system completely inoperative on both systems.

Ford's designers realised the problem and addressed it in three ways. Firstly, they extended the contact face of the link beyond the shoe and made it straight, thereby reducing the side thrust. Secondly, they enlarged the tip of the link and made a hole in it to accept a split pin, thus preventing the shoes' sliding off the end of the link (see Photo 2). The third action taken was to drill the backplate with a 1/4" diameter hole through which hold-down pins, washers and springs, similar to those at the front, could be fitted to again reduce any transverse thrust, and so the system again became safe (see Photo 3. This is on a 107E; the 100E does not have the halfshaft flange in the way, but otherwise the system is identical).

Today, there arises a problem: the cylinders from 1955-1957 are difficult to obtain, but the later type are freely available. They are directly interchangeable within the backplate with the earlier cylinders, provided that the later handbrake links are fitted at the same time. The later cylinders are available from the club (100E-2261-D), as are the later links (100E-2103). The early backplates of course do not have the holes for the hold-down pins, etc., but this is easily rectified by drilling one. After



Photo 2

securing the car on axle stands and removing the drum (puller required), fit the new cylinder and link. Fit and adjust the shoes, then ensure that they are correctly centralised on the drum by temporarily refitting it (no need to fit the hub nut) and turning it in both directions. Remove the drum. Now mark the backplate through the hole in the shoe, ensuring that the marker remains perpendicular to the assembly, then drill out 1/4".

Job done!

If your 100E was built in the years 1955-1957 then it is strongly advised that you remove both rear drums to check that it is fitted with the correct cylinder / link combination.

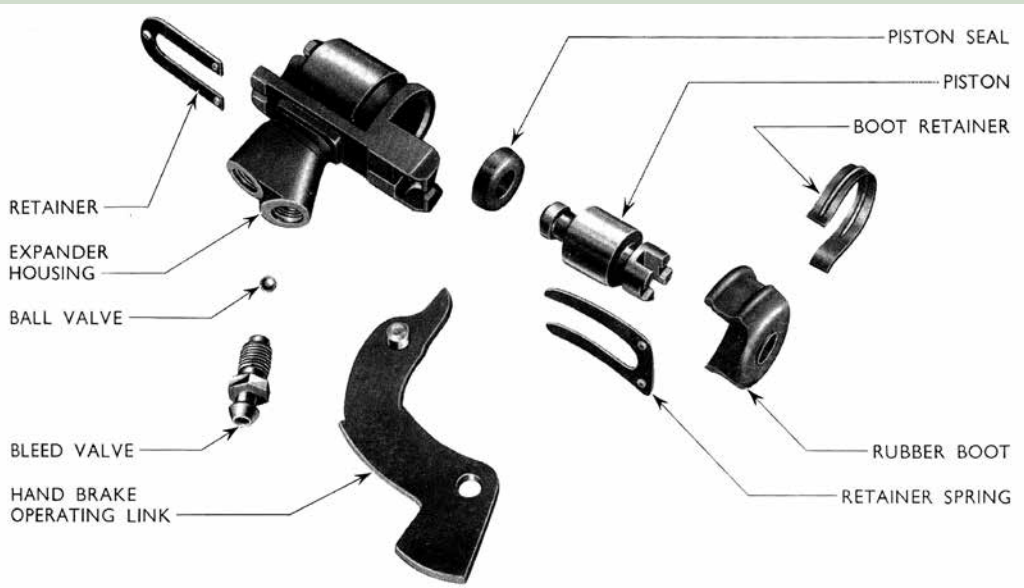


Photo 1



Photo 3

Angela Lambert-Dowell

Happy Birthday, Henry

Henry is celebrating his 60th birthday this year and I thought you might like to hear his story. He is our Ford Popular 103E and he was one of the last to be produced at the Doncaster factory. My parents bought him from Monk Bridge Service Station, York, in 1958 and he has been in our family ever since.

He brought me home as a baby from the maternity hospital, and thereafter took us for days out, and on holiday to places like Scarborough and Filey, on the Yorkshire coast. I don't know how everything fitted in! I would sit on my mum's knee and the back seat would be piled up with all manner of holiday essentials.



Dad, me and Henry



A new generation at work

We even took the fish on holiday, which I would hold in a plastic bag!

When we went up hill, the windscreen wipers didn't work, due to there not being enough power, so if it was raining then my dad was not able to see where we were going. Also, there are several large hills out of the Vale of York, and I remember various occasions with my dad struggling to change gear and frantically double de-clutching. It felt as if we would slide backwards down the hill, so it was very scary for a little one like me!

When we finally got to our holiday destination, we would be parked up for the entire week, as petrol was rationed back then and we could not afford to go anywhere else. So, there was plenty of walking to be done.

Soon after my parents bought Henry, the shape of cars changed quite drastically. The new Cortinas came out, with a low line and some of them with fins. This meant that Henry fairly immediately looked very dated. All my school friends' dads had these new cars and so I was teased about our 'old' car. On Saturdays, when we used to go to the supermarket, we would come back with our shopping to find people peering inside Henry and laughing at him. I wished we had a modern car, then.

By the early 1970s the engine did not seem to be performing so well. However, my uncle had a black 103E with a gold seal engine, but the bodywork of this car was not so good. It was decided that the engine should be swapped into ours and my uncle's black car would be scrapped. So, my dad and uncle set about changing the engines over, one Saturday, on our drive. They had no specialist equipment and I think they had a hard time of it! I was kept well out of the way inside!

After a few years, Dad thought the paintwork was not looking so good, so he decided to paint the car. It was not possible to buy spray paints and all the equipment back then, and he couldn't afford to have it done professionally, so he painted the car himself. It was a big job. Dad was never completely satisfied with it, because you could see the brush marks, and it soon faded to a different colour.

So, eventually and after all of this, Henry stayed in the garage more and more, and my dad bought a different car for day to day use.



Henry, 1964



A difficult time followed when my dad suffered a stroke at the relatively young age of 52. Mum was struggling to cope with everything, and thought perhaps it would be better to sell Henry and get the space in the garage back. So, some research was done into finding a buyer. We didn't want to see him go, but knew Mum was only trying to make things easier. Finally, a

buyer was found. They were going to take him to America to become a hot rod. A day was arranged for him to be collected and we all felt very sad. On the morning of the fateful day, I heard my parents discussing the arrangements. My dad was not well and I heard him say that he didn't want the car to go as a hot rod. I don't think Mum was comfortable with it either, so a phone call was made and that was it: he was to stay ours in the garage. I was very pleased with that decision.

Every now and again, when my mum and I were out at work, Dad would go outside and tinker with the car. He had had to retire from his exacting engineering job following the stroke. He was upset that the car would no longer start. Eventually, Dad was not well enough to look after Henry, so he just waited in the garage, which was dry and safe.

I met my future husband, Chris, got married and moved away with our work. We would come home to visit and have a look at Henry every now and again. A year after we were married, my Dad suffered a heart attack and very sadly passed away. Mum asked if we would look after the car, and luckily Chris was able to step into that role. We set about restoring him in 1991 and joined the Ford Sidevalve Owners Club, for help and advice.

Chris discovered that Dad must have reversed the distributor shaft by 180 degrees by accident, and this was the reason that Henry was not starting. With that changed, he fired up immediately. Dad would have been pleased, but also very cross with himself! So, over the

years we did what we could, but didn't get to go far in him, as there was not much time. When our own children came along there was even less time. As our boys grew older, they got involved as well, and we started to go out to the odd show, etc. One day, we went to visit Mum and she said that she thought a mouse had taken to living in Henry's roof. We checked this out and sure enough the old headlining, which was very dirty anyway, had some ominous holes in it! Time to do some restoration, we thought.

We decided that we should also sort out Henry's paintwork. From my dad's painting him, he had faded and was not looking so good. So we invested in the equipment, took him from Mum's house to our house and got started. We found it very difficult work, as we had to remove the old paint first, which took many hours. Eventually, we succeeded, and though it is not 100% perfect, it is better.

The windscreen rubbers had also perished from being in the sun in Mum's garage. So, with the aid of the club spares service, we were able to purchase new ones. Fitting them was tricky, though!

Next we had the headlining re-done. It was the only thing we paid a professional to do, and what a splendid job he did too! It has made a big difference to the interior appearance. The final job that we still have on our list is to clean the seats. They are original PVC and a bit dirty. We have yet to find a good cleaning solution for them.

So, now Henry lives with us and we take him to shows when we can. Henry is certainly not



a perfect specimen show car, but he is a real example of a well-used and loved family car, with his own unique story. We like to dress in the costume of the period when we take him out, to get a real feel of the time when he was made. Henry has lived through many different times and has come through, to be loved once again by everyone he meets!



John Brown

An Irish Tale: IN-3836

In December 2017 I was searching for a Project to replace my 1954 103E Ford Popular (UEH 279) that I had just finished getting to a roadworthy state. The Pop was running OK and I needed something to while away the winter months in the garage. I had always been interested in Fords, my first car being a 1956 Ford Pop (TOB 741) purchased as a student in Bristol in 1967 for £20 with my first year's LEA grant!

I have always preferred older cars, particularly those with running boards, which I recollect were fitted to my first Pop as I believe in those days they were a fairly accessible optional extra for the 103E. In trawling the Internet I came across IN-3836, an Irish-registered 2-door Model Y Tudor that had been acquired by Gerald Jenkinson in Ireland (now living in the Birmingham area) in 2014. By December 2017 he was well into a full restoration of the car. He was however finding it hard to continue due to his advancing years. After a few email exchanges and a chat with Gerald on the telephone, we agreed a price and I arranged to collect it between Boxing Day and the New Year.

IN-3836 had been used prior to and throughout the Second World War as a doctor's car (original purchaser) and for some reason this brown car had white wings and headlight shells – perhaps resprayed during the war years as a blackout precaution. From the available records the car had been manufactured in Dagenham in November 1936 and shipped as a kit to the Irish plant in Cork. It had been sold / registered new to a GP in County Kerry in early 1937. Records show this was approximately the ninth car registered in Ireland in 1937. The recorded 19,925 miles currently recorded on the speedometer are believed to be genuine, and all clocked up by the good doctor on his daily rounds before and during the war years.

The car was purchased from a Ford main dealer in Killarney by James Brown of Belfast in 1967 for £118 – borrowed from his brother, Alan Brown, and which included the rail transport costs to Dublin from Killarney. The car still bears the dealer's sticker on the dashboard. It was subsequently imported into Northern Ireland with a Customs duty payment of £60.

During subsequent storage at Alan Brown's

Ormeau Road storage facility in Belfast, the premises were petrol-bombed by the IRA and although the car suffered only minor damage, the original registration book and purchase receipt were lost. After several years' further storage, the car was finally released to James Brown in 1977 after he had settled debts owing to his brother of £500 (purchase price plus Customs and storage charges, etc.). James however appeared not to have bothered transferring ownership into his name until 2007, when he entered into correspondence with the Kerry County Council (Motor Taxation Department) to have the vehicle registered in his name and for a replacement registration book, which was finally issued to him on 27th May 2009 after further protracted correspondence.

Gerald purchased the car from James Brown in 2014. Photo 1 shows the car when a friend (Trevor) and I collected it from Gerald's barn after Christmas, using my motorhome as a towing vehicle.

One reason I am sure the 19,925 miles on the clock are genuine is its extremely sound state and the fact that the original double water-inlet engine was still fitted when acquired by Gerald – and was runnable, despite the odd broken piston ring and other issues. He subsequently removed this engine (available and passed to me with the car) and overhauled a later 8hp engine with the single water-inlet, to be installed during the restoration process. The original gearbox needed no attention other than an oil change, clean and re-paint.

The first task was to completely strip the engine bay and prepare the main tub for re-spray. The wiring was removed, along with the coil and other parts still attached to the inner wings of the vehicle, and all original nuts, bolts and screws, etc. carefully stored for subsequent cleaning and replacement in due course (Photo 2).

The car at this stage was raised on 4 x axle stands and the underside was attacked with Gunk and a wire brush. The underneath of the car was remarkably sound and tarnished only with surface rust. The chassis rails were painted and the rest of the old wiring loom stripped out of the car, taking careful note of the layout and with lots of photographs prior



Photo 1. Car loaded on trailer.



Photo 2. Engine bay as received in workshop.

to stripping out. At this stage a new loom was ordered from Autosparks (6-8 weeks lead time), together with a new 6 volt coil and battery. A useful feature of the Model Y is that the dashboard can be easily removed for re-wiring on the bench. This was much easier than doing the same job on my Pop 103E, where the dash is welded to the bulkhead and it is difficult to access the instrument connections.

In March 2018 the car (main tub / wings / bonnet sides / radiator cowl) was trailed

off to the spray-shop at Watton-at-Stone where it was prepped and resprayed brown with black wings – we think these being the original colours for the car. Whilst all this was in progress we had removed the luggage carrier from the rear of the car, together with the front and rear bumpers. All chromed items (bumpers / door handles / winders / bonnet strip hinge / bonnet mascot, etc.) were sent off to be re-chromed at local platers.

The car returned from the spray shop in early April and the re-assembly commenced in earnest, the first job being the installation of the re-conditioned engine, which had by now been reunited with the gearbox. The whole assembly had also been prepared and hand-painted with the correct Ford engine paint whilst we had the additional garage space vacated by the body shell. Using a portable engine hoist, the whole assembly was relocated in the freshly-painted engine bay on the chassis rail mounting points.

With the power unit installed, the transmission was coupled through to the prop-shaft and the floorboards replaced, ready to accommodate the carpets. Subsequent work included a new wiring loom, overhauled window winder mechanisms, recovering and reinstalling the wooden roof panel, roof lining and door / wall card, etc., refurbished rear window blind, replacement floorboards, new carpet set, and reupholstered front and rear seats.

I also fabricated a bespoke toolbox to be carried on the carrier at the rear of the car, to offset the lack of luggage accommodation on the Model Y (Photo 3). The rear carrier itself was sound but seized solid in the closed position, taking many hours of patient easing, oiling and hard work to restore and to ease its operation. One of the pins was so seized it had to be drilled out and a new pin turned on a lathe (courtesy of Robin Thake).

Throughout the restoration I was in touch with the DVLA, who advised me that the car required an inspection and that a representative from SGS would visit to do this and check its pedigree, etc. The man from SGS arrived and the inspection carried out, with his advice that all appeared OK and that the DVLA would be receiving his report the same afternoon. A week later the V5C arrived in the post, advising a new age-related number of YXS 847. No fanfare or trumpets, but at least after some seventy-plus years the good doctor's car (IN-3836) will again hit the road! (Photo 4.)

Thanks to all who assisted me in completing this restoration (Trevor, Gerald, Y Register, Robin).



Photo 3. Carrier with new carrier tool box / spare wheel retainer.



Photo 4. IN-3836 on the road again – John + car + original Eire plate.