

Sidevalve

Journal of the Ford Sidevalve Owners' Club

Stores
Open Day
28th April
11.00am–
3.00pm



Features this issue

The Mail Must Come Through

Mechanical and Hydraulic Brakes

Sidevalves in the Family | 100E for Keeps



www.fsoc.co.uk

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Photo by Sally Litherland: Neil Patten's 100E and the Bluebird Belles.

John Porter

Editorial

Writing this editorial between Christmas and New Year, just after the shortest day, makes me look forward to the new season and getting the cars out into the sun. Hopefully we all have a regimen for keeping our sidevalves in good shape during the salt season. Much has been written, and there are many opinions about the best way to keep everything working ready for the spring. Keep the battery topped up with charge. The main thing is to start them regularly, say once a month, and run the engine for at least 20 minutes to get everything heated through. If you have a drive or somewhere quiet then run your sidevalve up and down to get oil around the transmission as well as the engine. Give the brakes a few prods to prevent any sticking, especially those of you with those new-fangled hydraulic systems.



The recent announcements from DVLA in regard to historic and VHI (vehicles of historic interest) have kept us on our toes. Especially concerned are those of us with Specials, modified or sidevalve-based kit cars, and it has been trying and, at times, dispiriting. The Federation of British Historic Vehicle Clubs has been hard at work trying to make the proposals manageable, and hopefully May 2018 will not be too much of a worry for classic vehicle owners. Keep an eye on the FSOC website and Members' Lounge for up-to-date news on this

Floor screws



subject, as more developments will no doubt be announced at the last minute.

Some mention has been made of the club's decision to review the range of regalia, in particular, the clothing. (See Page 3 for some special deals) Those of you that attended the club's stand at the NEC in November would have seen a selection on sale at attractive prices, and hopefully have bought something. The Coventry group will have a further selection for sale at the NEC Restoration Show in March 2018. See the Members' Area on the website and Facebook Lounge for discounted tickets – contact me or Sally Litherland if you are not computer minded (addresses in *Sidevalve*).

In the meantime, Sally Litherland has had some FSOC sew/iron-on woven badges for you to put on any clothing of your choice or style. This way you can always dress with style...



This will hopefully be part of a new range of FSOC clothing items available this year, which will be able to be ordered via *Sidevalve* and also online.

Also available from the club stores are sets of screws for the metal front floors of all uprights, and packets of bulkhead screws in the correct head style. Please note that if a previous owner has re-tapped the captive nuts then other size screws may be needed – these sets are for unmolested Uprights.

Bulkhead screws



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Regalia on Offer

As part of our regular reviews of club stock – regalia and parts – we have a special offer on the items listed here. The prices include postage and packing. Please note that some of the items that we are offering are not shown in the photographs; hopefully the rest will appear on the FSOC website. The reason for the discounted sale of these regalia items is that they have been in stock for a long time and we need to find space to introduce a new selection of regalia clothing later in the year.

Item	Price inc P&P
John Howe - Book of Sidevalve Cartoons	£6.90
FSOC mugs	£5.90
Dusters	£3.20
Tea towels	£2.76
Model E494C Van (30th anniversary)	£10.90
Sweatshirts various/ Rugby shirts (red & black)	£7.90
Polo shirts (L) white	£6.90
Polo shirts (M) white	£6.90
Polo shirts (XL) white	£6.90
Sweatshirts blue (L)	£7.90
Sweatshirts blue (XL)	£7.90
FSOC sweat shirt and polo Shirt	£10.90
Beer glass 40th anniversary	£8.40
Beer tankard 40th anniversary	£8.40
Tankard and glass	£12.00



Brian Cranswick

Events

This is the time to starting planning ahead for the new season. Below are some of the events which have been notified so far.

Do not forget the Drive It Day events on Sunday 22nd April: a great opportunity to get the old motor out for a run after the winter hibernation period, and to support your area group.

A reminder to all the area groups: please keep the Events Coordinator notified at events@fsoc.co.uk for all your events that will have a club stand, as this a requirement for the FSOC's insurance cover.

These listings are just 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 contact.

23rd to 25th March, NEC Restoration Show, Birmingham. Club stand with some activities, especially a fabric roof replacement! Contact Colin Pudge.

1st April, Festival of Transport, Chatham Docks. Kent group club stand. Details from Richard Greenaway.

7th April, Heritage Motor Show, Detling, nr Maidstone. Kent group club stand. Details from Richard Greenaway.

22nd April, Drive It Day. Bristol and South West Group are meeting up with the Horton Historic Vehicle Club. Start time 10.00am (tbc). Event starts from Horton, nr Chipping Sudbury. Further info from Ivor Bryant.

22nd April, Cambs group Drive It Day. Meet up 10.00 am, Golf Club car park, Fen Lane, Pidley, nr Huntingdon, PE28 3DF. Details from Brian Cranswick.

22nd April, Kent All Ford Show, Aylesford Priory, nr Maidstone. Kent group club stand. Details from Richard Greenaway.

2nd & 3rd June, Tatton Park Classic Car Show, Knutsford. Club stand. Further info from Joe Wheatley.

9th & 10th June, Dig for Victory Show, North Somerset Showground. Club stand. Details from Ivor Bryant.

23rd June, Surrey Group are organising a barbeque and a drive through the Surrey Hills countryside. Fred Tutt is looking for members to support this event. Please contact Fred for more information.

24th June, Lymm Historic Transport Festival, Lymm Town Centre. Club Stand.

Date for your diaries: AGM 2018

Atwell-Wilson Museum, Calne,
Wiltshire SN11 0NF
30th June 2018
More in the April issue

Details from Stuart Battersby.

30th June, FSOC AGM.

30th June & 1st July, Mid Shropshire Classic Car Show, West Mids Showground, Shrewsbury. Support needed for a club stand. Details from Stuart Battersby.

15th July, Old Ford Rally, Heritage Motor Centre, Gaydon. Club stand. Entry forms from www.britishmotormuseum.co.uk.

5th August, Northern Sidevalve Day, Hebden Bridge. Early booking is

recommended. Entry forms from www.hebdenbridge-vintageweekend.org.uk.

12th August, Southern Sidevalve Day, Breamore House, SP6 2DF. Details from Sally Litherland, or download booking form: www.classicmotorshows.co.uk/exhibitor-booking.

18th-19th August, Tatton Park Classic Car Show, Knutsford. Club stand. Details from Joe Wheatley.

15th & 16th September, Footman James Manchester Classic Car Show. Club stand. Details from Joe Wheatley.

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**All bookings are subject to a single transaction fee of £1.50. All information correct at time of publishing. Call 0844 698 678 to book. Calls cost 13p per minute plus network extras. See website for all information. Tickets include a show guide worth £4.00. **Club SINGLE ticket (adult 16 years+) offer only applies to Saturday and Sunday single day tickets when booked in advance and is limited to 10 tickets per member. The club FAMILY ticket offer is limited to 4 family tickets per member, each admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print at-home voucher to your club's stand and they will benefit from a commission.

Håkon Øverland

Scandinavia

What Søren writes below about classic everyday vehicles in Denmark definitely also applies to Norway. The classic car movement lacks a representative presentation of everyday cars at the expense of the (often imported) 'fast and furious', not to mention the overwhelming interest in the American battleships.

The everyday inheritance

Søren Palsbo: The Danish Tramway Museum (Sporvejsmuseet Skjoldenaesholm), some 35 miles west of Copenhagen, hosts an annual meet for owners of cars from 1972 or earlier – and their cars, of course. 'Cars which shared the streets with trams' is the title of these meetings, and as the last old Danish tramline was converted to bus traffic in 1972, this

vintage is the youngest to take part in the event where the street scenery from the tramway days is recreated.

Sidevalve Fords are rare phenomena at these events, I'm sorry to say, as only a few of the once relatively many sidevalve saloons and vans survive. Fortunately there are quite a few everyday cars among the participating historic vehicles, although fast and furious roadsters and American battleships are represented in a number which isn't a true reflection of the everyday street scenes in the 1930s, 1940s, 1950s or 1960s.

Both Danish and British TV programmes hosted by car enthusiast journalists reveal that little boys (of all ages) mostly dream of fast cars – useful for nothing but speed – and not

the everyday cars which were the first cars many families bought when income allowed them to do so, such as my 1954 Ford Popular 104E. A broader interest in history – including yesterday's history – plus less salty roads than our winter roads in Denmark must be the explanation as to why Britain has preserved taxis, vans, buses, lorries and ordinary family saloons in much greater numbers than we. I envy you!

One of the few Danish sidevalve survivors presently awaits the spring and summer of 2018, standing in one of our outhouses on the island of Bornholm with no weight on the tyres at all. It was photographed together with its owner on the last outing before its winter sleep. I wish all *Sidevalve* readers a happy 2018.



Sally Litherland

Wiltshire

I'm planning a journey, encouraged by Ian Glass's Monte Carlo expedition. Molly needs her vinyl roof replaced and, for several years of leaking or not going out in the rain, I have been offered a place on our stand at the Restoration Show where she will be sorted out. Actually, I admit I have longed to do it myself, even buying the kit at Shepton Mallet last year; however, I have no garage to work in, or even a driveway, so the task seemed fairly hopeless – the one week I had set aside and planted dustbins on the road outside my house, it rained for five days. Oh, for a driveway!

So, this is the plan. I will drive up to the NEC where the elves from FSOC garages all over the UK will strip her (!) and sort out her roof leaks. If any of you have read my infrequent reports of Molly in the past, you will know that she also suffered from incontinence for many years, but after excellent advice from the elves she no longer requires a drip tray – like all medical problems it was confusingly not due to lower leaking seals, but breathing difficulties.

Driving to the NEC is not a Flying Tortoise marathon but the old dear has not been so far in years and I have no idea what to expect. The advice I am given is, 'Just go for it – it's what cars are made for'; however, after 36 years of persuading her on her 'off' days to behave, I have stopped thinking of her as a car (obstinate elderly Retriever is more appropriate).

Normally I would pack several picnics, an overnight bag and a fully charged phone for any journey over 20 miles. I am both nervous and excited at the prospect, and have asked Neil, our FSOC Spares Guru, for any parts which may be required by the RAC who, I have discovered, love a challenge. I have certainly contemplated setting off the day before as I don't want to let anyone down ... little faith, you see. If it rains then I am in trouble, so perhaps a mop, bucket and umbrella for inside will have to go too, plus some of that spray to make the water run off the windscreen, as her wipers have a mind of their own.

Actually, as an always optimistic person, I am looking forward to the challenge and greater confidence in the old girl in future. If anyone feels like giving me advice, please feel free.

Otherwise, all is quiet in my sidevalve world and I would really enjoy hearing from other members in the area who probably have exciting things to report for this Wiltshire section. I am hoping there will be another Southern Sidevalve Day at Breamore in August but it is yet to be confirmed. Other events will be the Vintage Nostalgia Show at Stockton, Wiltshire, which promises to be even larger this year (two days, camping, dancing, stalls, entertainment), and the Dig for Victory weekend near Bristol. Additions will be on the website as confirmations of shows come in. With Molly's new roof, I am looking forward to lots of adventures in 2018, and look forward to seeing many more of my local gang at shows or events.

Nigel Hilling

Yorkshire

We had our Christmas dinner at the Reindeer Inn in early December. Twenty-four members, wives and friends enjoyed a good meal and a pleasant social occasion, topped off with the now customary singsong with John Duckenfield on the guitar. The dining room holds only 24 so we were full, therefore if anyone else thinks they might like to attend this year, please let me know as we may need to consider somewhere bigger.

Meetings will continue on the last Tuesday of the month at the Reindeer Inn in 2018.

Please come along and join in, whether in your sidevalve or a modern car. One of the first events of the year will be Drive It Day on Sunday 22nd April, although I have no details of events at this time. The York Historic Vehicle Group usually organise a run from York to Sherburn Aerodrome, which is open to all, but there will be a number of other events around the region. I will put details of these and any other relevant events in the Yorkshire Regional News on the FSOC website. Once I have enough information, a 2018 calendar of events



will also appear on the Yorkshire page. I also send updates and general information out by email to those on my list. If you want to be added to that list then please email me.

Northern Sidevalve Day will again be held as part of the Hebden Bridge Vintage Weekend on Sunday 5th August. Entry forms are available on the Hebden Bridge website or from me. The Newby Hall event on Sunday 15th July once again clashes with the Old Ford Rally at Gaydon, but we will still be having a stand at Newby Hall. Entry details much nearer the time.

Stuart Battersby

North Midlands & Borders

Firstly, I'd like to wish a belated Happy New Year to all FSOC members in the region!

Well, I'm now back from seven weeks in New Zealand and I am really loving this weather. Snow, rain and near freezing temperatures; not really the perfect weather for sidevalves. The winter weather doesn't really seem to have affected the ambitions of Ian Glass, who, after a complete rebuild of the engine, is taking the Flying Tortoise (Popular 103E) off on a winter rally again. This time he is making a second attempt at the Monte Carlo Classique, and we all wish him the very best this time. We also will expect to see the Tortoise at our monthly Peacock meetings some time during the year.

We've had a number of new members join the group over the past few months and I'd like to welcome you all. Please do contact me just to say hello, ask for some help, discuss group meetings, or talk about rallies and shows. FSOC is here to help you maximise the enjoyment that you get from your vehicle, and my role as Regional Coordinator is to help you achieve that. (I would say from the outset that I am not a technical expert, but perhaps a Wise Man: I don't know the answer to every question, but I know a man who does!)

Vans/commercials seem to be at the forefront of my mind this month. Two of our new members in the Cheshire/Shropshire area have vans under restoration. We have another E83W (that makes two, including John Crowe's) and an E494C, which I think is the only one in my group. Sticking with vans, the team at HQ have played a blinder in getting an original registration confirmed on a new V5 for Les Banks' 300E (see photos). All this *without* an old log book or V5. During the vehicle inspection we were able to date the vehicle very accurately from the matching engine and chassis numbers, from the Triplex Windscreen etching, and from the wheel stamping. Further, we were able to establish the year and month of registration from the first three letters of the



Herefordshire registration plate. Before the inspection, Les had visited the Herefordshire Archive, and whilst they didn't have a record of the original registration, they were able to give him a copy of an office memo which confirmed that the registration details had been transferred to Shrewsbury at the time of Local Government reorganisation. Les recently received his new V5 from DVLA which said they had managed to find an earlier record of his van and were pleased to issue a new V5. What a result! We now await the results of the restoration ...

At this stage we are putting together our schedule of events for the coming year, but I'd like to mention that we have booked a club stand at the Shrewsbury Vintage Car Show on 30th June/1st July. This is the first time that we have taken a stand here and probably the first



time for many, many years that FSOC has had a major presence in Shrewsbury. We hope to see many of you there. We have also booked a stand at the Lymm Transport Festival on 24th June, so please get in touch (*quickly*) if you fancy this show.

Brian Cranswick

Cambs, South Lincs & Norfolk

Not much to report at this time. I have recently come across some old photos in my archives: does anyone know whatever happened to these cars? The 103E Popular (KNR 512) was

up for sale some time ago, and the extremely smart looking Siva (RSL 904) at one time was owned by a former local group member in Wisbech.

Support is needed for our annual Drive It Day meet-up (info in the events listings). Please get in touch with me if you would like to attend.



Fred Tutt

Surrey

Greetings from the Surrey Region. Having sorted the carburettor out (new main jet) with the help of a golfing friend – who made the mistake of telling me that he did an apprenticeship years ago on Ford sidevalve cars – Percy the Prefect is on the road again and running like the proverbial sewing machine (fingers crossed!). With one or two minor things to fix (semaphore indicators / temperature gauge), I am really looking forward to being on the road throughout the summer; being involved in a programme of sidevalve events for our regional group; meeting up with other Club members, their friends and other classic car enthusiasts in this neck of the woods; and learning more about the mysteries of how

sidevalves work, and why people with bloodied knuckles (when the spanner slips) spend so much of their time and hard-earned money on this peculiar hobby.

If we can get support, I am hoping to include FSOC stands at some classic car shows, and hold a members meeting or two, and an open midsummer classic car road run. I am also in contact with Richard Greenaway (Kent), David Pickett (Sussex) and Stan Bilous (London SE) to get their feedback on the possibility of having some sort of joint venture to promote the club.

The first event being organised is for all the members who might be interested in an informal get to together in the spring.

The date is **Tuesday 10th April at 7.30 pm**; the venue is **The Douglas Haig Inn** at The Street, Effingham, KT24 5LU (a mile off the A3 junction of the M25, between Leatherhead and Guildford). Please make a note in your diaries, and come along to have a drink with other members to chat about our sidevalves and plans for 2018.

There are also two Sunday morning clubs in the area that might be worth looking at as potential venues for a get together with other enthusiasts. One is the Surrey Oaks Breakfast Club, which meets at Newdigate on the third Sunday of the month, and the other is the Black

Continued on Page 9

Joe Wheatley

Merseyside

No shows at this time of year, though we did enjoy a Christmas meal at the Bottle & Glass on 11 December. Thanks to Steve McKenna for bringing over several of his members from East Lancs group. We had 31 people in the back room enjoying a festive repast. Maybe we can do even better in 2018!

I was away in Cyprus for most of September, so missed the final few shows of the year. I was sorry to miss the little show at Leigh, which is always enjoyable and close by; also, the big

Footman James indoor show at Event City in Manchester. Steve McKenna organises our stand at this one and I believe he was able to put on a good show without me!

On my return I was able to organise a last outing for us at Belong Retirement Village in Warrington, where my Mum is a resident. We did put on a display back in May which was very well received, so we were invited back again. Myself and Jill in Freddy; Dave R in a Bentley; Chris Tooms and Steve Edge (103Es);

Dave Broad in a Ford (Mercury) Cougar; and Bruce and Carol Allen in their Daimler. Bernard Ellicott was also able to join us in his 100/7E Pop as his wife Pat is well on the mend, so he could come out and play.

Unfortunately the weather was unkind, with rain discouraging the residents from coming out. We enjoyed a good lunch and a chat in the dry, and braved the rain for a while to show the cars to the few brave souls who did venture out.

Over lunch, Steve Edge told us he was worried about the engine in his 103E which seemed to knock when under load, particularly when climbing hills. A discussion ensued while various possible causes were discussed, until Steve mentioned he had decoked the engine earlier this year. Dave then asked when he had last checked the nuts on the head studs? Sure enough, on close inspection a small amount of soot could be seen at the joint of the head and block near number four cylinder. I lent a suitable spanner, Dave nipped up the head nuts, and Steve later reported the knock gone! A warning to us all to check the torque on your nuts regularly!

To close, may I wish you all trouble-free sidevalving in the New Year. Show season starts again in April, so please contact me for details of events in the North West.



Prestatyn 2017 – our line-up

Continued from Page 8

Swan Breakfast Club at Ockham on the second Sunday. I am planning to visit both of the clubs to find out what they are all about, and will report back at our 10th April meeting.

I would like to organise a Club Stand at either the Cranleigh or Capel shows, both regular classic car shows in Surrey, but unfortunately they are both on the 18th August so we will need to agree which is the most popular to support. Also, Surrey member Tony Russell is a supporter of the Leigh Country Fayre, held in July, and it would be great if we were able to set up a Club Stand at the show – more news later.

One of our successes in 2017 was meeting up with Richard and Trish Greenaway, and

some of the boys and girls from Kent at the Rudgwick Steam & Country Show, but we have heard that the organisers have lost the site at Rudgwick, due to continuing disruptive and permitted development allowed by the landowner, which has made it impossible for them to continue. So, if they are unable to find an alternative site then it looks like the end of the really popular show that has been running for 31 years.

Please put **Saturday 23rd June** in your diary to enter and enjoy the Mid Summer Classic Car run and barbecue that is being organised. The plan is to invite as many as we can muster to a drive through the beautiful Surrey Hills, which will include sidevalves as well as the cars of

other classic car enthusiasts.

Finally, those who read the December 2017 issue may remember that we published a list of members from the club's database, because we were not sure if they are still active members with an interest in supporting a Regional Group. The list included: Victor Allen, Kevin Attree, Mike Bishop, Derek Cannon, Terrance Roberts, David Graham, Natalie Carroll, Robert Deacon, Christopher Gooze, Rachel Saunders, Martin Hare, David Hall, Alan Levell, Gary Ludlow, Jill Marshall, Alan Ruffle, Geoffrey Martin, David Montgomery, Marcus Price, Colin Roaf, and John Vincent. It would be good to hear from them if and when they have the time.

Robin & Jennie Thake

Three Counties

Happy New Year to all.

Christmas brought an interesting present from Jen: a book recommended by Ian Woodrow, the Specials Registrar. It is *Special Obsession* and the early chapters are all about how the interest in Specials came about. The book also includes the three vehicles that I have restored: the EO4A Anglia, my Ariel Leader motorbike, and the early stage of the restoration of the Martin Special.

It is interesting to read how the Special building craze came about from people who had done their National Service and were looking for a project. This fitted nicely with my experience. After leaving school I started an apprenticeship in Engineering, and the person who was in charge of me had just finished his time in the RAF and was looking to build a car. He bought a Ford Model C from a colleague on the cheap due to its badly rusting body, and bought an AKS fibreglass body and a new chassis. Parts then kept appearing under the workbench, and in slack times he gave me the job of shot blasting and making different brackets and fittings for the car. It was all done to a high standard but it all came to a sad end. One frosty night he put one of those small, round paraffin heaters under the car, some oil dripped on to it, and the car went up in flames. The body was badly damaged, but being an engineer who was not to be deterred, he bought a new body and completely rebuilt the car!

There is not much going on with the car at the moment. The only job I have done so far is to repair the trafficators which did not return properly, as people lifting the arms to show children how they work at shows had made them worse. For the first time for several years I have drained the Anglia's radiator, as we have already had two lots of snow and hard frosts. John Brown is getting on well with his latest restoration, a 103E Pop, and he has also bought a Model Y as a retirement project.

So far for 2018 we have booked into two shows, Rushden Cavalcade and Maldon Museum of Power: we have got to keep these shows going.

Jennie Thake

Membership Secretary End of Year Report

Well, this is the final time that I am wishing you a Happy New Year in my role as Membership Secretary. It's a bit sad as I will miss receiving your renewals and new members joining; I can often tell who a letter is from before I open it by the handwriting, but I have been opening the letters for 16 years. The renewals have been up on last years', so thank you for that: it is a great help with fewer members to chase for late payment.

My Christmas news this year is that all the family came to us on Christmas Day and the grandchildren are really growing up now. Charlotte and Ella are both 13 years old and Harrison is 9. Not quite so many toys: Charlotte

had a new laptop and watched Peppa Pig on it! Ella entertained us with some tunes on her new piccolo, which apparently plays the same as a flute, on which she is already an expert. Harrison had a new electronic game which kept him busy, and the afternoon walk took everybody off to try out his drone. This caused a bit of a panic as they tried it out in Sainsbury's car park as the police drove round on patrol, and he thought he would be arrested!

I wish everyone well for 2018. Keep on enjoying your sidevalve cars, and I wish the new Membership Secretary success when he takes over the job soon.

Tim Griffiths

Somerset

The December club night has become our annual Christmas Dinner. Six club members, with wives or partners, came along with friends that we meet at car shows and support the Drive It Day that is organised through the club. A good meal and convivial company made an enjoyable evening even more fun than usual. It was good to catch up with some of the club members from further afield than we normally attract.

What was most rewarding was that the Better Halves came along to make this a very enjoyable evening, not totally revolving around cars and other big boys' toys.

The New Year started well at the Lamb &

Lion, where we welcomed a returning member who is now getting on with the restoration of his sidevalve. Our numbers are swelling! I have also had correspondence from a member in Devon and found that he and I have a lot in common, as our growing up was done in very much the same area, and our work places were of the same type. Now, if there are any more of you in East Devon that want to get in touch with fellow members, please feel free to contact me, and I will find somewhere suitable to meet. Let's make 2018 a year to remember by getting together, sharing information on the shows that you attend, and putting the word out there that sidevalving is FUN.



Richard & Trish Greenaway

Kent

Recent events

Not much to mention this time around as we've only had our Christmas meal get together, which this year was held at The Bull in Penenden Heath. Thirty-one of us had a really good evening, and of those 31 it was nice to see a few new faces along for the first time. After the meal we drew the raffle and guess the weight of the cake, which this year was won by Barry Lucking's wife, Lynn. Andy Main then announced the winner of the 2017 Kent's Favourite Sidevalve. In 4th place we had Glen Woolway with his 100E Escort; 3rd place went to Ray Perkins with his Model Y; 2nd place was Derek Warner with his Model T; leaving the winner as Mike Randall with his 100E Popular (photo 1). It was nice to see Mike win as he has a very nice looking 100E and has only been with us just over a year, attending most of the shows that we've been to as a group.

You probably read in recent magazines that one of our older members had a coming together with an articulated lorry on the M20 whilst on his way to last year's Wrotham Steam Rally. Unfortunately, his E494A Anglia was written off in the accident. Les spent several weeks in three different hospitals but is now back home, though still suffering from shoulder pain after breaking his collar bone. He still isn't able to drive but is hopeful of being fully fit by April, so he can get out and about in his Dodge M37 army jeep.

Looking ahead

Although I'm writing this article in the second week of January, by the time you receive the magazine it will be only seven weeks before our first show of 2018, which this year will be the Festival of Transport at the Chatham Dockyard over the Easter Weekend. We will probably be attending as a group on the Sunday. One week

later we have the Heritage Show on Saturday 7th April, followed two weeks later by the All Ford Show on Sunday 22nd at Aylesford Priory near Maidstone. With regard to show entry forms, if you ever need a form for a forthcoming show then please get in touch as we normally have all forms available.

We will once again be producing our events list covering all things going on in Kent during 2018. We hope to have this out by end February (but don't hold us to that). As soon as it's done, we will email/post a copy out to all Kent members.

Kent members hit the road

Over the last 18 months we have had two members who have been doing complete restorations: Ron Wood on his 103E Popular, and Tim Borrett with his 100E Popular. Hopefully, they will both be joining us at many shows throughout 2018. Photos 2, 3, 4 and 5 show the before and after for both cars. If you would like to see a full photo diary then go to the Facebook page 'Small Ford Side-valves in Kent' (sic). With regard to Tim's 100E, which as you will see from the photo had to have an age-related number plate, if any member out there has any info or previous history of 6854 UM then please email or phone us, and we will forward it on to Tim, who I know would like to know more about its past.

Monthly meetings

Finally, can I just say it would be great to see more members come along to our regular monthly meetings, which take place at the Early Bird in Weaving, Maidstone on the third Wednesday of the month, start time 7:30pm. You are more than welcome to bring your wives/partners along for the evening. If they are not interested in cars then they can join Trish, Tina, Lyn and Anne who have their own get together in the lounge area.

We like to think of our group as socially active, so we encourage wives/partners to attend both shows and monthly meetings. So, why not bring yours along to meet up with the regulars?



Photo 2. Ron Wood's 103E: before.



Photo 3. Ron Wood's 103E: after.



Photo 4. Tim Borrett's 100E: before.



Photo 5. Tim Borrett's 100E: after.

Keeping you informed

We aim to send regular emails to all Kent members. If for some reason you are not receiving them then you are obviously not on our list, so please get in touch and we will add you on. Likewise, if you no longer wish to receive emails from us, let us know and we will remove you from the list.

Here's wishing you all a good sidevalve year.



Photo 1. Michael Randall's 100E.

Yvon Precieux

Pre-War Register

Registrar's comments

2018, and another year. Probably a bit more daunting than previous years, with new regulations on MOT or non-MOT, etc. in the classic car movement, and more legislation probably to come on the environment. As this is the first copy for the year I will commence with some of the manufacturing process developments at the Ford factory at Dagenham that were further developed after 1945.

Military vehicles

We do have a few vehicles that were used during the Second World War. These naturally were used as war transport: engineers' vehicles, food vans, fire tenders, agricultural tractors, barrage balloon haulers, etc. in all sorts of locations, be it via the Navy, Air Force or Army. Today, the few that have survived have been re-registered, but originally in the 1930s, military vehicles were provided with civilian sequence registrations – a legacy of the allocation of vehicles from the First World War – via the local County Council, which for the likes of the 30s Fords – the Model Y, C, 7Y, 7W Prefect E93A and E83W – would probably have been the usual 3-letter, 3-number sequence. However, during the Second World War, military vehicles were registered with a single classification letter and a long sequence of numbers. For trucks the letter was Z with some 7 numbers. Today, there can be a problem in registering an early military vehicle with the DVLA, with records held but not given out by the now redundant War Office.

The Ford Factory: metal making during the war years

With major shortages of certain raw materials, improvisation, especially in the Foundry department, was not only necessary but essential. Prior to hostilities, the crankshaft casting, which normally absorbed a considerable quantity of metal, was made vertically in oil sand cores. These cores were required to be made very accurately from sand, linseed oil and flour, and then

baked in ovens so as to secure the requisite strength and hardness. To meet the higher production schedules it would normally have been necessary to install new ovens and conveyors. Instead, a method was developed by Walter Heatlie, the foundry line foreman, who perfected a process whereby the casting could be done horizontally, the mould being first made in sand, which did not require being oven-baked. By using this new method, production was increased by sixty per cent, and as a consequence there was a very large saving in the ingredients forming these moulds. The improvement in the method of manufacturing the moulds also assisted in the melting of the steel which they were to hold. It had long been the belief that steel could not be kept in a molten condition for long periods without detriment to its constitution. Metal furnaces, however, were altered to overcome this defect in manufacture. The metal was first melted in an electric arc furnace, its composition and temperature being adjusted as necessary, and it was then transferred not into ladles for pouring into moulds, but to a reservoir furnace of greater capacity than the electric arc furnace. From this reservoir, molten metal of the desired composition was continuously poured into the moulding conveyor so that the castings were being produced while the actual metal was being melted in the arc furnace. By close and constant control, the steel could be held in a molten state without any detriment to its final properties, and thus mass production was accelerated.

The next step, the production of large quantities of molten steel in a given time, was then taken. What was known as the triplexing process was put into operation, whereby the raw materials were melted in a cupola furnace, coke being the fuel used. The impure cupola metal was then purified and turned into steel in a converter furnace, in which air was used to oxidise all impurities. The chief injurious elements which could not be dealt with by air were sulphur and phosphorus, and these were removed by means of special compounds reacting chemically on the impurity and removing it from the metal to a slag, this

process being acclaimed by the technical press as new and revolutionary.

The raw materials from which the metal was derived were themselves different in many respects from those used prior to 1939. Iron ore of suitable composition for high-grade pig iron and castings had to be imported, for the home ore was not of the desired quality. The Ford foundry technicians came to the conclusion that a substitute pig iron must be produced since it was very difficult to obtain the right iron ore. Equipment was therefore designed to produce this synthetic product out of scrap steel melted in a cupola furnace, and a special casting machine enabled the metal thus made to be cast into convenient shapes for re-melting. Many hundreds of tons of this synthetic pig iron were produced in this manner. Another, and equally important, substitution was that of clays of local origin for the imported clay known as Bentonite.

Finally, extensive research was carried out to discover the best material for use as the lining of a furnace. Such materials have to withstand temperatures in the nature of 1,650 degrees centigrade for long periods. It was found that the lining of the electric arc furnace would not support the strain of holding molten metal for any great length of time. At one moment there was considerable risk that production would be slowed down unless the problem could be solved. E.S. Renshaw of the foundry laboratory, assisted by his staff, H. Stafford of the sand laboratory and V. Stratton, foreman bricklayer, set about devising a new lining. The former brick lining was replaced with a composition made of scrap bricks crushed in a mill so that the final product was made up of grains of different pre-determined sizes. The particles of this product were packed tightly together by a special method of ramming, and in this manner was produced a substance in which the pore space was reduced to a minimum and there were no crevices into which the molten metal could penetrate. The result of the first melting of metal was that the hearth formed a solid piece of impermeable rock able to meet all requirements. The efficiency of this new process can be judged from its effect when applied to but one furnace. This furnace alone



Photo 1

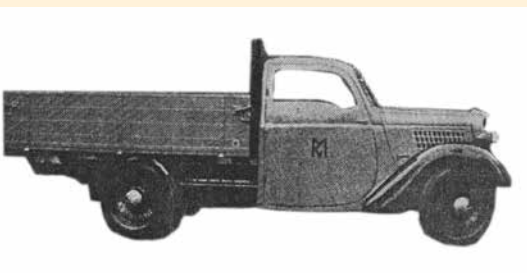


Photo 2



Photo 4. A Model CX van belonging to the Fram Motor Company. The coachbuilder of the Norwegian vans is unknown.

handled 10,000 tons of metal before it had to be repaired, as against the normal quantity of 350 tons. Not bad for the war effort, and proving that most innovation reluctantly comes from wars.

Spheres of influence

Model Ys and Cs manufactured in Dagenham were shipped to Singapore, South Africa, India, Australia and New Zealand. They were invoiced by the Ford Motor Company of Canada, as they had the franchise for exports to those countries. Money was not exchanged between Canada and Dagenham – the cost was offset by the V8 cars and their spares, imported from



Photo 6

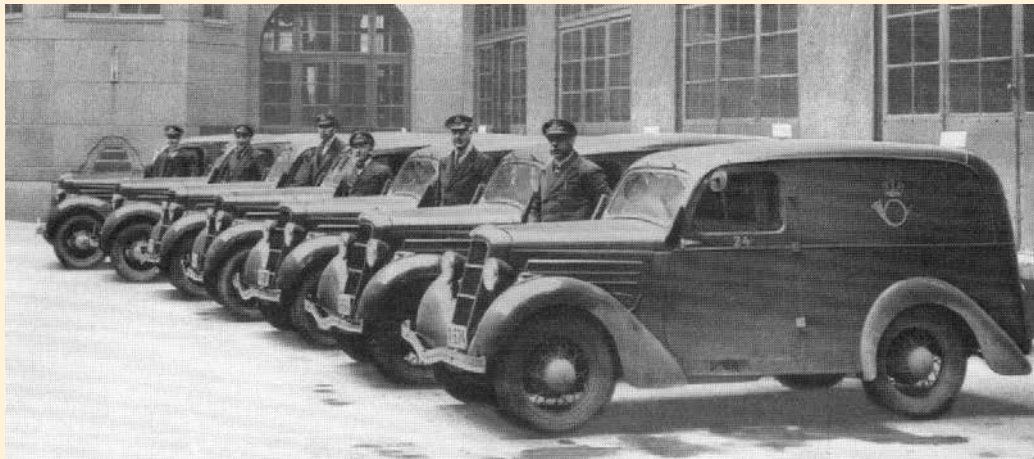


Photo 3. Norwegian Post Office vans. Terje Saerthe's grandfather is the third driver from the left. He was on a committee that decided which cars to buy for the Norwegian postal system in the thirties. These were the first cars in Oslo to empty post boxes in the city. Prior to this, they had used motorcycles with sidecars, which were very cold during the winter!



Photo 5

Canada to England. Dagenham did not build V8 engines until the foundry was in full operation in 1935. Although exports were made to South America, this area was American export territory; hence such exports were credited to the US at Dearborn. Regretfully we do not have much detail on the plant in India, and although I do have some information, it would be nice to hear from one of our Indian members who may be able to supply further history detail on the factory to enhance our knowledge.

Model Y and C vans

Certainly the Model Y van was a factory manufactured product, but sometimes one forgets that the dealerships had reign on the coachwork companies and there were a number of innovative designs for the Model C and CX which are distinctly two different models. Shown in photos 1-7 are vehicles from the Y&C Register (Terje Saerthe) and the

FSOC archive, quite attractive and innovative in design. If they still existed today then they would be indeed rare and sought after, but as with most commercials, all would have had a hard life and I can remember that my C van survived only because the original owner had reinforced the chassis with angle iron, otherwise it would have broken in two. The special bodied Model Ys pictured with the larger Fords were owned by Ascotts.



Photo 7

Ron Taylor

E83W Register

Hello, E83W fans. A happy new E83W sidevalving year to you all, and I hope this year brings you another enjoyable season.

As I mentioned in the last magazine, 2018 celebrates the 80th birthday of the E83W (Anglia and Prefect too). Perhaps we could do something special – a grand rally of our vehicles on National Sidevalve Day and maybe the AGM at the Motor Museum in Wiltshire, end of June, or a display at the NEC? Maybe the different area groups would do a display or a show – the list is huge. It would be a fine opportunity to mark this anniversary with some celebratory activities. It's not every day we are eighty!

We welcome new members John Vyse and family, Hannah Andrews, and David 'Tiny' Evans to our numbers this month.

John Vyse, of Potters Bar, Hertfordshire, owns the 1955 pickup LFF 748 on Chassis No. C858072. LFF is currently in red livery but we don't yet have an up-to-date photograph! I have actually found an old pic in our club files which shows it in green at one of the Old Ford Rallies at Abingdon some years ago (photo 1). It's good to see all these E83Ws surviving and thriving.



Photo 1

Hannah, of Kettering, Northamptonshire has acquired the 1957 E83W pickup 2258 HK in green on Chassis Number C921877, which is under restoration. It is a new E83W to the register and HK is an Essex registration issued in 1957 after a relapse of several years

– the last issue prior to 1957 (as the prefix apparently being in 1920. As her pickup is not DVLA-registered, it is her wish to retain the original number.

Tiny, of London, owns the 1953 van OVO 421, dark blue, Chassis Number C732009 (photo 2). Like Hannah's, it is also under restoration, with particular attention to bodywork. OVO is well known to the register and used to belong to Mills Nurseries of East Leake. It has been featured in the magazine on several occasions and used to sport a light blue livery. From the photographs, OVO appears very sound but suggests that it may have been stored for a time. We look forward to pictures of OVO when restoration is complete.

Whilst it is the winter season and the Register rather quiet, I am showing you a few photos which Dave Rothwell from our Merseyside Group kindly passed to me of one of the old style Ford garages – Smith and Landers Motor Engineers, taken in the 1950s (photos 3-5). This particular business, in Ormskirk, Lancashire, still exists today under the sobriquet of Lancashire Ford. Some of our readers may be familiar with it. Naturally interested, and having lived in Ormskirk as a small child, I went over there myself recently and took a couple of snaps. The field in the foreground is now of course all long built upon. The main building – once a rented barn in 1947 – still survives, but when you look at what was on display on the forecourt in those early years, one wonders what secrets those workshop walls could tell over their lifetime. Our E83Ws were all supplied, serviced and repaired in garages such as these, and many now of course have long gone. At the time there was a fine selection of commercials, both outside and in. Could we see a sight like that today? Note how starkly the styles of the vehicles have changed over seventy years. The garage that today sells Focuses, Fiestas, Mondeos and Transits (photo 6) at one time sold all our sidevalve cars, and a goodly choice of E83W and 5cwt vans.

As I write this (in the middle of December), I look out over a scene of horrible wet snowy weather – seasonal nevertheless. Not the sort of weather to be outside doing a soft-top van



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6: as of 2018.

roof, which I am half-way through doing at the minute, when the rubber seal strip and the canvas don't want to behave and your fingers are wet and numb – sound familiar? I have to drive the van outside to get at it, but I'm glad to say I'm nearly there! If any of you are brave enough to be doing work outside on your sidevalves over the winter, wrap up well.

Have fun! See you next issue.

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	£13.90
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 Arse!!' 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 <i>Sidevalve News</i> 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**

Clothing

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

T-Shirts

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

Other Regalia

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

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	£76.50
(fits all models except Models Y,C and E83W)	
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 (set of 4 - not E83W -	
CE-2019B } return old shoes with order)	£59.95
7W-2019 }	

E83W-2019 Brake Shoes (set of 4 - E83W only, return old shoes with order)	£69.95
Y-2035 Spring (brake retracting)	£6.05
Y-2035 Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035 Spring (brake retracting) not E83W	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035 Spring (brake retracting) E83W only	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036 Spring (brake retracting) short	£6.50
7W-2116 Pair Front Brake Dust Covers including Thackery washers	
Fits all models except Models Y and C. Please specify model	£10.20
7W-2205 Rear Brake Dust Covers	
(pair, fits all models except Models Y, C and E83W)	£13.95
E93A-2248 Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249 Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454 Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-7523 Brake pedal return spring	£6.90
E83W-2498A/B Rear brake cables (Pair E83W)	£79.95
E83W-2580/1B Front brake cables (Pair E83W)	£34.00
7W-2580-C Front offside brake cable (E93A)	£28.75
7W-2581-C Front nearside brake cable (E93A)	£28.75
7W-2580/1 Pair front brake cables (E93A)	£53.98
7W-2584-B Rear offside brake cable (E93A)	£28.75
7W-2585-B Rear nearside brake cable (E93A)	£28.75
7W-2584/5 Pair rear brake cables (E93A)	£53.98
7W-2580/1/4/5 Set of brake cables (E93A)	£104.66
YE-2793 Spring (handbrake lever pawl)	£2.95
7W-2853C Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
E83W-2853B Hand Brake Cable Clevis Pin	£3.00
119276 - ES2 Hand Brake Cable (fits E83W)	£27.40
119290 - ES2 Set of four 1/4" Thackery (double coil spring) washers (not E83W)	£2.66
£2.22 Set of four 5/16" Thackery (double coil spring) washers, E83W only	

Steering and Suspension

CE-3030B Bolt (front axle to radius rod, not Model Y & E83W)	£38.50
E83W-3032 Bolt (front axle to radius rod E83W)	£34.50
E93A-3290 Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
Track Rod Ends (pair) E83W	£60.00
YE-3304C Draglink (Y model)	£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
CE-33111 King Pin Set, complete (Model C)	£70.00
7W-33111 King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans)	£79.95
E83W-33111 King Pin Set, complete (E83W)	£59.00
Y-3446 Front axle A-frame Bush (fits all models)	£6.85
353031 Lubricator (grease nipple) each, please specify straight / 45 degree / 90 degree	£2.30
7W-3590-A Arm (steering gear) fits models 1937 to 1949	£20.00
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
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	£15.00
Y-4636 Lock Washer (pinion bearing nut) all models except E83W	£2.55
Y-4637 Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655 Torque tube bearing sleeve	£9.95
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

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

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
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£160.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system (collection only)	£147.00
E04C-5230-A	5cwt stainless steel exhaust system (collection only)	£129.00
E83W-5230-A	E83W stainless steel exhaust system	£185.00
E93A-5230/	Prefect and 7W stainless steel exhaust system	£199.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system	£190.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp.....	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular	£39.95
CE-5230-B	Model C stainless steel exhaust system	£280.00

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines)	£12.95
Y-6023	Timing Pin.....	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt.....	£2.00
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95
	Insulator (Engine Rear Support) complete, per side	£21.95
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6270	Timing Chain	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger.....	£2.85
E93A-6310	Crankshaft Oil Slinger.....	£2.90
Y-6384	Starter Ring Gear (fits all engines)	£47.95
E93A-6510B	Valve guide (per split guide)	£25.00
E93A-6510B	Pair Valve guides	£45.00
E93A-6510B	Four Valve guides.....	£85.00
E93A-6510B	Valve guide (per engine set)	£170.00
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet)	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet)	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£25.50
Y-6520	Valve Cover (fits all engines).....	£15.95
100E-6521	Gasket, valve chamber cover.....	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
40-6754	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Set including rings (STD, +0.020", +0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
	3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00
	Small end bushes (set of 4)	£27.00
Y-6051-C	8hp decoke gasket set (1932-34).....	£35.00
E15-Z-1	8hp decoke gasket set (1935-1953)	£45.00
CE9448-A	10hp manifold gasket	£7.75
Y-24051	Manifold stud.....	£5.95
Y-24051	Manifold stud (set of 4).....	£21.00
E16-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
E50-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine)	£29.95
E16-Z-1/E50-Z-1	10hp decoke gasket set and Conversion gasket set.....	£56.90
7W-6051-A	10hp cylinder head gasket.....	£19.95
YE-24052C	Studs (cylinder head) set	£34.99
33800-S7/8	Set nuts for cylinder head studs.....	£4.00
E93A-6212	Nut (connecting rod) set of 8	£6.00**

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
7W-7050	Retainer (main drive gear bearing)	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly	£5.00
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
YE-7071B	Washer intermediate gear thrust washer	£7.60
Y-7080	Baffle (main shaft oil)-front	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75

Y-7086	Gearbox rear gasket.....	£4.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp).....	£76.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.35
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket	£2.50
Y-7523	Clutch return spring	£6.90
7W-7533	Clutch linkage clevis pin	£2.60
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50
E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£67.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£76.00
E74-7580A	Clutch release bearing-All models.....	£15.50
E70-7600-A	Clutch Pilot Bearing.....	£7.25
C-943070	Gear Lever Gaiter (except E83W)	£25.50
E83W-943070	E83W Gear Lever Gaiter	£24.99

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
Y-8109	Radiator cap (brass screw type)	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top)	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£22.00
E493A-8260D	Radiator Hose (moulded-top,brass non-pressurised radiator cap)	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order)£150.00	
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11").....	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£10.80
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£8.99
103E-8005	Re-cored Radiator	£235.00**

Fuel System

	Fuel Pump with spacer (no primer).....	£45.50
	Fuel Pump repair kit.....	£27.45
	Fuel pump stud	£6.75
	Fuel pump stud (set of two)	£11.60
91A-9030	Cap – painted (petrol cap) assembly.....	£9.50
91A-9030	Cap – chrome (petrol cap) assembly	£11.50
	Locking stainless steel petrol cap	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models).....	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburetor)	£11.75
YE-9374	Gasket (fuel pump to cylinder).....	£1.60
YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95
7W-9425	Inlet Manifold new old stock (10hp)	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts	£65.50**
7W-9425/		
E93A-9430-A	Manifold assembly (refurbished)	£90.00**
7Y-9425/		
E93A-9430-A	Manifold assembly (refurbished)	£90.00**
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models) £3.60	
	2 x “hot spot gaskets” plus 4 manifold bolts	£6.50
YE-9448	8hp manifold gasket	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.53
CE-9447	10hp Gasket (carburettor to inlet manifold)	£1.35
YE-9502	Carburettor Gasket Kit	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly)	£6.00
YE-9564	Fuel Inlet Needle Valve.....	£12.95**

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (1935 onwards)	£55.00
	Set E93A ignition leads.....	£17.95
	Rebuilt ignition switch (exchange item – send with order).....	£40.00
	6V Ignition Coil (All models-not original)	£42.75
E83W 12024A	Distributor-rebuilt (exchange-send with order)	£50.00
YE-12100B	Distributor Cap (All models 1935 onwards)	£14.50
YE-12116B	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

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E004-1000	Bearing (generator drive end) assembly.....	£8.95	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95	YE-16750B	Bonnet Clip (Y model).....	£19.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00		Starting handle.....	£46.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00		Tube (starting handle guide) assembly plus Shield (radiator splash) assembly plus Starting handle (103E).....	£135.00
YE-11001C	8hp starter motor (exchange-send with order).....	£125.00	103E-17261 / 2-B	Speedo Cable (not E83W, state model).....	£26.00
E93A-11048	Screw (brush end plate retaining).....	£5.75		Speedo Cable (E83W).....	£23.95
7W-11359	Spring (starter pinion retaining).....	£1.70	Y-12725	Gasket (Speedo drive cap).....	£1.95
BE-11450	Starter Switch.....	£28.00	C46412AR	Dovetail (female).....	£5.30
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10	E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and			Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E1 ADKN 13050	Nut (Door catch swivel bolt barrel).....	£6.50	E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50	E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£19.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00	C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30	7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50**
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only) ..	£10.60	BE-964280-H	Window Winder Handle.....	£5.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80	7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£14.30**
E04A-13016	Pair of Headlamp Bulbs 36W/36W.....	£11.50	Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
E93A-13016	Catch head lamp door.....	£4.50	C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
7V-13061	Catch head lamp door.....	£4.50		Bootlid Script Badge (Popular, Prefect and Anglia).....	£16.95
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£1.62		E83W wing mirror.....	£19.99
YE-13081	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.62		Set of screws for 103E floor.....	£9.95
CE-13101	Spring (front sidelight socket 1934 onwards except E493A).....	£1.42	ENFO 24664	Bakelite screws (enough for a complete E494A/103E).....	£1.99
E93A-13130	Spring (headlamp focusing).....	£1.60	ENFO 26514	Bakelite screws (enough for a complete Prefect).....	£2.35
	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£29.50		No 12 x 3/4" long CSK head screw, qty 10.....	£3.20**
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55		No 12 x 3/4" long R/H screw, qty 10.....	£3.00**
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			
ET6-13465	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20			
40E-13466	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45			
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90			
78E-13466	Panel bulb 6V 3W.....	£4.00			
BE-13466-A	Pair of Panel bulbs 6V 3W.....	£6.00			
	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60			
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20			
	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			
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99			
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00			
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00			
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00			
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00			
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00			
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-171515A	Grommet (windscreen wiper).....	£3.50			
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99			
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90			
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99			
E83W-111172	Opening windscreen rubber for E83W.....	£25.00			
E93A-7002060	Bumper (cowl side panel to tonnet).....	£1.80			
E93A-7002060	Two bumpers (cowl side panel to tonnet).....	£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			
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£6.20			
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00			
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00			
48-702610A	Door post rubber bumper – four bumpers.....	£20.50			
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95			
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10			
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50			
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00			
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00			
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50			
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50			
Miscellaneous Body Fittings					
E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99			
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99			
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£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			
7W-16523-B	Shield (radiator splash) assembly.....	£85.00			
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			
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			
E0A-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			

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	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90	100E-18488-D	Hose, heater to water valve (inc hose clips).....	£12.25**
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60	Fuel System		
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40		Locking petrol cap (stainless).....	£14.95
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00		Fuel pump with spacer (no primer).....	£45.50
Rear Axle					
100E-1107	Wheel stud.....	£4.00		Fuel pipe (pump to carburetor).....	£11.80
100E-1175	Rear hub seal, original material.....	£13.70		Petrol filler grommet.....	£12.50
100E-1175	Rear hub seal, modern neoprene.....	£7.00	100E-9276	Gasket (fuel tank sender).....	£1.60
E493A-4050	Retainer (rear axle shaft grease).....	£9.95	100E-9288	Flexible fuel pipe.....	£16.90
100E-4209	Crown wheel and pinion.....	£80.00	Y-9374	Fuel pump gasket.....	£1.60
100E-4235	Half shaft.....	£32.00	100E-9437	Hot spot gasket.....	£3.75
100E-4676	Pinion seal, 100E only.....	£7.00	EOTA-9447-B	Carburettor flange gasket.....	£1.95
100E-4851	Flange (propshaft).....	£18.00	100E-9502	Carburettor gasket kit.....	£7.50
100E-5713	Bar rear spring shackle-inner (inc van up to 09/55).....	£5.50	100E-9627-A	Rubber (air cleaner).....	£13.30
100E-5719	Bush rear spring shackle, set of 4 (inc van up to 09/55).....	£8.00	100E-9959	Gasket carburettor float chamber.....	£1.95
100E-5781-B	Rear spring eye bush (inc van up to 09/55).....	£7.00	100E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx).....	£2.75**
100E-5781-B	Pair rear spring eye bushes (inc van up to 09/55).....	£12.00	100E-9564	Valve (Carb needle) assy.....	£19.95**
100E-7091	Yoke (propshaft).....	£12.00	Electrical		
100E-18080-A	Shock absorber.....	£45.00	EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
E7-ED-1	Rubber bush (bottom shock) (set of 2).....	£5.98	105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *).....	£65.00
Exhaust					
100E 5250/5225/			105E-10043	Brush set.....	£4.75
5255	100E mild steel exhaust system.....	£138.00	E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E 5250/5225/			100E-10505-B	Voltage regulator (push on terminals).....	£39.00
5255	100E stainless steel exhaust system.....	£235.00	E0A-10505-D	Voltage regulator (screw type terminals).....	£42.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts.....	£9.95	100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
	100E exhaust fitting kit.....	£27.80	105E-11057	Brush set starter motor.....	£4.75
Engine Parts					
100E-6038	Engine mount.....	£30.85	EOTA-11135	Brush starter motor drive end.....	£4.25
	(exchange £10 surcharge*-remove rubber from mount)		EOTA-11375	Starter pinion spring.....	£4.50
100E-6051-B	Head gasket.....	£19.95	204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
100E-6065	Set of 14 cylinder head bolts.....	£18.00		Stop/tail bulb, 12v, 21/5 watt.....	£3.20
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040").....	£200.00	100E-13450B	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50**
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060").....	£66.00	300E-13450	Rear light lens, red.....	£14.95
100E-6261/2/3	Camshaft bearing set STD.....	£40.00	E0A-13480	Rear light lens, red.....	£14.95
	Camshaft bearing set -.010".....	£59.50	E1050-NC-1	Brake light switch.....	£6.50
E93A-6270	Timing Chain.....	£18.30	100E-134641-C	Rear red tail light lens complete with gasket and fixing screws	
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00	50563-S	for Anglia, Prefect 1957 onwards.....	£10.00
100E-6308	Crankshaft thrust washers (per set) + 0.025".....	£22.50		Pair of rear red tail light lamp lenses.....	£17.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£42.00	Ignition System		
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00		Emergency breakdown kit comprising points, plugs, rotor arm,	
100E-6521	Gasket valve chamber cover.....	£5.00		Condenser, fan belt and distributor cap (D Type).....	£55.50**
100E-6505	Exhaust valve.....	£8.60		Emergency breakdown kit comprising points, plugs, rotor arm,	
100E-6505	Exhaust valves (per set of 4).....	£30.00		Condenser, fan belt and distributor cap (round type).....	£43.50**
100E-6507	Inlet valves (per set of 4).....	£28.00		Set 100E ignition leads.....	£14.95
100E-6510	Valve guide.....	£4.50	100E-12029	12v Ignition coil.....	£44.50
100E-6510	Valve guides (set of eight).....	£34.20	7V-12098	Nut H.T. lead distributor cap (set of 5).....	£4.50
100E-6513	Valve springs (per set).....	£30.00		D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-6714-B	Oil filter element.....	£6.50		Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-6734	Sump plug sealing washer.....	£1.00	100E-12116	Distributor cap (D type).....	£25.00
100E-6763B	Oil filler tube.....	£15.00	105E-12116	Distributor cap (round type).....	£17.00
100E-9278	Oil pressure switch.....	£8.85	100E-12199	Contact set (D type distributor only).....	£14.50
100E-9448	Manifold gasket, 100E only.....	£6.50	EOTA-12199-C	Contact set (round type distributor only).....	£14.50
	Manifold stud.....	£5.95	100E-12200	Rotor arm.....	£5.85
E55Z1	Conversion gasket set.....	£27.00	100E-12300-B	Condenser (D type distributor only).....	£9.90
E81Z1	Decoke gasket set.....	£27.00	105E-12300-A	Condenser (round type distributor only).....	£9.90
	Conversion and decoke gasket sets.....	£51.00	100E-12405-T	Spark plug.....	£4.08
353000ESA	Core Plug.....	£3.50		Set of four spark plugs.....	£13.00
	Big end bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£29.50	Badges		
	Small end bushes (set of 4).....	£27.00	100E-16185 / 9	Triangular wing motif.....	£20.50
E93A-6216	Nut (connecting rod) set of 8.....	£6.00**	E6AJ-1	Prefect boot script.....	£16.00
Clutch and Gearbox					
	Master cylinder, repair kit etc, see front brakes		100E-16606	Prefect bonnet.....	£16.00
E70-7600-A	Clutch pilot bearing.....	£7.25	E5AJ-1	Anglia boot script.....	£16.25
E74-7580-A	Release bearing.....	£15.50	100E-16606	Anglia bonnet.....	£16.25
E149-Z-1	Slave cylinder repair kit, 100E only.....	£6.00	100E-16606-G	Popular bonnet.....	£16.25
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00	100E-16850	Bonnet 'V' motif.....	£35.50
E0A-2078E	Flexi hydraulic hose.....	£13.25	100E -7042514	Popular boot script.....	£16.00
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95		Deluxe boot script.....	£16.00
100E-7039	U / J repair kit.....	£14.95	Miscellaneous		
100E-7052	Front oil seal.....	£7.00	E40GB1	Gear lever gaiter.....	£25.50
100E-7086	Gasket tail shaft housing.....	£1.95	100E-17262	Speedo cable.....	£22.50
100E-7111	Counter shaft.....	£31.40	100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35	100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7223	Gearbox lid gasket.....	£2.20	100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00	E0A-732003-B	Floor grommets-per set of four.....	£5.15
100E-7657	Rear oil seal.....	£7.00	100E-7322610	Interior door handle.....	£8.95
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£68.00	107E Specific Items		
100E-17286	Ring speedo gear retainer.....	£3.20	105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
100E-7523	Clutch Return Spring.....	£5.00	105E-4676B	Pinion oil seal, 107E only.....	£12.00
Cooling System					
100E-5255	Thermostat housing gasket.....	£2.20	107E-6020	Timing chain cover gasket.....	£2.50
100E -8005	Radiator reconditioned (exchange item only).....	£205.00		105E oil filter.....	£6.50
300E -8005	Radiator reconditioned with starter handle hole			Pipe (Silencer inlet) assy stainless steel.....	£95.00**
	(exchange item only).....	£205.00	107E-5246-B	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
E0A-8100	Radiator cap, fits 100E and 107E.....	£5.40	105E-7550C	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
100E-8115	Radiator drain tap (not original).....	£5.50	107E-8260	Top radiator hose, 107E only.....	£14.20
100E-8275	Water inlet tube.....	£14.00	107E-8286B	Bottom radiator hose, 107E only.....	£15.40
100E-8260A	Early top radiator hose, 100E only.....	£18.35	105E-8620	Fan belt, 107E only.....	£6.80
100E-8260B	Late top radiator hose, 100E only.....	£16.60	105E-9448	Manifold gasket, 107E only.....	£7.00
100E-8286	Bottom radiator hose, 100E only.....	£16.00	107E-9959B	Float chamber gasket.....	£2.45
100E-8501	Water pump including gasket, 100E only		E0TA-1135	Drive end starter bush.....	£4.25
	(old unit must accompany order).....	£58.00	105E-12116	Distributor cap (round type).....	£17.00
100E-8507	Water pump gasket.....	£3.10	EOTA-12199-C	Contact set (round type distributor only).....	£17.20
116E-8575	Thermostat.....	£7.50	105E-12300-A	Condenser (round type distributor only).....	£9.90
EOTA-8620-C	Fan belt, 100E only.....	£7.00	105E-10043	Brush set.....	£4.75
204E-10884-B	Temperature sender unit.....	£14.50	105E-11057	Brush set starter motor.....	£4.75
100E-18488-B	Hose, heater to cylinder head (inc hose clips).....	£14.00**			

Adverts placed by mail will be posted on the club website (www.fsoc.co.uk) as soon as possible after receipt, then in the following issue of *Sidevalve*. Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

This page contains a selection of our latest adverts. A greater list with photographs is on our website under Benefits & Services/Classified Advertisements for *Vehicles for Sale and Wanted*, and Members Area/Classified for *Items for Sale and Wanted*.

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.

Vehicles for sale

1945-47 E83W Van. Engine, gearbox, Chassis No. visible, two pairs of wings to use as spares or project, No log book, £2000 ono. Contact Kenneth McKenna. Email: kendomckenna63@hotmail.com. Tel: 07414 885 962. Bury, Manchester.

1955 Ford Pop 103E. Black, original registration, good interior, new headlining, good engine, fun to drive. Lots of spares with car, has electronic ignition fitted. £3000 ovno. Contact Mark Slater. Tel: 07967668922. Surrey.

Ford Zephyr Mark 2 1961. Disc brake model, overdrive gearbox, valve radio, vacuum wash wiper, original interior and carpets. MOT June 2018 – needs respray. £4,500 ono. Contact Liam Cotton. Email: liam.cotton@btinternet.com. Tel: 01283 219508. Swadlincoate, Derbyshire.

Ashley Coupe registered 2015. V5C 'Historic'. Ballam axle conversions, front hydraulic, IFS

rear 4.7:1 crp hub conversions. All glass OK but needs bottom-up restoration. No engine/gearbox/instruments. £3750 OVNO. Richard Milne. Tel: 07712 554495 or 01228 533024. Email: richard.milne_uk@btopenworld.com. Cumbria.

1959 100E Escort Estate. Dark blue, VG condition, MOT exempt, steel sun visor. Regularly used for shows. Dry stored ready to use. Fully serviced to MOT standard. Can be viewed St Helens. £7000. David Broad. Tel: 07767 454554. Merseyside.

1959 100E Escort Estate, dark blue, VG condition, MOT exempt, steel sun visor. Regularly used for shows. Dry stored ready to use. Fully serviced to MOT standard. Can be viewed St Helens. £7000. Contact David Broad. Tel: 07767 454554. Merseyside.

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Vehicles wanted

Basket-case car or 100E engine wanted! Contact: Peter Jones. Tel: 01570 480149. Email: cargraveyard@tinyonline.co.uk. Wales SA40.

Useable E93A or E493A Prefect wanted to cherish and keep alongside E83W van and other classics for long term club member and ex Regional Organiser. Must be on the road. If you need a good loving home for your Prefect then please contact John Crowe. Tel: 01948 663768. Email: john.crowe555@gmail.com. Whitchurch, Shropshire.

Parts for sale

Double sided display board for Ford 10 van, perspex both sides and original brochures inside in good condition, with three manuals as displayed. £40. Collect free Norwich or post approx. £15. Also sidevalve tools: spring spreader, valve tools, hub removers with one boxed as new and working 10hp starter £35 buyer collects. Contact: Mike 07778 592150. Norwich.

100E/107E near side front door for a 4-door complete with glass. £120.00 ono. Also boot lid for sit-up-and-beg Prefect £40.00 ono. Contact James Clarke. Tel: 01782 796595. Staffordshire.

1959 Popular 103E 4-piece set seats. 2 rear, 2 front orange. Will split £40ea. Sitable but need tlc. Also 4 x hub caps E93A/103E £5-£10 each: will sell singularly. Michael Capps. Tel: 01945 464892. Wisbech, Cambs.

100E engine, gearbox and prop shaft. Three spires engine complete with manifolds and new starter motor. Give me a call or txt. Email: Gillanshaw@hotmail.co.uk. Tel: 07979496912. Staffordshire.

Lotus Six Replica, chassis, panels, F/glass nose cone, spatted rear wings, split axle beam, BMC rear axle, no paperwork, suspension, wishbones. Chassis JIG built. Richard Milne. Tel: 07712 554495 or 01228 533024. Email: richard.milne_uk@btopenworld.com. Cumbria.

8hp engine, was running until valve seat came adrift, space needed so no reasonable offer refused, ring for more info. Mark Shepherd. Email: Markshephert@Quirepace.co.uk. Tel: 07979410337. Hampshire.

Parts wanted

Wanted to complete 2 cars: 1) Ancillary water pump 2) 8hp front wings 3) Pair of wipers with spindles and connecting rod 8hp. Robert Jones. Tel: 07881 544361. Email: bobajones1@btinternet.com. Lichfield, Staffs.

4 shock absorbers for a totally original 2-door 1934 Y Ford. I need old round ones not restored as keeping car oil rag but in good order! Please help! Contact Harry on 07907 570 969 or 01206 231 886. Colchester.

1948 E04A Ford Anglia deluxe top grille badge flat spoon. Robert Francis. Email: bobbyhotrod32@gmail.com. Tel: 07596622826. Newcastle-upon-Tyne.

100E Engine – would consider basket-case car! Peter Jones. Tel: 01570 480149. Email: cargraveyard@tinyonline.co.uk. Wales SA40.

E93A Prefect 39-47. Boot door lock handle escutcheon/flash wanted. It's the one that fits under the locking handle and is stainless steel and retained by two studs. Also wanted: the bonnet side panel badges with the red ten emblem. Good condition or repairable. Dave Frost. Email: lampwick99@virginmedia.com. Tel: 07930 305376. Essex.



Sidevalve

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

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

Ford Sidevalve Owners Club
PO Box 9228
Wimborne
BH21 9HY

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

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

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

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £10 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

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

Please indicate heading:

- ☐ For Sale
 ☐ Wanted
 ☐ Pre-war
 ☐ Post-war upright
☐ 100E/107E
 ☐ Special
 ☐ Spares
 ☐ Miscellaneous
☐ Other (please state)

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



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: Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. 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: vacant.

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, 56 Park Lane, Sandbach, Cheshire, CW11 1EP. Email: Battersby56@sky.com

Sidevalve News Editor: The SV News Editor, Ford Sidevalve Owners Club, PO Box 9228, Wimborne BH21 9HY. 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: specialsregistrar@fsoc.co.uk.

100E/107E Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. 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.*

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

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

East Midlands: Liam Cotton (01283 219508. Email: liam.cotton@btinternet.com) and Peter Richards (01283 712503 or 07950 733467. Email: rarebitrichards92@sky.com). *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: clivescars@hotmail.co.uk. *Please contact for details.*

Glos, Hereford and Worcs: John Pole 01684 564829. Email: johnruthpole@googlemail.com. *3rd Thursday, venue TBA.*

Isle of Wight: Lucy Watson 07809440734. Email: seapink1964@gmail.com.

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. *3rd Wednesday: The Early Bird Pub, Grovenood Drive Road, Wearring, 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 Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

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

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. Email: joe@righthandconsultants.co.uk. Mobile 07831 622075. *2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.*

Northern Ireland: Paul Byrne 07811 202608. Email: pauldbyrne2012@gmail.com. *Please contact for details.*

North West Midlands and Welsh Borders: Stuart Battersby 07801 306404. Email: battersby56@sky.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.

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. *The Surrey Group maintains a list of active registered members, many of whom have a wealth of knowledge of sidevalves, and who are prepared to help and support other members. Please get in touch if you would like to be added to the Surrey contact list, or need any help or advice.*

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

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

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Tony Lloyd

100E Register

Well, another year has dawned and a full programme of events stretches before us. Hopefully we will get that restoration finished and get another 100E back on the road. My own restoration of a 1958 Prefect, which has been going on for some years now, will I hope be completed this year. It is back from the paint shop, the engine and gearbox are ready to go in, and lots of other parts are cleaned and painted, and ready to reattach to the car. I did have a problem finding somebody that was willing to paint a whole car at what I would call a reasonable price. Most body shops these days seem to want only to do insurance work, where there is a quick turnaround and a good profit. This is understandable, I suppose, but some of the quotes that I received from 'classic car restorers' were astronomical, which made me think that they did not want the job either.

100E handling

If you read my ramblings in this magazine regularly then you may have perceived how I go on about the great leap forward that Ford took when they first introduced the 100E in 1953. Okay, it had its faults, the sidevalve engine and 3-speed gearbox being two that immediately spring to mind. However, it did have its good points and one of these was its handling. The Macpherson strut was a big advance on anything that had gone before, and it endowed the 100E with handling that was a great deal better than any of the competition, in the small car class, that was available at the time.

The following piece, sent to me by Jim Norman, shows what good handling the 100E has. Jim was reminded of this incident by a road test in *Classic Car Weekly* comparing the Triumph Dolomite Sprint with a Saab 99. In it, the road tester comments that the Triumph's 'handling can be a little jiggly especially on poor road surfaces', and it 'reminds you that the Sprint's chassis and suspension was originally intended for less potent variants'.

Here is what Jim says:

'Back in the Eighties, I worked at a garage in Warrington. To get to it involved a right turn off the A49 around Dallam and then follow this road to its end. It was new and had many roundabouts for several industrial and retail

areas, not then built, and the roundabouts led nowhere. It was possible to take the 100E Popular I was using at the time the full length of the road at 40mph without slowing for the roundabouts; no traffic would be joining from the roundabouts so it was quite safe. All that was needed was a couple of jinks of the steering wheel and the car went around without fuss.

A job that I got one day was to change the head gasket on a Dolomite Sprint. When completed, I took the car along the same road at the same 40mph. At the first roundabout, I gave a little left tug on the steering wheel as I always did with the 100E. To my surprise, this had no effect on the car's direction of travel. A much stronger pull (the roundabout was now perilously close) and the front end finally moved around; so too did the rear end, but to the right! This called for a lot of right-hand lock, followed by an equally impressive amount of left-hand lock to exit the roundabout. Amazingly we were pointing

the right way to exit, although at several points had been at right angles to the road. The rest of the test drive took place a lot less exuberantly.

Fond as I was of the 100E, even I was shocked that it would out-handle a Dolomite Sprint!

Online vehicle forms

You may or may not know it but you can register your car online via the club's website. Proof that this works is in the receipt of a completed form from Akihito Isshiki, from Matuyama, Japan who registered his 1959 Squire. Akihito tells us that his Squire arrived in Japan from the USA and is a left-hand drive vehicle.

So, anybody in the world can now register their sidevalve this way. Particularly if you have not sent in your register form, this is an easy way to register your car. What are you waiting for?



Tony Lloyd

107E Register

You may remember that last issue I commented on the speeds that the various sidevalve cars I own will cruise happily at. I cannot say that the response to this has been overwhelming, but Jim Norman sent me the following:

‘Speeds: I remember that my father used to drive the Uprights that he had at around 40-45mph, with occasional bursts of 50mph if he was in the mood.

With the 100E, I generally stuck to 50mph, at which it seemed quite happy.

The 107E does not offer anything in the way of improved acceleration against an early 100E, but the changes in the 100E’s gear ratios mean it is a fair bit better than the later models. This is especially so at the higher speeds. A third gear is useful beyond 50mph. In the 107E, I generally stay with 50-55mph (it is happier at 55mph) mainly for fuel economy, but will hold 60mph if there is a particular need to cover a lot of ground quickly. It is not unhappy beyond this, but you pay for it.’

Sri Lankan 107E

Those of you who are regular readers of this magazine will probably remember Dela Bandara of Ratnapura, Sri Lanka. Dela is a fairly regular contributor to the Register.

The top photograph shows Dela’s Prefect in its present condition. It is quite an early car, being first registered in November 1959, and the fifth oldest on the register. It was repainted a few years ago now, but it is kept in sparkling condition, ready to attend any shows that are held close to Dela’s home.

Contributions

The register is very quiet at the moment. I have had very little contact from the membership.

I would very much appreciate some contributions about your cars for inclusion in the magazine: even if it is just a few lines, it would be great to receive it. You can send anything that you have via the email that is listed in the magazine (100ERegistrar@fsoc.co.uk).



Andy Main

Anglia, Prefect & Pop Register

Registrar's comment

Rally forms are being completed, and perhaps it is the time to reflect on those attended last year. For me it was the least number I had attended for various reasons, but more memorable on one occasion. When I returned to my blue 100E Anglia, there was a father and son looking at it. The son, around 8/9 years old, was saying to his father, 'It's the one in the film!' Whilst I have never read a Harry Potter book and gave up watching a Harry Potter film, I thought that is what he was talking about. I was correct, and he thought it was the car and wanted to be photographed next to it. Whilst it is the same colour, it is the wrong model and shape (if only it was a 100E, and the entire extra interest it would have generated) and I explained the body shape difference. Undeterred, he still wanted the photograph taken. The father thanked me, and with one happy boy they went on their way.

New members

There has been an increase of six new vehicles and one changing owners in the last two months.

We welcome Darren Bell from Durham, with his black 1952 E494A Anglia; Glenn Walton from California, with his beige 1953 E494C Thames 5 cwt van; and four 103E Populars: Bob Shipsey from Hertfordshire in black from 1954; Mark Redstone from Somerset in Winchester blue from 1955; Jeffrey Tattersall from Merseyside in blue from 1957; and Meirion Williams from Anglesey in grey from 1959.

Changing to new owners: Terence Day from Somerset, with a black 1949 E494A Anglia.

Age-related registrations

If a vehicle is not on the DVLA database and the original buff or green replacement log books have not survived to prove that the registration and Chassis Number is for the vehicle claimed, then an age-related registration only will be issued. Whilst some licensing records are held in county archives, the information often shown is Ford make and

registration: this is not enough proof that the vehicle claimed is the one on the records.

There are two warnings to consider if no documentation is available for your intended purchase.

1. Some sellers will tell you that it is easy to get the original registration without documentation, as all you need is a letter from the club.
2. Even more worrying is that new owners have contacted the DVLA and have been told that all you require is a letter from the club.

It would appear that some of the DVLA employees don't know the system to obtain an age-related registration, and this false information gives the totally wrong impression, which can make the club look unhelpful when we have to explain what the DVLA really requires of them.

I was recently involved with a local member who knew at the outset that he would be unable to retain the original registration due to no documentation. The Popular was then fully restored, insured with a MOT, and paperwork, etc. completed with a full set of photographs forwarded to the DVLA to await the age-related registration. The process then took an unexpected turn when he was asked if import duty had been paid. The Popular had never been out of the country but the member had to prove it, and a VAT NOVA1 form obtained. Luckily, it had been purchased from a local group member who had details of the previous owner. Contact was then made with them and a visit arranged to obtain further information.

Following all this detective work, it was found out that during 1972, the Popular was laid up in a garage in Leeds and not used for the following 43 years, and the original log book lost. Most fortunately, photographs were taken when it was moved from the garage by a subsequent owner. The completed VAT NOVA1 form, along with many photographs and a letter, were sent to HM Revenue & Customs. The evidence was accepted and the DVLA issued the age-related registration.

Whilst this has been the first time I have been involved with and aware of the DVLA considering it to have been imported, this may

not be the last time.

Do not fill in these boxes – original and age-related registrations

The V55/5 form has a number of boxes that you are required to fill in. It also contains three boxes that *you are not to fill in*. The DVLA will do it.

1. Registration Number: *leave this box blank*. Even if you have the original log book to claim the registration, it is the DVLA which has the last word if it is agreed. The club can only recommend to them.

2. Tax Class: *leave this box blank*.

5. Manufacturer: *leave this box blank*.

Brazil Part 2

Continuing Swami Faria De Silva's account of the restoration of his E93A Prefect, PWP3838, from the December 2017 issue.

All instruments on the dashboard were stripped down, cleaned and reassembled (photo 1). The Prefect was painted in an attractive maroon and white, followed by the fitting of re-plated bumpers, overrides, hub caps and door handles (photo 2).

With the restoration completed in early 2017, the Prefect was exhibited at two major events of old cars, the first in the city of Aguas de Lindoia followed by one in the city of Pomerode, winning awards in both.

Swami took an extremely comprehensive photographic record of each part before, during and in its restored condition, and most kindly forwarded me a complete set, for which I am extremely grateful.

The Ford Anglia and Prefect in Brazil

Britain was recovering from the war with debts, damaged infrastructure, and rationing to name but a few, and needed to earn money by exporting manufactured goods. One overseas market was found in Brazil, which was an agricultural country. Brazil was lacking



Photo 1. PWP3838: dashboard.



Photo 2. PWP3838: restoration complete.

in new automobiles, since import of private vehicles had been interrupted for three years. Austin, Ford, Morris, Rover, Standard and other manufacturers became commonplace on the streets. Ford took its share by bringing over the Dagenham-built Anglia and Prefect models that became very popular.

A Prefect could maintain a cruising speed of 70kph (43mph) but the little Fords struggled on the mountain climbs. They also had the reputation of getting very hot due to no water pump being fitted. The old fashioned appearance of the little Fords drew comparisons with 'standing matchbox' and other jokes. A Prefect was used by the clown Carequinha as his transport, which perhaps added to the jokes.

Like all the other British cars, the little Fords began their long process of decay, with the bigger American cars finding favour, including among the garage mechanics. In the 1960s, with parts for the British cars becoming scarce, to own one was considered to be for the people without money. By the 1970s they had disappeared from the streets, and those that did survive were put into barns and forgotten.

In 2015, Swami rescued his 1946

Dagenham-built Prefect from such a barn (*Sidevalve*, December 2017) to become a rare survivor in the good hands of lovers of the old British post-war imports.

Register 25 Years Ago – Sidevalve News, February 1993

There were sidevalve anniversaries – 40 years since the introduction of the 100E Anglia/Prefect and 103E Popular, and goodbye to the E493A Prefect and E494A Anglia production. I was interested to know the earliest 103E Popular to survive.

There were two Fordson features. Mick Blackburn had a restoration update including two photographs. New rear wings were made and fitted by a fellow enthusiast, and the original old and new were featured together. Mick completed the restoration of LUC 674 into the livery of Fordson Agents Farm Services in blue and orange, and attends rallies in Sussex.

Mick also assisted in obtaining the second feature, 'Telephone Rentals' from John Wise, who drove a 5 cwt van in the wilds of Lincolnshire between 1950 and 1955. KWB

539 was featured in a period photograph taken during this time.

A recently completed restoration from previously being used as a hen house was MFC 16, a 1947 E04C 5 cwt. Is it still owned by Nigel Girling?

The back cover photograph was a period photograph of FRW 597, a 1946 E04C owned by H R Grimley & Sons. (See Editor's Update, below.)

The FSOC has earned a place in the Official Badge Collectors Guide from 1890s to the 1980s. In the section under transport badges, the club's button badge depicting the 100E is featured.

Editor's Update

H.R. Grimley & Sons of Coventry, owners of FRW 597 (mentioned above and shown below, right), ran a fleet of 23 Bedford tippers and the associated company of Tipton and Vincent, Ltd, also of Coventry. Mr Harold Grimley, who founded the parent company, started in business with his two sons, and the three worked together as drivers until they became established foundry hauliers.



Ian Woodrow

Specials & Sports Cars Register

The Specials & Sports Cars Register caters for all Specials and Sports cars that have not been manufactured by Ford; the main condition for inclusion is that the cars should use some components from pre-1960s small Fords. Most of the vehicles in the Register were made by small manufacturers such as Buckler, Dellow, Lotus and Morgan, or have a proprietary chassis fitted with a glassfibre body. Only a small proportion of vehicles on the register are 'one-offs', a unique design and either professionally made or built in a shed by a skilled recreational engineer. I don't think there are any three wheeler one-offs on the Register.

I was therefore interested to read an article by the late Gerry Bath, 'The Confessions of a Special Builder'. Gerry built at least four Specials. The following extract covers his first Special, built in about 1946 (Gerry's first venture into Special building must always be one of the most significant). Unfortunately, like many of these old Specials, I can only find black and white prints for our all-colour magazine.

Raleigh 3-wheeler

Gerry Bath: From a very tender age I was interested in designing motor cars. I inevitably wanted to drive and own one as soon as

possible.

As 3-wheelers could be driven at the age of 16, this was to be my choice: the only remaining thing being the type and make.

The Morgan was an obvious choice, but in the early post-war years, all cars were fetching astronomical prices and so I decided to build my own.

Before the war my father had owned a Raleigh 3-wheeler, and I eventually located a complete chassis of this type near home for £25, which I purchased. I had by this time designed a streamlined body for a car with the one wheel in the front, and when I obtained the chassis I drew the body out full size on the back of old wallpaper.

I then had to decide on the method of construction, and eventually I made the shape in 3/4" x 1/8" galvanised M.S. strip with wood bolted to it, on to which I attached the aluminium sheets. (This was before everybody used tubes.)

The design was for a car seating three abreast, with enclosed wheels and faired-in headlamps, but capable of being made without any panel beating except for a fairing over the top of the front forks. While I was building the car, the owner of a local car breakers saw my efforts and offered me a windscreen free of charge. The engine in the Raleigh was a 90

degree V twin sidevalve air cooled engine of 750 c.c. integral with clutch and 3-speed crash gearbox, all lubricated by the same oil in 1935! But the sump was held on with 40 bolts. The rear axle was mounted normally on 1/2 elliptic springs but had an alloy centre housing, and as it was a van chassis, it was equipped with a 6.25 to 1 crown wheel and pinion, which I eventually changed to the car ratio of 5.5.

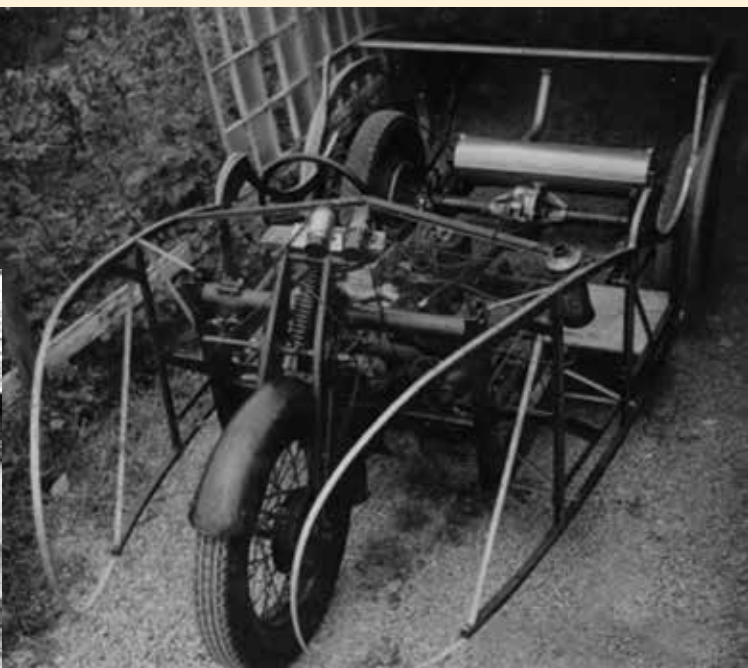
The chassis was of channel section with tubular cross members, and front forks were pressed steel with a central coil spring.

The car was eventually finished after 20 months and 800 hard hours, as no power drill was available, and was first driven by a mechanic on trade plates. The first problem came when I tried to tax it, as it had to be weighed and not exceed 8 cwt. I was not aware of this at the time.

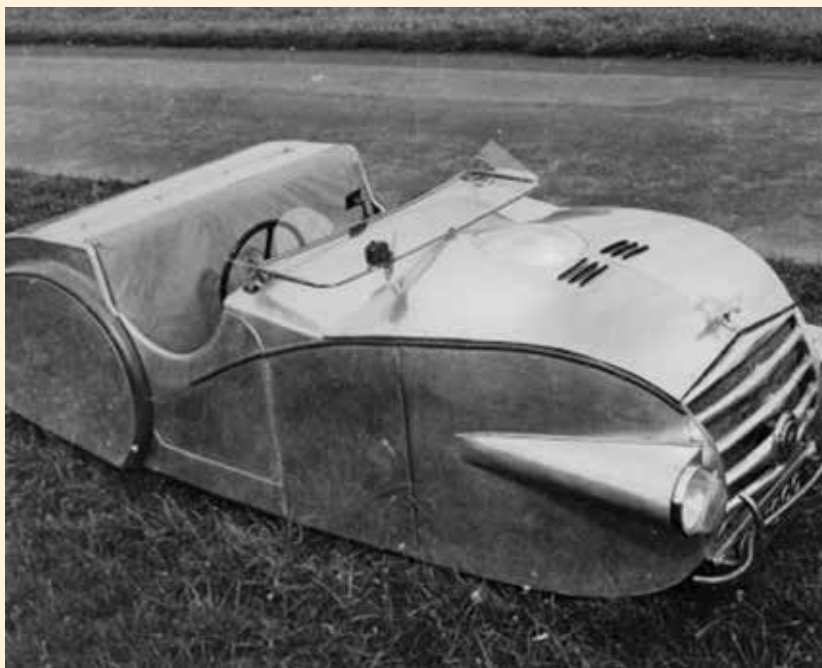
As first weighed it was about 9 cwt, but after removing everything removable it was eventually reduced to 8 cwt, and was taxed and insured.

On my first trial run, accompanied by a friend from the garage where I worked, we set off up the long hill from my house to Charny Down and on to the Cold Ashton cross roads. I then heard a noise which sounded like a blown exhaust manifold gasket, and stopped to investigate.

Continued on Page 28



Raleigh 3-wheeler. Copyright © G.E. Bath.



Raleigh 3-wheeler body. Copyright © G.E. Bath.

Letters & Emails

Sidevalve Editor, PO Box 9228,
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Email: editor@fsoc.co.uk

Only rock and roll, but I like it

Dear Sidevalve,

I was interested to see the photo of the E83W Woody in the December issue. In the late 50s I was a member of a rock group and our transport was a similar vehicle. It was quite capacious, with two bucket seats in front and two bench seats behind, and room for our gear in the back. However, as the town where we played most of our gigs was in a valley, it struggled to climb the steep hill on the way home. The solution was that we all dismounted, except the driver, at the bottom of the hill, walked up while he drove the old girl up, and then all got in again. The rest of the way home was flat.

Happy days.

Yours,

Jeff Hurst

Restoration complete

Dear Sidevalve,

In the October issue of *Sidevalve* Yvon Precieux ran an item on my car, showing pictures of it pre-1994 and asking if it had now been restored.

Its restoration was completed and it returned to the road in 2014. It is my understanding that it previously was taken out of use in or around 1954. It still carries what I believe to be all its original panels. The engine number is not original and it has, according to research I did with the club, an early 1940 engine. As it is a September 1939 car I have often speculated that it may have originally had an all-fibre gear camshaft drive that was changed under warranty to a new engine when it failed. In any



event the car shows just 18k miles to date, and when I stripped the engine it all seemed to be in good order with no noticeable wear. It always pleases me to drive it, as the car just keeps pulling in top up hills and seems to have much more pulling power than my 103E, despite this having a reconditioned engine. The Prefect is also incredibly quiet. The only less good aspect is that the gearbox is more notchy compared with my 103E (whose box has done 40k miles), but works perfectly none the less. I wonder if there are differences in a 1939 box and one manufactured much later? (My 103E had a new box fitted by the main agent in the 1970s.)

Best wishes,

Keith Dewhurst



Continued from Page 27

Instead of the blown gasket there was a hole in one of the alloy cylinder heads alongside the plug. I drove back some way on one cylinder and then obtained a rapid tow behind a lorry to home. The engine must have been overheating and so I replaced the fine mesh grille at the front with a much coarser mesh, and, finding the plugs were too short a reach, replaced them and had the hole in the cylinder head welded up. After this I experienced no more trouble but found the engine very rough after being used to four cylinders. Another major fault was that the Ferodo clutch was running in oil mist, and would not free when cold and would slip when hot.

Being interested in motor racing, I made a trip up to Prescott Hill Climb where Mr Walker, of Walker and Ward of Cheltenham, was interested in the design and thought of producing it on

a Reliant chassis. Unfortunately he could not proceed with the idea as all the available Reliant chassis were being used for their vans.

After some months use I decided to replace the Raleigh engine and gearbox with those from a Ford 8, which would fit quite readily. One of the small radiators from a very early Austin 7 was used together with a multi-blade fan, and this kept the engine cool.

This modification was very successful from the performance and smoothness aspects, but I then found the front fork spindles broke rather too regularly, due presumably to the increased weight on the front wheel and my rather spirited cornering, which imposed a torsional load on the spindles. I found that spindles made from old Ford drag links lasted just as long and were a lot cheaper than the correct replacements.

When my father borrowed the car one day he had a conversation with Mr A. C. H. Harding, an RAC scrutineer and one of the founders of the 500 c.c. racing movement in Bristol, who was interested in the car, and asked me to go and see him. It was this and subsequent meetings with Mr Harding that really made me think of building and racing my own car, to be described in the next instalment.

Specification:

Wheelbase	6ft. 8 in.
Track	4 ft.0 in.
Length	11 ft.6 in.
Width	4 ft. 9 in.
Height	4 ft. 4 in.

Andy Main

Specialist Applications Register

Pattisson continued

Continuing Oliver Britton's story of Bertha (see photo), the Monkton Hadley Cricket Club roller (December 2017 edition).

Even now, in the cold of the spring months, when preparing for the season ahead we have to use a proprietary spray down the carburettor inlet to coax life. This involves removal of the air filter. Constant treatment of the filter in this way meant that eventually and inevitably it worked itself loose during a rolling session. Fortunately, the FSOC parts service was able swiftly to despatch a replacement for the old filter that

had proved no match for the roller under which it had fallen, turning it instantly into sheet metal. Likewise, top hose and oil filter were supplied promptly when needed.

We look forward to many happy years of rolling. Driving Bertha is not your usual motoring experience: despite three forward gears, top speed is little more than jogging speed, and most of the time we grind around in first gear, when life is reduced to half a mile an hour and, accompanied by the smoothly purring engine, time to reflect uninterrupted – usually about the pint of ale after Bertha is abed. Inclines can be troublesome, particularly

with a damp surface, but crossing the busy road to and from the square is not without its thrills. We nearly took out a white van one Friday evening when its impatient Formula Ford driver thought he could slip past before Bertha lumbered across his path. At the last moment he decided Bertha was rather too stoutly built to tackle and bailed out, amid much swearing and burning rubber.

The idea that this machine could be converted into a tractor in just twenty minutes, as mentioned in your June issue, seems hopelessly optimistic, even with the specialist kit required.

Our concern now is to find younger members of the club to be trained in the black arts of maintaining Bertha so that she can just 'keep on rolling'.

Mercury update

In the April 2017 edition, I featured the Mercury Airport Tractor RGC 145 on display at the Brooklands Museum in Surrey. I reported that after twenty years of being on display, the weather was taking its toll on the BEA livery. My visit to Brooklands in early October found the Mercury inside a workshop (looking through the window) with the bonnet now in grey paint. It looks like the museum has taken action to prevent further deterioration, so I look forward to a future visit to see the completed work.

Thompson Brothers Refueller MKIII update

Also at the Brooklands Museum (see April and June 2016 editions of *Sidevalve*) the refueller was not found on display. The museum has been having major work undertaken, with some exhibits moved, and I believe some off site too. Hopefully the refueller is also having some work done on it too?



Bob Jennings

The Mail Must Come Through

For many years, my father was transport manager of *The Birmingham Post and Mail*. At its height, the company had a fleet of some 250 vans covering some 4,000,000 miles per year. During its years in production, the E83W formed the backbone of the fleet.

With the demise of newspapers and long, long before the internet, it is easy to forget how important the local rag was, not only for the dispensing of news but for advertising events like cinemas and theatres, the small number of radio and television channels, and of course the 'classifieds'. The papers had details of court cases, births, marriages and deaths – or 'hatched, matched and dispatched' as they were known. If you were looking for a job, they were the first place to look. The armies of people who worked at the likes of Longbridge, Lucas, Fort Dunlop, the BSA and hundreds of other factories all wanted their paper on the way home.



Photo 1. Bomb damage.

I remember my father saying that a newspaper was the most perishable of goods. You could sell a banana tomorrow, but not a newspaper. To make things more challenging, after delivering the *Birmingham Post* in the morning, the *Mail* had up to seven editions throughout the day. I cannot remember all their names. I know that there was the 'Midday', and the run ended with the 'Final' and the 'Late Night Final'. On Saturdays, there was the 'Pink', an edition particularly for the sports enthusiast. The city's newsagents prided themselves on having the latest editions so each shop would have several deliveries during the day. Large towns and cities like Gloucester, Cheltenham, Oxford and even Bristol had local offices that had to be supplied with papers. Their editions had pages with local news particularly

for their area. There was intense rivalry between nearby local papers like the *Wolverhampton Express and Star*, and there was always the fear that if the *Mail* were not available, the rival paper would be bought and the company might have permanently lost a sale. This was taken so seriously that the *Birmingham Mail* would be available for Brummies to buy at their favourite holiday destinations: hence places like Weston-Super-Mare had a daily delivery during the summer months.

With such pressures, breakdowns were to be avoided at all costs. All the stages that led up to the final printed paper would be of little use if the vans did not get them to the newsagents. Reliability started with the driver. Anyone who wished to be employed by the *Mail* had to undertake a driving test with my father. They were expected to be courteous drivers. If they rode the clutch, they failed immediately. The vans were seen as an advert for the company and the drivers were expected to keep them clean and polished. They were even expected to clean the underside of their van so that it was pleasant for the mechanics to service them. My job each Sunday morning was to check the roofs of each van. If the driver had only cleaned the edges and not the centre then they would be 'told' on Monday.

The walls of my father's office were covered in squared paper. There was a column for every vehicle where all services, mileage, average fuel consumption, oil consumption and any replacement parts fitted were listed. The mechanics would report on things that might need looking at next service, and those services would be no further apart than 1000 miles. The company had a machine to clean and filter the oil, and at each oil change half new and half filtered Newton oil would be used. In this way, you had a chance of seeing if things were going wrong, like a rise in oil consumption, and hopefully, you avoided breakdowns.

November 1940 saw a direct hit on the garage and in the picture of the tangled aftermath, a few E83W remains can be seen (photo 1). Some spare parts were rescued from the stores but every one failed. The row of vans in the photo were all that remained, and these were augmented by any second hand vehicle that could be obtained. You can get an indication of



Photo 2. Remnant of fleet after the bomb.

the standard of the fleet from photo 2.

The papers were printed in the basement of their premises in Cannon Street, a narrow street in the centre of the city. All loading and unloading had to be done in the open air. As can be seen, Cannon Street was monopolised by the *Mail* and again, the condition of the fleet is evident (photo 3). The mileages that some of these vans covered was unusual for vehicles of the time. Because the company printed both a morning and evening newspaper, the longer runs were done twice a day. This meant that there were always vehicles in the fleet that were approaching the 100,000 mile



Photo 3. Awaiting print run.



Photo 4. Back to Ford after 100k miles.

mark. KOG 896 was one such vehicle (photo 4). This van had been used for the Bristol run and had done 100,000 miles when this picture was taken. Because of the high mileages covered and extensive service records, both Ford and later Austin used the company to test their products. KOG 896 was on its way back to Ford to be used in an advertising campaign, and I always understood that this was done on the original engine. This would be a very unusual mileage for a 1172cc, but it always had clean oil, very few cold starts, and I believe Ford was trying out chrome top rings on this vehicle, so maybe this



Photo 5. Ford's rivals at Charter Institute of Transport.

mileage was possible?

With the end of E83W production, the fleet gradually moved away from Fords in favour of Austin and their J4 van, the forerunner of the Sherpa (photo 5). Why Transits were never used, I am unsure: perhaps Austin gave the company a good deal. I do remember the problems the company had with the J4 and rust. It was eventually found that the particularly rusty vehicles had been made sometimes 12 months earlier, and had hung around in a field awaiting

sale. Hillman, with their Imp van, labelled the Husky, gave the *Mail* two vans in an attempt to get a slice of the company's business. There was never a time when both vehicles were on the road at the same time. Overheating engines, clutch and gearbox problems were top of the list. No Huskys were ever bought. The demise of local newspapers saw a demise in the *Mail* fleet, and eventually the company owned no vans but relied on 'a man with a van' army.

Joe Wheatley

Mechanical Brakes

The Upright Fords have an unjustified reputation for having poor brakes. This is the case only if the system is poorly maintained, or not set up properly. My Prefect has the standard Girling mechanical system which I refurbished in 1998 during the restoration. The expanders and adjusters were removed from each brake back plate, dismantled, cleaned, greased with copper grease, and reassembled. After cleaning and painting the back plates, they were refitted, taking care to put new Thackery washers under the castellated nuts on the expanders so that they can move on the back plate to 'centre' the brake shoes when they are applied. New linings were put on the brake shoes and each hub reassembled.

Once the brakes on each wheel have been properly set up, the main problem will be wear in all the clevis pins in the system. As I recall, there are 18 clevis pins in the Girling set-up, and I replaced all of them during the rebuild. Some of the originals were worn through

50% of their diameter. Occasionally the holes in the yoke through which the clevis fits are worn. These should be replaced, welded and re-drilled, or drilled with a larger hole and an oversized (probably metric) clevis pin fitted. The pivots on each axle should also be examined for wear, and replaced or refurbished as necessary. I had to replace the rear pivot on my car as the holes for the clevis pins had worn oval. Obviously, all cables should be in good condition and all rods straight.

Once all the wear and slop has been removed, the brakes should be set up as per the workshop manual. This is not at all difficult if you have a logical mind. Each axle should be set up before the pedal and compensator are connected.

The 10" brakes on the Uprights were replaced by 7" hydraulics (soon increased to 8") on the 100E models. These 10" drums are more than adequate. Since completing the restoration in 1999 I have had no problems with my brakes. I check the adjustment of the

brake shoes each year, and clean and grease/oil all pivots, joints and linkages. The brake pedal has less than 10mm free travel before the brakes 'bite'. She pulls up square and, if you are frightened enough, all four wheels will lock with a strong push on the pedal. What more could one need?

There are also distinct *advantages* in having a completely mechanical system. No brake fluid to absorb water; no pistons to seize up; no seals to perish; no flexible hose to collapse; and no brake pipes to rust. You can leave a mechanical system for years and it will be just as you left it. Leave a hydraulically braked car for six months and you will have problems. An example was the Prefect that a member brought to Tatton Park several years ago. Low mileage, and had stood in a garage for over 35 years. He serviced it, changed the oils and tyres, took it for an MOT and it passed first time. Try doing that with a 100E!

Jim Norman

Basic Mechanics

As our cars get older, so do we, and so do the mechanics who worked on them in their early days and so know the cars well. These mechanics are now at or beyond retirement age; their younger replacements not only are unfamiliar with the cars, but with vehicles of that age. In all likelihood, they have never been confronted with a set of contact breakers, generally known as points, carburettors, or steering and suspension joints which are spring loaded, and they most certainly will be unfamiliar with rod and cable brakes.

Most of our members might well be equally unaware of any of these, their normal maintenance regime being to fill the tank occasionally, but it might be worth a look. A word of warning, though: while the sidevalve Fords are very easy to work on, this is only in a comparative sense, and many jobs are very safety critical. While the purpose of this series of articles is to encourage and help you to carry out at least some of the work your car occasionally will need, if in doubt, leave it, and seek advice from someone who knows, probably at a local meeting if there is one in your area.

This time, we cover the basics, including terminology. It is important to know what the parts are called when ordering replacements, but even very simple parts are often wrongly named, even by professional mechanics. Knowing the correct terminology is a good start.

Fastenings

The body shells of all sidevalves, Specials and 'woody' conversions excepted, are of spot-welded mild steel. Parts are attached using various types of fastenings, the humble nut and bolt of various sizes being the most common.

Although British cars of the period usually used Whitworth threads, all sidevalves used Unified fasteners, identical to American S.A.E. sizes. This is because the first type, the Model Y, was designed in America and the prototypes shipped to Britain. There are exceptions: bought-in electrical components often used B.A. sizes, and some fuel system parts are to B.S.P.

There are two Unified thread patterns: UNC (coarse) which screws into a casting;

and UNF (fine) which screws into a nut. In the first instance, the fastener is almost always a bolt, but the second is usually a setscrew (Diagram 1). Setscrews allow the stud to be screwed down flush with the head, but bolts are stronger since their cross-sectional area is not reduced by the depth of the thread. If the original part was a bolt, as in some suspension joints, it should not be replaced by a setscrew, even if the latter fits.

There are two sizes of Unified fastener: the stud size and the head size. People invariably – wrongly – use the head size when specifying what they want. The correct size is the stud size, the smallest hole into which the stud can be inserted and its size before the thread was cut. The spanners, though, are marked with the head size, e.g. ½" AF (AF stands for 'Across Flats', not American Fine!); see Diagram 2). There is, except in a few specialised cases, a relationship between the head and stud sizes:

Stud	Head
3/16	3/8
1/4	7/16
5/16	1/2
3/8	9/16
7/16	5/8 (bolt head) 11/16 (nut)
1/2	3/4
9/16	13/16 (bolt head)
5/8	7/8 (nut)
5/8	15/16

Nuts, bolts, setscrews, washers, etc. are ordered by their stud diameter, stud length and thread type, e.g. 5/16 x 1" UNF.

It follows that spanners, sockets etc. for use on our cars should be AF sizes. These can take a bit of finding, at least at a reasonable price, and there is a temptation to buy and use metric equivalent sizes. In practice, these are few and far between: some sizes might appear to be a good fit, and if the fastener isn't too tight might do the job, but if the fastener is tight then the result will be rounded-off corners, which will

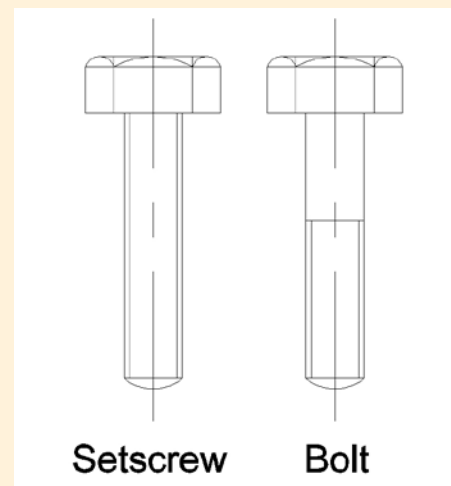


Diagram 1

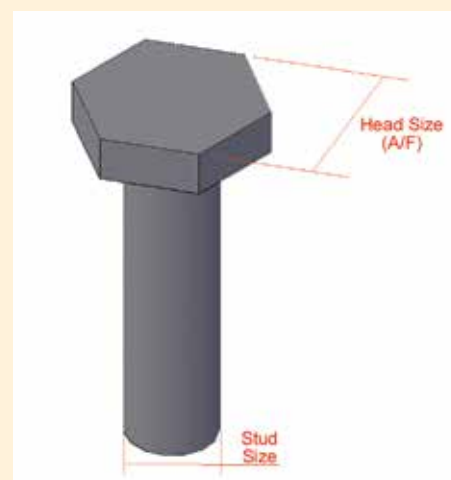


Diagram 2

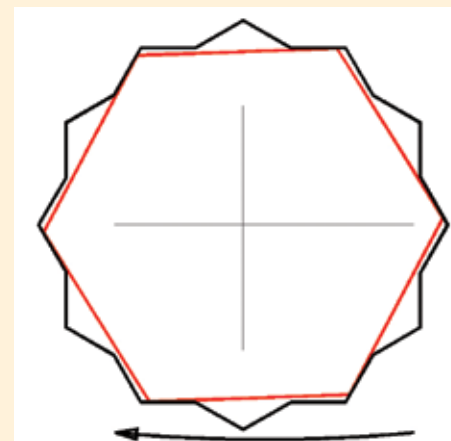


Diagram 3

then make removal more difficult, even when the correct size is used. As an example, a 13mm spanner seems a good fit on a ½" headed bolt. But a half inch is only 12.7mm, and that 0.3mm makes a difference: see Diagram 3. This is actually a scale drawing of the gap between the ½" AF bolt head and a double hexagon socket, and shows that the entire force is concentrated at the head's corners.

To finish this first article, we will consider



Photo 1. Spring washer



Photo 2. Shakeproof washer, internal



Photo 3. Shakeproof washer, external

locking devices. Nuts, bolts, etc., can work themselves loose in service and a number of means are available to hold them tight. Photos 1 to 5 show a spring washer, two types of shakeproof washer, internal and external, a self-locking nut, and a correctly turned split pin with the excess length cut off to avoid injury to anyone working in the area. ALL locking devices are single-use only; if they are removed then they MUST be replaced by a new one.

That concludes things for this issue. Next time we will look at what tools you will need to work successfully on your car.



Photo 4. Self-locking nut



Photo 5. Split pin

Jim Norman

Mechanical v Hydraulic Brakes

I'm afraid I have to take issue with my old mate, Joe Wheatley, and his item on mechanical brakes (Page 31). While agreeing that the Upright brakes are much better than given credit, a point he didn't make was that Ford and all other manufacturers changed from mechanical to hydraulic systems for a very simple reason: hydraulics are much better!

I am a bit concerned that the closing paragraph might give the impression that a car can be left for 35 years and the mechanical braking system will still be fully functional,

which I know was not the intention. Both systems need regular maintenance and periodic examination; he lists the potential problem areas with a hydraulic system, but mechanical linkages have two opposing problems: wear and seizure. The system does need to be dismantled periodically and the clevis holes checked for ovality and oversize; the pins also for worn grooves. Clevis pins are case hardened and once this is worn through, further wear is rapid; I have seen clevis pins which more resemble a crankshaft. A small amount of wear in all pin joints will be cumulative and give very long pedal travel, which no amount of adjustment at the drums will shorten. Removing seized clevis pins, and also the seized split pins which retain them, can produce hours and hours of fun! What's more, the system needs to turn through ninety degrees at each axle, and getting the angles correct here is vital; failure to do so would result in poor braking effort due to the loss of mechanical efficiency.

A hydraulic system is self-compensating, unlike a mechanical one where all angles and

adjustments must be right. If seven brake shoes of a hydraulic system are close to the drum but the eighth is far from it, then pressing the pedal will bring the seven shoes into light contact with the drum but no further until the eighth shoe is also in light contact. Further pedal travel will then bring all eight shoes into action at the same time. A second advantage is the ability to apply twin leading shoes. These use the drums' rotation to force the shoes into greater contact, giving a stronger brake without further effort from the driver. This might be possible with a mechanical system, but providing two expanders and associated linkage to the same brake drum would not be easy.

Both systems need periodic maintenance and either can be problematic, but ultimately, it's the ability to stop the car that's the important point, and the reduction from 10" to, eventually, 8" drums shows how much more efficient are hydraulics. And when Ford produced the 100E, wheel size reduced from 16" and 17" down to 13"; not a lot of room there for 10" drums!

Stuart Battersby

Website and Social Media

Our use of modern Internet technology continues to progress, and after a year or so in the 'This is interesting' category, I think that we can firmly say that we have progressed to the 'Now adding real business benefits' stage of development. The number of FSOC members using our Facebook Lounge as a means of asking questions, communicating with other members, and indeed just feeling part of the club has now risen to 170, which is just over 15% of the membership. The newer members especially are using the service extensively as they begin to gain benefit from the instant access to experts. I realise that there are still many of you that don't, or perhaps will never, use this service, but we are now more than ever convinced that this is a core benefit to offer our members.

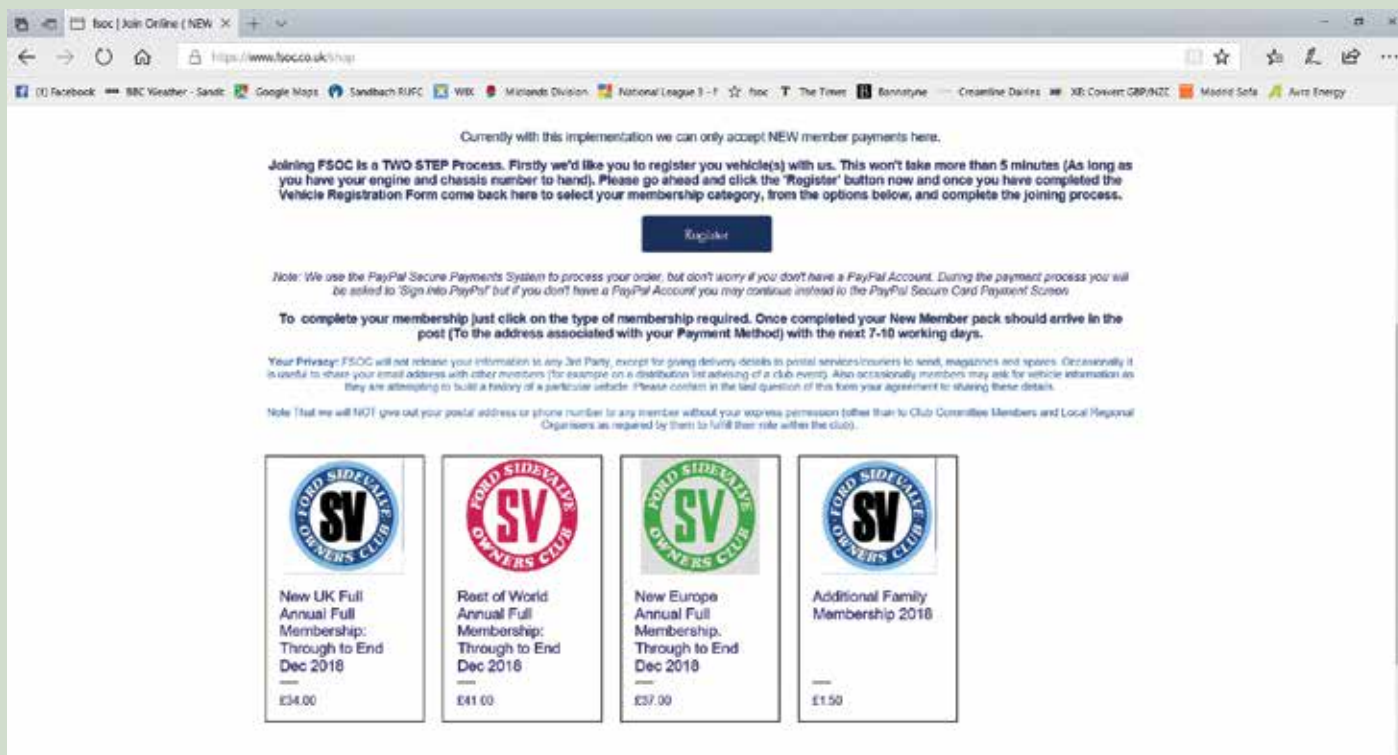
The above paragraph was about what we call our Members' Lounge, a service restricted to paid-up FSOC members. You may also recall we have a public and unrestricted service, also on Facebook, that we use to promote the club to other interested individuals. We now

have 1063 members in that group who have all explicitly registered and shown an interest in our cars, either because they own one, used to own one, are thinking of buying one, or perhaps just like old Fords and classic cars. This group is almost our potential member base and we use this service to advertise cars for sale, and to promote membership and the services we offer.

Pop Shopper on the website is going from strength to strength. There is a large number of complete vehicles for sale on the public area, and a veritable treasure trove of hard-to-find parts and spares now for sale in the members area. Club members also have free access to our library of back copies of *Sidevalve*. You can either access the Index and search a topic (or your car even), and then go to the exact edition and read the article, or if you want a more leisurely read then you can simply download a back copy to your e-reader (Kindle?) or tablet (iPad), and sit back and read what members were concerned about in, say, 1980 or 1996 or whatever.

We have also added an online Vehicle Registration Form which has dramatically increased the volume and accuracy of the information now being sent to the Registrars. That, Mr Andrew Main, will teach you not to complain about 'Not many new registrations coming through'!

The most significant development that we have recently added to the website is the Online Shop. Since we started selling memberships online in October last year, we have now (mid-January) sold 44. Despite some members breaking the rules, that's somewhere close to 40 new members. As a bit of a test we have also started the sale of some rather stylish embroidered FSOC badges online. We sold perhaps around ten of these, but more importantly have now got the confidence to add further products to the online shop, and expect manuals to be the next items to go on sale. After that, who knows? Online clutch plates and brake shoes, anyone?



The Online Membership page from the website.

Nick Hardey

Sidevalves in the Family

My association with sidevalve Fords began, bizarrely, fifteen years before I was born! In 1932 my late father, then a young man of 22, secured employment as a toolmaker at the newly opened Ford plant at Dagenham. He had previously completed his apprenticeship at Lagonda in Staines and he had discovered that Ford were offering a very attractive wage packet for skilled workers. Although his journey to work meant a long trip right across London (on a motorbike!) the remuneration made it worthwhile. Furthermore, Ford offered to the skilled workforce the opportunity to purchase, at a substantial discount, the new Model Y Ford Eight. Although the new Y Eight was Dearborn designed, it represented Ford's venture in producing a small car for the European market. In the next few years, Ford factories sprang up all over Europe: Paris, Barcelona and Cologne.

Dad thus acquired his first new car, a green Model Y, CPP 44. He used it to take his new girlfriend hither and thither, although I gather he still used his motorbike to travel to Dagenham. In 1939 he married his girl, but sold the little Ford. Sadly, it was not a good time for the newlyweds as Hitler invaded Poland, and on 3rd September Britain declared war on Germany. As father was a skilled engineer, he was in a reserved occupation and therefore exempt from military service. He spent the war making Bren guns and bits for tanks, and carrying out fire watching duties.

In 1947 I appeared on the scene, the same year that Henry Ford died. His son Edsel had also died prematurely and the company was now in the hands of his grandson, Henry Ford II. Dad still had his old motorbike, on to which he attached a sidecar so that mum and I could be transported in relative comfort. A year later Dad sold the bike and purchased a pre-war Ford 10 7W, DXW 227. It was in a pretty parlous state and he spent the winter of 1948/9 rebuilding it in his little wooden garage at the end of the garden. I remember him staggering into the kitchen with the engine cradled in his arms – he was pretty strong! He overhauled the 1172cc sidevalve engine there and then on the kitchen table! Mother was not amused.

In the Spring, the Ford was ready for the road, and what a revelation after the sidecar outfit. Comfort! Luxury! Room! Plus a 40mph cruising speed. Oh! The heady heights! We

went everywhere in DXW 227, even two trips to Scotland from West London. It took fifteen hours!

In 1953, the Ford Motor Company declared it was bringing out a range of new models. They were ultra modern with rounded styling, a large boot and independent front suspension. Dad looked at them in Norman Reeves' showroom with covetous eyes, but funds were low as the halcyon pre-war days of a substantial wage packet were gone and we were now in the austere 50s.

Dad was now working for the portable tool firm of Black & Decker at Harmondsworth as an Experimental Engineer. Promotion and an easy journey to work were the pluses, but even though he was now salaried, he was earning less in real terms. However, in 1956 he managed to scrape together enough cash to buy a brand-new Ford Thames 100E van. He really wanted a Ford Squire Estate car but at nearly £600 it was out of the question. He bought the van in primer to avoid purchase tax and then proceeded to convert it to his own version of the Squire. He installed rear windows, moved the petrol tank to the rear à la factory version, and made a rear seat. His real stroke of genius was to fabricate a mechanism so that the seats folded down to make a double bed. With a Primus stove and a washing-up bowl in the back, this very basic camper took us to Norfolk, Wales, the Lake District and to Scotland again. In 1959 Mum and Dad drove up to Harwich and had the Ford craned on to a ship (no RoRo then!), and we crossed the North Sea to Denmark to begin a three week tour of Denmark, Norway and Sweden. Mum and Dad slept in the van and I slept in a tent.

We kept the van for many years after that, even though Dad bought another car. Mum drove it for a while and I had my first tentative efforts at driving. At sixteen I was allowed to have a go on private land. Well, it wasn't really private! It was on Pendine Sands in South Wales! So here was I, a spotty teenager, driving a 100E Ford in the tracks of the great John Godfrey Parry Thomas, who hit over 170 mph there before the war. Umm!

Around this time my grandfather died and my father inherited his 1959 100E Anglia. It was with this car that I took my driving test. For a while we had three cars, but sadly the old van by this



time was seriously corroded, and the engine was using as much oil as petrol, and so it ended up in the great scrapyard in the sky. Farewell, 81 JMW.

Sadly, too, the Anglia was short lived. For most of its life with my grandfather it had done only very short journeys with, as was to become apparent, no oil changes. The familiar rumble and knock of big end failure with the accompanying clouds of blue smoke heralded its demise. Dad gave it away to a young lad down the road who did banger racing! Farewell, SHJ 123.

In 1996, Dad passed on. Mum asked me to clear the garage. So what did I do? I threw away all Dad's 100E bits, even his genuine EnFo rear hub puller! Oh sin! Woe was I!

Fast forward to 2015. I had occasion to visit a local garage storage yard. There, languishing in a corner was a very dirty and tatty Ford 100E Popular. (See photos: rest assured it's a lot shinier now!) It was the same colour and year as Dad's 100E Anglia and almost the same model. I had to have it. There followed a lengthy period of negotiating with the owner and a fairly intensive rolling restoration. I also joined the FSOC.

To be continued ...

Gabriel Conway

100E for Keeps

My love affair with the sidevalve Ford started early – the first new car my parents ever owned was a 100E Popular, bought in 1962, two years before I was born. DZD 182 was bought from Smithfield Motors in Dublin and the salesman told my father it was the last one to come off the production line in Cork – though I'm sure every garage in the country told the same tale to potential buyers! This would be the family car for all of my early childhood, and we went everywhere in it – the length and breadth of the country. By the time it finally went for scrap at 10 years old, it had more than 130,000 miles on the clock and the floor had rusted right through. But I adored the car, and the day it was left back in Smithfield to be taken away for scrap was a very sad one.

Throughout my early childhood, I was always on the lookout for other 100Es, Populars, Prefects and Anglias, the sighting of any of which would be greeted by my calling from the back seat, 'Look – a car like ours!'

Even after ours was gone (we were now in a new Opel Kadette B), there were still a few 100Es to be seen around Ireland, some of them familiar sights in regular spots, and the occasional stranger encountered on the road. One by one the 'regulars' vanished – including the astonishingly purple painted Popular van (I didn't know them as Thames in those days) near Port Laois, which languished for many years in a hedge.

When I was 12, there was a 100E Popular for sale for £12 in Rathmines, and I begged my parents to allow me to buy it, but the answer was a firm 'No'. At 18, filled with enthusiasm, I bought one anyway, WIK 696, a 1956 three-bar-grille Anglia, which had sat outside a house in Santry for a number of years. But I had nowhere to keep her, my parents didn't want it outside our own

house, and I was paying £10 a week to garage her at a time when my weekly wage was only £25. And she was in quite poor condition – a runner, but only just. Colm O'Neill and Pat Hempill from FSOC's Irish branch helped me out with advice and a huge amount of practical assistance (it was Pat who actually got it running), but in the end I just couldn't manage to keep paying the rent, and I eventually passed the Anglia to Colm, who was able to use it as a source of spares.

So, the years went by, I moved to London, and with a busy life the memory of my first attempt at having a 100E of my own faded away.

I moved home to Ireland in 2000, and after a spell in Dublin, now live fairly deep in the countryside in Co. Westmeath. In a house with lots of room out the back.

I'd mentioned to my wife a few times my love of the 100E, and my intention, now I had the space, to acquire one 'one day'.

'Why one day?' she asked. 'Why not now?'

And so we found ourselves travelling to Yorkshire in September to view another lovely three-bar-grille Anglia, much like the one I had tried to save many years earlier, only this one was in vastly better condition, and a fully functional running car from the outset. 796 UYV was black with red trim – just like the family 100E of my childhood – and surprisingly corrosion free, with few signs of repair, and almost all original spec (apart from the tyres). We loved it as soon as we saw it, and after taking care of the practicalities, arranged for the dealer to trailer it to Liverpool on October 14th, where I would meet him and take it across to Dublin on the ferry, followed by the 80 mile drive home.

I was more than a little nervous about picking her up – it's one thing taking an old vehicle to a rally when you know it well, but getting into one that is a stranger to you and

hoping it makes it on and off the ferry, followed by an 80 mile drive home, involves a certain amount of faith. I needn't have worried – she ran pitch perfect, and everything worked, right down to the smallest bulb.

With a few hours to spare before the ferry, I took a spin to Formby and back to get used to handling her, and to charge up the battery, as she would have been standing around for several weeks, and the last thing I wanted was a failure to start getting on or off the ferry! Then it was into the P&O terminal at Liverpool, where we were treated like royalty by the various security and ferry staff, who were only too pleased to see something a little different coming on board.

Arriving into Dublin port at 6am on the Sunday morning, she started on the first pull, and the 80 mile drive I had worried about was no problem at all. We kept off the motorway and ambled along on the old roads through the darkness and into the dawn, the smells and sounds of the sidevalve engine reminding me of so many long trips in my childhood.

I've had her a month now. She has had her official import inspection and now carries the Irish registration 57 WH 8001, and regularly turns heads when I take her out at weekends. She is not for daily use (my commute sees me clocking up 5,000km / 3,000 miles a month) but is used for pleasure at the weekends on shorter trips, local shopping and a bit of nostalgia motoring. The remoteness of our home, which makes the weekday commute in my modern car so lengthy, becomes a real bonus for the Anglia – there are miles and miles of empty back roads between us and the nearest towns, and even further to reach anything you could call a main road, so the area suits her pace just fine.

I'm reliving my childhood – only this time, the 100E is for keeps!

