

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Refurbishing TPF 761

The Adventures of 547 WPE, Part 2: The Later Years

Seasonable Services and Accessories | Tales of BLC

www.fsoc.co.uk



Important
Announcement
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ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

Slade Legal,
The Greenhouse,
Stratton Way, Abingdon,
Oxon OX14 3PQ
Reg. No: 2604000 (London).

Editorial/Advertising address:

Sidevalve Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA

FSOC Web Site:

www.fsoc.co.uk

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

Copy deadline is the tenth of the month preceding publication.

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Cover photo: Drive It Day 2017:
Four Sidevalves under the wings of a Vulcan. Photo by Peter Clarke.

Important Announcement

Shirley Wood has decided not to stand for re-election, after 34 years of dedicated service to the club as General Secretary, which has also included 20 years as Spares Officer 8 & 10hp Models and Regalia.

In addition, Stephen Wood has decided not to stand for re-election after 20 years as Spares Officer 8 & 10hp Models.

For the club to continue to provide the same level of service, we require a minimum of four members to perform these duties. Every effort therefore should be made for club members to attend the AGM on the 24th June. If you are unable to attend but would like further information on the vacant positions, please contact John Porter, Chairman. The future of the club is in your hands.

As Shirley did so much work for the club, some of her duties have been split up and have been briefly described below.

- **Upright Spares Officer**, to take and fulfil parts orders and then despatch – initially from the club stores in Abingdon.
- **Company Secretary**, which involves the work involved with the FSOC company business supported by the Treasurer, Tony Young.
- **Club Secretary**. This is administering club-based activities as distinct from the above, including preparing for committee meetings every two months, and taking and distributing minutes.
- **Club Cashier**. Paying bills, issuing invoices, banking payments etc.
- **Premises Officer**, which is taking care of the club premises at Abingdon. Being available for trades and servicing at the premises during the week, and supervising maintenance.

– John Porter

Spares Orders after June 24th to: 100E/107E Spares / 8 & 10hp Spares, Ford Sidevalve Owners Club Ltd, Badgers Keep, Verwood Road, Wimborne Dorset BH21 8LJ. Email: neilpatten@btinternet.com. Tel: 01202 823088, 6.30pm–7.30pm only.

Ford Sidevalve Owners' Club Limited AGM 2017

24 June 2017, 1:00 pm

**St James Hall, Barton under Needwood,
Burton-on-Trent, DE13 8HY**

Revised Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners' Club Limited held on the 18 June 2016.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the Independently examined Financial Statements (Accounts) for the year ended 31 December 2016:
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary
 - d. Spares

- e. Regalia Officer
- f. Chairman – 2016
5. To appoint or re-elect the Officers of the Company as appropriate:
 - a. General Secretary (Company Secretary). Following the resignation of Shirley Wood with effect from today, it is proposed that Tony Young be appointed as Company Secretary with immediate effect [Article 45].
 - b. To elect Neil Patten as a Director with immediate effect in replacement of Shirley Wood whose resignation from the Board takes effect today [Articles 33 and 34].
 - c. To elect Mike Brocklehurst as a Director with immediate effect [Articles 33 and 34].
6. To appoint or re-elect the Committee members of the Company as appropriate.
 - a. To re-elect all current Committee members subject to the following

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- changes.
- b. Yvon Precieux, the current Pre-War Registrar, will from today share this responsibility with Steve McKenna (who is currently the E83W Registrar).
- c. Ron Taylor will replace Steve McKenna as E83W Registrar.
- 7. To appoint JCA Chartered Accountants, Dawcombe House, Pebble Hill Road, Betchworth, Surrey, RH3 7BP, in place of Newby Crouch as independent reporters for the company. Members should note that Peter Crouch, the previous Principal of Newby Crouch, has transferred the bulk of his clients to another firm but retained a smaller group (JCA), one of which is our club.
- 8 To authorise the Officers and Committee to fix the remuneration of the independent reporters.
- 9. Chairman's club update and future prospects for the club.
- 10. To transact any other ordinary business of the Company.

Proxies

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners' Club Limited. All proxies must be lodged with the General Secretary 48 hours prior to the commencement of the AGM.

John Porter

Editorial

Recently there have been a number of non-members coming to the FSOC to apply for a V5C, after buying a sidevalve without an old logbook or other relevant documents. Over the last year or two Swansea has tightened up their interpretation of their unwritten rules in regard to registering an old vehicle. To the owner of an old vehicle the new procedures can be frustrating, to say the least.

If that is not enough to contend with then buying a vehicle with no stamped chassis number can further complicate the application for a registration number. Without a chassis number on the chassis it is not easy to give a general build date. Swansea needs a date of manufacture from the FSOC to process either an age-related or original number application. Not every sidevalve was stamped with its chassis number at the factory – especially before and during WWII, when new recording systems were evolving. It has also turned out that some or all of the completely knocked down kits sold to the Commonwealth countries did not carry a stamped Ford chassis number. When these arrive back in the UK, the application for a V5 is immediately complicated.

DVLA will issue a VIN number based on their own coding system for the owner to have stamped on the chassis and verified by the garage or the FSOC. Only then can an application proceed, whether it is for an

age related number or a V765 for the original number.

So if you do intend buying a barn find or imported unregistered sidevalve without any documents, please be aware that the application for a registration and corresponding V5C can be time consuming. Much patience is necessary, as is a thoroughly documented application. The price for an unregistered sidevalve should reflect the difficulty in registering compared a vehicle with the correct documentation.

Please be aware that the pre-1985 MoT and tax disc are no longer 'valid currency' with DVLA, nor is a record from the original ledger at the county archive unless the chassis number was recorded with the registration issued (unfortunately a rare occurrence in practice). In essence, any application for the original number must prove the link between the original number and the stamped chassis number.

It is unlikely that the registration procedure will get any easier, and it may well become more difficult and time consuming, especially as individuals at DVLA can contradict the advice given on the government website. This can result in the application being rejected by another administrator and the process being started again, with requested paperwork having to be sourced and submitted. In practice it

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Brian Cranswick

Events

The months seem to be passing by very quickly, and we are now well into the show season again. Southern Sidevalve Day is travelling further down the country to Hampshire, so this a great opportunity for members in that area to support the event.

Our AGM travels up the country to Barton-under-Needwood. How many sidevalves can they line up on the day? The photo shows a splendid turnout of cars from the 2013 AGM held at Huntingdon.

These listings are only just a few of the events for 2017. For a more comprehensive, up-to-date list, you should refer to the events shown on the club website, or get in touch with your local area group.

18th June, Bewl Vintage Rally, Lamberhurst. Club stand. Details from Richard Greenaway.

24th June, FSOC AGM, St James Hall, Barton-under-Needwood, south of Burton



on Trent. With a road run afterwards, and an option for a Brewery Tour the following day.

25th June, Lymm Transport Festival, Lymm Village. Club stand. Further details from Stuart Battersby.

25th June, Hatfield Heath Festival, Three Counties group club stand. Further details from Robin Thake.

2nd July, Wrotham Steam Rally, Wrotham showground. Club stand. Details from Richard Greenaway.

16th July, Appledore Classic car show, Appledore. Club stand. Details from Richard Greenaway.

16th July, Old Ford Rally, Heritage Motor Centre, Gaydon. Club stand. See www.britishmotormuseum.co.uk/events/old-ford-rally for information.

6th August, Weald of Kent steam rally. Club stand. Details from Richard Greenaway.

6th August, Northern Sidevalve Day,

Hebden Bridge Vintage Weekend. Early booking recommended. Further details from Joe Wheatley.

13th August, Southern Sidevalve Day at Hampshire Classic Car Show, Breamore House, Hampshire. Further details from Sally Litherland. Book online at www.classicmotorshows.co.uk/breamore-house.

13th August, Historic Specials day, Cotswolds Wildlife Park, Burford. Details from Ian Woodrow, Specials Registrar.

19th & 20th August, Tatton Park Classic car show. Club stand. Further details from Joe Wheatley.

10th September, Kent Classic car show, Aylesford Priory. Club stand. Details from Richard Greenaway.

16th & 17th September, Footman James Classic Car Show, Event City, Manchester. Club stand. Details from Joe Wheatley.

Editorial

Continued from page 3

is always wise to contact the relevant FSOC registrar and not DVLA in the first instance.

DVLA reserves the right to get a vehicle inspected by their inspection contractor – no charge to the applicant at the moment. It has to be appreciated that these contractors are not likely to be particularly knowledgeable about our vehicles, which can also complicate the application. It has been known for DVLA to demand that some vehicles be IVA tested before being issued with a Q plate, which is reserved for vehicles that are unable to be dated by an inspection and the owners' club. The test station is not able to IVA test an older classic vehicle for obvious reasons. Some effective work has been done by the Federation to clear up this anomaly – this does not mean that everyone at Swansea will be on the same page, however.

If a seller tells you that it is easy to get a V5 and you just need to get the club to write a letter – don't believe it. The presence of the old number plates on the vehicle is not relevant either. There will always be the stories of just applying for a replacement V5 and it arriving in the next week – don't believe these either. Where some surprising responses from DVLA may have happened in the past, it is clear that these days the procedures have been tightened up.

Do watch out for an old logbook (green or buff) or V5 that does not match the actual vehicle in front of you. If the logbook says that the vehicle is green and you are standing in front of a black sidevalve then something is obviously not right. Always check the actual Ford stamped chassis number, not just the bulkhead plate, which is only screwed or

riveted onto the bulkhead or inner wing, depending on model. If you buy a vehicle and later find that the numbers don't match then you have a problem. As you may well be aware, the 100E and 107E have the chassis number stamped on the offside suspension mounting. Over the years this area may have rusted and been repaired, and the Ford stamping cut away or covered in new metal. Strictly speaking, the chassis number should be stamped onto the repaired area. There is no specific guidance as to location on different vehicles. Nowadays DVLA may insist on a new VIN being stamped on the vehicle. It is not all plain sailing with the uprights either, as in the past, number plates and vehicle number plates could be swapped very easily, and only nowadays is the problem going to raise its head.

Robin & Jennie Thake

Three Counties

Writing this report at the end of April, it is good that we are back on the road again with the Anglia after a six months rest.

The first two shows that we went to were not in the Anglia. We went to Old Warden Airfield near Bedford on a sunny and warm day at the end of March, and the show attracted a good selection of classics, vintage aircraft, and a very large number of the public in attendance. The second show I thought I would take a look at was a monthly gathering of a variety of classics and Hot Rods. It was not quite my cup of tea so the Anglia will not be going in future.

On Drive It Day our group went to Colne Valley Railway. We had arranged to pick up our granddaughter Ella on the way as she lives in a village not far from the railway, so it gave us the opportunity to travel all the way keeping to minor roads, which is when I find that the Anglia runs at its best. We had a good selection of sidevalves on display – upright 103E Pops, upright Prefect, a 100E Pop, a 300E Van and my EO4A Anglia. Our granddaughter spent the day on the different train rides and planning the future of my Anglia when I will not need it anymore!

The May Day Bank Holiday weekend always sees our group visit the Rushden Cavalcade Steam Show just a few miles from Bedford,

which is a pleasant 60 mile run for us. This year was particularly interesting as at Cardington, historically home of the airships, the Airlander 10 was tethered outside ready for a flight following repairs after it crashed on its maiden outing. It looks really impressive but we are not sure if we want to be in the basket underneath! The show was extremely busy – a great selection of classic cars, and our line-up was photographed and put on Facebook by Roger Dudley who has recently rejoined the club. Sorry we missed you but we were busy buying plants for our garden.

Pip and Rob Forth and Terry Tomlin visited the Ford Day at Whitewebbs Museum at Enfield, which always has a good variety of Ford cars on show. Unfortunately the day ended with a difficult journey home because of an accident on the nearby M25, causing traffic jams everywhere.

On the restoration front in our group, Steve McKenna with a 100E brought some engine parts to the club meeting. They were measured and okayed, to his relief, so we hope to see the car in 2018.

The next few months are going to be busy with various shows and outings with, some changes to the agenda, but I am sure we will have some good weekends out.

Fred Tutt

Surrey

Those who read the Surrey reports will know that we are setting up a contact list of active members listing those who would be willing to support activities organised on their behalf. We have launched the Surrey Regional Group Contact List with 13 members from the mailshot sent to the 40 listed on the club's membership database.

There was no positive feedback for regular meetings, but we are hoping to be able to represent the club at the following classic car shows throughout the summer.

- The South Hants Vehicle Preservation Society Meeting on the 4th June, in conjunction with Richard Greenaway and the Kent Group.
- The Leigh Village Fayre on the 22nd July.
- The Cranleigh Car Show on the 13th August.
- The Chapel Classic Car & Bike show on the 19th August.
- The Rudgwick Steam Rally on the 26th August, also in conjunction with the Kent Group.

We are also willing to provide a service in our part of the world, on behalf of the club, to anyone, member or otherwise, seeking help or advice on any Ford sidevalve topic.

If there is any member with a Surrey or surrounding area post code that was unable to respond, or did not receive the mailshot letter, who would like to be included in the contact list, then please get in touch (details in the Regional Contact List).

It will be interesting to report in the next *Sidevalve* whether the acorn planted in the ground has started to grow into a sapling.



All Ford Day, Gaydon, 2016

Stuart Battersby

North Midlands and Borders

I love this time of year! The trees are just coming into leaf, the birds begin to sing and it's time to get out in that sidevalve and meet a few old friends. First meeting of the year was a trip to Rainford to meet up with the Merseyside Group at The Bottle and Glass. The trip up was uneventful, but the heat and 18 sets of traffic lights did for me on the way home through Warrington town centre. I nearly made it but vaporised just after the penultimate set of lights. A 15 minute cool-down was all that was required and I got home in one piece. The following day I replaced the fuel pump spring, with a stronger one from my shelves: I also replaced the membrane with a slightly thicker 'Red' one. We'll wait and see.

Drive It Day was fun as we joined the Manchester Historic Vehicle Club for their rally around East Cheshire, finally arriving at the AVRO Aircraft Museum at Woodford Aerodrome. Star of the day was undoubtedly Steve Edge's 103E Poppy who, on our 45-mile run, doubled the previous longest distance achieved by Steve. Poppy performed faultlessly throughout the day and hopefully we'll see Steve at more rallies and events in the future. Thanks also to Peter Clarke, Alan Cornes and Julian Heath for coming along to see the Vulcan.

Gillian Stewart and Edwina Bateson have had a setback with their Ford Harrison Nash, as on close inspection they have found a series of terminal hairline cracks across the top of the engine block. I have just (literally) heard that they have managed to acquire a 'correct' replacement engine for the car. Knowing them, they'll have the car competing before the end of the summer!.

Apart from the vaporisation issue, my rebuilt engine is going very well (I shouldn't have said that). I have now reached about 800 miles since the rebuild. The next challenge is a trip up to Buxton. From the Cheshire Plains, a drive to Buxton is a good climb (nothing by Nigel Hilling's standards) that will help build



Steve Edge and his daughter half-way through the longest trip ever undertaken in his Popular.

confidence in the engine and test readiness for some of the longer runs scheduled for later in the year.

I reckon that around 10% of the members in our local group have 'running' sidevalves and that ratio seems to be consistent across other groups that I have spoken with. If you have a car that isn't running then please, please,

please get in touch with your regional organiser. You'll be surprised how much help and advice you'll get. There's not a lot that beats seeing a newly running project turning up at a show, meeting or rally. Don't assume that your car needs to be concours; the biggest crowds are attracted by the 'Under Restoration' cars (eh, Mark Harvey?).

Liam Cotton & Peter Richards

East Midlands

Our club rally season started in April with the show at the Great Central Railway, Quorn (Loughborough) – see photo 1. We attended on the Saturday where we were joined by Jim Jarman (black 100E Prefect) and David Rogers (Green 100E Prefect); the three Prefects made a nice tidy show but it would have been great if we had an Anglia or a Pop as well. Next came Drive It Day. This was a rush as we had to organise it at the last minute; two and a half weeks notice before the date. Thankfully the weather was on our side and the owners who turned up enjoyed it. Their comments after the run were really touching – thank you to all who attended. Geoff and Maureen Hammond won first prize in the treasure hunt, and to prove what good sports they are they shared the chocolates after we had finished the pub meal.

At the Catton Hall show we only had two cars on display; our 107E and the ever dependable Jim Jarman in his Prefect deluxe. The lack of cars was due to technical problems. It was lovely to see John York's son Tim, who was showing his father's Anglia at Catton. What a fantastic tribute to his Dad as he won second prize in class. Tim is pictured with family Oliver and Collette (photo 2).

On June 24th our group is hosting the FSOC AGM at St. James Hall, Barton-under-Needwood (DE13 8HY). There will be a road run after the meeting so if your sidevalve is roadworthy please come along and join us. If you require any information about the day or how to get there, please contact me (details in centre pages). The hall is easy to find: from the A38 take the turn signposted Barton-under-Needwood B5016. Follow the B5016 (Station road) into Barton, past the Three Horseshoes pub and Efflinch Lane. Turn left into Church Lane just before the war memorial, follow the road to the left (it changes to St James Road), and the Hall is on the left before the houses.



Photo 1



Photo 2

Joe Wheatley

Merseyside

Bottle & Glass – Saturday 8th April

We decided to have our meeting at the B&G as an opener to the show season, as the weather is as likely to be kind in April as August. In the event, we made the right decision as the weather was sunny and dry all day, although the wind was cold. Thirteen sidevalves were in attendance with 10 or 12 'others'. Dave Broad contributed 25% of the attendees. With the help of friends, he brought a 300E van, 309E (Anglia) van, 105E Anglia (ex Bill Moore), his long-term Vauxhall Victor project (now nearly completed), Triumph TR4A and a Ford Firebird Yank! (He has since consolidated his fleet by selling the first three to Dave Rothwell and purchased a concours 109E Consul Classic Capri.) Vicky the landlady put on a nice buffet for us and a great day was had by all.

Leisure Lakes Steam Fair (Southport) – Saturday 22nd April

Another lovely April day. Dave Rothwell (Model Y pick-up), Peter Sutton (100E Escort), Bruce & Carol Allen (100E Prefect) and myself with Freddy enjoyed the show, with Dave giving me another masterclass on tractors and their

differences, and me finding an excellent pie stall in one of the marquees. Lots to see and do at this show, which now has much more room after the move from the Riverside Caravan Park next door.

Drive It Day – Sunday 23rd April

I think Dave R and Mike Brocklehurst went to the second day of the Leisure Lakes Steam Fair, and Stuart Battersby went on the MHVC road run around Derbyshire. I had a meeting after the morning service so I took Freddy to church and then went to the All Ford Day at the BHCVM in Leyland. Peter Sutton was leaving in the ex-Ken Latham 100E Prefect as I arrived and I parked next to a very nice Black Model CX. Peter Sutton has taken the owner's number as he may be selling later this year. Funny how just one sidevalve is not enough for some people ... (NB Steve McKenna has bought *another* commercial, this time an early Model Y van.)

Culcheth Community Day – Monday 1st May

Last year our village fete was washed out not once but twice! Fortunately, this year precipitation has been less and the green was dry and firm on Sunday. I was on the green

by 09.00 when the weather was very cool and overcast. Steve McKenna arrived shortly after and we had a fun 20 minutes putting up the gateway and banners, the first time we have done so without Bernard Ellicott's guiding hand. After several false starts we got there in the end.

We had 12 Sidevalves and 27 other cars, plus about 20 motorbikes and several tractors. The sun came out at lunchtime and so did the people. The stalls around the green did excellent business raising money for lots of charities, and the ladies in the Parish Hall did a good trade in refreshments, though they missed Julian Ashworth who always went there for soup for his lunch. (Julian is still in a residential home in Oldham and we still miss him and his cars.) All who came had a great day out and promised to return next year, weather permitting!

Belong Retirement Village, Warrington – Saturday 6th May

My Mum has been resident at this excellent establishment since February last year. We put on a small show for a few hours to give the residents something about which to reminisce. Most everybody met up at my house at 12.00. Dave R (100E Pop), Bernard Ellicott (100/7E
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Culcheth



Leisure Lakes Steam Fair



Brian Cranswick

Cambs, South Lincs & Norfolk

I am pleased to report another splendid turnout for our Drive It Day event (above), returning back to the Lakeside Lodge Golf Club, near Huntingdon, with pleasant dry weather which always helps.

The 100Es well outnumbered the uprights this year. Attendees in 100Es were Norman Wedley,

Ken Hardy-Smith, Keith Alcock, and it was good to meet up with Pete Smith from the Three Counties group, who drove over from Royston. Guy Wakelin's E494A Anglia (Alice) was playing up with a fuel leak and timing issue, so he came along in his very smart Jaguar. My 103E was the only upright in attendance, which ran well,

but unfortunately I noticed a slight leak from my head gasket, so a new one has been ordered from the club stores.

I have some entry forms for Ramsey Steam, Ramsey 1940s Weekend and the Ramsey County Show, if anyone is interested in attending.

Merseyside continued from page 8

Pop), Chris Tombs (103E), Ian, Sheila & Barbara Sidebotham (103E), Alan Tomlinson (VW Beetle) and myself set off in convoy. It was a bit of a challenge getting six cars through all the traffic lights through Warrington, especially as Ian and Bernard both stopped just before we got there! Ian had to start Piggy on the handle and Bernard needed a push. (Problem later found out to be a corroded HT lead connection in the coil.) Next time I'll put Jill in the rear car to help

the stragglers!

On arrival, we all parked up and went into the restaurant for lunch. Belong provided the tea and coffee, and I bought lunch (£28 for nine of us!). After lunch, we were joined by Dave Broad in his Triumph TR4A so had seven cars for the residents and families to inspect. Shame the weather was overcast and cool, as this put off some residents from venturing out. Still, lots of conversations took place and everyone

enjoyed the afternoon, helped by a final round of brews and cake from Belong. I think we will be doing this again!

Reminder

If anyone would like details of our shows or to book a place at Tatton Park in August, please drop me an email or give me a ring.

Nigel Hilling

Yorkshire

News and events

Meetings continue at the Reindeer with variable numbers attending. Do come along and join us in your sidevalve or modern car. For up to date local information, please visit the FSOC website, follow Regions/UK and click on my photo. Club stands in our area this year are as follows (I have entry forms for all those listed):

- Monday 12th June: Hope Motor Show
- Sunday 16th July: Newby Hall
- Sunday 6th August: Hebden Bridge (Northern Sidevalve Day)
- Sunday 17th Sept: York Racecourse

Trevor's van

Back in 1976 Trevor Miller bought a 1951 5cwt van for his television repair business. It was advertised as having a new engine with Aquaplane head and cost £175. He then spent another £150 on restoration (photo 1). The registration was MLK298 and it still appears to exist, as it is shown as SORNeD on the DVLA computer. Trevor would love to make contact with the current owner.

Drive It Day

A lovely Spring day for a trip to Sherburn Airfield, to meet up with the cars taking part in the York Historic Vehicle Group run from York to Sherburn. There were well over 50 cars at the airfield including a small gathering of sidevalves. The clubhouse was nice and welcoming, and the bacon sandwiches went down a treat – which is more than can be said for the steak dinners which failed to arrive, but that's another story and there's not enough room for it here. Photo 2 shows Wayne Wallis' Pop at the event.

Road runs

John Duckenfield, Bert Marshall, and Rob Goodland had a sidevalve trip over the tops into Lancashire, which included a visit to see Julian in his Oldham nursing home. He is progressing but this is still quite slow. A few of



Photo 1

us will be travelling down to the AGM in Burton on Trent on the 24th June and possibly for the brewery trip the day after. Nothing else is planned at present but watch this space or visit the FSOC website.

Lands End Trial

It was the usual Good Friday afternoon departure for a 200 mile journey to the start at Popham Airfield, near Basingstoke, with Steve McKenna again in the passenger seat. Another 100 miles followed as we converged with the other two starts at Bridgwater Rugby Club. After scrutineering and a rest halt we were on the way again to tackle a number of sections in the early morning darkness.

The weather had been dry for a while before the trial but it did rain through the night, making some of the sections tricky whilst others gave plenty of grip. We failed two restarts and got

stuck on two other hills so there were no awards for us this year. When the results came out there were very few Gold awards for having cleaned all the hills, and our failures were the common ones amongst other competitors, so we did reasonably well considering.

We stopped overnight in Devon before the long drive back to Yorkshire on Easter Sunday to complete 900 trouble free miles.

Yorkshire Dales Trial

This was a very dry trial after a lot of fine weather, which had the effect of making some of the sections quite rough and there were a number of retirements with mechanical woes. Stan the Anglia was joined by Alastair Queen in his Dellow and James Child in his fairly standard Pop. James showed us how it should be done, beating both the Dellow and I, thereby unofficially claiming best Ford Sidevalve.



Photo 2

Richard & Trish Greenaway

Kent

How time is flying this year. As I write this on May 8th we have already had three club stand events, with our first two attracting good double figure entries. The third event was the Steam in Dartford. Although we only had eight on show, it was good to have our newest member Mike Randall out with us for the first time, in his very smart green Popular 100E complete with its white wall tyres and sun visor. We also had Kim Button with us for the day. Kim was one of the original five who attended our very first meeting back in March 2009. Unfortunately Kim doesn't get out and about in his E04A Anglia very often, which is a shame as there are so few E04As about. On arrival Kim was talking to Glen about the lack of power on the Anglia. Glen being Glen was straight under the bonnet with his toolbox, seeing what the problem was. After one or two adjustments he then discovered the distributor was seized in, which Kim has since released with a can of WD40 and a lot of taps with the hammer. Since adjusting the distributor Kim has seen a marked increase in power. Having seen Kim for the first

time in about four years, let's hope meeting up again will spur him on to join us again in the near future.

Talking of problems, Glen was also seen under Mike's 100E making adjustments to his clutch.

That's another reason for getting out in your sidevalve and meeting up with fellow members – there is always someone to help out with any problems.

Future events

First up we have our June monthly meeting night (Wednesday 21st). As it's Midsummers Day we are doing something a little different and heading out to Brattle Farm Museum, which is in Pinnock Lane, Staplehurst TN12 0HE. It's open to all FSOC members plus friends and family. Cost is £5.00 pp to include tea/coffee and biscuits. We would love you to arrive in your sidevalve but feel free to bring your everyday car. Please contact us for any further details.

Our September Road Run takes place this year on Sunday 17th. We are trying something a bit different – we are meeting up at Millbrook Garden Centre in Southfleet at 10am, then making our way to Greenwich Yacht Club which has an open day as part of London's Totally Thames event. Jim, one of our members, is a member of the yacht club so suggested we attend with the club set on the River Thames. The plan is to make our way to the yacht club from Milbrooks, go for a meal in the club restaurant, then take a trip up the Thames by boat. Anyone interested in joining us, please let us know beforehand as the club would like a rough idea on numbers.

During October we will be joining Robin & Jenny and members of the Three Counties Group at the Canvey Island Transport Museum Open Day (Sunday 8th October). Our plan is to meet at the Dartford service station at the top of the A225: more details later. It would be great to meet up with some of the Essex group too when we hop across the water. For more details either contact Robin or myself.

Brian Nutter

It is with great sadness we announce that Brian Nutter, stalwart of the East Lancs branch of the Ford Sidevalve Owners Club, has passed away. Always jovial at meetings and rallies, he could always be relied on to make them a happy occasion. He was a mine of information and could answer any queries relating to most classic cars, especially Ford Pops. Brian was a multi-skilled engineer and put this to good use, having accomplished many restorations including a Ford Pop front onto a Ford Prefect rear. On completion he called it the Popfect. Always ready with a joke and a laugh, he will be greatly missed.

Colin Goodwin



Yvon Precieux

Pre-War Register

Registrar's waffle

The Ford and Morgan have had a few runs although the Cheetah requires the tuned engine to be put back in. Up here we have a number of runs: some are across the River Clyde, a massive piece of water that requires a ferry to the Islands with Millport (Cumbrae) being one. Getting the Morgan with the 8hp engine up to scratch has taken a few months with the electrics now all dealt with. As I was getting electrical feedback on some of the wiring, I also exchanged the pulley on the alternator with the proper one as no charging was evident until more revs were made with the then existing Ford pulley. The engine has also been decoked and valves adjusted, and it now sings as all 8hp Ford engines do. An electric fan has been fitted and I have managed to place a temperature gauge adjacent to the side of the radiator that tells me when the water starts to get up to a temperature that I can control before any boiling can take place – although it's normally fine even with the hot weather during the summer months. Hopefully we will have a good summer season, as both the Cheetah and the Morgan are open to the elements.

DVLA

We have the odd few waiting but I would emphasise that there is a set procedure for any DVLA requests, and to avoid misunderstandings and delay please always contact your registrar first as this is your first port of call.



Photo 1

Newer members

Simon Knight from Buckinghamshire is the latest member to send in his register form, although regrettably too few newer members do so. Simon has a 7W saloon with the original valve radio installed. Despite it being identified that the unit is beyond repair, these valve radios are definitely repairable. I still have spare valves and vibrating units for my valve radio in my Ford 103E, and it is still working with the 6 volts available. Regrettably no picture is available but a full restoration is on the cards with much welding on the wings and mounting panels. Hopefully we will have a full story on the renovation that seems to be quite major. History comes with an original receipt from the garage in Swanwick, Hants with initial cost at £145 and delivery at £2. Zurich insurance as advertised in the instruction books worked out at three pounds eight shillings and nine old pennies.

Float-on-Air cushions

The superlative in luxury interiors, whether today or yesteryear, is not surprisingly leather. Yet it is amazing that many people forget that mass production cars such as the small Fords provided leather as an optional extra

instead of leather cloth Rexine. An additional refinement, again not realised, was the use of pneumatic upholstery. Manufactured by the firm David Moseley and Sons Ltd of Ardwick in Manchester, pneumatic upholstery – as it was called – consisted of seat size rubber balloon cushions which could be inflated to suit the individual. (Photos 1, 2, 3 and 4.) Advertised under the heading 'Superlative Seating Comfort with "Float-on-Air" pneumatic upholstery', such advertising emphasised how such cushioning damped out the vibration which is present in every car, and how the cushion of air moulds itself to one's form, making it the most luxurious seat it is possible to obtain.

David Moseley and Sons were established in 1833, manufacturing waterproof clothing, but later branched into the 'Float-on-Air' cushions and ended up in telephone exchange manufacture and installation. The company was purchased by Avon Rubber but ceased trading as far as I am aware in 1981. On the brollies in photo 4 it reads 'With a Moseley Mac, we don't care if it does rain!' The factory does not now exist and was demolished.

During the thirties the upholstery in your Ford Model Y and C could be converted without alteration in shape, size or material of the original seat. The price quoted for each bucket seat was 28 shillings and 6 pence,

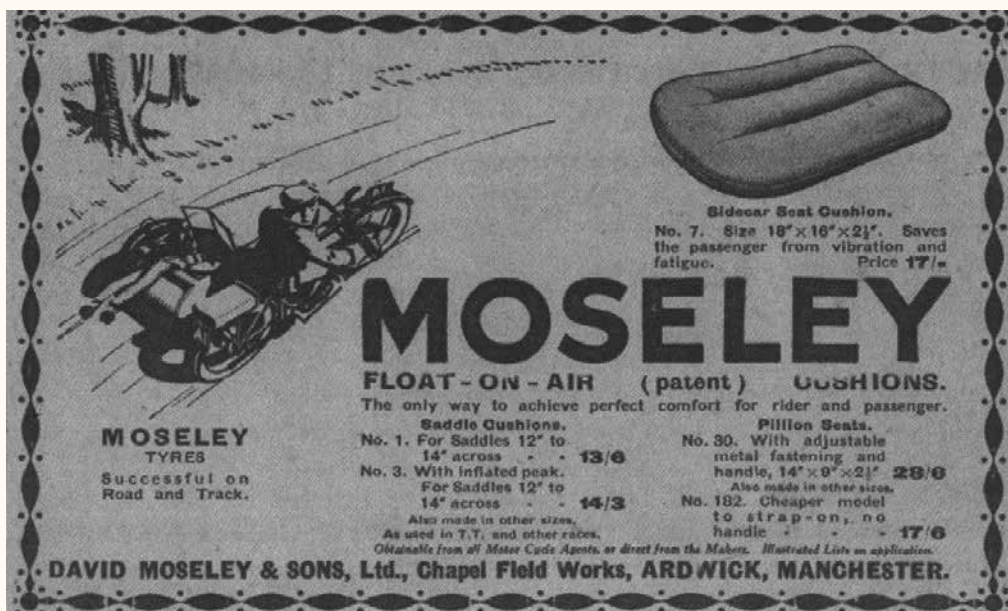


Photo 2



Photo 4

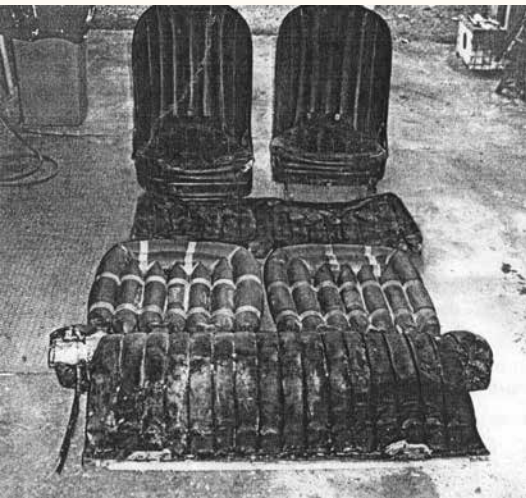


Photo 3

and for the rear seat 58 shillings and 6 pence. Accordingly the work in fitting these cushions could be carried out by any coachbuilder. Looking at the cushions in detail, they remind me of a thinner shaped inner tube, strapped into a seat shape. Many vehicles besides the small Fords and the Morgan Ford 3-wheeler were supplied with Moseley 'Float-on-Air' inflatable cushions.

The Moseley cushion is simple in principle but requires some effort to manufacture. A single rubber bladder is initially folded and then stuck together using fabric tape to glue individual folds so that air isn't restricted at the corners. The design means that the inflated cushion stays uniform and stable when sitting under all manoeuvres, even when cornering. Leather or Rexine was the usual covering, with either cover having a press-stud flap at the back that allowed for replacement of the tyre cushion and gave easy access to a valve used to adjust and expand the pressure of the

bladder.

The 'Float-on-Air' cushions still exist on some of our cars and there is a Knibbs and Parkyn Model Y tourer that when found retained such upholstery. Not surprisingly, any punctures were down mostly to over-inflation or odd and sods carried in all cars that were sat on accidentally to penetrate into the inflated cushion, but on the whole the bladder was very hardy. Inflatable cushions are still available. The cheaper ones are just mere foam but some are certainly inflatable and are usually of the camping cushions type that comes with an airtight cover, with or without an inflating valve. Most of the latter have a puncture repair kit. I am utilizing a cushion for the Morgan and I have made it adjustable so that the bumps and jolts from the Morgan's suspension over potholes in the road can be ironed out by my being on an inflatable cushion. The result is a relatively comfortable ride and it makes longer journeys easy on the rump.

Those Bakelite switches (John Z. Miller)

With age comes forgetfulness, so your registrar does need to be reminded that some fittings installed in our cars do vary as in this case. The following advice from John may assist others with similar Bakelite and chrome fittings:

'In reading the Pre-War Register in the February 2017 *Sidevalve*, I noted the interior light switch topic and that you had no photo references, so I thought that I would try and help out. Hopefully the attached photos of the light switch and interior light from my 1939 Ford Prefect E93A (Tudor) and also from my 1938 Ford 7W (Tudor) will assist, rather than complicate matters. The Bakelite one is from the Prefect and the chrome one from the 7W. Both interior lights would appear to be the same. I have no reason to believe that they are not original to each car, although both cars have had restoration work done in the past. I had forgotten that Bakelite sun visors were also included in the article so did not take photos of them in each car. However, I believe that they will be cloth covered – but I will check. I also recall that I have a single Bakelite driver's side sun visor in my 1946 Ford Anglia EO4A, but again I will have to check.' (Photos 5, 6 and 7.)



Photo 5



Photo 6



Photo 7

Steve McKenna

E83W Register

A true barn (Church) find (Colin Goodwin)
Mr Ronnie De-La-Rue from East Lancs branch has taken delivery of an E83W lorry that has not been on the road for over 30 years. YFC 306 was supplied new in 1955 to Oxford University by Hartwell's of Oxford. Mr John Payne from Berwick-upon-Tweed acquired the vehicle 30 years ago with an MOT that expired five years previous, and other than starting it nine years ago it has never moved. Luckily, being stored in a converted church all this time has preserved it no end. The resulting condition is dusty but sound, and after putting in a new battery it started first time. The engine sounds good, everything works, and with minimal attention Ronnie aims to take it to the Tatton Park show.



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

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

Regalia List

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
The John Howe Book of Cartoons.....	£6.60
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
Silver Jubilee Window Sticker.....	£1.06
Historic Ford 'Keep off My Arse!' sticker.....	£2.50
I Love My Sidevalve Sticker.....	£2.50
Register Sticker (state model) each.....	£1.50
FSOC 30th Anniversary Sticker.....	£1.16
FSOC 40th Anniversary Sticker.....	£1.20

Magazines

Binder for Club Magazines (holds 2 years).....	£11.95
Following back copies of Sidevalve News available.....	£1.30
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, October, December	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June, August, October, December	
2015 February, April, June, August, October, December	
2016 February, April, June, August, October, December	
2017 February, April, June	

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
Limited Edition E494C FSOE 30th Anniversary Model.....	£22.50

Badges

Enamel Lapel Badges: FSOE, 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

Clothing

<i>Please state size, design, colour and second choice of colour for all items of clothing.</i>	
FSOC black and red quartered rugby shirt embroidered in script SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£18.20
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL;</i>	
<i>Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
FSOC Sweat Shirts embroidered with FSOE logo.....	£19.50
<i>Royal Blue only in Med / L / XL</i>	
FSOC Polo Shirts embroidered with FSOE logo.....	£14.60
<i>White or Royal Blue in Med / L / XL only</i>	
FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White).....	£31.00
<i>Embroidered with FSOE logo Med / L / XL</i>	

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
Blue FSOE Mug.....	£7.95
DVD of Ford Archive material and FSOE events.....	£5.95
FSOC 40th Anniversary Beer Glass.....	£22.75
FSOC 40th Anniversary Beer Tankard.....	£24.50
FSOC 40th Anniversary Beer Glass and Tankard.....	£42.00
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£4.50
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
<i>Dusters: Yellow duster printed with various sidevalve models around border,</i>	
Club logo in Centre.....	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

Spares List for 8 & 10hp Type Models

Wheels, Hubs and Drums

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.25
B-1175	Rear Wheel Retainer (fits E83W).....	£7.10
48-1190-A	Retainer (front wheel grease) assembly.....	£5.90
	Front wheel bearing (per wheel, not E83W).....	£70.60
	Front wheel bearing (per axle set, not E83W).....	£137.90
	Front wheel bearing (per wheel, E83W).....	£56.50
	Front wheel bearing (per axle set, E83W).....	£107.00
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.50
68-1225-A and	Rear Hub Bearing including outer race	
68-1236-A	(fits E83W only).....	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W).....	£180.00

Braking System

YE-2019A }	Brake Shoes (set of 4 – not E83W – return old shoes with order).....	£59.95
CE-2019B }		
7W-2019 }	Brake Shoes (set of 4 – E83W only, return old shoes with order).....	£69.95
YE-2019A }		
E83W-2019	Spring (brake retracting).....	£6.05
Y-2035	Spring (brake retracting) (set of four) Model Y.....	£20.00
Y-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
	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
	Hand Brake Cable Clevis Pin.....	£3.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40
119276 – ES2	Set of four 1/4" Thackery (double coil spring) washers (not E83W).....	£2.66
119290 – ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only.....	£2.22

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

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

YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95	Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
YE-33111	King Pin Set, complete (Model Y).....	£70.00	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
CE-33111	King Pin Set, complete (Model C).....	£70.00	Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£79.95	YE-6623	Oil Pump Screen (fits all engines).....	£9.77
E83W-33111	King Pin Set, complete (E83W).....	£59.00		Stainless steel dip stick tube.....	£30.20
Y-3446	Front axle A-frame Bush (fits all models).....	£6.85		Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines)	£55.00
353031	Lubricator (grease nipp) each, please specify straight / 45 degree / 90 degree	£2.30		Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00		E93A 10hp Piston Set including rings(s, +0.020", +0.030", +0.040").....	£205.00
YE-3616B	Horn Button and Nut (Y model).....	£8.20		E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£8.55		3-Ring 10hp Piston Ring Sets (+0.020" only)	£20.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£29.00		Small end bushes (set of 4).....	£27.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size.....	£2.75		8hp decoke gasket set (1932-34)	£35.00
E493A 4050	Retainer (rear axle shaft grease).....	£9.95		8hp decoke gasket set (1935-1953)	£45.00
YE-4209-F	Gear (rear axle) and driving pinion assembly	£340.00		10hp manifold gasket.....	£7.75
Y-4217	Bolt (diff gear case).....	£5.20		Manifold stud	£5.95
18-4217	Bolt (diff gear case).....	£5.40	E15-Z-1	Manifold stud (set of 4)	£21.00
Y-4243	Key (rear axle shaft)	£6.00		Decoke gasket set (E93A 10hp engine).....	£29.95
EB-4245-A	Retainer (rear axle shaft grease).....	£10.25		Conversion gasket set (E93A 8hp and 10hp engine)	£29.95
Y-4507	Gasket (torque tube to differential housing cap)	£1.78		10hp decoke gasket set and Conversion gasket set.....	£56.90
7W-4507	Gasket (torque tube to differential housing cap)	£1.78		10hp cylinder head gasket	£19.95
Y-4515	Gasket (universal joint housing cap)	£1.69	YE-24052C	Studs (Cylinder head) set.....	£34.99
E93A-4607	Pin (Drive Shaft)	£2.20		Set nuts for cylinder head studs	£4.00
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00	Clutch and Gearbox Parts		
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99	Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£49.95
Y-4655	Torque tube bearing sleeve.....	£9.95	Y-7015	Main Drive Gear (8hp).....	£35.75
E62A-5713B	Stud (rear axle shackle) E83W only.....	£8.20	YE-7015	Main Drive Gear (10hp).....	£38.50
E62A-5468B	Bar (spring shackle) E83W.....	£3.90	7W-7050	Retainer (main drive gear bearing).....	£17.50
	Set of 4 E83W shackle bushes and 4 plates	£35.00	7W-7052	Seal (main drive gear bearing oil) assembly.....	£5.00
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	YE-7059B	Mainshaft and Bush.....	£35.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00	YE-7071B	Washer intermediate gear thrust washer.....	£7.60
6E-18055B	Rear Shock Absorber Link to fit E83W.....	£25.00		Baffle (main shaft oil)-front.....	£1.25
	Front Offside Shock absorber (E493A, E494A and 103E only).....	£115.00	E93A-7085	Rear Bearing Retainer.....	£19.75
	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00	Y-7086	Gearbox rear gasket.....	£4.50
	Rear Offside Shock absorber (E493A, E494A and 103E only)	£115.00	Y-7111	Layshaft.....	£42.40
	Front Offside Shock absorber (E83W only).....	£95.00	103E-7114	Counter Gear (10hp).....	£76.95
	Rear Offside Shock absorber (E83W only).....	£95.00	Y-7119	Washer (Counter shaft gear thrust)	£6.35
	Front Nearside Shock absorber (E83W only)	£95.00	CE-7141	Reverse Gear.....	£29.95
	Rear Nearside Shock absorber (E83W only)	£95.00	YE-7222	Selector Housing.....	£19.50
	Suspension Buffer (fits all models except Model Y)	£25.00	Y-7223	Gearbox lid gasket	£2.50
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£87.00	Y-7523	Clutch return spring	£6.90
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£87.00	7W-7533	Clutch linkage clevis pin.....	£2.60
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£160.00	Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
Exhaust Systems			E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
Y-5230	Model Y stainless steel exhaust system (collection only).....	£147.00	YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order) ..	£67.00
E04C-5230-A	5cwt stainless steel exhaust system (collection only)	£129.00	E83W-7563	E83W Clutch Cover (exchange-send with order)	£76.00
E83W-5230-A	E83W stainless steel exhaust system	£185.00	E74-7580A	Clutch release bearing-All models.....	£15.50
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00	E70-7600-A	Clutch Pilot Bearing	£7.25
E93A-5255-C			C-943070	Gear Lever Gaiter (except E83W).....	£25.50
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system.....	£190.00	E83W-943070	E83W Gear Lever Gaiter	£24.99
E04A-5255-B			Cooling System		
Y-5251	Manifold to exhaust clamp.....	£9.95	E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.40
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular	£39.95	Y-8109	Radiator cap (brass screw type).....	£8.50
Engine Parts			Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£8.20
E493A-18666-A	Pipe (cleaner outlet) assembly and		Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£7.80
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20		Radiator Hose (moulded-E83W, top).....	£22.60
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95	E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
Y-6023	Timing Pin	£11.50		Radiator Hose (moulded-bottom).....	£20.40
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80	E493A-8501	Radiator Hose (moulded-top, pressurised radiator cap	£22.00
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90	E493AFS-8509	Radiator Hose (moulded-top,brass non-pressurised radiator cap).....	£18.60
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00	YE-8606B	Reconditioned export water pump (exchange only – send with order) ..	£150.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00	E494A-8610	Water Pump Repair Kit	£35.00
	Front Engine Mounting bolt	£2.00	E93A-8620-A	Pulley (water pump)	£35.00
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95	E493AFS-8620	Fan Blade (11")	£17.90
	Insulator (Engine Rear Support) complete, per side	£21.95		Pulley (fan and generator 4.12" O.D)	£19.50
E93A-6250A	Camshaft (Chain Driven).....	£62.75		Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
E93A-6270	Timing Chain.....	£18.30		Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50	Fuel System		
CE-6310	Crankshaft Oil Slinger.....	£2.85		Fuel Pump with spacer (no primer).....	£45.50
E93A-6310	Crankshaft Oil Slinger.....	£2.90	91A-9030	Fuel Pump repair kit	£27.45
Y-6384	Starter Ring Gear (fits all engines).....	£47.95	91A-9030	Fuel pump stud	£6.75
E93A-6510B	Valve guide (per split guide).....	£25.00		Fuel pump stud (set of two).....	£11.60
E93A-6510B	Pair Valve guides	£45.00	E04A-9080	Cap – painted (petrol cap) assembly	£9.50
E93A-6510B	Four Valve guides	£85.00	7W-9080	Cap – chrome (petrol cap) assembly	£11.50
	Valve guide (per set)	£170.00	BE-9288-A	Locking stainless steel petrol cap.....	£14.95
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00	YE-9355	103E/E494A Petrol Filler Grommet.....	£12.95
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35	YE-9364-B	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60	YE-9365	Flexible Petrol Pipe (except E83W).....	£15.35
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00	E93A-9369	Fuel Pump Cover (all models).....	£3.60
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50		Gasket (fuel pump screen cover)	£1.25
Y-6520	Valve Cover (fits all engines).....	£15.95		Fuel Pump Cover Screen (all models).....	£2.50
100E-6521	Gasket, valve chamber cover	£5.00		Fuel Pipe (petrol pump to carburetor).....	£11.75
				Gasket (fuel pump to cylinder).....	£1.60
				Washer (petrol pump pull rod oil seal).....	£0.95
				Inlet Manifold (10hp).....	£29.00
				Gasket (inlet manifold to exhaust manifold “hot spot”) (all models)	£3.60
				2 x “hot spot gaskets” plus 4 manifold bolts.....	£6.50
				8hp manifold gasket	£7.50
				Rebuild 8 hp Carburettor (exchange-send with order)	£82.00

Y-9447	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
CE-9447	8hp Gasket (carburettor to inlet manifold)	£1.53
YE-9502	10hp Gasket (carburettor to inlet manifold)	£1.35
YE - 9555	Carburettor Gasket Kit	£7.95
YE-9660	Carburettor Float (all models)	£4.50
48-9735	Connector (Starter Valve) Assembly	£6.00
	Accelerator Pedal (all models except Y,C and E83W)	£13.95

Ignition System

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards)	£65.95
	Set E93A ignition leads	£17.95
	Rebuilt ignition switch (exchange item – send with order)	£40.00
E83W 12024A	6V Ignition Coil (All models-not original)	£42.75
YE-12100B	Distributor-rebuilt (exchange-send with order)	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards)	£14.50
YE-12185B	Toggle (All models 1935 onwards)	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light	£2.85
YE-12199B	Contact Set (All models 1935 onwards)	£17.20
YE-12200C	Rotor (All models 1935 onwards)	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy	£1.40
YE-12300B	Condenser (All models 1935 onwards)	£9.90
52-12405A	Spark Plug, L86C (All models also 100E)	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00

Electrical System

	Dynamo-2 brush, early type (exchange-send with order)	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order)	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£89.50
YE-10094	Bearing (generator drive end) assembly	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only	£29.95
	Voltage regulator (rebuilt, exchange send with order)	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)	£135.00
YE-11001C	8hp starter motor (exchange-send with order)	£125.00
E93A-11048	Screw (brush end plate retaining)	£3.00
7W-11359	Spring (starter pinion retaining)	£1.70
BE-11450	Starter Switch	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate)	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel)	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only)	£7.00
	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£6.30
E493A-13007	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only)	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W	£6.80
	Pair of Headlamp Bulbs 36W/36W	£11.50
E04A-13016	Catch head lamp door	£4.50 **
E93A-13016	Catch head lamp door	£4.50 **
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£1.62
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A)	£1.42
CE-13101	Spring (headlamp focusing)	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only) ..	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside	£21.55
103E-13408B	103E Plate Rear lamp base (pair)	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.99
ET6-13465	E493A refurbished number plate lamp	£70.00
	Stop/Tail Bulb 6V 21W/5W index pin	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin	£4.90
40E-13466	Panel bulb 6V 3W	£4.00
	Pair of Panel bulbs 6V 3W	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only)	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A)	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
CE-13740A	Toggle Switch (panel lamp)	£10.60
38193-57	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)	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only) ..	£70.00
	Model C Semaphore Direction Indicator (6volt only) (exchange only) ..	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only)	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange)	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£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**
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£7.25
YE-16750B	Bonnet Clip (Y model)	£19.95
	Starting handle	£46.00
	Tube (starting handle guide) assembly plus Shield (radiator splash) assembly plus Starting handle (103E)	£135.00**
103E-17261 / 2-B	Speedo Cable (not E83W, state model)	£26.00
	Speedo Cable (E83W)	£23.95
Y-17275	Gasket (Speedo drive cap)	£1.95
C46412AR	Dovetail (female)	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£19.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£1.00
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E)	£17.50**
BE-964280-H	Window Winder Handle	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£14.30**
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936)	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia)	£16.95
	E83W wing mirror	£19.99
	Set of screws for 103E floor	£9.95
	Bakelite screws (enough for a complete E494A/103E)	£1.99
	Bakelite screws (enough for a complete Prefect)	£2.35

100E and 107E Spares List**Front Brakes**

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order)	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four	£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
204\$-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
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit	£12.50
100E-2295	Hand brake clip	£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
204\$-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

Steering and Front Suspension

E55-DB1	Top suspension mount	£42.00
E55-DB1	Pair top suspension mount	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£115.00
	Suspension insert	£65.00
	Suspension insert plus top suspension mount	£101.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension inserts	£202.00

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

100E-1190	Hub seal 0.983"	£7.00	100E-8115	Radiator drain tap (not original)	£5.50
105E-1190	Hub seal 1"	£7.00	100E-8275	Water inlet tube	£14.00
Y-1202	Hub bearing inner 0.983"	£35.50	100E-8260A	Early top radiator hose, 100E only	£18.35
105E-1201	Hub bearing inner 1"	£35.50	100E-8260B	Late top radiator hose, 100E only	£16.60
Y-1216	Hub bearing outer	£35.50	100E-8286	Bottom radiator hose, 100E only	£16.00
E-20-LB-1	Stud and bush	£15.00	100E-8501	Water pump including gasket, 100E only (old unit must accompany order)	£58.00
100E-3063	Set bushes (track control arm / cross member)	£9.00		Water pump gasket	£3.10
100E-3073	Track control arm repair kit	£24.00	100E-8507	Thermostat	£7.50
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00	116E-8575	Fan belt, 100E only	£7.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00	EOTA-8620-C	Temperature sender unit	£14.50
100E-3289/90-B	Pair track rod ends (new style)	£51.00	Fuel System		
100E-3289-B	Right hand track rod end (old style)	£26.95		Locking petrol cap (stainless)	£14.95
100E-3304	Drag link (exchange £10 surcharge *)	£59.00		Fuel pump with spacer (no primer)	£45.50
100E-3332	Track rod end dust cover	£1.90		Fuel pipe (pump to carburetor)	£11.80
100E-3591B	Steering box oil seal (early and late models)	£7.25		Petrol filler grommet	£12.50
	Wheel bearing set (per wheel for 0.0983" diameter stud axle)	£70.60	100E-9276	Gasket (fuel tank sender)	£1.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle)	£137.90	100E-9288	Flexible fuel pipe	£16.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60	&-9374	Fuel pump gasket	£1.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle)	£128.40	100E-9437	Hot spot gasket	£3.75
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063	£30.00	100E-9447-C	Carburettor flange gasket	£1.95
Rear Axle			100E-9502	Carburettor gasket kit	£7.50
100E-1107	Wheel stud	£4.00	100E-9627-A	Rubber (air cleaner)	£8.95
100E-1175	Rear hub seal, original material	£13.70	100E-9959	Gasket carburettor float chamber	£1.95
100E-1175	Rear hub seal, modern neoprene	£7.00	Electrical		
E493A-4050	Retainer (rear axle shaft grease)	£9.95	EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
100E-4209	Crown wheel and pinion	£80.00	105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
100E-4235	Half shaft	£32.00	105E-10043	Brush set	£4.75
100E-4676	Pinion seal, 100E only	£7.00	E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-4851	Flange (propshaft)	£18.00	100E-10505-B	Voltage regulator (push on terminals)	£39.00
100E-5713	Bar rear spring shackle-inner	£5.50	E0A-10505-D	Voltage regulator (screw type terminals)	£42.00
100E-5719	Bush rear spring shackle (set of 4)	£8.00	100E-11001-C	Starter Motor (please send old unit with order)	£65.00
100E-5781	Rear spring eye bush	£7.00	105E-11057	Brush set starter motor	£4.75
100E-5781	Pair rear spring eye bushes	£12.00	EOTA-11375	Starter pinion spring	£4.50
100E-7091	Yoke (propshaft)	£12.00	204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
100E-18080-A	Shock absorber	£45.00		Stop/tail bulb, 12v, 21/5 watt	£3.20
E7-ED-1	Rubber bush (bottom shock) (2)	£5.98	100E-13450B	Rear light lens, red	£14.95
Exhaust			300E-13450	Rear light lens, red	£14.95
100E 5250/5225/			E0A-13480	Brake light switch	£6.50
5255	100E mild steel exhaust system	£138.00	E1050-NC-1	Rear red tail light lamp with	
100E 5250/5225/			100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
5255	100E stainless steel exhaust system	£235.00	50563-S	includes fixing screws	£12.95
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts	£9.95		Pair of rear red tail light lamp lenses	£22.60
	100E exhaust fitting kit	£27.80	Ignition System		
Engine Parts				Set 100E ignition leads	£14.95
100E-6038	Engine mount	£30.85	100E-12029	12v Ignition coil	£44.50
	(exchange £10 surcharge*-remove rubber from mount)		7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
100E-6051-B	Head gasket	£19.95		D type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-6065	Set of 14 cylinder head bolts	£18.00		Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040")	£200.00	100E-12116	Distributor cap (D type)	£25.00
100E-6149	Piston ring Set (std, +0.020", +0.030", +0.040")	£66.00	105E-12116	Distributor cap (round type)	£17.00
100E-6261/2/3	Camshaft bush set (std, -0.005")	£40.00	100E-12199	Contact set (D type distributor only)	£17.20
	Camshaft bearing set	£59.50	EOTA-12199-C	Contact set (round type distributor only)	£17.20
E93A-6270	Timing Chain	£18.30	100E-12200	Rotor arm	£5.85
100E-6308	Crankshaft thrust washers (per set) std	£16.00	100E-12300-B	Condenser (D type distributor only)	£9.90
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50	105E-12300-A	Condenser (round type distributor only)	£9.90
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£42.00	100E-12405-T	Spark plug	£4.08
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£4.00		Set of four spark plugs	£13.00
100E-6521	Gasket valve chamber cover	£5.00	Badges		
100E-6505	Exhaust valve	£8.60	100E-16185 / 9	Triangular wing motif	£15.25
100E-6505	Exhaust valves (per set of 4)	£30.00	E6AJ-1	Prefect boot script	£16.00
100E-6507	Inlet valves (per set of 4)	£28.00	100E-16606	Prefect bonnet	£16.00
100E-6510	Valve guide	£4.50	E5AJ-1	Anglia boot script	£16.25
100E-6510	Valve guides (set of eight)	£34.20	100E-16606	Anglia bonnet	£16.25
100E-6513	Valve springs (per set)	£30.00	100E-16606-G	Popular bonnet	£16.25
100E-6714-B	Oil filter element	£6.50	100E-16850	Bonnet 'V' motif	£35.50
100E-6734	Sump plug sealing washer	£1.00	100E-7042514	Popular boot script	£16.00
100E-6763B	Oil filler tube	£15.00		Deluxe boot script	£16.00
100E-9278	Oil pressure switch	£8.85	Miscellaneous		
100E-9448	Manifold gasket, 100E only	£6.50	E40GB1	Gear lever gaiter	£25.50
	Manifold stud	£5.95	100E-17262	Speedo cable	£22.50
E55Z1	Conversion gasket set	£27.00	100E-7029744	Rear side window rubber per side (2 door model)	£15.50
E81Z1	Decoke gasket set	£27.00	100E-7042084-B	Rear screen rubber-deluxe only	£42.00
	Conversion and decoke gasket sets	£51.00	100E-7043531	Boot T handle escutcheon rubber seal	£5.95
353000ESA	Core Plug	£3.50	EOA-732003-B	Floor grommets-per set of four	£5.15
	Big end bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£29.50	100E-7322610	Interior door handle	£8.95
	Small end bushes (set of 4)	£27.00	107E Specific Items		
Clutch and Gearbox			105E-42A8B	Rear hub oil seal, 107E only	£7.00
E66-Z-1	Master cylinder repair kit	£12.50	105E-4676B	Pinion oil seal, 107E only	£12.00
E70-7600-A	Clutch pilot bearing	£7.25	107E-6020	Timing chain cover gasket	£2.50
E74-7580-A	Release bearing	£15.50		105E oil filter	£6.50
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00	105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00	105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
EOA-2078E	Flexi hydraulic hose	£13.25	107E-8260	Top radiator hose, 107E only	£14.20
100E-6068	Gear box mounting fits 100E and early 107E	£24.95	107E-8286B	Bottom radiator hose, 107E only	£15.40
100E-7039	U / J repair kit	£14.95	105E-8620	Fan belt, 107E only	£6.80
100E-7052	Front oil seal	£7.00	105E-9448	Manifold gasket, 107E only	£7.00
100E-7086	Gasket tail shaft housing	£1.95	107E-9959B	Float chamber gasket	£2.45
100E-7111	Counter shaft	£31.40	E0TA-1135	Drive end starter bush	£4.25
Y-7119	Washer (counter shaft gearbox thrust)	£6.35	105E-12116	Distributor cap (round type)	£17.00
100E-7223	Gearbox lid gasket	£2.20	EOTA-12199-C	Contact set (round type distributor only)	£17.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00	105E-12300-A	Condenser (round type distributor only)	£9.90
100E-7657	Rear oil seal	£7.00	105E-10043	Brush set	£4.75
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£68.00	105E-11057	Brush set starter motor	£4.75
100E-17286	Ring speedo gear retainer	£3.20			
Cooling System					
100E-5255	Thermostat housing gasket	£2.20			
100E-8005	Radiator reconditioned (exchange surcharge £25.00)	£205.00			
300E-8005	Radiator reconditioned (with starter handle hole exchange surcharge £25.00)	£205.00			
E0A-8100	Radiator cap, fits 100E and 107E	£5.40			

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 popshopper@fsoc.co.uk when your item is sold/obtained.

This page contains a selection of our latest adverts. A greater list 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.

A greater list, *with photographs*, is available on our website.

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post War

1952 E493A Prefect. Black. £4,000. A. Crossman. Tel: 07747180725. E-mail crossmanandrew04@gmail.com. Wraxall, near Shepton Mallet, BA4.

Post War Upright. Garage stored over 25 years. Solid bodywork but slight damage on nearside. Interior all complete and engine was running when stored. Original buff log book. Would make easy project. Lovely car now needing a caring owner. £4,500 with all serious offers considered. Contact: Clive Death. Tel: 07768 792865. Email: clivedeath@gmail.com. Cambridgeshire. (Non member)

1952 Ford Prefect. E493A saloon. Colour Honey Beige. Good condition for year. Full service history. Year's MOT. Selling due to reducing collection. £4,750 (offers considered). Contact Paul Rathbone.

Email: angela_coxgreen@yahoo.co.uk. Tel: 07710 588115. Berkshire. (Non member)

Vehicles wanted

Small van e.g. Anglia or Thames 300E wanted for cash on the spot. Don't mind if running or not and happy to respray, but vehicle should not be a rust bucket as for an old man of 70 years. Luton area. Tel: 07507220278.

Upright Popular 103E, Anglia E494A or similar wanted. Must be in very good condition and roadworthy. No projects please, I just want to tinker, polish and drive. Contact Mark Bradbury. Email: markjill6061@gmail.com. Tel: 01564 778678.

1950s Popular chassis in serviceable condition, or just chassis sides for Rochdale GT restoration. Tel George Moore, 01780 410169, Lincolnshire.

Items for Sale

Passenger seat and driver's step for 1955 E83W Van. Contact: Robin Shackleton. Email: robinshackleton@hotmail.co.uk. Tel: 01359 251051. Suffolk.

100E inlet and exhaust manifold with carb. Exhaust manifold decoked, rust removed. Inlet manifold cleaned and rust removed. Carb refurbished. £125. Pictures available. Contact: Stuart Curtis. Email: stewartcurtis52@hotmail.com. Tel: 07968161753. Northamptonshire.

Instruction books for 'Thames 10 CWT' (published 1955) and 'Thames 5 CWT Van' (published 1953). Both have grubby covers but excellent condition inside. Contact: Stuart Milne. Email: saw.milne@btinternet.com. Offers to 01224 481234. Scotland.

Prefect 100E leather seats (blue) with matching door cards in excellent condition. Also 4 doors which need some repair and two grilles in perfect condition. Offers to: Stuart Milne. Email: saw.milne@btinternet.com. Tel: 01224-481234. Scotland.

Upright back axle complete with brakes and also Pop prop shaft and torque tube. All seems sound but I haven't looked inside. £65. Contact Dave Frost. Email: dave.frost2@virgin.net. Tel: 07930305376. Essex.

Set of bumper irons for 7Y: 4 parts plus the number plate bracket. No bumper. Contact Ivor Bryant. Email: ivor_bryant@msn.com. Tel: 01454 411028. M4/M5 interchange.

8hp blocks, long block type 1939-1953. Bare blocks with main bearing caps suitable for reconditioning. One on standard bore and one at +30. £25 each, collection only or arrange your own courier. Contact Nigel Hilling. Tel: 01484 843115. West Yorkshire.

1936 CX parts: grille, bonnet, front wing, rear wing, headlamps, doors, twin water inlet engine with cracked block. Contact Ivor Bryant. Tel: 01454 411028.

Items Wanted

100E engine – would consider basket-case car! Contact: Peter Jones. Tel: 01570 480149. SA40, Wales.

Ford Pop chassis, 1950s preferred, or just chassis sides. Contact: George. Tel: 01780 410169. Email: salmson@tiscali.co.uk.

300E handbook (I have Anglia/Prefect 1953-1954). ALSO 1 pair chrome rear bumpers fluted type. Recess? (I have Squire type bumpers at the moment.) Frank Stewart, Stirlingshire. Tel: 01324 715984 or 079315 78315. Email: frankstewart36@yahoo.co.uk.



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:

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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.

General Secretary: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

Membership Secretary: Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. Email: membershipsecretary@fsoc.co.uk.

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

Spares 8hp, 10hp Models: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU.

Spares 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. Email: neilpatten@btinternet.com. 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: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA.

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, PO Box 1172, Abingdon, SO OX14 3WA. 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, PO Box 1172, Abingdon S.O., OX14 5WA. 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.

E83W

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

Anglia, Prefect, Popular

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

Specialist Applications

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

Specials

Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialregistrars@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. 3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Clipping Sodbury. 8.30pm.

Cambs, South Lincs and Norfolk: Brian Cranswick 07984 631064. Email: popular103c@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.

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

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, Tel: 07875 345113. Email: chris@lambert-dowell.com. Please contact for details.

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

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. 3rd Wednesday: The Early Bird Pub, Grovewood Drive North, Weaving, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.

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

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

London South East: Stan Bilous 020 8764 7068. Please ring for details of local activities.

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

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.

Northern Ireland: Position vacant. Please contact John Duckenfield for details.

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG15 6EB. Tel: 0115 9556802. romarpop@ntworld.com.

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

Scotland – West Central: Position vacant. Please contact John Duckenfield.

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 will be getting together in the spring to plan their 2017 programme of events – but in the meanwhile please get in touch if you need any help or advice.

Sussex: David Pickett 01444 483350. 3rd Wednesday: The Bennick 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. Please contact for details.

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, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.

International Contacts

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

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

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

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

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

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

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

Scandinavia: Håkon B. Øverland. Saupstadringen 43 A, 7078 Saupstad, Norway. Email: hoverl@broadpark.no.

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

Tony Lloyd

100E Register

Getting started

When I received an article from Liam for the 107E Register, it got me thinking about how people get involved with certain cars and not others.

When I look back at my experiences, it was completely random that I became involved with a 100E. My family had never owned a car, and neither my father or my mother could drive. When I was eighteen I decided to learn to drive not, because there was any urge to do so but it seemed that everybody else was doing it and I did not want to be left behind.

I remember passing my test in March 1965 at the first attempt. I believe that this was more by luck than judgement. I had taken a course of lessons at the Parade School of Motoring situated in Roman Road, Bow, East London. The lessons at the time cost £1.00 each and I think that I took around 20 lessons to get my licence. The car that they used was a 105E Anglia. I was always a cautious pupil and my instructor was always telling me to speed up, and it got to the point where they changed my instructor to one that had a different technique. This instructor used to override the accelerator to speed the car up until it seemed that we were flying around the streets of East London!

I now had a licence but no car, and no money to buy one. Help, however, was just over the horizon in the shape of my Aunt Jane, who lent me the money to buy one, and my cousin George who ensured that I did not buy a pup. The choice of car was left to me. I did not have a clue. My friend, Happy, had a 100E Anglia and that seemed okay so I decided to look for one of these. An added advantage was that they were cheap. After several false starts I eventually saw one that cousin George agreed was a 'good one'. It was a Black 1960 100E Popular De Luxe, YLM 749, one lady owner and 22,000 miles on the clock. With Aunt Jane's help I paid £180 for it. I loved that car from the moment that I got it, and spent all of my spare time and cash polishing and servicing it. I owned it for around four years and then I fell in love with a Pillar Box Red Mini, but that is another story.

That was that as far as I was concerned. I



had owned a 100E and did not want another. But as the saying goes, never say never, and in 1981 another friend led me astray again. He had been given the job of selling his Mum's neighbour's car, which she had put in her garage 17 years previously and left there. He was having no success in selling this car and one day he offered it to me. His selling technique as I remember went along the lines of, 'You had a 100E, didn't you? You wouldn't like another one, would you?' Eventually he persuaded me to go and have a look at it, and once I saw it I had to have it. A deal was agreed and I became the proud owner of my second 100E, not knowing then that it would be a relationship that would last until now, 36 years later.

That is how I became involved with the 100E. Now, what about you? Send in your story of how you became entranced by the 100E, and let us all know.

Recent register forms

This issue's photo is a green/black Ford Prefect, registration number 304 SMP. This car was first registered in 1958 and is owned by David Bunce. David is presently trying to reclaim the original number 304 SMP, and if anybody has any information about this please send it to me and I will pass it on to David. The photo shows the car in 'as bought' condition, but now it is going through the process being restored to something like original condition.

Tony Lloyd

107E Register

Register newcomers

I must admit that I do not always keep information that I receive about cars up to date. Prominent amongst this are the copies of membership application forms that I receive from the membership secretary. During the Christmas holidays I was sifting through these forms and found among them three 107E cars that were not previously known to the register. One of them is quite an old one and I do apologise to you about this.

First of these is a maroon 1960 107E, 732 UYP. This was previously owned by Luke McRae. This car was originally registered as YUM 773 and is now owned by Andrew Wood of Berkshire.

Secondly is black 107E, XHJ 521. This was owned by James Cockie but is now owned by Lesley Winn of Essex.

The third car is blue/grey 107E, 268 YUA. This car was owned by Peter Quainton but is now owned by Alan Goose of Nottingham.

Register forms

I know that I do keep on about register forms in the 100E Register notes. If you are a 107E owner then the same applies to you. In fact, it applies to all members of the club that do own a sidevalve Ford. *Your car needs to be registered* with the club via the appropriate



register. If you need a form, just drop me a line or send me an email and I will send you one. It is as simple as that.

Unknown 107E

The slightly fuzzy photograph is of an unknown 107E that I found among the register photographs. Perhaps somebody will recognise it? If you do, please let me know.



From Facebook: Bonnets and grilles at Culcheth 2017

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

With the rally season now in full swing the pay to enter topic has been commented on before. At Easter I was given a flyer to enter my car in a motor show that would include an auto jumble, auto trade stands, vintage fair/craft fair and live entertainment. There were two vehicle areas for pre-1975 and pre-1995. There was a £5 fee per vehicle. The motor show however has FREE public entrance! Unless I have lost the point somewhere, a motor show needs motor vehicles that are being charged to attend, and also not forgetting the cost of fuel. A new meaning for Pay & Display?

New members

We welcome new to the register Scott Blackman from West Yorkshire with his 1954

103E Popular. Changing owners: Denis Tyerell acquiring a 1956 103E Popular. Henry would be pleased as they are both black.

Changed beyond recognition

This 1959 view of the A229 at the Running Horse junction at Maidstone, Kent has changed beyond all recognition since this 103E Popular crossed the new dual carriageway. (Photo 1.)

Previously the A229 was a single carriageway here, but with the construction of the Maidstone bypass the road was reconstructed. The Maidstone bypass later became the M20 motorway, being extended at both ends over the years, and now carries thousands of vehicles weekly, many going to or from the Channel Tunnel and Dover Port.

It has all changed again, with a re-located junction and roundabout with the A229 passing

over it on a bridge carrying a dual carriageway, plus all the associated approach roads. In the rush hour traffic is at a standstill trying to get on and off the various roads.

Not changed beyond recognition

Whilst visiting Tiverton Museum I noticed this 1950s photograph on display. I obtained a copy that is reproduced with the kind permission of the museum. (Photo 2.)

At the junction of Bampton Street (left), Gold Street (straight ahead) and Fore Street (right) in Tiverton, Devon is an E93A Prefect, FDV 488, parked outside Burtons. FDV 488 is unknown to the register. The FDV registration series was introduced in March 1947 by Devon County Council. The delivery cycles are parked against the curb in Gold Street; people did not lock them up then. In the distance, a 103E Popular.

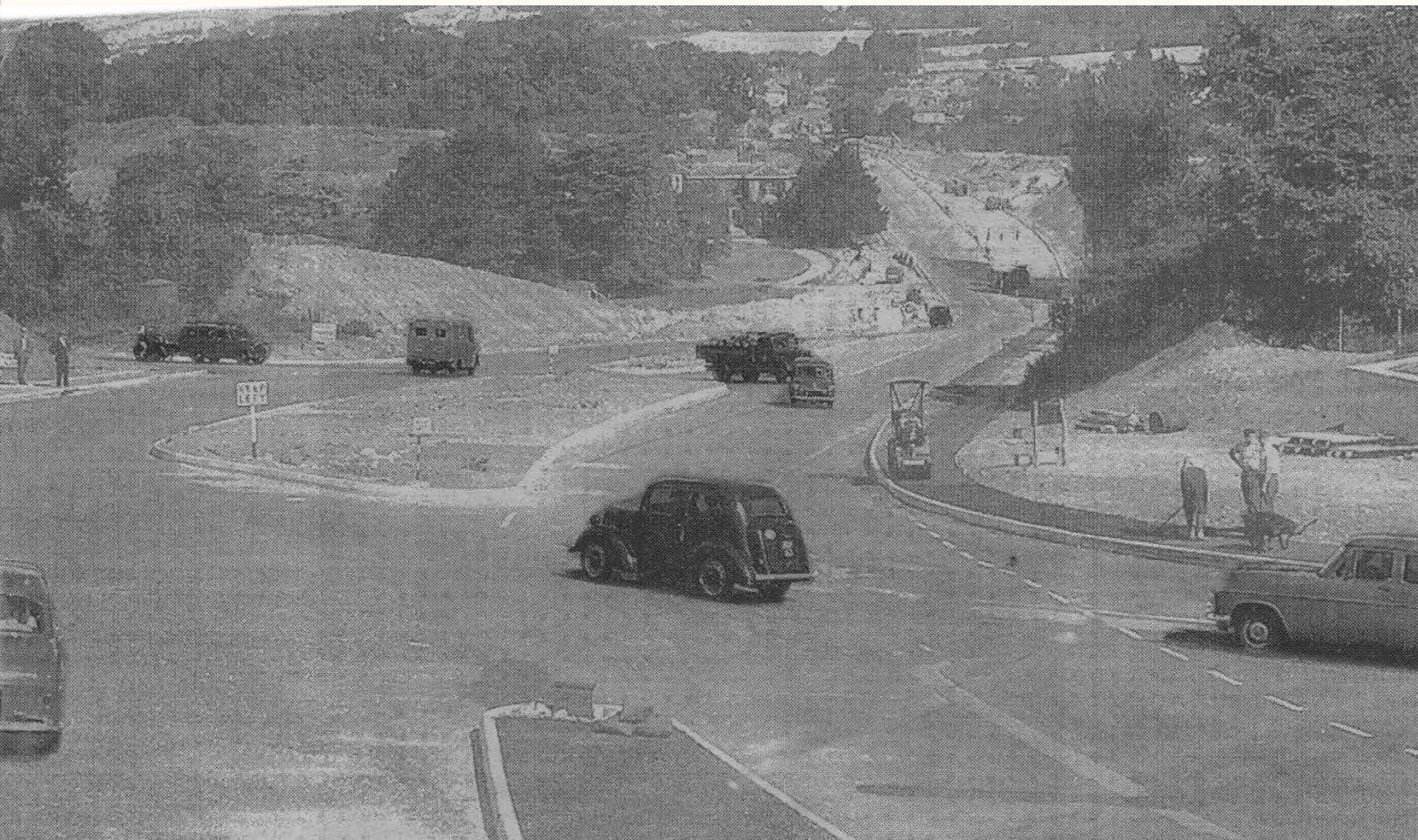


Photo 1



Photo 2

Not a yellow line in sight and the clothing is in the fashion of the time.

Perhaps the owner has gone into Burtons to order or pick up a suit? Burtons are now found a little further along Fore Street. It has been rebuilt and is now Banbury's, an independent family ladies and men's fashion shop. The shop on the corner of Bampton Street and Gold Street has now been replaced and is now Greggs.

All three roads have been narrowed and are one way, with traffic coming up Gold Street to the junction. Where FDV 488 it is parked, just into Fore Street, the pavement has been widened. Many buildings still survive in Gold Street but with window changes etc.

Has FDV 488 survived?

Register 25 Years Ago – Sidevalve News June 1992

Andrew House from Glastonbury, Somerset was going to restore his 1953 E493A Prefect, FPR 459, read about many times before, except Andrew was only 12. Andrew is now aged 37. Did he ever restore it, and is it still owned by him or is it now owned by someone else?

Stan Bilous of the SE London group sent me an article from group member Mike Holmes about his 1959 103E Popular ESU 569, which cost him £20 in 1978. However it cost a further

£30 to have it extracted from a farmyard and transported to a temporary lock-up garage before restoration commenced.

Christopher Webb, aged 24, purchased and restored his 1954 Popular, JBO 717, which he bought from near Usk in South Wales.

The unusual 5 cwt van was Colin Ware's E494C, which has an E93A Prefect front. It is still owned by Colin and has been featured since.

An E494C 5cwt van converted to a pick-up was photographed in Burgess Hill. OCD 352 appeared in good condition and was in regular use. Unknown to the register but is it known to you?

Ian Woodrow

Specials & Sports Car Register

E93A engine block casting numbers

Thank you to the club members who have supplied me with their engine block casting numbers. I still need to record more engine details to try and make sense of the casting codes, so if you haven't got around to sending me the details from your engine, please refer to the April 2017 *Sidevalve* for the information I require.

There may be a casting number near the inlet water connection to the block which I think indicates the original part number, typically:

- CE-6011 Cylinder Block – gear-drive camshaft.
- E04A-6011-B Cylinder Block – chain-drive camshaft. 933cc
- E93A-6011-C to E93A-6016-C Cylinder Block – chain-drive camshaft. 1172cc

Chassis or frames

The chassis for most pre-war cars were manufactured like a smaller version of today's lorry chassis: a pair of large open channel side rails with cross members in handy places for mounting the main components, and beam axles front and rear. Ford continued with this type of chassis design for their uprights until 1959. Although these chassis don't provide much torsional stiffness, riveting the body to the chassis improved the rigidity. With the use of independent suspension, torsional stiffness is far more important. The torsional stiffness can be increased by using more small tubes in a triangulated structure to form a set of 3D rigid tetrahedral structures, and then the main chassis rails and cross members can be removed. Although many tubular chassis developed with additional tubes and were even described as 'space-frames', their design often is not as correctly stressed as a space-frame and they behaved mechanically more like a tube-ladder chassis, with additional brackets to support the attached components, suspension, engine etc. The distinction of the true space-frame is that all the forces in each strut are either tensile or compression, never bending. In a space-frame the suspension, engine, and



Birdcage Maserati

body panels are attached to a skeletal frame of tubes, and the body panels have little or no structural function.

Probably one of the best known cars with a space-frame is the Maserati Tipo 61, usually referred to as the Birdcage Maserati as it is made up of about 200 tubes welded together – obviously very expensive to make and not suitable for mainstream car manufacturers.

By contrast, a unibody or monocoque design is a structure in which the chassis is integral with the body, and this type of structure has been used by nearly all main car manufacturers since the 1950s. Main car manufacturers have developed the monocoque structure for cheap, fast automatic production. There is little emphasis on easy cheap repairs or low weight alloy construction, but more emphasis on trying to convince the user that they need inbuilt gadgets – wifi etc.

There must be many other types of chassis mainly developed by the more specialised vehicle manufacturers, e.g. the Rochdale

Olympic and the Lotus Elite share the distinction of being the only cars to have a unit-construction chassis moulded completely in fibreglass; Marcos produced the plywood chassis, which despite the jokes about dry-rot and wood worm produced a stiff, lightweight structure. Most of the advances in chassis design occur in the racing industry – extremely strong carbon fibre, making use of sandwiched honeycomb structures, and sometimes incorporating fuel tanks and water cooling pipes into the chassis, or even making the engine and gearbox part of the chassis.

For open-top sports cars the space-frame or monocoque type of construction has its limitations. In order to provide a stiff structure, very high sills have to be included in the design or a high transmission tunnel. One solution is to return to some type of ladder chassis or a backbone chassis like Lotus produced for the Elan.

The Ford Popular 103E chassis is the basis for most of the sidevalve-based Specials, but

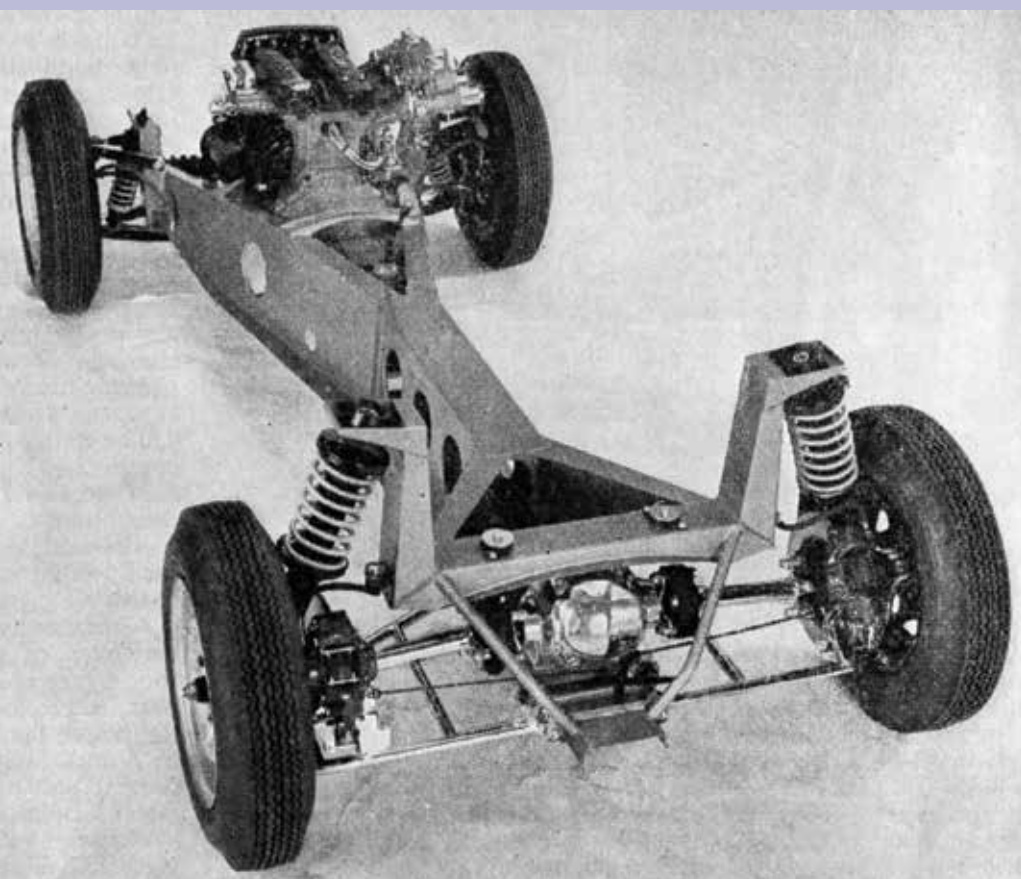


Halifax chassis

of course removing the body allows the chassis to flex. A closed tube is many times stiffer in torsion than is an open channel: for a small increase in chassis weight the stiffness can be vastly improved by welding plates to the 'U' section channels to form two tubes. When the building of Ford Specials was popular, companies such as Super Accessories sold 'boxing plates' pre-shaped from 14G steel ready to weld to the 7'6" or 7'10" frame, and the Falcon company sold new 103E boxed chassis. The only fibreglass body that I know that does not require the 103E chassis to be boxed is Rochdale GT; this body is so good that when attached to the Ford chassis it restores torsional stiffness. An alternative for

the Special builder would be to dispense with the Ford chassis and buy a purpose-built chassis. The new chassis have all the major 103E components bolted on (after servicing these components, of course). These chassis were available from most of the fibreglass body manufacturers, and often were specifically designed for a particular manufacturer's fibreglass body.

Some companies making these specialised chassis include: Ashley, Bel-Ford, Buroche, Bowden, Buckler, Century, Cheetah, Conquest, Edward Brothers, Halifax, LMB, Mercury and Typhoon.



Lotus Elan backbone chassis

Letters & Emails

Sidevalve Editor, PO Box 1172,
Abingdon S.O., OX14 5WA

Email: editor@fsoc.co.uk

Headlinings and Prefect hinges

Dear Sidevalve,

In this year's February *Sidevalve* there was a report on how to restore the headlining of the 'Sit-up-and-begs'. I read this with interest as this is one of the many challenges I still have to meet. As the headlining of my Prefect was all in rags, I have absolutely nothing to refer to as to how to produce the headlining itself, so I was disappointed to find nothing mentioned about this in the article.

I have over the years given this problem a lot of thought, and I think I have found a way to make the headlining in a way that makes me able to stretch it properly.

At first I must make a pattern out of cardboard, taking into account the necessary width of the loops round the steel bars holding the headlining at the back and at the sides. As my steel bars have loops at both ends, I will try to fix small pieces of wood, each 20 mm wide, along the steel bars to compensate for the reduced length of each seam.

I have not yet tried this experiment, so I will have to give another report as to success or failure. If I succeed I will of course also produce pictures of the process.

In the April issue, Yvon showed a picture of the hinges of the bonnet for the early Prefects, thereby giving me further confirmation of the real age of my Prefect. His picture could well have been taken from my treasure.

Yours,

Håkon Øverland

Andy Main

Specialist Applications Register

H. Pattisson & Co Ltd

Harold Pattisson was established in the late 1890s in Streatham, south London and by the start of WW1 were manufacturers of horse boots, rolling machines and mowers. The company moved to Stanmore, Middlesex in 1926, taking over an old bottle store which was once part of a brewery that had closed during WW1.

H. Pattisson may be better known for their E83W-based tractor, which I will let Steve cover. They made and marketed a specialist tractor for horticultural and ground trades called the roller-converter tractor. Produced between 1946 and 1964, a total of 370 were made. This included the Mk IIIB model which totalled 260.

These used the 10hp engine with modified E83W gear box and radiator. Drive was then via a reduction chain, which had sprockets of 17-25 ratios, to a Pattisson designed differential. Steering is by a large bar like a tiller on a narrow boat. The braking system has a brake for each front wheel. As a roller the weight is approx 35 cwt and as a tractor the weight is approx 8 cwt.

As a roller it was suitable for work on fine turf such as sports grounds and tennis courts, and for general maintenance of paths and drives. In about twenty minutes by a simple conversion the rollers could be removed and it became a tractor. It was therefore most suitable for the grounds trade and horticultural use.

Mick Crouch, who supplied the technical details, purchased and restored his to the high

standard we know with all things sidevalve he owns. I photographed the Mk IIIB in tractor form soon after completion of the restoration. (Photo 1.)

The engine is mounted within the angle iron framework. (Photo 2.)

Mick and Jean rallied the tractor for a number of years before it passed onto another family member. It is not rallied now and is no longer in such good condition.

How many survive is unknown but others have been seen at other rallies, for example the Cheshire Show in June 1990 being driven around the arena. Ivor Bryant saw one in 1998 among a display of tractors and machinery at Tortworth Visitor Centre near Wootton-under-Edge in Gloucestershire.



Photo 1

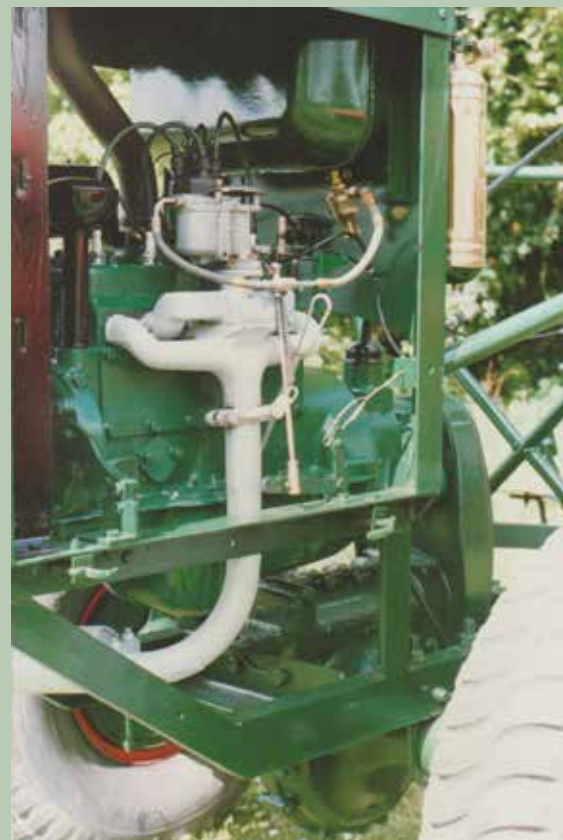


Photo 2

Stuart Battersby

Publicity, Web and Social Media

So, here's a question for you! Should we be trying to get articles published in the printed press (*Classic Car Weekly*, *Classic Ford* etc.)? We are currently not paying much attention to this type of publicity, on the basis that few people read these publications and those that do are probably not in the targeted recruitment age group of 30s to 50. Do you agree with that? We'd love to hear from you, either via the 'Letters' section of this magazine, or directly to me by email at battersby56@sky.com.

Our website continues to grow from strength to strength with the 'Classified Advertisement' section now including many more advertisements for cars and spares. That section is well worth a look as we are getting quite a few more rare items appearing on there. Please remember that the 'Home' (Front) page of the website now contains an online club calendar with a full list of shows and events across the country.

We are continuing to add new facilities to

the site, and over the next few months we'll be taking our first few steps into online purchasing as we will be introducing the capability of joining and paying for your membership online using credit cards, debit cards or PayPal. We've been quietly testing this facility for a few months now, and reviewing the security and useability features of the system. Over the next few months Sally Litherland will be working closely with the Membership Secretary, Jennie Thake, to ensure that the online facility is compatible with current working practices, and does indeed reduce a little of Jennie's workload as we hope.

The various marque registrars aren't missing out on new developments either as we will be introducing online vehicle registration forms, either for you to complete online or to download and either complete on your local computer or print and use that black messy stuff (ink). Please use this service when available as our team of 'Stattos' are feeling a little under-utilised at the moment.

We are very happy to receive little news snippets and photographs for the 'Latest News' section on the website 'Home' page. Please drop an email to Sally at webmaster@fsoc.co.uk. Perhaps a photo and few lines about a local show, an interesting vehicle that you've spotted, or even just a photo that makes you proud!

Our Facebook sites continue to grow in membership. We now have 140 club members using our Members' Lounge, which is about 14% of overall club membership, and we have nearly 900 in our public group on Facebook. There is clearly a huge number of sidevalve owners and lovers out there who are not yet members of the club; that's the challenge!

A final news item in this section is that Paul Beck, owner of Small Ford Spares, has announced his retirement. The Small Ford Spares business will continue with a new manager.



From Facebook: a Salford scene

Seasonable Services and Accessories

HENDY

BROS LTD

of BOURNEMOUTH MONTHLY MAIL

Published by HENDY BROS. Ltd.

Front seat **Transparent Covers** are available for all current passenger models.

They are smartly tailored in heavy duty clear plastic, double stitched for extra strength. These transparent covers protect and preserve the original interior styling and are very reasonable in cost:

Popular £4 10s.

Anglia and Prefect £4 11s.

Consul, Zephyr and

Zodiac £5 2s.

A completely new type of **EnFo Touch-Up Brushes** can now be obtained.

They have a regulated flow of cellulose lacquer controlled by pressure on the tube itself. Price 4/-.

A new **Ekco Radio**, specially styled for the Anglia and Prefect, is now available.

The receiver is a 6-valve super-het with manual and instantaneous pre-selected tuning. The vibrator cushioning ensures mechanical silence and a simple range of controls consists of on/off volume, 3 tuning drums and selector switch.

The price complete (Receiver, Power Unit and Speaker) for the standard Anglia or Prefect is £24 19s. 2d., and for the de luxe models £27 15s. 0. A telescopic aerial costs £1 15s. These prices include P.T. Fitting charge extra.

We would remind our readers that an improved **EnFo Comprehensive Tool Kit** is available at 45s.

Detachable Centre Arm Rests are now available for the front seats of the Consul, Zephyr and Zodiac.

It has a deep-cushioned arm rest in rubberised hair, upholstered in P.V.C. to match trim colours, hinged to a spacious flock sprayed glove compartment.

It can be installed in a few minutes and costs £3 17s. 6d.

An exclusively EnFo designed **Bonnet Ornament** is styled to harmonise with the Consul, Zephyr or Zodiac and puts the finishing touch to an already beautiful car.

Finished in chromium plate, it costs £1 5s. 6d.

Exterior Visors are available for all models at the following prices:

Anglia and Prefect ... £4 12s. 6d.

Consul, Zephyr and Zodiac, £4 15s. 0d.

This includes finished to match car colour.



Mr & Mrs Hodges of Holwell in Dorset and their Ford Fleet in 1957



The ubiquitous Thames 5 cwt. and 7 cwt. Vans, in their tan and cream livery, with their interior spotless white and especially fitted with zinc floor trays for cleanliness, can be seen about their daily delivery task.

Mr Vye told the writer that he considers the Thames the best proposition for their work, and backed by the service he had enjoyed at the hands of Hendy Bros, had done much to maintain the reliability of their transport. His faith in the Ford product is evident in his personal choice for the Ford Anglia saloon.

For every FORD ever made



FORD
MOTOR CO LTD
APPROVE



THE
MASTERPIECE
IN OILS

This page has been extracted from Monthly Mail, published by Hendy Brothers Ltd of Bournemouth in July 1957. Thanks to Peter Gagg from Bath for unearthing this from his family archives.

Jim Norman

Tales of 718 BLC

The Prefect, after ten years of ownership, has finally crossed the border into Scotland.

The first editor(s) of *Sidevalve News* were Paul Edwards, assisted by wife Lynne. They then lived in Stevenage but later headed north to Leeds. A further move north to Pateley Bridge in North Yorkshire satisfied them for many years, but two years ago they bought a 250 year old house in Creetown, about thirty

miles east of Stranraer. It needed a huge amount of renovation, most of which is now complete, so Lillian and I headed up there on Easter Sunday, returning to Abram on the following Wednesday.

The Prefect covered the 187 miles to Creetown non-stop in 3 hours 55 minutes at a fuel consumption of 38.6 mpg (there was a headwind after Gretna). The return journey

required a very brief stop at Dumfries for fuel, but was completed also in 3 hours 55 minutes.

Paul retains his love of classic cars but has moved rather upmarket. The cars are shown in front of the house with his 1995 Morgan Plus 4 to the left, the Prefect next to it, his 1975 VW camper van, and we won't mention the new Citroen to the right. Lynne's 1985 Mini was in the garage, visible to the far right.



David Clarke and John Porter

The Adventures of 547 WPE, Part 2: The Later Years

Part 1, in the April 2017 issue, told of how WPE was built by David in the 1950s. Decades later his curiosity as to its whereabouts was piqued, he sent off the query to DVLA ... and learnt to his surprise that it was now the property of John Porter. John takes up the story.

WPE came to me from a friend in the local Bristol motor club in the late seventies. The car was partially dismantled and stored on its side in a lock-up. The wings were off and the 10hp engine was in pieces. The gearbox originally was, I guessed, a MG J type with four gears adapted to fit the Ford engine. Needless to say, this was long gone! I stored the car from then on and moved it from barn to barn. Ownership passed to Rob Daniels for some years until I bought back the Special as I fancied a challenge...

I had the opportunity to rescue an unused Nickri Spyder body from Graham Lyle (a Midlands member of the FSOC at the time) and, as WPE's conduit body frame was dissolving, especially at the aluminium sheet junctions – almost as I watched – I thought that a re-body job was the answer. The chassis of the Special had been extensively modified to accept the MG gearbox, together with some boxing of the main frame. The front of the chassis had been involved in some sort of collision and crudely repaired – probably long after the original builder owned the car. So the repair of the chassis was very time consuming, with parts cut out to allow the main members to be realigned and then welding back into place with reinforcement. There was some lozenging of the frame forwards of the gearbox member. The seating area was constructed with square tubing and built into the main chassis. The main longitudinal parts of the frame were reinforced with extra members below the originals, giving a main frame depth of over 10 inches. Once finished, the frame was much more rigid than before. Before repair, you could lift a corner and the rest of the chassis stayed put, which is not ideal in a sports car! The Nickri body fitted where it touched and was clearly not designed for the Model Y frame. I had the feeling that someone had tried to modify the body to fit

something like a Triumph Herald. Fortunately the wheelbase of the Nickri shell was the same as WPE's chassis. One of the good points of the Nickri body was that the boot floor, wheel arches, cockpit floor and front bulkhead were all part shell. As it was impossible to locate a MG J gearbox (and it would have cost as much as the car), a Ford Model Y three speed gearbox was fitted, which necessitated returning the gearbox cross member to the correct location and refitting a torque tube to the axle, which fortunately was fitted with a 4.7 crown wheel and pinion.

The brakes were largely missing, and as the hydraulic cylinders were not easy to identify, the system was returned to the slightly later Ford Girling braking system as used on the Prefects and Populars. This entailed fitting cable compensators and 'swingle trees' on the two Model Y axles. Swingle tree? Where does that come from? A swingle tree is a wooden or metal bar used to balance the pull of a draught horse or other draught animal when pulling a vehicle – which is exactly what the Ford items do on your upright Anglia, Popular or Prefect! The original drilled brake drums will be refitted once they have been cleaned of the accumulated corrosion. The front and rear brakes came together with a Model Y central set of brake levers and connected to the original type of brake pedal. A Model Y handbrake lever was used in preference to the umbrella device originally fitted. At the first MoT the result was very efficient, together with a four wheel hand-brake operation which did fox the MoT tester ...

The original split axle assembly, with its strange geometry, was replaced with a solid beam but a Panhard Rod was added for stability. The front telescopic dampers were seized solid and replaced with new ones from a BL Mini. The original steering box was worn and corroded inside due to water contamination, so a Morris Minor rack and pinion was fitted – same as the early Lotus! This connected to the remains of WPE's steering column and topped with a 1960s alloy and leather steering wheel, also from my sister's old Morris Minor.

The rear axle with its 4.7 ratio was stripped and cleaned with new spring bushes and shackles. The front and rear cross members were both badly repaired where splits had occurred around the U bolts – a common problem with Model Ys, my father remarked. These were more robustly repaired, especially at the rear. Three of the rear spring leaves were removed – every alternate leaf as the fibreglass body did not weigh a great deal. The original Armstrong rear dampers and conversion mounting plates were retained – a great improvement on the 1930s pear shaped dampers.



The engine was a Ford 10 long block coupled to a pre-war gearbox with a 100E camshaft, twin SU carburettors and a four branch (made from four Metro downpipes into an Allegro exhaust system – I worked in a BL dealer years before...). At this time I had the good fortune to come across a Carden-Ford alloy cylinder head in the club stores. Sporting eight spark plugs, this cylinder head was fitted to Carden-Ford engines for use in (very) light aircraft. This was an unused casting which needed a front water outlet and filler pipe to be welded into place. The aeronautical head incorporated a cast-in header tank, which was ideal as the radiator was very low in the chassis to clear the droopy snoot. The radiator was a 100E unit that was to hand, which was a bit too deep really but pressed into service. An export water pump was fitted to keep the water moving, together with a brass expansion tank

from a BMC 1100. Full strength antifreeze is used all year round.

The rusty 17 inch Ford wheels were replaced with modified VW/Porsche 15" wheels – the PCD had been changed from 205mm to the Ford imperial dimension with welded off-centre washers. A set of suitably narrow 145x15 radials were fitted. The spare was fitted with an emergency spare tyre from some modern car to fit in the back of the boot. Later I found that the only way to get the spare out was to remove the boot lid – Nick and Chris (the designers) didn't think that bit through! A period advertisement made much of the fact that two children could be carried in the rear (with the boot lid removed – I would hope). The Health and Safety Executive would raise an eyebrow at this risky parenting!



This work gave me a rolling chassis on which to fit the replacement Nickri Spyder body. As I said earlier, the Nickri body fitted where it touched the chassis but generally everything could be kept in the right place, except that the engine was very close to the bulkhead. It was clear that this body had been shortened by an unknown amount at the rear of the all-in-one bonnet. The original Model Y gearbox cover fitted the fibreglass floor of the Nickri body and married up with the built-in fibreglass transmission tunnel. It was only later that I found the pedals were so close to the seat that an Italian seating position was adopted to actually drive the car ... The dash and rear bulkheads of the Nickri body were originally glassed-in plywood which had long since disintegrated and were replaced with square tube items covered in sheet aluminium. Most of the materials used throughout were what was lying around the garage and barn, in the time honoured tradition of Special building. The body was covered in star-shaped cracks and splits from long exposure to ultraviolet long before it came into my possession, and all of these repairs took a lot of time. Fortunately in a past life I had done a lot of work on Reliant Scimitars and Lotus Elans so it was not entirely

new territory. I did however resemble one of those Homepride Flour men afterwards. Each star required grinding back to a wafer thin layer of the body, and building back up with glass fibre matting and finally tissue as the top surface. The doors and boot lid had all sunk on the middle and ended up like slabs of fibreglass (with some more metal framing). To complicate my life, I wanted all of the hinges to be hidden to keep the shape of the body nice and smooth. Not one of the easiest things to achieve, but from the looks point of view well worth it in the end – except that I don't use the doors to get in. To keep the smooth look, the rear lamps were 'Frenched' into the rear wings, and this was repeated with the front indicators and then the Lambretta headlamps. (Definition – Frenching (automobile): recessing or moulding a car body to give a smoother look to the vehicle. I will leave you to explore the other meanings of the word...). The body was originally finished in orange gel-coat like an illustration on the front cover of Practical Motorist. I decided on Brooklands Green as being more suitable for a 1950s sports car and gave the body a quick temporary flash-over, which remains.

The seating was as simple as it gets, with two sunken seat bases in reinforced wells and two back supports fitted to the rear bulkhead – no adjustment, so the driver adopts the set shape and tries to walk unaided afterwards. Originally the Nickri on the Ford chassis had two seats bolted to the flat floor, which meant that the driver looked like a pimple on the car rather than sitting inside. Later on the proximity of the brake and clutch pedals necessitated a shortening of the pedal stalks to get a few welcome extra inches. The Mark III Cortina throttle bracket was shortened to match, which gave some improvement to the crouched driving position.

Once all of this was together the wiring loom was made up from caravan 7 core cable – the cheapest way to buy the required British colour coded wiring. Rather than putting all of the electrics up under the dash or on the bulkhead, I had the bright idea of mounting the fuses on a board that could be removed from the front footwell and laid on the seat to check fuses etc. WPE's dashboard had long since vanished so a piece of Model Y dash and a set of gold-finished Cooper Stewart gauges was installed. The portion of dash used allowed the use of choke and starter pull type knobs and cables. All of the other switches were all metal Lucas type designs – probably not the best idea in the dark as they all feel the same!

Weather protection was non-existent when the car was first taxed, necessitating goggles



and a windproof coat. At a later date, the broken remains of the fibreglass windscreen mounting was repaired and fitted with a small clear plastic wind and rain deflector to keep the insects clear of the driver's teeth. I did manage to find a new tonneau cover for an unknown sports car that was modified by a local saddler (don't ask) to fit the Nickri body, which gave a little more protection to the interior but not the driver. Sometime later I was offered a complete Spyder windscreen and mounting. This screen is the same as the Falcon MkII and others from a Hillman Minx Series IIC, and it certainly looks the same. It does not, however, enhance WPE's looks! So I will stick with the deflector for the moment.

Over the years, there have been odd moments when the coolant would gush through the bonnet vent to notify the driver that all was not well, so in the autumn of 2016 a redesign of the 100E radiator was undertaken. This involved replacing the core with a deeper and shorter type, and dressing out the tanks. At the time of writing this is yet to be tested on a long run on a warm day...

So, what is this little assembly of garage debris like to drive? Surprisingly enjoyable, except for the driving position. Most driving is done in top gear as the engine is very flexible and pulls like a train from low revs. There is a remote gear-change that appears to have been fabricated from scrap iron by a blacksmith but it works!



Jeff Hurst

Refurbishing TPF 761

I found the car in the locked private garage of a house that my son was renting in Loughton, Essex in about 2009. Once we got into the place I found that the car was an upright Ford Prefect, of the same type that my father had when he was a commercial traveller in the early 1950s.

Despite being in the garage for a number of years (more than 20 we think), the car did not seem in bad condition. The paint on one side was badly pitted as that side of the garage was leaking and rain had got in. It had been parked with the brakes off and the engine was free (tested with the handle). Having looked round the car, I said to my son that it seemed worth preserving and restoring, and he spoke to the landlord to see if I could buy the car. In 2011 his house came up for sale and he bought it, and I bought the car in September of that year.

For one reason and another I couldn't move it then, but I put air in the tyres, which stayed up and were still on the car until recently, and put gas oil down the plugholes in case any of the rings were stuck. It wasn't until April 2012 we were able to bring the car home. (Photo 1.)

We got it home and into the garage easily as it rolled quite well.

First thing was to see if it would run, but having had experience of six volt systems with my old Model Y and some VW beetles in the sixties I decide to change it over to twelve volt negative earth. Once I had the necessary second hand parts (coil, dynamo, voltage regulator etc) it took me about two days to do the swap, including the voltage reducer on the fuel gauge. Bulbs and lights came later.

I had already checked the compressions and they seemed all within normal limits. Cleaned the plug and points, cleaned out the carb, emptied tank, put new fuel in, new valves and diaphragm in the fuel pump. I changed the oil and fitted the new oil filter (I bought the spin on filter conversion from Small Ford Spares, as the original canister ones were rare as hens' teeth and thus expensive). I bodged the silencer with an old tin waste paper bin and jubilee clips.

Cranked on the starter and away it went. Marvellous, sounded like a sewing machine. No bad knocks, smoked a bit but got less when



Photo 1

warm. (Photo 2.)

Looking at the paperwork that I got with it, the brown logbook shows its last ownership transfer in 1978. The MoT with it was dated March 79-80. There is also a bill of sale (undated) for £350 involving two owners not on the logbook. DVLA had no record so it probably went off the road before 1992, and could have been as early as 1980. So, not bad if it had been stored that long. With the help of the FSOC I managed to get a new V5 with the original reg.

The bodywork was in pretty good shape: a few bits such as the spare wheel cover, the bonnet lock/mascot and the brake light switch were missing. However there was a complete tool roll, jack and wheel brace in the toolbox as well as the spare wheel holder. The right side paint was badly pitted and need much work with the grinder (much to the sprayer's disgust; he said he would brain me with it). The rear wings, when I removed them, were badly rusted along the seam where the anti rattle strip let the water in, and had to be professionally repaired and sprayed. There were three small holes in the wheel arches which I patched with steel plate. (Photo 3.)

I put the car up on stands, took off the wheels, unbolted wings, took up the floor, and derusted as far as possible underneath and inside chassis members and wings. I coated with underseal. Before this I had taken out the interior door trim and glass, because I could see that all the window channel and weather strip needed replacing, and derusted, painted and undersealed the insides of the doors. (Photo 4.)



Photo 2



Photo 3

A strange thing was that all the rubber on the car, except for the water hoses and the tyres, had practically disappeared. So all



Photo 4

rubbers in windows, the roof seal, fuel filler seal etc. eventually had to be replaced

De-rusting and painting the running gear followed. By this time it was early 2013 and due to other commitments I had to leave the car for about six months, picking it up in September.

I then decided to have a look at the brakes, and found that all the linings were well down. New linings were found and fitted, and the hub bearings greased and re-assembled.

Things mechanical now seemed sorted to a great extent so next on the agenda was paint. My spraying skills on large surfaces are non-existent so I decided to have the job done professionally. I found a small company locally who would pick the car up, spray it using new technology sealers and return it.

I fancied a two tone colour scheme, having seen some fancy paint jobs on TV. I realised that there were in fact no two tone Prefects post-war; however I had heard that a two tone paint job on the 1930s Prefect was available as a factory option in black/old English white. So I decided to stretch a point and have mine sprayed as such. (Photo 5.)

The seats were in fairly good condition, but I re-dyed and re-sealed some of the faded parts. I then re-fitted the door glass with new channels, weather strip and rubber seals, and fitted new front and rear screen rubbers. I had some troubles with the rear window as the rubber seal supplied by the FSOC was too big for the existing window, so when the new headlining was fitted I had a new window cut to fit the seal. Similarly the roof seal seemed too large to fit in the groove, and we had to chamfer one inside edge off with a Dremel to get it in.

The floor was repainted and refitted, but I had to make a new rear parcel shelf and the trim to mould it to the head lining and fit around the rear window.

Then it was just a case of refitting the wings, bonnet and boot, bumpers, badges, lights and indicators, and finishing off the exterior. New carpets and finish interior next; also fitting a

re-chromed Ford Pilot aeroplane mascot which I have lengthened to fit.

It looked better than the Prefect one, I thought. (Photo 6.)

Having got the old girl roadworthy and running, I decided to enter the Ipswich Transport Museum Ipswich to Felixstowe Classic car run, and I even had one volunteer (my gorgeous daughter-in-law) to accompany me. (Photo 7.)

Came the day – all tarted up, car and us – and it was pouring with rain. And the vacuum wipers, despite being tested okay before, didn't have the strength to move the new arms and blades across windscreen. Anyway, we made it to the meeting point at the local park but the trip to Felixstowe – driving 12 miles in rain with no wipers, especially with precious cargo – seemed senseless, so we went home.

In an hour the sun came out but by that time the old girl (car, that is) was tucked away in the garage. Subsequently I took the wiper motor out and stripped it down, and tested it with the vacuum pump. Worked okay. I replaced it on the car and tested with vacuum pump and arms and blades. It still didn't work, even with water on the screen. In the end I gave up on the vacuum motor. I managed to find a company in the US who could supply a twelve volt electric motor to fit the linkage of the old one and fit under the dash, so I ordered that at enormous expense. It arrived in ten days, and was fitted and running in two hours.

In addition, what I didn't realise was that on the short run to the park I had blown the head gasket and the engine was losing water, so I had to replace that.

I also fitted an oil pressure gauge and temperature gauge to replace defunct original equipment. I'm now looking for a clock to fit in the dash to replace the u/s temperature gauge.



Photo 5



Photo 6

Subsequently I have fitted Panhard rods to improve handling and electronic ignition to improve starting. So all in all, from September 2011 to May 2015, it took nearly four years with delays and stoppages to get the car on the road. There is still more to do.

However, without the advice and support of club members, especially my good friend Roger Birdseye of Sudbury, who was always there with advice, practical help and a treasure trove of spares, I wouldn't be halfway there yet.

Thanks to you all.



Photo 7