

Sidevalve

Journal of the Ford Sidevalve Owners' Club

Stores
Open Day
27th April
11.00am–
3.00pm



Features this issue

Front Brake Adjusters Replacement

Cracked Engine Block or Head

My First Car | In the Beginning



www.fsoc.co.uk



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Cover photo by Laurie Menear: North Norfolk Railway near Sheringham, 2017. See 107E Register, this issue.

John Porter

Editorial

So here we are, fifty years later from the start of the 100E Owners Club that became the FSOC. To celebrate this milestone, local groups are organising various get-togethers in their local area. If you don't do anything else this year then get to one of these. We are hoping to get a record number of sidevalves at the British Motor Museum at Gaydon this summer.

So far we have local gatherings at these locations:

South East at the All Ford Show on Sunday April 28th at Aylesford Priory, near Maidstone. (Richard Greenaway: rachelmartinweddin.wixsite.com/kentsallfordshow.)

North of England: Hebden Bridge Vintage Weekend on Sunday 4th August 2019. (Joe Wheatley: www.hebdenbridge-vintageweekend.org.uk/.)

South West at Atwell-Wilson Motor Museum, Stockley Lane, Calne, Wiltshire SN11 0NF on Sunday 14th July. (Ivor Bryant: www.atwellwilson.org.uk/2019-annual-show.html.)

South at Breamore House, Nr Fordingbridge, Hampshire, SP6 2DF on Sunday 11th August, 2019. (Sally Litherland: www.eventbrite.co.uk/e/breamore-house-motor-show-tickets-53071824255.)

East of England: Drive It Day, 28th April (contact Brian Cranswick).

National at Old Ford Rally, Gaydon on Sunday 21st July at the British Motor Museum. (Colin Pudge: www.britishmotormuseum.co.uk/events/old-ford-rally/.)

Please make a special effort to attend one of these events – most of us will not be around for the centenary ...



Much Marcle 2018

For those that pay by direct debit

A message from Joe Wheatley (membership). Those of you that pay by **Direct Debit** and who have not updated their preferences will revert to 'No' until we hear from you. It is that GDPR again!

Your privacy: FSOC will not release your information to any third party, except for giving delivery details to postal services / couriers to send magazines and spares. Occasionally it is useful to share your email address with other members (for example, on a distribution list advising of a club event). Also, occasionally members may ask for vehicle information as they are attempting to build a history of a particular vehicle. Please confirm your

agreement to sharing these details. **Note that we will NOT give out your postal address or phone number to any member without your express permission** (other than to club Committee Members and Local Regional Organisers as required by them to fulfil their role within the club).

IMPORTANT – TO ENABLE US TO COMPLY WITH THE GENERAL DATA PROTECTION REGULATIONS PLEASE CONFIRM: Are you willing for this information to be given to other FSOC Members? Yes / No. Please send your response to Joe Wheatley via email, text or mail (contact details on page 22 in this issue).

- 2 Editorial
- 3 AGM 2019; Spares Focus
- 4 Events
- 5 Regional News:
Scandinavia
- 6 Regional News: Three
Counties; Kent
- 7 Regional News:
Merseyside
- 8 Regional News: Cambs,
Lincs & Norfolk
- 9 Regional News: Yorkshire
- 10 Regional News: Ten Years
On As Kent Regional
Contacts
- 11 Regional News: Surrey
- 12 Pre-War Register
- 15 Spares & Regalia Order
Form
- 16 Spares & Regalia Lists
- 21 Pop Shopper
- 22 Club Officials & Regional
Contacts
- 23 E83W Register
- 24 100E Register
- 25 107E Register
- 26 Anglia, Prefect & Pop
Register
- 28 Specials & Sports Cars
Register
- 30 Specialist Applications
Register
- 31 Tales of BLC
- 32 Front Brake Adjusters
Replacement
- 34 Cracked Engine Block or
Head
- 36 My First Car; In the
Beginning

AGM 2019

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 29th June 2019 starting at 1.00 p.m. A buffet lunch will be held before the meeting at 12.00 p.m. The AGM will be held at Bury Transport Museum, Castlecroft Goods Warehouse, Bury BL9 0EY.

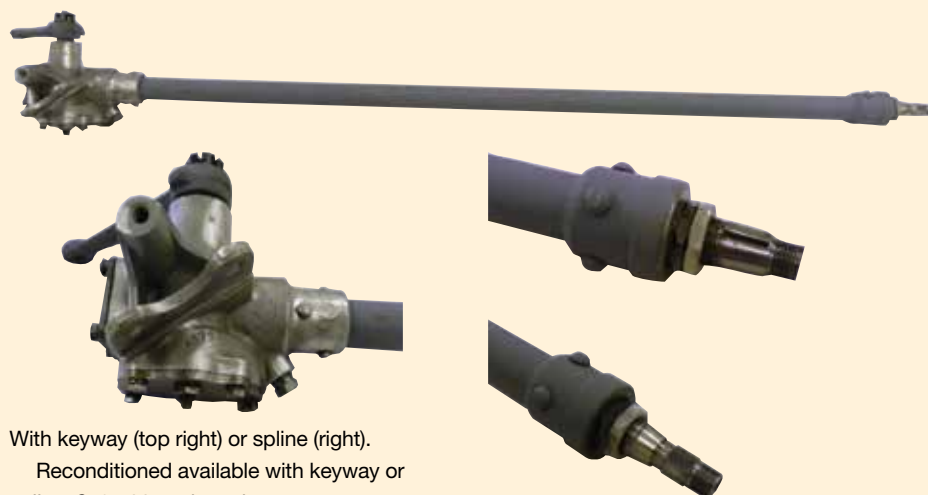
At the AGM, a third of the Club Officers and all the Committee members are re-elected; and also, if any member is interested in putting themselves forward as a Committee member or Officer, this is their opportunity to do so. We are urgently still looking for a Club Secretary (full details from me).

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your club. I look forward to seeing many of you at the Bury Transport Museum, especially in our fiftieth anniversary year. Full calling notice will be in the April issue of *Sidevalve*.

– John Porter

Spares Focus

Steering box assembly for 8 and 10hp uprights



With keyway (top right) or spline (right).

Reconditioned available with keyway or spline. £525.00 each exchange.

Engine front timing cover gasket

Timing cover gasket 6018 for 8 and 10hp E93A engines. Price TBA.

Engine side timing cover gasket

Timing cover gasket 6020 for 8 and 10hp E93A engines. Price TBA.



Spares Day

The FSOC club stores will be open for business from 11:00am to 3:00pm on **Saturday 27th April**. The stores are located at Appleford Drive, Abingdon OX14 2DA. Look for the FSOC sign. Please be thoughtful when you park as this is a residential area. Refreshments are available. More details in the April issue of *Sidevalve*.

Brian Cranswick

Events

The club is organising a number of events to recognise and celebrate 50 years of the FSOC. We want to really encourage as many members as we can to support these activities by attending in their old sidevalves.

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

These listings are only just a few of the events. For further activities in your area you should get in touch with your local area group.

6th April, Heritage Show, Detling Show Ground, Maidstone, Club Stand. Details from Richard Greenaway.

28th April, Cambs Group Annual Drive It Day Meet, Nene Valley Railway Station, Stibbington, Peterborough. (FSOC 50th Event.) This will start at 10.00am. For further details, contact Brian Cranswick.

28th April, All Ford Show, Aylesford Priory, Nr Maidstone. Kent Group Club Stand. (FSOC 50th Event.) Contact Richard Greenaway for more details.

11th May, Steam in Dartford, Central Park, Dartford, Club Stand. More details from Richard Greenaway.

25th to 27th, May Enfield Pageant, Club Stand. Contact Robin Thake if you want to put your sidevalve on the stand.

1st & 2nd June, Tatton Park Classic Car Show, Club Stand. Contact Joe Wheatley if you want to book your car on the stand.

2nd June, Isle of Sheppy Classic Car Show, Club Stand. More details from Richard Greenaway.

16th June, Bewl Vintage Rally, Bewl Water, Lamberhurst, Club Stand. Details from Richard Greenaway.

29th June, FSOC AGM, Bury, Manchester.

30th June, Wrotham Steam Rally, Wrotham Showground, Club Stand. Details from Richard Greenaway.

14th July, Atwell-Wilson Motor Museum, Calne, Wiltshire, SN11 0NF. (FSOC 50th Event.) Contact Ivor Bryant for more details

or see www.atwellwilson.org.uk/2019-annual-show.

21st July, National Old Ford Rally, British Motor Museum, Gaydon. (FSOC 50th Event.) Info from Colin Pudge or see www.britishmotormuseum.co.uk/events/old-ford-rally.

21st July, NECPWA Classic Car show at Newby Hall, Club Stand. Details from Nigel Hilling.

4th August, Northern Sidevalve Day at the Hebden Bridge Vintage Weekend. (FSOC

50th Event.) Early booking is recommended.

This is a joint event with the Yorkshire / Merseyside / East Lancs groups. Info from Joe Wheatley or see www.hebdenbridge-vintageweekend.org.uk.

17th & 18th August, Tatton Park Classic Car Show, Club Stand. Contact Joe Wheatley if you want to book your car on the stand.

22nd September, YHVG Classic Car show, York Racecourse, Club Stand. Details from Nigel Hilling.

Søren Palsbo

Scandinavia

Will classic know-how live forever?

In early November I took my Popular 104E to the workshop on the island of Bornholm where they can *hear* its state of health. It isn't unusual there to see two or three veteran cars in different stages of restoration or reconstruction. Inside the big garage, only one car was being mended – a fairly new Fiat Panda. No veterans in sight.

I told the skilled mechanic, Flemming, about a little project that I hoped the workshop could do for me and my little black veteran next spring. 'Oh, but Torben is closing the workshop permanently in January,' Flemming said. He added that he would himself continue his work at a big Citroën sales and service firm nearby. 'So, I can go there and ask for your help to service my veteran?' I asked. To my relief, he replied, 'You can.'

We don't know for certain if the old Ford sidevalves live forever. Some *Sidevalve* readers probably think so. But, what about the mechanics from the distant times before computers took over?

Many veteran owners are skilled mechanics themselves, either by trade or because they have 'learned by doing', driven by technical skill and interest. I learned from another Scandinavian FSOC member that in his area, other veteran owners are hesitant or even reluctant when it comes to sharing knowledge and useful tips. Personally I think it is because, as a hobby, there is an element of *competition* in owning a veteran car. 'Look what I can create from a heap of rusty car parts,' the veteran owner says – with or without words.

My other major hobby is old trams and omnibuses. The big old vehicles were made for collective transport. Preserving and restoring them is also a collective task. One man (or woman, for that matter) is not enough to mend and maintain an old tram, but I can assure you all that sharing the hobby with others is very inspiring and rewarding.

Will the basic knowledge of repairing old cars outlive old mechanics? The question is most likely also relevant in many other technical fields.

Pat your old Ford and hope for the best!



When an old workshop closes, a lot of knowledge about old cars closes too. Here a lonely H 17.737 is photographed during its last visit.

Robin & Jennie Thake

Three Counties

Happy New Year to all. I hope the new season has the same good weather as we enjoyed in 2018.

After my winter project of work on the Anglia gearbox and replacing the rear axle, I decided to do some work on my spare engine. The first job was to grind the valves in. This should be an easy job for me, as when I was an apprentice I spent many hours grinding in valves and making gaskets for Ford 8 and 10 engines – also Austin, Meadows and Lister engines. After fitting in generators, these engines were used for domestic power supplies in cottages and farms in rural areas, or as welding sets and electroplating sets.

I enjoyed last issue's article by John Brown on his Model Y. I watched the progress over the months of restoration and I think he has made an excellent job in a small amount of time, so I am now looking forward to seeing it on the road and at shows.

As I am no longer the club's membership secretary, this is my last annual catch-up. Happy New Year to all club members. We had our usual good Christmas with all the family. The grandchildren are growing up fast but still like all the family traditions: must have turkey and jelly, fight for the Christmas tree chocolates, and definitely NO to any changes. Charlotte and Ella are now 14 and becoming lovely young ladies, but not too old to go to the photo booth at the nearby Sainsbury's for a black and white photo session with excellent results. We are looking forward to the start of even more adventures. It's secondary school for Harrison, GCSEs for Charlotte, and Ella is playing the piano and flute at Disneyland in Paris.

Richard & Trish Greenaway

Kent

Recent events

The only event which has taken place since the last magazine is our Christmas meal, which all went very well. Unfortunately two members were unable to attend: Mick Ossenton, due to not being well, and his stable mate Mike Knowlden, who fell and cut his head a few days before. Mike's wife Carol still came, bringing their daughter Charlotte in Mike's place.

Charlotte's been along to several shows with her dad in recent months, and in chatting to the pair of them we found out that Charlotte is now the proud owner of a 103E Pop, so hopefully she should be out and about with us at shows, come the new show season. Of the 41 that did attend we all had a good time. The only complaint I heard about was the rather small portions of Christmas pudding; lucky I chose the cheesecake. After the meal we drew the raffle, with Mark Steedman winning both the sidevalve-related prizes in the shape of a sidevalve calendar and a day at Mick Davis's workshop. This prize was marked on the envelope as a mystery prize and was the last one left on the table, and I think Mark was rather surprised when he opened it. Maybe in another year, members will be more intrigued to know what's lurking in a plain envelope with

'mystery prize' written on it.

This year, the 'guess the weight of the Christmas cake' went to Derek Warner, which his wife Marilyn was pleased about as theirs hadn't turned out very well.

Following this, Andy Main revealed the results of the 2019 Favourite Sidevalve competition, which we hold at club stand events throughout the year for the public to vote for their favourite. This year the votes were spread over 20 vehicles. In fourth place we had Glen Woolway's Escort 100E; third was John Isaacs in his Popular 103E; we took second in our Prefect 100E; and taking top spot for the second year running, in his very nice looking Popular 100E, was Mike Randell with 44 votes.

Future events

The first few shows for this year were mentioned in the December 2018 magazine. With regards to the club's fiftieth anniversary at the All Ford Show, please see the main advert below for full details. We will hope to get our full 2019 events list out to all Kent members for whom we have an email address by the start of March. If we don't have an email address for you, please contact us and we will post one off to you.

KENT'S ALL FORD SHOW Sunday 28th April

@ Aylesford Priory, near Maidstone (ME206BX)

Why not join the Kent Group for the clubs 1st "50th Anniversary Event"

AYLESFORD PRIORY 2018



**Free entry for all non-Kent
Exhibiting Members**

**Free Tea, Coffee, Bacon Rolls
on arrival.**

Free Buffet Lunch at Midday

Trophy 4 Furthest Travelled

ALL BOOKINGS TO BE MADE VIA RICHARD GREENAWAY Phone or Email
RNTGREENAWAY@YAHOO.CO.UK (please use lower case) / 01580 892169

Let's start the year's celebrations with a good showing of Sidevalves
25 Spaces reserved so please book early!!!!

Joe Wheatley

Merseyside

Rather old news now, I'm afraid. Not a lot happening in the winter, so I'll update on some of the last shows attended in 2018.

Ormskirk Motor Fest (Sunday 26th August)

Total washout! Dave Rothwell, Peter Sutton and, I think, Peter Tinsley attended this normally very well attended show. The weather was so bad that they left before the roads were closed for the demonstration runs!

Leigh for All – Leigh town centre (Saturday 8th September)

Who said the summer of 2018 was hot and dry! Another very wet day, which dissuaded most people from attending. However, this is only a few miles from us here in Culcheth so Jill and I trundled off in Freddy, knowing we could always shelter in the parish church. Just as well, because the rain did not let up all day. After an early lunch we were home before 1pm.

Footman James – Event City / Trafford Centre (Saturday 15th & Sunday 16th September)

Steve McKenna organised this show, which was not as well attended as in previous years.

In fact, I have heard a rumour that it will not be run in 2019, which is a pity as it is the only indoor show up in this part of the world.

We had five 'vehicles' on the stand, but the one that created the most interest was the cutaway Model Y chassis belonging to Steve McKenna (see photos). Even youngsters found it fascinating, and we all spent most of the two days discussing it with all and sundry.

NW Casual Classics – Childe of Hale, Hale Village (Sunday 21st October)

This was a charity show organised by the NW Casual Classics to raise funds for Alder Hey Hospital. I could not attend because I was in Cyprus but Dave Rothwell, Bernard Ellicott, Arthur Speakman and Ian Trimble were there. To my surprise, Bernard was able to record and send me a video showing the large number of cars and bikes that turned up. I will try to match his technological grasp and put it on the website.

Merseyside Christmas Meal (Monday 10th December)

Due to some holidays and illness we were missing some of our regulars this year, so only nineteen of us sat down at the Bottle & Glass to kick off the festive season. Still, a good time was had by all and hopefully we will do better



this year. My thanks to all those that supported our events in 2018 and I look forward to seeing you all at our shows during 2019 to celebrate fifty years of the FSOC. The AGM is up here this year (in Bury), so no excuses for non-attendance!

Photos: Steve McKenna's cutaway Model Y chassis at Footman James.



Brian Cranswick

Cambs, South Lincs & Norfolk

Peterborough Motors

In the December edition of the magazine I reported on a local sighting of a Model Y, which was once owned by a director of the original main Ford dealers based in New Road, Peterborough. I now have some old pictures of the actual dealership taken in 1949 and 1963. In 1949 you can clearly see a brand new E494C van outside the garage, and a Ford Pilot showing an 'EG' number plate, which was a Peterborough area plate; what a great picture! The 1963 photograph is now devoid of sidevalves in the showroom, and only shows Cortinas and Classics!

Pop repairs

I have owned my 103E for just over 43 years, and the front bumper has always been slightly bent. At long last I have sorted this out. I tried to get the original straightened by a blacksmith. He had a good try at it but this was still not quite right. Fortunately, I had a spare rusty, straight chrome bumper in the shed, and I took this to a local blasters and powder coaters, who made a really great job of it. The once very tatty, old, rusted bumper has come up looking as good as new, so I took the opportunity to



Peterborough Motors: 1949.



Peterborough Motors: 1963.

have the rear bumper stripped and recoated as well. This company will also do steel wheels, which may be my next job?

Drive It Day

Our annual Drive It Day meet-up will be

supporting the club's fiftieth anniversary, so I would like to encourage members to come along in their sidevalves. The event will be held at the Nene Valley Railway Station, Stibbington, Peterborough. (Although this is known as Wansford Station, it's actually in Stibbington village.)

The Atwell-Wilson Motor Museum is holding its 17th Annual Classic Vehicle Show in the museum grounds on **Sunday 14th July 2019**.

The south western regional groups of the Ford Sidevalve Owners Club intend to attend this show as part of the celebration of the club's fiftieth anniversary.

- Site entry for exhibitors who pre-book in advance online: free of charge for 1 exhibitor and 1 passenger per exhibit. All other exhibitor guests: £7.
- Entry to the museum collection for exhibitors who pre-book in advance: £3 on production of wristband, available to purchase at any time on the day at the site admission point.

Online advance booking for exhibitors is through Eventbrite and is now open. Details on the Atwell Wilson Website: www.atwellwilson.org.uk.

Atwell-Wilson Motor Museum
Stockley Lane
Calne
Wiltshire SN11 0NF
Tel: 01249 813119

It would be appreciated if you could let Sally Litherland or Ivor Bryant know if you are exhibiting.

Nigel Hilling

Yorkshire

We had another good Christmas dinner at the Reindeer Inn in early December. Although initially fully booked at 24, a late cancellation resulted in just 22 members, wives, and friends enjoying the occasion, topped off with the now customary singsong with John Duckenfield on the guitar. I will mention again that the dining room only holds 24, so we should have been full; therefore, if anyone else thinks they might like to attend this year (I know it's a long way off!), please let me know as we may need to consider somewhere bigger.

Meetings will continue on the last Tuesday of the month at the Reindeer Inn in 2019. Please come along and join in, whether in your sidevalve or a modern car.

One of the first events of the year will be Drive It Day on Sunday 28th April. We usually meet up at Sherburn Aerodrome for the end of the York Historic Vehicle Group's Knavesmire to Sherburn run. No doubt there will be a number of other events around the region. I will put details of these and any other relevant events in the Yorkshire Regional News on the FSOC website. Once I have enough information, a 2019 calendar of events will also appear on the Yorkshire page. I also send updates and general information out by email to those on my list. If you want to be added to that list then please email me.

This is the fiftieth anniversary of the club, and there will be various celebratory events in Yorkshire and around the country. Northern Sidevalve Day will again be held as part of the



Hebden Bridge Vintage Weekend on Sunday 4th August. Entry forms are available on the Hebden Bridge website or from me. The Newby Hall event on Sunday 21st July once again clashes with the Old Ford Rally at Gaydon, the latter being one of the main focuses of the club's fiftieth anniversary. We will still be

having a stand at Newby Hall, as few from our part of the world are prepared to travel down to Gaydon, so we will have another local celebration. Entry details much nearer the time.

As I write this in early January, we have yet to see snow in this part of the world, but it won't be far away (see photo).

AN INVITATION TO BECOME A REGIONAL CONTACT IN 2019

Any member interested in becoming an FSOC Regional Contact is invited to contact John Duckenfield (Regional Co-ordinator) by phone on 0114 2341550 (before 9.00pm please) or by email at regionalorganiser@fsoc.co.uk

Richard & Trish Greenaway

Ten Years On As Kent Regional Contacts

It all started in February 2009. Until we wrote this, we still considered ourselves as one of the new groups, but after 10 years we guess that's not the case as we've seen many contacts come and go during that time. A couple of years ago John Duckenfield, our Regional Co-ordinator, asked Regional Contacts if they would put pen to paper and let members know what is involved in being a contact for your local area, so we thought it about time we did just that.

We first joined the FSOC in 2006 after purchasing our first 100E, which had been off the road since 1974. Knowing nothing about old cars mechanically or otherwise (as this was our first), I thought the club was a good place to start. Unfortunately for us, we had no paperwork with the car. We had it inspected by Andy Main, who could see that the car was completely original, and he told us the only way we had a chance of retaining the registration was to gather the information needed. We attempted this with letters to and fro over a two-year period, but with no luck, so we decided to go down the age-related route. In the two years since we purchased the 100E, we hadn't done anything to it other than get it fired up by Trish's brother, so over the August bank holiday of 2008 we decided to start stripping it down to see what was hidden beneath. To our amazement, the only rot we found was a hole smaller than a penny in the lower N/S front wing. Over the next three months we did a nut and bolt strip down, cleaned the underside, gave it a couple of coats of paint, cleaned and painted all the mechanical parts underneath, ordered all the new rubbers and bushes, etc., ready to refit everything when it came back from the paint shop. It did this just four days before Christmas 2008. As it was Patrick's fiftieth birthday on 13th February 2009, we decided that it all had to be finished by then so that we could take him for an MOT on his birthday. This we managed, bar fitting the side windows, which didn't need to be in for the MOT. What a relief – it passed, even though it was Friday 13th.

Thinking ahead during the winter months, we decided to contact John Duckenfield to ask if it were possible to make contact with fellow Kent members in readiness to meet up with other sidevalvers at local shows. As

most of you now know, the club is able to pass on members' details, so in conversation he asked how we would fancy becoming the Kent Regional Contacts. Problem was, there hadn't been a Kent group since the mid-80s so it basically meant we would be starting from scratch. John did say, though, that we had around 70 members currently living in Kent, which was a good number to call upon. After a couple of days thinking about it, we spoke again and told him we would take up the challenge.

Being people who like to do things properly, we decided that if we were going to make this work, we needed to do so from the off, so we set about constructing a two-page questionnaire asking what members would be interested in, etc. We sent this via snail mail to all members on our list.

Over the next year we heard back from around 30 members, either by letter, email or phone, which I thought was a pretty good response. Obviously it wasn't all good news because some weren't interested in taking part in shows and meetings. During February 2009 we asked the six members who had already contacted us if they would like to come to a meeting at our house to discuss the way forward. Of the six, four came, and we set out a plan for the direction in which we thought the group should go. This involved regular monthly meetings, shows, etc. It was also mentioned that we should attend as many shows as possible during the year to see what sidevalves were actually out there.

I think the keenest of the four that came to the March meeting was Glen Woolway. He actually rang me on the morning of the day the December 2008 magazine dropped through the letterbox (which was the day it was first announced in *Sidevalve* that there was to be a Kent group), saying how much he would like to get a group going in Kent. Throughout 2009, the two of us plus others attended 22 shows all over Kent, basically to make ourselves known. This certainly paid off as we picked up several new members. Since Day One our relationship in the group is still going strong, with Glen looking after the mechanical side while we look after the day to day admin side of things.

Our first official monthly meeting was held

in September 2009. Since then we have grown year on year, now getting between 15–20 to our monthly meetings, which we hold each and every month – only missing one last year, due to the pub's being closed for refurbishment.

Another area where we seem to do well is to encourage wives to attend, whether it is monthly meetings or shows. We actually have five members / partners who own two sidevalves between them, so hopefully one day in the near future we can do a husband and wife event of some kind.

It's my belief that if you keep things going on a regular basis, it keeps members interested. In the early days we used to produce a yearly newsletter and send it out via email or snail mail to all members, but as we didn't get much feedback from those, we stopped doing them after the fourth year. We now do a monthly email to all members for whom we hold an email address. As with new members, we try to contact them when we get notified. This can take a while, especially of late, so apologies if we haven't been in touch. We also aim to put a piece in each magazine, missing only one issue so far, which was only because I simply forgot all about it. I'm convinced that by keeping in contact with members, you get more feedback from them.

During the ten-year period the Kent membership has increased to 79, though in the last couple of years it has decreased slightly, and the percentage of active members has continued to increase. Obviously, members come and go, either because they join the club just for a year to gain access to spares, or they sell their sidevalve, but I can think of only a couple of previous active members who still own sidevalves but are no longer members. I must say, we seem to have it sorted in Kent now, as we have a very loyal bunch of members who all get on well together.

Can I just finish by giving a very big THANK YOU to all Kent members who have supported us over the ten-year period, especially Glen and Tina. During the ten years we've had many conversations over dinner discussing all things sidevalve-related.

As I often say to members, all the time you support us, we will support you by organising club events.

Fred Tutt

Surrey

Greetings from the Surrey Region, with belated best wishes for a successful sidevalve 2019, whether you are on the road, under restoration or just thinking about it. By the time this is published, we will have been in touch with all our members to outline our plans for the year.

Wayne Parkhouse

Surrey members will have read 'Wayne's story' in the December issue and noted that he has kindly offered to help us to develop our regional group. Wayne has a wealth of knowledge and experience in the restoration and maintenance of sidevalve cars, and other classic models, and he is prepared to share this with other members who may need practical support or advice. All you have to do is to get in touch.

Regional meeting

We are going to organise and invite Surrey region members to a get-together in the spring at a suitable central location.

On the road or under restoration

We have a list of club members in Surrey, but what we don't know is how many actual sidevalves we have on the road, and / or how many are under restoration and, for those being restored, what support we might be able to offer. The plan is to build some sort of database that might be of help to our membership.

Members' stories

We thought it might make an interesting read if we were able to publish the stories of some of our Surrey sidevalve members in our Regional News throughout the year: how they got into sidevalve ownership, whether they are on the road or running a restoration project, and any



It's not a sidevalve but Wayne Parkhouse's beautifully restored 1957 F Type Vauxhall Victor.

other details that might be of interest.

Fiftieth anniversary

It's the club's fiftieth this year, and we will be talking with the Kent and Sussex regional groups about a joint venture.

A Surrey Hills road run

The feedback that we have is that there would be interest in a sidevalve road run if we were able to organise something in the summer, and we will be circulating information to see if the idea is something our members would support.

Classic Car programme

The plan is to have a club stand at some of the more popular local Classic Car shows throughout the summer, not only to promote the club and to showcase our sidevalves but to give members and their families a day out, and the chance to share their interest in classic cars with others.

Membership support in Surrey

For technical support or advice, please get in touch with Wayne Parkhouse on 07825 086908 / parkhousew@gmail.com. For anything else, please contact Fred Tutt on 01372 453943 / fred@tutt88.plus.com.



FSOC Regalia for the 2019 season: just go to www.fsoc.co.uk/shop-3

Password is in the spine of the second last page in *Sidevalve*.

Alternatively, for those who cannot order online, our online store OSNIC will take telephone orders: 01934 521 000; or contact our Regalia Officer, Mark Harvey (details on the Club Officials & Regional Contacts page).

Yvon Precieux

Pre-War Register

Registrar's comments

Another year, another season, and hopefully not too many restrictions on our cars as towns start to look at air pollution. With the club anniversary in 2019, let's hope we have the cars out in the open rather than stuck in garages. I joined when the club was identified as the 100E Club, and I remained as a member, sometimes in and out of the club at the time, until I started to meet more of the membership. I set up the South East London Group at the Grove Tavern in Forest Hill and volunteered for some of the posts, whereupon I was put in charge of tee shirts, key fobs and other paraphernalia. After dealing with this for a number of years, and with some of the registrars moving on, I took over the Pre-war Register, even though I did not have a pre-war car at the time – and when one did come along, it was literally given to me as it was so rusty that the chassis had to be held up by angle iron with half a tractor tyre for the suspension. There was no information on these cars at the time so I went about looking for the spare parts booklets, as they provided the variances in specification and at least gave me some idea of the subtle but vital differences between the models. Engines were much simpler, and I had various references and good guidelines from Bert Thomas, who was the expert in his field of knowledge on Fords. On one of the many visits to his house, with the likes of Kevin Burke and Stan Bilous from the then South East London Group, I received one of the nicest compliments when he acknowledged me as taking the knowledge of our small Fords to a new generation. The years now have flown by and, amusingly, when members have come back into the club they are sometimes surprised to find I am still the registrar. I still enjoy the role and hope to continue for the future.

Ford plants

In 1928, up to when the whole Ford organisation was under the direct control of



The De Luxe Ford is the paramount proposition in the realm of luxury-motoring at economy-expenditure. No other car of even approximate performance and refinement costs so little, to buy, insure, run and maintain in A-1 order.

SALOON	£135	year after year. Allow the Local Ford Dealer to demonstrate the latest word in light cars. In the meantime, permit us to send you De Luxe Ford literature, illustrating in detail the wealth of fine features available at so low a purchase-price.
DOUBLE-ENTRANCE SALOON	£145	

Taxed £7 10s. PRICES AT WORKS

"THERE IS NO COMPARISON!"

Ford Motor Company Limited, Works: Dagenham, Essex. Showrooms: 88 Regent Street, London, W.1

Henry Ford, the founder of the enterprise, an agreement was entered into whereby the English company should acquire a controlling shareholding interest in the Continental companies. It was also arranged that a forty per cent issue of the share capital should be made in each country in which a company was operating. There were seventeen Ford companies on this side of the Atlantic and it was planned that Dagenham should not only supply Great Britain but should feed the European companies with fully or partly manufactured parts which they could put together for their own local markets. The

economic upheaval in the world since 1931 interfered with this plan, but nevertheless the company became one of the largest, if not the largest, exporters of motor products. The companies in 1939 numbered 15, exclusive of Dagenham, and their functions can be identified by the keys being: A – Assembly; AM – Assembly and Local Manufacturing; M – Manufacturing; S – Service; TM – Tractor manufacture.

The factories were: Alexandria – A; Antwerp – AM; Amsterdam – AM; Asniers – M; Athens – S; Barcelona – AM; Bologna – TM; Budapest – S; Bucharest – AM; Cologne – M; Copenhagen

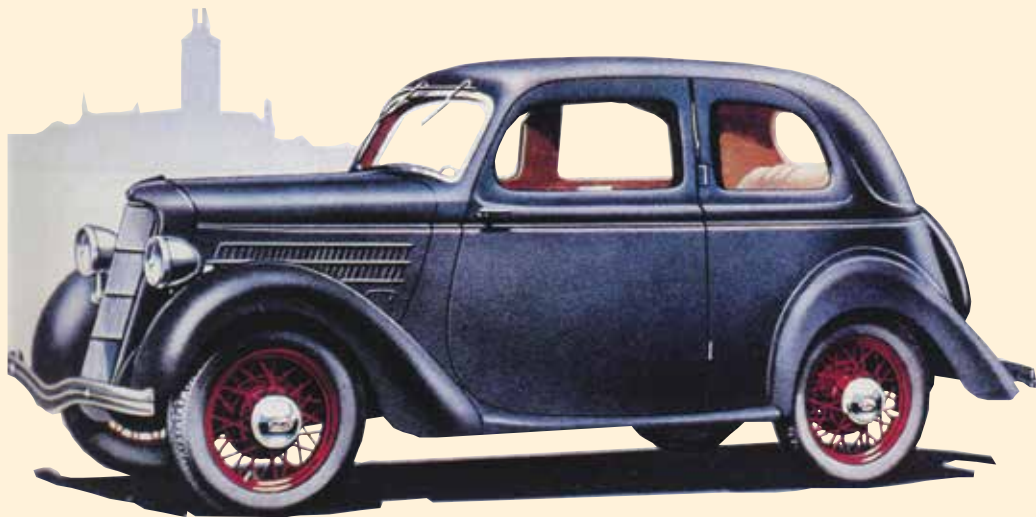
– AM; Cork – AM; Helsingfors – S; Istanbul – A; Lisbon – S; Stockholm – S. The Ford Motor Company had only a minority interest in Asniers and Cologne by 1939.

Model C Project Number 20

The Model C-20 deluxe 10hp Ford was officially unveiled at the Ford Dealers' convention, Norbreck Hydro, Blackpool on the 17th September 1934. Sir Percival Perry KBE, the chairman of the Ford Motor Company, Dagenham, announced the new model at the low price of £135 for the single entrance car and £145 for the double entrance. The new car was well received by the executives of the dealerships and a telegram was sent by A R Smith, the general manager at Dagenham, to Charles E Sorenson at Dearborn. This detailed that at the convention, the dealers had acclaimed the car a winner; that all executives who had driven the ten horsepower car were enthusiastic about its wonderful performance, its speed, acceleration, steering and road holding qualities; and that in all respects it was far ahead of the competition and would prove a great success.

Sorenson's reply was that when he last viewed the sample bodies at Briggs, the model had the earmarks of a beautiful car and ultimately would receive a V8 engine. On reflection, had the V8 engine been utilised, it would have been installed in the CX rather than the C and major work would have been required both on the gearbox, axle and certainly the brakes. When the 10hp Model C car was introduced, its gearing was as follows: top: 5.5:1; intermediate: 10.76:1; low: 18.72:1, with reverse 24.48:1. However, by June 1935, this had been changed to: top 5.5:1; intermediate: 9.71:1; low: 16.88:1 and reverse 22.08:1. The Ford Motor Company also appeared to be nonplussed in deciding the tyre pressures and oil capacity, as again initially the tyre pressure was identified as 35 lbs pressure and oil capacity 5 pints. From May 1935 these had been reduced to tyre pressure 30lbs and 4½ pints. The latter was probably oil loss due to the higher compression ratio of the engine, and crankcase ventilation would have produced fumes into the car.

On the Model C, the Ford script was not seen on the hub caps and some early chassis were devoid of the starting handle guide on the cross member. The interior was also improved upon and, during the C's early lifetime, the seats were redesigned to give increased comfort and provide better accessibility both for the driver and passengers. The front seat



squabs were reduced at the front by some three quarters of an inch, the back of which was reduced by some one and a half inches, increasing the rear footwell area by the same amount. Larger reductions were made to the rear seat, with two inches trimmed off the top of the seat squab and the rear portion tilted further back by a similar amount.

A substantial number of the Model Cs had Cooper Wallace speedometers with no line marked at 30mph. Also, the clock fitted could be found positioned either in the middle top area of the windscreen with a sun visor on the driver's side, or just on its own above the driver's part of the screen. Usually, with the latter a cranked gear stick was used with the gearstick directional indicator, and with the former a straight stick. Colours initially were Maroon, Blue with blue cloth or leather, and Cordoba grey with red or blue cloth or leather. Black came with trim of colours green, red or blue cloth and leather. A sunshine roof was also available at an extra cost of £5 10 shillings.

With its compound curves to accentuate the desired streamlining requirements that Ford and other vehicle manufacturers had identified as the current way forward for vehicles to look, the Model C did not take off as well as the Model Y. It sold because of its performance, the 10 engine being the more profound influence on sales. The engine, chassis and bodywork were all to give Ford a few minor headaches, though no way near as troublesome as the axle fiasco with the Model Y. Certainly the diminutive 8 starter was insufficient for the next generation of both the 8 and 10 engines by the Ford engineers, but I never found any problem using the 8 starter on the early units. The chassis and bodywork were expensive to manufacture economically, and the latter drew in water, dust and eventually oil fumes. Some customers found the shape too bulbous, hence the name 'barrel' Ford, due to its external

shape that tapered from the waist up. Most were very pleased with the car as transport, but as the car was reduced through rust and wear – and unlike the Model Y, where sentiments were higher – the majority were pleased to be rid of it. (I regret to say this was the attitude for many years after, and I'll now reprint the comments Brian Sewell wrote about when as a boy he rode in a Model C).

Take this tongue in cheek?

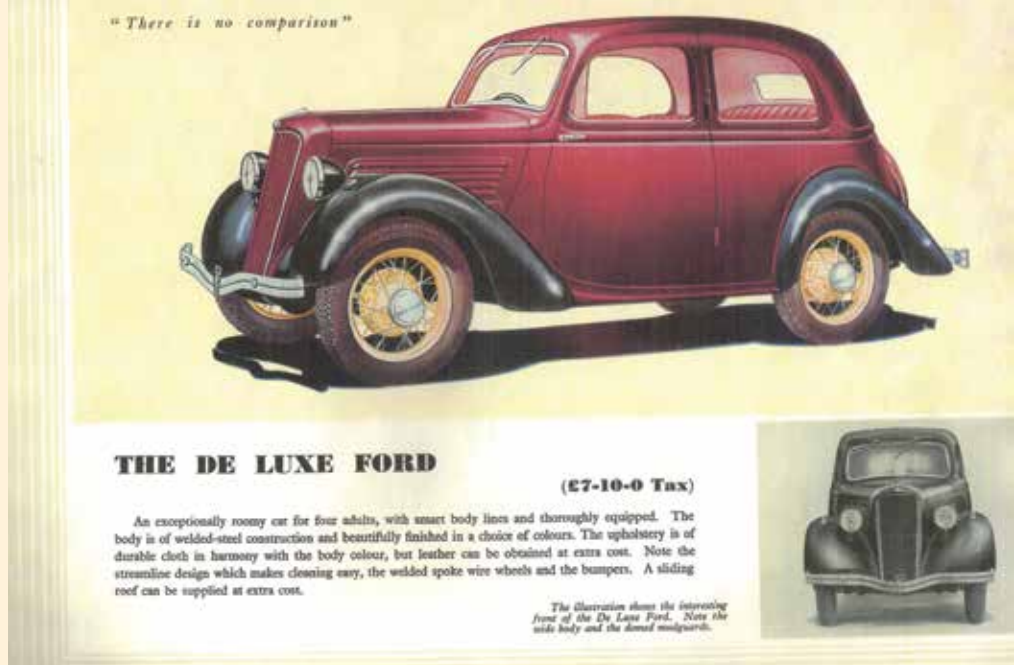
Brian Sewell: For a man as desperate as my stepfather to put me into the care of a professional footballer was an act of astonishing naivety. I was 12 and, showing neither interest in, nor aptitude for, the abominable game of soccer that was compulsory in the Lower School, I spent most games afternoons either in goal, where I froze with inattention and the weather, or enraging the little know-alls in my team by invariably being off-side. I was always among the last to be chosen for these ad-hoc teams, and the games began with ignominy. School reports betrayed me, just as they did in maths, and my step's response was the same for soccer as for this tedious and incomprehensible academic discipline – extra tuition. Somehow he found a professional footballer called Horace (he had played for Spurs) willing to explain the rules and show me how to play the game.

This was during the war, at a stage when Londoners had become blasé about air raids, were hungry and ill-clad, and our motor cars were all standing on piles of bricks in locked garages, essential parts removed so that, in the event of a German invasion, they would be useless to the enemy. Horace, however, red-haired, wiry and, I suppose, too old for service in the army, collected me every Saturday morning in a Ford Ten Tourer of 1934 – a blandishment quite irresistible to a

small boy. Never mind the privilege of sitting on the touchline and of witnessing the manly mysteries of jockstraps, bathing, massaging and horseplay after the games – it was the journeys to and fro that I enjoyed, for the Ford's flapping hood was almost always down, and to rattle windblown from pitch to pitch through the bleak environs of London in that puny little car was exquisitely seductive. I never did learn the off-side rule.

Puny? Ford's Model C Ten, introduced in 1934, had an engine of 1,172cc developing 30bhp at 4,000rpm (half the power of the most basic Fiesta). Compensation for its inherent lethargy was to some extent provided by the lack of weight it had to haul – with an ingenious integration of chassis-frame and body, the Ford Ten had some claim to be the first semi-monocoque car of British manufacture, and in saloon form was at least 2cwt lighter than any of its immediate rivals. With the roof chopped off to make an open tourer, and plastic side-screens in place of heavy windows, it was even lighter – well under the 15cwt of the saloon – but paid a penalty in such extreme flexing over bumps and potholes that I had always to be ready to grab the door and slam it shut (this without the security of seat belts). Ford, with suitable modesty, made no claims for the Ten's performance, but enthusiastic critics did. 'It is ten miles an hour faster than any other car at anywhere near the price of £145,' declared one, who swore that he had exceeded 73mph with a following wind. 'What will astonish beyond words is the rapidity with which an easy cruising speed of a mile a minute is attained,' proclaimed another, his accelerator foot flat to the floor. Saner men quoted at least 27 seconds to reach 50mph, the next 10mph taking so long to achieve that most ran out of road or patience, and never did so.

The three-speed gearbox, sans synchromesh on bottom, was a wretched



contraption, designed for 'the driver who is not particularly fond of using a gear lever'. The suspension was agricultural, literally, with cart springs front and rear that permitted terrifying lurch and roll. I recall that progress was altogether less adventurous when Horace gave his team mates a lift as well as me. It was an ugly little runt of a car, a miniature version of the Ford V-8 of the day, but without that car's length and presence to excuse the thick screen pillars and rounded, bulbous sides that were Ford's tentative attempt to escape from the square-box designs favoured by more expensive rivals. It could hardly be described as streamlined, but its rear end, instead of tucking in behind the wheels, flared like a skirt cut from too little material – though this effect was camouflaged by the spare wheel mounted on a central boss. Horace's was painted beige or fawn, one of those thick non-colours that develop on a painter's palette when not scraped clean, raw umber with a touch of whitish gunge, but even that was preferable to Henry Ford's ubiquitous black, and the overall effect, with red upholstery, was not too grim. I cannot recall the colour of the hood, only that it was almost never up, even in the rain, and certainly not in the fog. The spoked wheels of

the kind found on contemporary MGs seemed oddly out of place.

The Model C Ten became the Ford Prefect in 1939 – the car made forever famous by *The Hitch-hiker's Guide to the Galaxy*. In a four-door saloon form that mimicked Detroit's designs for monsters, it was a much better-made car than the Ten, though its engine, gearbox and chassis remained virtually unchanged and undeveloped. In 1946, it reappeared, its basic price risen to £275, with leather upholstery an extra at £6. In 1953 the engine at last uprated to 35bhp but essentially the same; the Prefect body-cum-chassis was wholly remodelled as a monocoque miniature of the first Consul and Zephyr; and its working parts soldiered on as a two-door Popular version until 1961 – 29 years of trouble-free and cheap mass motoring from one engine block. A remarkable achievement.

I don't know what happened to Horace after that winter. I dare say that my school reports indicated no improvement in games (my arithmetic went from bad to worse) and that my step thought his pound notes better spent elsewhere.

(Reprinted with permission.)



Ford Model C Ten: less powerful than many of its contemporaries, but exquisitely seductive to the young Brian Sewell.

Order Form for Regalia and/or Spares

This price list supersedes any previous price list. Prices charged will be those ruling at the date of despatch. Note that all prices include postage and packing for members in England, Scotland and Wales only. Other members should check the cost of postage with the spares secretary before ordering.

Manufacturers' part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture.

Regrettably, the Club's insurance policy specifically excludes sales of new or second hand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

Spares are available to Ford Sidevalve Owners Club members for their own personal use only.

Ordering Spares

All spares and regalia are available by mail order only from the appropriate officer. Cheque or credit card details with order. Please use the order form provided. All cheques must be payable in **STERLING ON A LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD.** **MINIMUM ORDER £10.** Do **NOT** make payments direct to the Club's bank as this causes delay.

You are advised to order spares in good time to allow for delivery and any necessary interaction.

The new email address for 8 & 10 hp spares (100E, 300E, 107E, Uprights) is: sparessecretary@fsoc.co.uk. You are advised to order in good time to allow for delivery and any necessary correspondence. Parts should normally be delivered in the UK and most of Europe within 14 days.

Club Stores

By prior arrangement with the Spares Secretary, club members are welcome to visit the stores to purchase spares. Contact details as below.

Parcel Insurance

Currently if a parcel gets lost in the post Parcel Force will only refund £20. The Club will not stand the loss of a parcel of more than £20 if it is not insured. Parcel Force have changed postal insurance so that it is now related to the weight and value of the parcel. If you are ordering parts which have high value and / or are heavy and you want it insured for the correct value then you must request this when you place the order. In this case we can calculate the cost of insurance and let you know. Payment must be made before the order can be despatched. Please contact the spares secretary if you want to insure your items.

Note that the Post Office will not provide insurance cover for items containing glass.

Reconditioned/Rebuilt Parts

A number of members are failing to return exchange units to the Club for reconditioning and therefore it has become necessary to insist on the old units being sent with order. Note that exchange units **must be suitable for reconditioning**. If they are not then a surcharge will be payable.

Second hand and New Parts

Many second hand parts and a limited number of new old stock of certain items are also available. Send SAE with your list of specific requirements for more information as the stock is always changing.

Returned Parts

Parts ordered incorrectly and returned to the Club will be subject to a 15% surcharge plus the cost of postage and packing.

Photocopies of the order form are acceptable if a member does not want to damage their magazine.

Name _____ Membership No _____

Address _____

Post Code _____ Telephone _____ Date _____

Email _____

Model No _____ Year _____ Engine Capacity _____

Quantity	
Part No.	Item Description
Item cost	Total
£ p	£ p
UNLESS SPECIFICALLY REQUESTED POSTAL INSURANCE IS LIMITED TO £20.00 MINIMUM ORDER VALUE IS £10.00	
Total	

Other parts required _____

Payment by cheque or Postal Order (minimum order £10.00)

UK Members

The Club accepts UK Sterling cheques and British Postal Orders for orders of £10 or more, made payable to **The Ford Sidevalve Owners' Club Ltd.**

Overseas Members

For overseas members we recommend payment by credit card, but will accept a Sterling cheque payable to **The Ford Sidevalve Owners' Club Ltd.** drawn on a London bank. Cheques such as these can be obtained from your local bank. Note postage is extra on overseas orders.

Please note that Eurocheques are not accepted. Do NOT make payments direct to the Club's bank as this causes delay.

Payment by credit card (minimum order £10.00)

Card Holder Name _____

Card Holder Address

Signed

Card No. _____

Expiry Date _____

Maestro Issue No. _____

Last 3 digits of security code _____

Date _____

Please send this completed order form, with cheque, postal order or credit card details, to:

**FSOC Spares
Badgers Keep
Verwood Road
Woodlands
Wimborne
BH21 8LJ**

Email: neilpatten@btinternet.com

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

Regalia List (** denotes new item)

Books

Reprint Model Y Bulletin	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y	£13.00
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£34.00
Reprint Workshop Manual for 100E and 300E	£25.75
Reprint Parts Manual for 100E and 300E	£22.25
Reprint New Prefect (107E) with OHV engine Parts List	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E	£42.80
Reprint Enfo parts list of Standard Hardware	£9.50
Technical Tips for the 100E/107E by Jim Norman	£8.50
100E Anglia and Prefect Instruction Book (1953-59)	£9.95
Ford Motor Cars, 1945- 64	£9.70
Ford Model Y, Henry's Car for Europe by Sam Roberts	£29.99
Ford Popular and the Small Sidevalves by Dave Turner	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell	£21.60

Stickers

Running In Instruction Sticker (Upright)	£1.25
Running In Instruction Sticker (100E)	£1.25
Running In Instruction Sticker: First 500 miles (100E)	£1.25
Window Sticker-FSOC design	£1.15
Historic Ford 'Keep off My Arse!' sticker	£2.50
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each	£1.50

Magazines

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

Leaflets

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

Models

Ceramic Cream Model of 103E Popular	£7.75
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Badges

Enamel Lapel Badges: FSOC, 103E or 100E	£2.20
103E Popular Cut-out Lapel badge (Black or Blue)	£1.90
FSOC Grille Badge: Round or Square	£13.50
Register Grille Badge: Popular/Prefect/100E/107E	£13.50
FSOC embroidered badge 5cm diameter iron-on	£4.00**

Other Regalia

FSOC Licence Disc Holder	£1.15
DVD of Ford Archive material and FSOC events	£5.95
Leather Keyfob; Popular / Anglia / Prefect (please state which)	£4.50
FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs)	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00
FSOC 2019 Members Calendar	UK price £7.50, Overseas price £8.50**

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

Wheels, Hubs and Drums

Y-1175-A	Retainer (Rear wheel grease) assembly	£7.25
B-1175	Rear Wheel Retainer (fits E83W)	£7.10
48-1190-A	Retainer (front wheel grease) assembly	£5.90
	Front wheel bearing (per wheel, not E83W)	£70.60
	Front wheel bearing (per axle set, not E83W)	£137.90
	Front wheel bearing (per wheel, E83W)	£56.50
	Front wheel bearing (per axle set, E83W)	£107.00
7W-1225-B	Rear Hub Bearing including race	
	(fits all models except Models Y,C and E83W)	£76.50
68-1225-A and	Rear Hub Bearing including outer race	
68-1236-A	(fits E83W only)	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W)	£180.00
353027-S7/8	Lubricator (grease nipple) Rear Wheel Bearing, set of 2	£1.80**

Braking System

YE-2019A	Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
CE-2019B	Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
7W-2019	Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
E83W-2019	Brake Shoes, axle set, E83W only, (return old shoes with order)	£69.95
Y-2035	Spring (brake retracting)	£6.05
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036	Spring (brake retracting) short	£6.50

7W-2116	Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.	£10.20
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.95
E93A-2248	Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-7523	Brake pedal return spring	£6.90
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
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long	£6.90**
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
Y-7523	Brake Pedal return spring 108mm long	£6.90**
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	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Specify type (splined or keyway steering wheel drive)	£525.00**
E83W-3032	Bolt (front axle to radius rod, not Model Y & E83W)	£38.50
E93A-3290	Bolt (front axle to radius rod E83W)	£34.50
	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model)	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£77.50
YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models)	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50
YE-33111	King Pin Set, complete (Model Y)	£70.00
Y-3123	Washer, spindle thrust 3/16" thick	£4.50**
	King pin shimpack (axle set) qty 2 ea 0.005", 0.010", 0.020"	£5.00**
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95
	King Pin shimpack for 7W-33111	£5.00
E83W-33111	King Pin Set, complete (E83W)	£59.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.85
353031/353043	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg	£8.50
7W-3590-A	Arm (steering gear) fits models 1937 to 1949	£20.00
E493A-3581	Gasket (Steering gear housing cover)	£1.00**
E493A-3582	Seal (Steering box rocker shaft)	£2.25**
YE-3592	Gasket (Steering gear housing end plate)	£1.00**
	Steering Box gasket & seal set	£3.50**
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£8.55
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£29.00
YE-4035	Gasket (rear housing) - 6 thou or 10 thou - please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£9.95
YE-4209-F	Gear (rear axle) and driving pinion assembly	£340.00
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y4221/4222	Differential Bearing (not E83W)	£28.50**
Y4221/4222	Qty 1 pair Differential Bearings (not E83W)	£54.00**
Y-4243	Key (rear axle shaft)	£6.00
EB-4245-A	Retainer (rear axle shaft grease)	£10.25
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft)	£3.25
Y-4607	Pin (Drive Shaft)	£3.25**
7W-4607	Pin (Drive Shaft)	£3.25**
Y-4615-B	Bearing (drive pinion) assembly Model Y	£25.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E62A-5713B	Stud (rear axle shackle) E83W only	£8.20
E62A-5468B	Bar (spring shackle) E83W	£3.90
	Set of 4 E83W shackle bushes and 4 plates	£35.00
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00
E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only)	£123.00

E83W-18045	Front Offside Shock absorber (E83W only).....	£95.00
E83W-18050	Rear Offside Shock absorber (E83W only).....	£95.00
E83W-18046	Front Nearside Shock absorber (E83W only).....	£95.00
E83W-18051	Rear Nearside Shock absorber (E83W only).....	£95.00
CE-5783	Suspension Buffer (fits all models except Model Y).....	£25.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents.....	£87.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents.....	£87.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents.....	£160.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system (collection only).....	£160.00
E04C-5230-A	5cwt stainless steel exhaust system (collection only).....	£140.00
E83W-5230-A	E83W stainless steel exhaust system.....	£185.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y stainless steel exhaust system.....	£260.00**
E04A-5255-B		
Y-5251	Manifold to exhaust clamp.....	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95
CE-5230-B	Model C stainless steel exhaust system.....	£280.00
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80**
E93A-5297	Fabric Insulator exhaust mounting (qty 2).....	£3.20**

Engine Parts

E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy.....	£45.20
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer).....	£7.00**
E98T-18674-A	Oil Cleaner outlet (inc sealing washer).....	£7.00**
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer).....	£7.00**
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer).....	£5.50**
	Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00**
	Replacement spin on filter for modified oil cleaner housing assy.....	£5.70**
E93A-6018	Gasket, cylinder timing gear side cover.....	£1.10**
E93A-6020	Gasket, cylinder front cover.....	1.85**
Y-6023	Timing Pin.....	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).....	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount).....	£27.00
	Front Engine Mounting bolt.....	£2.00
E93A-6135-A	Piston pin STD (set of 4).....	£35.00**
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Camshaft locking retainer.....	£4.00**
E93A-6270	Timing Chain.....	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger.....	£2.85
E93A-6310	Crankshaft Oil Slinger.....	£2.90
Y-6384	Starter Ring Gear (fits all engines).....	out of stock
E93A-6510B	Valve guide (per split guide).....	£25.00
E93A-6510B	Pair Valve guides.....	£45.00
E93A-6510B	Four Valve guides.....	£85.00
E93A-6510B	Valve guide (per engine set).....	£170.00
E93A-6505B/E	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50
Y-6520	Valve Cover (fits all engines).....	£15.95
100E-6521	Gasket, valve chamber cover.....	£4.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
EB-6734	Sump plug sealing washer.....	£1.00
40-6754	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Set including rings (STD, +0.020", +0.030", +0.040").....	£210.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
	3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00
	Small end bushes (set of 4).....	£27.00
Y-6051-C	8hp decoke gasket set (1932-34).....	£35.00
E15-Z-1	8hp decoke gasket set (1935-1953).....	£45.00
Y-24051	Manifold stud.....	£5.95
Y-24051	Manifold stud (set of 4).....	£21.00
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30**
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75**
E16-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
E50-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine).....	£29.95
HC 011	Sump Gasket Set Payen SS10505.....	£25.00**
E16-Z-1/E50-Z-1	10hp decoke gasket set and Conversion gasket set.....	£56.90
7W-6051-A	10hp cylinder head gasket.....	£19.95

Y-6051	8hp cylinder head gasket 1932-1934.....	£15.00**
YE-6051-B	8hp cylinder head gasket 1935-1953.....	£28.00**
YE-24052C	Studs (Cylinder head) set.....	£34.99
33800-S7/8	Set nuts for cylinder head studs.....	£4.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00

Clutch and Gearbox Parts

Y - 2454	Gearbox seal & gasket set.....	£5.82**
	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£49.95
78-6039A	Insulator (Gearbox Rear Support) rebound.....	£10.30**
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95
Y-7015	Insulator (Engine Rear Support) complete, per side.....	£22.50
YE-7015	Main Drive Gear (8hp).....	£35.75
Y-7040	Main Drive Gear (10hp).....	£38.50
7W-7050	Baffle rear (thin).....	£5.85**
Y-7051	Retainer (main drive gear bearing).....	£17.50
7W-7052	Gasket (Main drive gear bearing retainer).....	£1.10**
YE-7059B	Front oil seal.....	£5.00
Y-7065	Mainshaft and Bush.....	£35.50
YE-7071B	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7080	Washer intermediate gear thrust washer.....	£7.60
E93A-7085	Baffle (main shaft oil)-front.....	£1.25
Y-7086	Rear Bearing Retainer.....	£19.75
Y-7111	Gearbox rear gasket.....	£1.50
103E-7114	Layshaft.....	£42.40
Y-7119	Counter Gear (10hp).....	£76.95
CE-7141	Washer (Counter shaft gear thrust).....	£6.35
YE-7222	Reverse Gear.....	£29.95
Y-7223	Selector Housing.....	£19.50
Y-7523	Gearbox lid gasket.....	£2.50
7W-7533	Clutch return spring 108mm long.....	£6.90
Y-7550	Clutch linkage clevis pin.....	£2.60
	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50
E83W-7550	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order).....	£110.00**
	E83W Clutch Plate (exchange send with order).....	£31.50
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order).....	£116.00**
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order).....	£72.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00
E74-7580A	Clutch release bearing – All models.....	£22.00
E70-7600-A	Clutch Pilot Bearing – All models.....	£7.25
C-943070	Gear Lever Gaiter (except E83W).....	£25.50
E83W-943070	E83W Gear Lever Gaiter.....	£24.99

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
Y-8109	Radiator cap (brass screw type).....	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£22.00
E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11").....	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.).....	£19.50
103E-8005	Re-cored Radiator.....	£235.00

Fuel System

	Fuel Pump with spacer (no primer).....	£45.50
	Fuel Pump repair kit.....	£14.50
	Fuel pump stud.....	£6.75
	Fuel pump stud (set of two).....	£11.60
91A-9030	Cap – painted (petrol cap) assembly.....	£9.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
	Locking stainless steel petrol cap.....	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet.....	£10.85
7W-9276	Gasket fuel tank sender.....	£1.60**
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models).....	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburetor).....	£11.75
YE-9374	Gasket (fuel pump to cylinder).....	£1.60
YE-9585	Plate (Throttle).....	£6.75**
48-9735	Accelerator Pedal.....	£13.95**
YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95
7W-9425	Inlet Manifold new old stock (10hp).....	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts.....	£65.50
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished).....	£90.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.60
	2 x "hot spot gaskets" plus 4 manifold bolts.....	£6.50
YE-9448	8hp manifold gasket.....	£7.50

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

CE-9448-A	10hp manifold gasket.....	£7.75
	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.50
CE-9447	10hp Gasket (carburettor to inlet manifold)	£1.35
YE-9502	Carburettor Gasket Kit	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly)	£6.00
CE-9666	Starter Valve and wire assy.....	£13.50
YE-9564	Fuel Inlet Needle Valve.....	£12.95

Ignition System

E83W 12024A	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£49.00
	Set E93A ignition leads.....	£17.95
	Rebuilt ignition switch (exchange item – send with order).....	£42.00
	6V Ignition Coil (All models-not original)	£32.00
	Distributor-rebuilt (exchange-send with order)	£59.50
	Distributor Cap (All models 1935 onwards)	£17.00
	Toggle (All models 1935 onwards)	£1.08
	Spring (distributor weight) no 1 - light.....	£2.85
	Contact Set (All models 1935 onwards).....	£14.50
	Rotor (All models 1935 onwards).....	£5.85
YE - 12191B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12199B	Condenser (All models 1935 onwards)	£9.90
YE-12200C	Spark Plug, L86C (All models also 100E)	£4.08
YE - 12242-B	Spark Plug, L86C - set of 4	£13.00
52-12405A		
52-12405A		

Electrical System

E494A-10001	Dynamo-2 brush, early type (exchange-send with order)	£89.50
	Dynamo-3 brush, early type only (exchange-send with order)	£110.00
	Dynamo-3 brush, late type only (exchange-send with order)	£89.50
	Bearing (generator drive end) assembly	£8.95
	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only)	£29.95
E93A-11001	Voltage regulator (rebuilt, exchange send with order).....	£70.00
	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00
	8hp starter motor (exchange-send with order)	£125.00
	Screw (brush end plate retaining)	£7.25
	Battery Clamp	£38.50
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch.....	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel).....	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only)	£7.00
	E493A 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
	Headlamp Bulb 36W/36W	£6.80
	Pair of Headlamp Bulbs 36W/36W	£11.50
E04A-13016	Catch head lamp door.....	£4.50
E93A-13016	Catch head lamp door.....	£4.50
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W)	£1.62
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£1.42
CE-13101	Spring (headlamp focusing)	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair)	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.99
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
7W-13480A	Brake Light Switch (not E83W)	£25.00**
7W-13480B	Brake Light Switch (E83W)	£25.00**
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp)	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (ncludes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
E04A-118004B	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
	Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair)	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16754	Bumper (bonnet dowel locating) fits E493A	£4.40

CE-17515A	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
	Grommet (windscreen wiper).....	£3.50
E04A-17612-B	Grommet, Wiper Arm (qty 2)	£1.45**
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair)	£19.99
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)....	£1.99
E83W-111172	Opening windscreen rubber for E83W	£25.00
E93A-7002060	Bumper (cowl side panel to bonnet)	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet)	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet)	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet)	£4.50
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
103E-7025856	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
	Body screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W)	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A/103E	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model).....	£19.95
103E-17261 / 2-B	Starting handle.....	£46.00
	Speedo Cable (not E83W)	£26.00
	Speedo Cable (E83W)	£23.95
Y-17275	Gasket (Speedo drive cap)	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£19.50
	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
	Window Regulator (reconditioned) exchange, send with order	£65.00**
949202/3	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£32.00**
7W961208-B	Window Winder Handle.....	£21.80
BE-964280-H	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£14.30
7Y-949624	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
Y-949967A	Striker Plate (C and CX, 1934-1936)	£6.50
C-949967C	Bootlid Script Badge (Popular, Prefect and Anglia)	£16.95
ENFO 24664	E83W wing mirror.....	£19.99
	Set of screws for 103E floor	£9.95
	Bakelite screws (enough for a complete E494A/103E).....	£2.10
ENFO 26514	Bakelite screws (enough for a complete Prefect)	£2.50
	No 12 x ¾” long CSK head screw, qty 10	£6.00
	No 12 x ¾” long R/H screw, qty 10	£3.00

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

Front Brakes

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

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
	Late hand brake lever	£14.00
100E-2103	Rear brake shoes 7” diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-A		

100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes).....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8" (57-62).....	£22.00
	Rear wheel cylinder fitting kit axle set (55-62).....	£10.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis.....	£1.70
100E-2487	Brake spring clip.....	£2.05

Steering and Front Suspension

E55-DB1	Top suspension mount inc 2 gaskets.....	£42.50
E55-DB1	Pair top suspension mount inc 4 gaskets.....	£79.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts, 2 sets mount brgs & 4 gaskets	£116.00
	Suspension insert	£65.00
	Suspension insert and top suspension mount & 2 gaskets.....	£101.50
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts	
	2 sets mount brgs & 4 gaskets.....	£251.00
E60-DB-1	Gasket, Suspension Leg, set of 2	£1.50**
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer.....	£35.50
E20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style)	£26.95
100E-3304	Drag link (exchange £10 surcharge *)	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3503	Steering Box (rebuilt), exchange, send old unit with order.....	£245.00**
100E-3591B	Steering box oil seal (early and late models).....	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00
100E-5310	Suspension coil spring (axle set).....	£110.00
300E-5310	Suspension coil spring (axle set).....	£110.00

Rear Axle

100E-1107	Wheel stud.....	£4.00
100E-1175	Rear hub seal, original material	£13.70
100E-1175	Rear hub seal, modern neoprene.....	£7.00
E493A-4050	Retainer (rear axle shaft grease).....	£9.95
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft	£32.00
100E-4676	Pinion seal, 100E only.....	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner (inc van up to 09/55).....	£5.50
100E-5719	Bush rear spring shackle, set of 4 (inc van up to 09/55).....	£8.00
100E-5781-B	Rear spring eye bush (saloon).....	£7.00
100E-5781-B	Pair rear spring eye bushes (saloon).....	£12.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber	£45.00
E7-ED-1	Rubber bush (bottom shock) (set of 2)	£5.98

Exhaust

100E 5250/5225/5255	100E mild steel exhaust system	£138.00
100E 5250/5225/5255	100E stainless steel exhaust system	£235.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts ..	£9.95
	100E exhaust fitting kit.....	£27.80

Engine Parts

100E-6038	Engine mount (exchange £10 surcharge*-remove rubber from mount)	£30.85
100E-6051-B	Head gasket.....	£19.95
100E-6065	Set of 14 cylinder head bolts	£18.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040")	£200.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060")	£66.00
100E-6261/2/3	Camshaft bearing set STD	£40.00
	Camshaft bearing set -.010"	£59.50
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£4.00
100E-6521	Gasket valve chamber cover.....	£4.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4)	£30.00
100E-6507	Inlet valves (per set of 4).....	£28.00
100E-6510	Valve guide	£4.50
100E-6510	Valve guides (set of eight)	£34.20
100E-6513	Valve springs (per set)	£30.00
100E-6714-B	Oil filter element	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
100E-6734	Sump plug sealing washer.....	£1.00

100E-6763B	Oil filler tube.....	£15.00
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£6.50
	Manifold stud.....	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4)	£3.30**
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75**
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set.....	£27.00
	Conversion and decoke gasket sets.....	£51.00
353000ESA	Core Plug.....	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£29.50
	Big end shell bearing set (std, -0.010", -0.020")	£48.00
	Small end bushes (set of 4).....	£27.00
E93A-6216	Nut (connecting rod) set of 8	£6.00

Clutch and Gearbox

	Gearbox seals & gasket set.....	£14.00**
	Master cylinder, repair kit etc, see front brakes	
E70-7600-A	Clutch pilot bearing	£7.25
E74-7580-A	Release bearing	£22.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00
EOA-2078E	Flexi hydraulic hose	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£14.95
Y-7051	Gasket (Main drive gear bearing retainer).....	£1.10**
7W-7052	Front oil seal	£5.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft	£31.40
Y-7119	Washer (counter shaft gearbox thrust)	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal.....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£68.00
	Clutch kit- comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00**
100E-17286	Ring speedo gear retainer	£3.20
100E-7523	Clutch Return Spring.....	£5.00

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only).....	£205.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only).....	£205.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£5.40
100E-8115	Radiator drain tap (not original).....	£5.50
100E-8275	Water inlet tube	£14.00
100E-8260A	Early top radiator hose, 100E only	£18.35
100E-8260B	Late top radiator hose, 100E only.....	£16.60
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00
100E-8507	Water pump gasket	£3.10
116E-8575	Thermostat.....	£7.50
EOTA-8620-C	Fan belt, 100E only.....	£7.00
204E-10884-B	Temperature sender unit.....	£14.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips)	£14.00
100E-18488-D	Hose, heater to water valve (inc hose clips)	£12.25

Fuel System

	Locking petrol cap (stainless).....	£14.95
	Fuel pump with spacer (no primer)	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	Petrol filler grommet.....	£12.50
	Fuel Pump repair kit.....	£14.50**
100E-9276	Gasket (fuel tank sender).....	£1.60
100E-9288	Flexible fuel pipe	£16.90
Y-9374	Fuel pump gasket.....	£1.60
100E-9437	Hot spot gasket.....	£3.75
EOTA-9447-B	Carburettor flange gasket	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9510	Rebuilt Carburettor (exchange-send with order)	£95.00**
100E-9627-A	Rubber (air cleaner)	£13.30
100E-9959	Gasket carburettor float chamber.....	£1.95
100E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx)	£2.75
100E-9564	Valve (Carb needle) assy	£21.60

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *).....	£65.00
105E-10043	Brush set.....	£4.75
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£39.00
E0A-10505-D	Voltage regulator (screw type terminals)	£42.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor.....	£4.75
EOTA-11135	Bush starter motor drive end.....	£4.25
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans....	£26.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lens complete with gasket and fixing screws	
100E-134641-C	for Anglia, Prefect 1957 onwards.....	£10.00
50563-S	Pair of rear red tail light lamp lenses	£17.50

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

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (D Type)	£55.50**
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (round type)	£43.50**
	Set 100E ignition leads.....	£14.95
100E-12029	12v Ignition coil	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5).....	£4.50
	D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only)	£14.50
EOTA-12199-C	Contact set (round type distributor only)	£14.50
100E-12200	Rotor arm	£5.85
100E-12300-B	Condenser (D type distributor only)	£9.90
105E-12300-A	Condenser (round type distributor only)	£9.90
100E-12405-T	Spark plug.....	£4.08
	Set of four spark plugs	£13.00

Badges

100E-16185 / 9	Triangular wing motif	£20.50
E6AJ-1	Perfect boot script	£16.00
100E-16606	Perfect bonnet	£16.00
E5AJ-1	Anglia boot script.....	£16.25
100E-16606	Anglia bonnet	£16.25
100E-16606-G	Popular bonnet	£16.25
100E-16850	Bonnet 'V' motif	£35.50
100E-7042514	Popular boot script	£16.00
	Deluxe boot script	£16.00

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50

100E-7042084-B	Rear screen rubber-deluxe only	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle	£8.95
100E-7322630-B	Base, Interior Door & Winder Handle Escutcheon, set of 2	£13.00

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£12.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
107E-5246-B	Pipe (Silencer inlet) assy stainless steel.....	£95.00**
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
105E-7580-B	Clutch release bearing.....	£27.00**
107E-8260	Top radiator hose, 107E only	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£15.40
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only.....	£7.00
107E-9959B	Float chamber gasket.....	£2.45
EOTA-1135	Drive end starter bush.....	£4.25
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only)	£14.50
105E-12300-A	Condenser (round type distributor only)	£9.90
105E-10043	Brush set.....	£4.75
105E-11057	Brush set starter motor.....	£4.75

Tools

Rear Hub Puller (upright and 100E)	£55.00**
Engine Lifting Eye (screws into no 3 plug hole).....	£22.50**
8 & 10HP Valve Guide Removal Tool	£20.00**
8 & 10HP Dummy valve guide	£18.50**

Classified Advertisement Form – photocopy if preferred

Please indicate heading:

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

Please either email your adverts to pop.shopper@fsoc.co.uk, use the advert page on the website at www.fsoc.co.uk, or post this form to: Ford Sidevalve Owners Club, PO Box 235, Warrington, Cheshire WA3 9DS.

Classified advertisements appear at the editor's discretion, **and are subject to space and submission to the editor by the tenth of the month preceding publication.** Submission does not guarantee inclusion.

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.

This is a **free service** for non-trade members and non-members. 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*.

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

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

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

Sidevalve is published every two months on the fifteenth of the month. For possible inclusion in the magazine, adverts **must** be submitted to the editor prior to the tenth of the month preceding publication. Classified adverts appear at the editor's discretion. This is a free service.

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

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Vehicles for Sale

1951 E493A, 28k Miles, 6v, dynamo, good interior & runner. Sold by Stormont Ford, Tunbridge Wells 1951 then was off road for 38yrs. Restored by second owner 2014 then I purchased 2016. £4,000. Contact Ian Morphet, stratfordian@hotmail.com. Tel: 07485194338. Worcester.

Ford Popular 100E 1961. Original reg TPM 618 (non-transferable). Part-finished restoration project virtually intact but rusty, OK interior, V5C, some history, reluctant sale £1,500 ono. Contact Michael Whiteley, iwhiteley@aol.com. Tel: 07708332959. Bournemouth.

1953 E83W Van. Restored c.2000, current owner 17 years, little used. 12V conversion, alternator and SU carb, original parts included. Selling on behalf of non-member, Huddersfield area.

£8400 ono. Contact Nigel Hilling, nhilling@tiscali.co.uk. Tel: 01484 843115. West Yorkshire.

1953 Ford Prefect E493A, YMF 461. Stored since 1995 as a project. Only a shell and chassis. All panels and glass intact. Chassis slightly altered. Solid panels, lights, dashboard, chrome, etc. including original back seat. Moveable but front axle currently not in place so trailer required to take away. Contact Paula Jacks, paulajacks27@hotmail.com. Tel: 0115 925 2770. Nottingham.

1955 Ford Popular 103E, 'Percy'. Winchester Blue with original reg SHR 506. Rebuilt in 1981 and as original but including twin wiper blades and sun visors. Displayed at the Bank Top Garage, Gnosall, Stafford. Contact Andy on 01785 822217.

1953 Ford Prefect. Solid chassis, body good, minor age-related blemishes, engine starts first turn and runs smooth. 12V – earth, new alternator, electric fan and fuel pump, new tyres. £3995. Please contact Tommi Clueley, tommi.dc@gmail.com. Tel: 07792918374. Derbyshire.

Parts for Sale

Ford Prefect 100E and 107E rear n/side door. Good condition. Contact David Lewis. Tel: 01597 851539. Mid Wales.

Upright Ford hubcaps, several sets. Also 4.5x17 wheels all sound condition but need painting, open to offers. Also 103E engine, complete but dismantled suitable for reconditioning (token payment if collected). Also 2 x 103E rear axles complete, but busted crown wheels, suitable for overhaul. All collect or Hermes delivery at cost. Contact Colin Smith, csmiffy@hotmail.com. Tel: 07915991732. Cornwall.

100E / 107E 4 door cards, 2 sun visors, 1 front seat (requires restitching/recovering), 2 ash tray holders. Open to offers. Bruce Allan, bruce.allen@yahoo.co.uk. Tel: 01995 601041. Lancashire.

Ford Popular 103E rear axle complete used £75; 2 radiators both used £25 each; buyer collects. Contact Dave Clarke, wendave5@hotmail.com. Tel: 01328822034. North Norfolk.

Various items for sale. Contact Tony Russell, 01306 631498 or fat_rabbit54@hotmail.com. Collection only: 6 x E93A dynamos, complete but un-tested, £40 each. 2 x E93A starter motors, £45 each. 100E inlet / exhaust manifold complete with 100E Solex carburettor, £45. Ford E93A Gallay car cabin heater inlet manifold only, complete N.O.S, £45. Ford sidevalve 8hp cylinder head for early post mounted dynamo, complete with water outlet pipe connector, £65. Good condition E93A / 103E radiator £110. Dorking, Surrey.

Ford 100E hub puller in good condition, £25 ono. Contact Martin, martinandjackie48@uwclub.net. Tel: 0116 2780643. Leicestershire. (Non-member)

Parts Wanted

6 volt horn suitable for a 1937 Model Y. Paul Nicholson, tim.tiddler@gmail.com. Tel: 01476-585259. Lincolnshire.

Electric clock, complete / working or not as fitted to the instrument panel of Prefect E93A. Mark Tolman, linda.tolman@btinternet.com. Tel: 01234 267885. Nr Bedford.

Boot lid for 1959 103E. David Berryman, davidbarryman8@btinternet.com. Tel: 07917 206966. Norfolk.

Front doors (pair) for 1949 Prefect UTE, would have been fitted with quarter lights. 47¼" in height, 29¾" in width. Stuart Curtis, stewartcurtis52@gmail.com. Tel: 07968161753. Brackley.

100E flywheel needed urgently. Contact Bart Jonkers, bart.jonkers@me.com. Tel: +31653707619. Netherlands.

100E Gearbox (pref working order) from a 1953 or early 1954 for 100E and fuel pump with a primer lever to fit a 100E. Mark Steedman 07909 957902 or mark.steedmn3@ntlworld.com. Kent.

100E engine must be complete. Lee Blaylock, world13000@yahoo.co.uk. Tel: 07936182924. Manchester. (Non-member)



Club Officials

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

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

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

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

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

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

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

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

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

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

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

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Regional Contacts and Regional Groups

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

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

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

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

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

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

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

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

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

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

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

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

Glos, Hereford and Worcester: Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: sbedford45@btinternet.com. *Meet 3rd Thursday of the month, location TB.A. Please call for information.*

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

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

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

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

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

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

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

North Yorkshire and Teesside: Martin Hatfield, 25 Hailstone Drive, Northallerton, North

Yorkshire, DL6 1SP. Tel: 01609 771984. *Please contact.*

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

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

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

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

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

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

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

International Contacts

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

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

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Ron Taylor

E83W Register

Hello folks: a Happy New Year to all of you and our E83Ws especially. The Register is not quite asleep for the winter but hibernation has definitely started.

As some of you will be aware, 2019 marks the fiftieth anniversary year of the FSOC and we are hoping to hold a number of celebratory events during the year. These will be announced in due course but please come to these events when you can, and support the club and promote our causes.

New members

The Register has a few additions to note. Hello to members William Bennett of Newton Abbott in Devon, with his 1954 pickup TMB 685, and Mr Joseph M. Portelli of Gozo, Malta with his 1956 pickup which has been re-registered ZEP 056.

Now available

MWU 406 (Photos 1 and 2) is a 1953 standard van, chassis number C713900, owned by John Bone of Huddersfield in the Yorkshire area group, who has had it since 2001. It is on 12 volts and has had a full restoration to an exceedingly high standard. MWU came on to the register in 1979 and in 1999 was in the ownership of a Mr Terence Sanderson



Photo 1. Nigel Hilling.



Photo 2. T. Sanderson.

of Harrogate, who originally carried out the restoration and included it in the magazine in 2001. It is actually currently for sale. If any of you are interested, drop an email to Nigel Hilling.

Seen up for auction in Scotland on February 23rd next is this steel-backed pickup (Photo 3) which has been imported from abroad. As it does not carry a UK mark, it would need to be registered with DVLA, but it does have the chassis number C669746, which dates the vehicle at 1952, and it appears to be 6 volt. These have always been relatively rare vehicles and not many numbers are on the register, but the numbers being found do seem to be increasing.

Spotted at Charlie's Garden Centre at Welshpool over Christmas was this 1955 wood-back pickup DEP 883 (Photos 4, 5). DEP is a Montgomery County mark which was issued in 1954 but is not on our register. The pickup looks very appropriate in the setting, don't you think? It's surprising where these E83Ws turn up.



Photo 3. Morris Leslie Auctions.

Looking ahead

When you read this in the magazine it will be right in the middle of winter, but the days will be getting longer in spite of this and we will perhaps be turning our thoughts to the new season ahead and what we might be doing.

Until next time, cheerio for now.



Photo 4. Tim Bubb.



Photo 5. Tim Bubb.

Liam Cotton

100E Register

Welcome to the first 100E register page for 2019. I am sure that on every page of this magazine you will have been reminded that this is our club's fiftieth anniversary year. This is of course something to celebrate; who would have thought back in 1969 that what was then a cheap, secondhand (some would say obsolete) Ford passenger car would have a cult following in 50 years' time! The important fact that 100E/ 107E owners should be aware of is that the FSOC was originally The 100E Owners Club; a club to cater for the needs of 100E and 107E cars in original and modified form. This year, more than ever before, we need to be at the forefront of the celebrations with our 100E models: to represent the FSOC and show where our club's origins lie. If you have a 100E / 107E that needs some restoration work to get back on the road, now is the time to begin; I am terrible for putting things off, but time is passing by and if your car is not on the road this year, when will it be? Next year, or the year after, or maybe to celebrate the sixtieth anniversary? Let's get those hammers tapping and engines turning so that we can get on the road and enjoy ourselves – it's later than you think!

Well, the last paragraph got away from me: I was intending to start with 'what happened to the 1970s' and head towards some information about the 100E register. Talking of which, the register forms (available from me) hold a wealth of information and it is great to receive a form fully completed with photographs. Last year I was very pleased to receive one from Graham Allan Marsh. Graham is a fantastic chap. He is often seen at club AGMs and shows with his immaculate black Anglia deluxe PSJ 662. The Anglia was purchased at a club show in Tamworth, taxed with a new MOT, but the car had serious mechanical issues. Graham began a complete restoration which included: an engine rebuild, a complete body strip down with major welding and new panels fitted / welded, fuel tank repaired, instruments repaired, respray, gearbox rebuild, all hydraulic cylinders replaced, and new brake pipes. If you are lucky enough to see Graham's Anglia, I am sure that you will agree that he has made a first-class job of all the work he has done.

Thank you very much to Tony Allen, who has written about his 100E Popular as follows:



PSJ 662

1961 Ford Popular Deluxe

Tony Allen: My wife Gill and I found a 100E – YDM 546 – on eBay. It was located in Weston-super-Mare, near where we lived. On phoning, we found it was less than a mile away, so we went to see it, and bought it. This was at the end of September 2018. Thinking about things and knowing there was some work to be done on it, I should have thought twice as I am 82!

The car came with: new tyres, new rubber brake hoses all round, front and rear wheel cylinders, and a battery. It has done only 45,000 miles and has been standing for 40 years. It has no rust but has been poorly resprayed in the original colour, which is Lichen Green. As we did not have a garage for it, we had to build one quickly. It now has a wooden garage, a wooden floor and LED lighting; nice and warm. The car did come with a good cover.

I decided to start the engine, checking the points first, but I was unable to turn the distributor. I took it out and found that it was seized solid. It was so new and tight that it took a long time to clean and free off. I checked the timing and took out No. 1 plug to find no compression; No. 1 exhaust valve had stuck open. Next job: take off the head, inlet and exhaust manifolds, and valve chest. The valve

collets had dropped out. The pistons and head were very clean, so I think it had been de-coked at some time and the collets had slipped out. So, I decided to take out the engine and gearbox for a good check over. Engine out and a good clean with gunk, which it badly needed. Also gunked the engine bay. The engine, now in the workshop, was stripped as the sump was dirty with sludge. I wanted to check it was not as bad internally but now it is going back together. The clutch is in good nick and the gearbox looks good inside. A new sump gasket set was found under some rubbish in the boot.

I decided to order some new parts: lower water inlet, head set, top and bottom hoses, heater hoses, master and clutch cylinder rubbers, new brake pipes, second hand inlet manifold and two new oil filters. I also ordered: fan belt, gearbox gaiter and magnetic sump plug. The upholstery is not bad, cream in colour; it just needs a good clean. It needs new rubber floor carpets, but mechanical jobs come first.

As the weather has turned a bit cold, I am bringing some bits into the house for a clean and check over. The car is up on four stands ready for new brake pipes when it is a bit warmer. We are having a break over Christmas and I will let you know how we get on with the restoration in the new year.



YDM 546

Liam Cotton

107E Register

I was delighted to receive the following article from Laurie Menear. I first met Laurie in 1991 at the FSOC national day. My photographs of the 107Es there can be viewed on the club website. He won best 107E on the day against serious competition (not from me, I hasten to add).

Two owners from new

Laurie Menear: 2019 marks the diamond jubilee of the 107E. Mine's one of the earliest, built in October 1959, and what better way to celebrate her sixtieth than to send Liam something for the mag!

I'm the second owner of 735 MPE (known as Emily, because that makes it a personalised plate – Menear's Prefect Emily), having bought her in 1990. The car was originally purchased by Arthur Attree from Lamberts of Kingston, and the bill of sale notes that the dealer fitted wing mirrors, a Nearlite, and a good thick lashing of underseal – all of which are still there.

In common with other early 107Es, Emily isn't fitted with doglegs, and she's finished in Smoke Grey all over. Apart from some tide marks at the bottoms of the wings, all her upholstery, carpets and paintwork remain original, although the paint is so thin in places now that I have to polish her very carefully.

The car lived in the Twickenham area for all the time Mr Attree had her, and from the beginning she was used for long-haul family holidays. I have pictures of her in the Lake District in 1960 and Scotland in 1961. During the first few years I had her she went round northern France, Cornwall, South Wales, and



Emily with the Henry Ford statue by the Thames during the 1992 FSOC Dagenham Pilgrimage.

the Lake District – where I tracked down the exact spot on Honister Pass where she'd been photographed in 1960.

The only modification that had been made when I got Emily was the addition of an electric fuel pump. When I found a 107E pump at an autojumble, I reverted this to standard. The only mods I've ever made have been to fit sealed beams (as the old headlight silvering was corroded) and to add a Kenlowe auxiliary fan for coping with traffic on extra-warm days.

Why did I buy a 107E in the first place? Well, I fancied having an old car to muck about with, and old Fords were cheaper than anything else. I also had a rudimentary Ford mechanical knowledge, having had to keep a variety of Cortinas and Mk 1 Escorts on the road with a very limited budget after I learnt to drive.

Emily's boot lid badge was missing when I got her, but I saw an ad for a 107E that was being broken and its owner confirmed that

badge was still on the car. I drove from Reading to Southend to get it, and the chap said that as I was there I could have anything I liked off the car for £20! I drove home with practically everything except the bodyshell, and fitted the used engine to Emily in about 1994 so I could rebuild her original one. I've still not got round to doing that!

In 1990 I knew nothing about the classic car scene, events or car clubs. One Sunday, soon after I'd got the car, I saw a sign pointing to a show in Bracknell. Jean and Mick Crouch were running an FSOC stand there, and I bought a Prefect keyring from them. From there I was gradually absorbed into the club. I ended up on the committee in the role of publicity officer and, later, *Sidevalve News* editor.

I became more and more captivated with small Fords. Over the years, Emily's had several stablemates, including a 100E Pop and an E493A. Today she shares a garage with my E04A – a car she's known since 1990. We decide which car to take out based on how fast we need to go on that particular day!

Apart from keeping her running, I've never had to do any proper restoration work on Emily. She's picked up a few awards over the years, and has been more reliable than several 'modern' cars I've had.

Genevieve, the famous 1904 Darracq, was only 49 when she starred in the eponymous film. Emily the Prefect is about to turn 60 and in a couple of years' time I'll have owned her for as long as Mr Attree, which puts things into perspective, doesn't it? I'm planning to have many more years on the road with her yet.

Emily at Honister Pass in 1960 with Mr Attree and his son Colin, and 1992 with Laurie and his daughters Beth and Claire.



Andy Main

Anglia, Prefect & Pop Register

Registrar's comment

The fiftieth anniversary of the Ford 100E Owners / Ford Sidevalve Owners Club is a remarkable achievement and I am sure we will celebrate it in various ways. Looking back through old copies of the magazines, many members are featured in their youth and their children often as babies. Those young members will have changed hair colour since then, providing they still have any, and their children will have families of their own now. Hopefully the sidevalves are being passed on to a future generation to become new members and run the club? We must not forget the members that are sadly no longer with us to commemorate our golden anniversary.

It is the diamond anniversary of the ending of the production of the 103E Popular and the launch of the new 105E range. The anniversary is also shared with the late British Motor Corporation's Austin / Morris Mini. I just wonder how much of the motoring press coverage we will get, compared with the Mini?

New members

An increase of eleven. An E03C 5 cwt van from 1946 owned by Soren Knutsson in Sweden. Five E493A Prefect owners: Malcolm MacLean in West Dunbartonshire from 1948; Bev Lang in Australia; Paul Humphrey in Cambridgeshire; a member that does not want their details published from 1949; and Douglas Ruscoe in South Africa from 1950. An A54A Anglia Convertible from 1952 owned by Gordon Cowley in Australia. Four 103E Popular owners: John West in Hertfordshire and Martin Rosslan in Germany from 1957; Howard and Andrew Kauffman in Essex from 1956 and 1959, respectively.

Of the eleven, only three were black and it is very encouraging that the total included four from overseas.

I am pleased to announce that the register now has 1,700 vehicles on it.

Changing to a new owner is Ian Ross in Suffolk with a 1954 103E Popular.

Memories fade

A weekend break around the AGM: we discovered that the bed and breakfast owners were pre-war Austin enthusiasts, and they keenly showed their regularly used car to us. During our stay it was used to transport some friends' children to an evening event.

The other couple staying were to partake in his 70th birthday present from the family: a classic car experience. The cars available ranged from a Morris Minor to sports cars, and he had chosen a 1972 registration Alfa Romeo. No Ford sidevalves were on offer. They spoke of the various cars they had owned over the years, which included a number of sporty models, with great passion and enthusiasm.

Enquiring how the day went, we were told the experience was not as they expected, as they had forgotten what it was like to be in and drive an older car that felt cramped and with uncomfortable seats. No power steering and a poorer turning circle, as he found out after missing a turning, and trying to undertake a 360 degree turn on a mini roundabout soon bought traffic to a standstill whilst he was shunting back and forth. Getting up speed was not as quick as he had thought, and to brake took longer than expected. On this extremely hot day, they found on returning to the red Alfa Romeo after a sightseeing stop that the seats were red hot and they could not sit on them

until they found a blanket in the boot.

With technology evolving rapidly, it is so easy to forget what motoring in older vehicles was like unless it is experienced more regularly.

Atwell-Wilson Motor Museum

As previously reported, last year's AGM was held at the museum in Calne, Wiltshire on an extremely hot day, with a fine line-up of sidevalves of various models, a number of them having driven long distances.

The collection was started by the late Richard and Hasell Atwell, who later established a wedding car fleet. The museum consists of three buildings – the first opening in 1981, the main hall in 1989 and the third in 2003 – and now houses over 100 cars and motorcycles, and a Dennis fire engine. It is now run as a charity by voluntary directors, staff and 'The Friends'.

Many motor museums do not feature Ford sidevalves so it was good to see three on display: a 1936 Model Y, a 1953 E494A Anglia and a 1954 103E Popular, all grouped together under a large Ford sign in the main hall.

David Edwards, an ex-club member, was on voluntary staff duty and the owner of the E494A Anglia. (Photo 1.)

The Anglia was first licensed locally in Wiltshire in 1953, the registration series commencing in December 1952. It was bought

Photo 1. JMR 289, E494A Anglia, Atwell-Wilson Motor Museum.





Photo 2. 709 AMT, 103E Popular, Atwell-Wilson Motor Museum.

by David's father in 1970 for £22 10 shillings. David took it over during the late 1970s, and in 1980 the engine was reconditioned. In 1988 the Anglia entered the museum and has been on display since.

The 1954 103E Popular was first licensed in Middlesex, the AMT reverse registration series commencing in December 1953. (Photo 2.) It was bought for the museum from a Mr Charlie Mollart, but no other details were displayed.

There Is Only One

Between the Ford Motor Company plants, 155,350 103E Populares were built, but only one of these has the model designation as its registration – 103 E.

The Popular was originally registered in Dorset in May 1956 as JPR 20, with the registration series commencing the previous month. The registration was lost after being off the road and the then owner was given the new registration 788 JGY in July 1980.

Howard Kauffman purchased it in June 1989 and had the registration changed to one that was more personalised, but when Howard saw that the DVLA were auctioning 103 E, it became his. The only tuning modifications are an uprated camshaft. Do we have any owners with 100 E, 107 E or 300 E registrations on appropriate models?

Son William has more tuning modifications with his 103E, licensed by Croydon Borough Council in June 1959 and purchased in February 2016. It is fitted with a Daimler V8 2.5 litre engine from the mid 60s, with a 3-speed auto box, and retains the four seats. William bought it half built

and finished it with the help of Dave Haskell, a well-known hot rod builder. (Photo 3.)

The Ace Cafe was established in 1938 on London's then brand new North Circular Road. It was a simple roadside cafe catering to travellers, particularly lorry drivers. With its proximity to Britain's arterial road network, and being open 24 hours, the Ace Cafe soon

attracted motorcyclists too. It was badly damaged during World War II and rebuilt in 1949. With the reduction in the motorcycle industries, increase in car ownership and changing road networks, it closed in 1969, and was then used for other businesses.

To mark the 25th anniversary of the cafe's closure in 1994, a reunion was held on the site. In 1997, part of the original site was reopened and it now hosts an array of monthly cars and bike meets.

Register 25 Years Ago – Sidevalve News, January 1994

Following two budgets in 1993, with increases in motoring costs, there were as proposals for motoring tolling using a toll meter at a fee of £50, as reported in the press.

It was home alone for Alan Jonkers in New Zealand, as the E4930A/B Anglia was left behind whilst working in Scotland. A friend of Alan had the front of a 1952 Australian Prefect Utility Coupe fitted on to his 1948 model. A second Ute was featured, owned by another Alan from Dorset.

From the USA, spotted by Cecil Gunter, was a three-in-one customised 'thing'. It was made from an Anglia, Prefect and Thames 5 cwt van! The front doors were shortened by 3 inches and the back doors by 2⁵/₈ inches.



Photo 3. 2 x 103E Populares, Ace Café.

Ian Woodrow

Specials & Sports Cars Register

At this time of year I expect few people will be venturing out in their open top specials or sports cars; it's therefore an ideal opportunity to catch up with any maintenance and repair work. One such job I noticed when checking my Falcon Caribbean was that the bushes between the steering box and linkage bar, and the linkage bar to damper, look in poor condition (Photo 1). The Ballamy IFS on my Falcon uses two-piece track rods which are connected together in the centre by a special linkage bar. The linkage bar has its right-hand end connected by a metalastic bush to the steering box arm and the left-hand end is

connected by a metalastic bush to a special hydraulic damper bolted to the inside of the chassis. I think Les Ballamy may have used metalastic-type bushes rather than ball joints to stop the centre linkage bar from twisting. I found that the bushes are the same ones as used on a Standard 10 (Photo 2). Anyone who has tried changing metalastic axle shackle bushes will know that they are not normally easy to remove. Having cut part-way through the outer bush tube,

and with some huffing and puffing, I finally managed to remove them. The new ones were pressed in with some Loctite for added security. (Photo 3).

Super Two

Last August, Andrew Shepherd bought a Super Accessories Super Two. Despite the cold weather and Andrew working in an open-air workshop, he is making excellent progress and has made YouTube videos recording the restoration progress (four videos at the time of writing). His Super Two has a Bowden chassis with Bowden IFS (Photo 4). I am particularly interested in how Andrew's Super Two will handle as my Super Two has a solid front axle



Photo 1



Photo 2



Photo 3



Photo 4



with a panhard rod; however, I have sufficient components to assemble a Bowden IFS but I have often wondered if the Bowden design provides sufficient lateral control to keep the stub axles in line, especially when braking. The Bowden IFS uses the upper and lower springs a bit like twin wishbones.

Forth Motor Company FMC Ford Special

Karl Henderson would like to find any information about a Ford Special his father (Tom Henderson) owned, probably in about 1957. It had a tuned Ford 10 1172cc engine and a tubular steel replacement chassis (not a Ford 10 chassis), and the registration document described the manufacturer as the 'Forth Motor Company'. When Tom bought the Special it had a handmade aluminium envelope, which he replaced with a fibreglass body that may have been made by a company near Berwick (Photos 5 and 6). The registration number SS 8691 is now registered as a Morgan. I found that a Jim McCaig was a maker of the very successful F.M.C. Specials and owned the Forth Motor Company garage in Cockenzie, East Lothian. Have you heard of the FMC chassis, or do you recognise the body?

Photo 5



Microplas Mistral Reborn

A company in Dorchester is now offering new Mistral body panels, about sixty years after their first manufacture. They can be supplied as four separate body sections £795 (Photo 7), or the sections can be bonded together to make a one-piece body for an additional £100.

Gear Ratios

In the last magazine, I slipped up with the gear ratio chart by making the 'Teeth on Gears Selected' column too narrow, with the loss of some details. I have now corrected this and added the Buckler close-ratio gears A, B and C to the chart. If you would like a copy of the chart, please let me know.

Photo 6



Siva 50th Anniversary

Not only is 2019 the FSOC fiftieth anniversary but also the Siva's fiftieth anniversary. Robert Preston hopes to arrange a get-together for all of you who have a Siva (or have had one). Please email Robert on sivawho@gmail.com and hopefully a massive gathering of these unique cars can be arranged.

Photo 7

Andy Main

Specialist Applications Register

Oak Tree Appliances Ltd (OTA)

After the end of World War II there was the continued need for home grown food at affordable prices, with many smaller horticultural and market gardeners requiring a smaller, more manoeuvrable and cheaper to buy tractor than the bigger models available.

Oak Tree Appliances Ltd, based in Fillongley, near Coventry, was founded in 1946 by three people, two being engineers that had worked for Harry Ferguson and had seen the need for the smaller tractor. The prototype they assembled used an Austin Seven engine, gearbox and back axle.

The three-wheel OTA Mk I had a chassis of two steel channels and a cast aluminium front. The later Mk II and III were fitted with steel metal fronts. (Photo 1.)

The production tractors were fitted with the Ford 10hp industrial version engine and also used their gearbox, fuel tank and radiator. In

late March 1948 the first tractor came out of the assembly shop. The serial numbers for the Mk I commence with 1000, with the first twelve for evaluation. It was produced in a two tone colour system of yellow and red bonnet top, seat, petrol tank, wings and wheels, with transfers on the engine side panels, as displayed by number 1004 – the fourth produced. I photographed it at the Bedfordshire Steam & County Fayre at Old Walden in September. Regrettably, the owners – who live in Lincolnshire – were not around for me to find out further information.

The B W Handy Governor made under licence by Benjamin Whittaker Ltd gave a maximum power of 17bhp at 2000rpm. (Photo 2.)

A two-speed reduction gearbox designed by OTA was attached to the normal Ford gearbox and now gave the advantage of six forward gears in a speed range between $\frac{3}{4}$ mph to 15 mph. A more robust back axle was

manufactured locally in Coventry. (Photo 3.)

The three-wheel OTA tractor was popular not only for the home market but in overseas countries as well. Formed in 1946, Huxley's Agricultural Machinery Suppliers Ltd in Staines, Middlesex was one of the first agents. In 2007, Mr Huxley bought a Mk II produced around 1950, in pretty good condition but requiring some restoration.



Photo 2



Photo 3

Photo 1

Jim Norman

Tales of BLC

With the exception of about ten years ending in 1988, I have since 1974 to today used a 107E as daily transport – or four of them, to be truthful. All had one thing in common, and that is utter reliability, but over the last six to eight months, this has been called into question with regard to BLC. The car has either refused to start or, sometimes, to proceed any further along the road. In all cases the cause was easily and quickly diagnosed, and a replacement part fitted; although previously unused, I have always kept a supply of such parts in the boot for just such an emergency. The score to date has been rotor (twice); distributor cap (twice); and coil (once). In the case of the first two, they were old units which had simply reached the ends of their useful lives in the first occurrences, but the second times involved brand new items only a few months after purchase. Unfortunately, there is a lot of poor quality material out there and there is no real way of distinguishing it from the good; even boxes with 'Lucas' on them are easily printed these days.

The last occurrence happened on 8th November, two days before I was going to the NEC Classic Car Show. This time was different: the engine would start instantly and run very well, up to about 2,500–3,000 rpm, after which a violent misfire prevented any further increase. First thoughts were that the main jet in the second choke of the Nikki carburettor was blocked, so the carb was thoroughly cleaned and reassembled, but no change in performance was affected. This then suggested an ignition fault, checked by attaching a strobe light. At low rpm, this emitted strong flashes, but these became intermittent and disappeared as rpm rose. This can be a symptom of a defective coil, so a replacement was tried. This too failed to produce a cure, leaving me with the inevitable conclusion that the electronic ignition module was drawing its last, dying breaths. I couldn't really complain: I'd bought this when I bought the black Prefect, BOA, in 2000, so an eighteen year life span could hardly

be complained about.

I fitted a replacement distributor with contact breakers and condenser, and the engine ran normally again, but I wanted to return a.s.a.p. to an electronic system.

At the NEC, I spent some time talking to the busy but friendly stalwarts manning the club stand and, after much waiting in line, managed to speak to John Porter, who is always in demand. I also had a look around the autojumble – even more difficult than talking to John – in search of an electronic system, and finally arrived at the *Accuspark* stand. I could have bought the trigger system and fitted it to an old distributor, but I was feeling affluent so purchased a reconditioned distributor with the system already fitted, complete with a new rotor arm and cap. Although the old system was happy with an original Ford coil and copper wire leads, new ones take exception to these, so a matching coil and carbon trace leads followed the distributor into the bag. This means that, with the exception of the spark plugs, the entire ignition system has been replaced, with parts from a known source with a good reputation, and with an address to return to in the event of any failure.

The distributor was dry, so I took care to add a little oil to the moving parts before fitting. This was very easy and took about half an hour. The engine was set so the timing marks aligned with No. 1 cylinder approaching Top Dead Centre, then the old distributor removed and the new one installed with the rotor in the same position. The coils were exchanged and the L.T. cables – the original feed from the ignition switch and the two from the distributor – connected, then the H.T. leads cut to length and attached. The engine started and the timing was set with the strobe lamp. Note: you cannot set the timing statically with electronic ignition, so if you decide to go down this route, you do need a strobe light.

So, now the engine runs as happily as it ever did, and hopefully the 100% reliability record will be restored.



Photo 1. All the components as bought. The only modification needed was to trim the plug leads to length.



Photos 2 and 3. The system installed. Except that two L.T. leads leave the distributor, no-one would realise that this isn't the standard contact breaker system.

Jim Norman

Front Brake Adjusters Replacement

The Girling eight inch brake system fitted to the 100Es was good and provided more than adequate retardation for the car's performance. It was also quite robust but, like anything else mechanical, could suffer wear and breakdown over time and with a lack of routine maintenance. The front brake adjusters are a case in point. These were 1/4" square, two per side, on the outside face of the backplate, and rotated a snail cam inside the backplate to make the adjustment. Over time, these could seize where they passed through the backplate and become difficult, and eventually impossible, to turn. Since they were not made of the best metal, and neither was the brake adjusting spanners, the square would round off. I have seen many of these with the marks of vice grips on them as owners attempted to adjust the brakes; John Porter has seen similar attempts with a hammer and chisel!

The real answer, of course, is to replace the

adjusters with new ones, and the kit is available from the club: *100E-2038 100E-Adjuster repair kit (front)* at £22.00. So, what do you get? Photo 1 shows the kit I have, which might not be the same make sold by the club. Photo 2 shows the components of one of the four adjusters contained within the kit of whatever make: spindle, snail cam, spring and nut.



Photo 2

The front of the car must be raised and axle stands placed to support it. The wheel and drum can be taken off together after removing the hub cap, inner hub cap, split pin and castle nut. Normally, I would advise winding back the brake adjusters, but in view of the job, this is probably not an option. Do not fully remove the castle nut but pull the wheel outwards while also rotating it. This will push the outer bearing and washer to near the end of the stub axle. If the wheel is then pushed back in, they can be gripped and removed with less risk of dropping them on to the floor. With these out of the way, the wheel and drum can again be pulled outwards and off the stub axle.

There are several jobs that can be done while the drum is off, and one is to check that there is still plenty of life left in the brake linings, and that the cylinders aren't leaking. Peel back the rubber boots to look inside; they should be dry, and any liquid shows that the cylinder needs a new seal or, preferably, replacement.

The opportunity should be taken to clean inside the backplate and drum. Use proper brake cleaner for this; DO NOT blow the dust out with an air line. Another good idea is cleaning the old grease from the wheel bearings (to get at the inner, the grease seal must be prised out and replaced. They are available from the club: *100E-1190 Hub seal 0.983"*; *105E-1190 Hub seal 1"*, £7.00 each). Once the old grease has been cleaned out (white spirit will do this, accompanied by a soft brush), the new grease is thoroughly worked into the rollers and smeared on to the tracks, still in the hub. Make certain that the grease is suitable for wheel bearings; some isn't.

After this diversion, we can get back to the job we started. Photo 3 shows the snail cam after the shoe has been removed. Clamp the brake hose first and do one shoe at a time; this eliminates the possibility of a piston working out of the cylinder and the necessity to bleed the entire system. The hold down washers and spring must first be removed as detailed in the December 2018 *Sidevalve*, then the shoe pulled off its operating cylinder and unhooked from the return spring. The snail cam must be fitted in the correct orientation, so make a sketch or, in these days of technology, take a photo to ensure you know which way around the it goes.

The original snail cams were retained by the spindle's being peened over. All adjusters on BLC have already been replaced, so have a nut to do the job (Photo 4), which can be undone in the normal way. If you have an original Ford fitting, the peening can be ground or filed off to release the assembly.

Clean the area, then place some copper-based grease on the spindle where it passes through the backplate. Then assemble: the spring goes on, followed by the snail cam, and then the nut. This is 1/4" UNF, so it must be tight but not overdone. A 1/4" square drive socket on an Allen key will prevent the adjuster turning as the 7/16" AF spanner is turned. When done, the shoe is replaced on its return spring and then replaced on the cylinders, top and bottom. The wide end fits to the rear of one cylinder, the narrow end over the piston face of the other. A small smear of copper grease on the contact faces will reduce the chances of brake squeal,



Photo 1



Photo 3



Photo 4

but use sparingly and keep well away from the friction surfaces. The other adjuster is replaced in the same way, then both adjusters wound fully back (anti-clockwise) to allow the wheel and drum to be replaced. Once on, the outer bearing and washer is fitted, followed by the castle nut. This is tightened using a $\frac{15}{16}$ " AF socket HELD IN THE HAND, and as much as you can by hand only while spinning the wheel. When you can tighten the nut no further, insert a new $\frac{1}{8}$ " split pin through the castle nut and hole in the stub axle. If no hole aligns with the castellations, wind the nut slightly anti-clockwise until one does, then insert and bend over the split pin (see Photo 5). Refit the inner and outer hub caps, and adjust the brakes. This is done by turning the adjuster clockwise until the wheel is locked solid, then backing off until it just turns freely. Repeat the job on the other side, then lower the car to the floor. At this stage, press the brake pedal; it will probably go down a long way this first time as it moves the pistons against the ends of the shoes.

And in future, each time you adjust the brakes or once per year, squirt a small drop of oil on the rear of the adjusters at the backplate, and you'll never have to do this job again.



Photo 5

John Porter

Cracked Engine Block or Head

A cracked block can present a variety of strange symptoms that can be hard to identify. Like many problems with your cooling system, a cracked block often can mask itself during normal operation of your vehicle and reveal itself only during certain conditions, making it extremely difficult to diagnose.

Having a cracked block has to do both with the normal use of the vehicle and the construction of the engine itself. When designing our sidevalve engines, they probably wanted to make sure that the engine was robust and able to withstand the stresses and strains that would be inflicted on it, both from the combustion process and from the heating and cooling cycles the engine will go through in everyday use.

Cracks typically appear in the most highly stressed areas of the casting. These include the areas between the valve seats, irrespective of whether new seats have been fitted; the top of the block between combustion chambers (especially on 10hp); and less commonly around the exhaust ports. Cracks can start and radiate from blind holes, open stud / bolt holes, or even in the area of the valve guides. Less easily seen are radial cracks in the cylinder walls or in the web area around the main bearing bores and crankshaft. One common area on all types is the offside of the block more or less level with the bottom of the cylinders or above (Photo 1). This is often started by freezing of any water combined with sediment, even in a drained engine. On the 100E the forward part of this area is covered by the dynamo, so if buying a car or engine, look carefully!

The pressures of combustion are high, but rarely high enough to affect sidevalve blocks significantly; both types are better than other makes of the day. The more prominent stress on our sidevalve engine is the heating and cooling cycles; it is a result of starting and stopping the engine. The heat comes from the combustion process and is spread to the



Photo 1

rest of the engine through the flowing coolant. As the metal gets warmer, it expands, but at different rates depending on the temperature gradients. Combine that stress back through the normal vibrations of driving, braking and accelerating, and you can get huge stresses in different parts of the engine block, resulting in 'fatigue cracking'.*

These stresses, after many miles, can lead to failures and small cracks forming. Engine blocks and cylinder heads rarely crack quickly. The big crack usually starts as small cracks that leak only a tiny amount of fluid, and only when the engine is hot and the cooling system is pressurized. Since our engine blocks and cylinder heads are cast iron, once a crack has started, it is almost impossible to stop. Due to

the way the metal molecules settle into a lattice pattern as the block was cast, cracks can easily propagate through the metal once they have started. This means that if you do have a cracked block, the leak will often get bigger quickly.

So, what are the main symptoms of a cracked block? A cracked block will almost always cause a cooling system leak and start very slowly. Sometimes it will be so slow that you will be able to notice the leak only when your sidevalve is warm, and it will just look like a small amount of coolant vapour or dampness. As you continue to drive, the heating and cooling cycles will enlarge the crack until you notice more steam, then possibly drips of coolant on the outside of the

* In engineering terms, fatigue is an alternating load applied to a component, in this case heating and cooling expansion or contraction, and / or vibration, the load itself being well within what the component could normally withstand. The alternating (one way, then reversed) nature of the loading over time causes cracks to develop – fatigue cracking, as it is called. It almost always emanates from a corner, and the smaller the radius of the corner, the more prone it is to fatigue cracking. Sharp corners are referred to as 'stress raisers'. This is because the force acts on the arc of the corner: the smaller the arc, the smaller the area, and stress is defined as force divided by area. By making the radius greater, the arc and therefore its area is larger and the stress reduces in proportion, but it still exists and a crack can start. Once it starts, it propagates rapidly as the end of the crack is a very small radiused corner. – Jim Norman

block, and eventually a leak that will lose water whether the engine is warm or cold.

The other symptom of a cracked block that can be confusing is that the crack is often in the corner of a gusset, or near a ridge in the block where the metal goes from thick to thin. On our engines this is around the perimeter of the block and of the cylinder head – the waterways. These areas are fortunately easy to see on the uprights and the 100E range. The only area that is not so easy to see is at the rear of the engine adjacent to the bulkhead. It is here that the 100E reveals a surprise – hidden out of sight is a core plug, which with the two visible ones makes three. This is the first area to look at. Prod the plugs with a sharp pointed tool as these do rust through from the water jacket. If in doubt, replace them all, even though to get at the back one you have to remove the engine. Please note that some upright engines have core plugs also (the so called Three Spires engines).

A very common symptom is that the crack will allow combustion gases into the cooling system. This will pressurise the system and force coolant out of the radiator overflow pipe. Very quickly, the amount of coolant lost will cause the engine to overheat and boil more coolant, forcing it out of the overflow. With our cars this may quickly coincide with vaporisation, bringing you to a halt before there is any other damage! One of Ford's built-in safety features ...

Something else to keep in mind is that cracks may be a symptom of another underlying problem. A head may be cracked

because the engine has overheated. That, in turn, could mean there's a problem with the cooling system that needs to be identified and corrected. This might be an internal or external coolant leak; a defective water pump (where fitted); a clogged radiator; inadequate airflow through the radiator or grille opening (specials); radiator too small for the engine (again, mainly specials); poor engine tune; and, not to be overlooked, sediment in the engine block. To complicate matters, it could also be a combination of any number of these conditions.

Finding the cause is not easy, especially with the engine in the car. One easy way is to use a detector kit (Photo 2) that will identify if there is combustion gas in the airspace at the top of the radiator. A block or combustion leak tester is for determining if combustion gas is present in a vehicle's cooling system. Combustion gas in the cooling system can indicate a head gasket leak, cracked block or a warped head. This test system is relatively simple to operate by adding detector fluid to the tester device and placing the tester onto the radiator. Air is drawn through the test liquid, which will change colour if combustion gas is present. These kits cost between £12 and £80 depending on the type of kit – at one end the kit is aimed at DIY and, at the other, the more commercial multi-user.

Now, this test may indicate that there is combustion gas in the cooling system but it will not tell you where it is located. At this stage the problem might be only a faulty head gasket, which is the least invasive operation to start with. On all models, head removal is as described in the relevant manual and a blow-by-blow account is beyond this discussion. With the coolant drained and the head upside down on the bench, what are we looking for? Obvious cracks can be seen with naked eye but the sort of micro fracture that opens with the heat of the engine is less easily seen. This is where non-destructive inspection systems come into play.

If the engine is out and dismantled then there are non-destructive inspection systems designed to provide a fairly reliable method for visual detection of cracks or flaws which would not normally be visible to the naked eye. These are ideal for the inspection of our head and block castings, which would include a surface cleaner, penetrant and developer spray in a pack (Photo 3). These are good value for money at around £12 to £15 for a pack of three aerosols. Briefly, you would spray the cleaned area to be checked with the dye, which is usually a very strong primary (commonly



Photo 3

red) colour. Leave a minute or so and then wipe off with paper towels. Then spray the developer on, and the dye that has crept into any cracks will be drawn out and show up as a red line. You then have your answer – and then a decision has to be made. Do you get the crack repaired, or look for another block or cylinder head? If the crack (or area of porosity – even harder to spot) is in the cylinder bore – which is becoming common, especially when bored out to the limit (+60 for example) – then a new liner can fitted for a reasonable figure. In practice, if the crack is anywhere else then it is usually more economical to find another block. The labour cost in either stitching (with interlocking tapped studs) or welding will be out of proportion to the value of the block. In respect of cracks in the head, definitely look for a sound example from under the bench or the club stores.

You will notice that I have not mentioned pressure testing of your block or cylinder head. This is because, in my recent experience, it can get very expensive and is not particularly effective. This appears to be in large part due to inadequate equipment and methods in the machine shops. The block or head casting needs to be heated to something like working temperature and hot water (or air) at more than 40psi to be sure of an accurate test. Doing the test cold is practically ineffective as any crack may well have not opened up. I have had a 10hp block and head and a Ferguson 2 litre wet liner block pressure tested over the last couple of years. In the case of the Ford block, no crack was found despite the fact that one cylinder had a fracture visible halfway down the bore – the obvious solution here being a new liner. With the Ferguson, there was no crack found, but when the engine was built up with another head, water leaked into the sump, so in the end K-seal was added and it has not lost a drop since.



Photo 2

Graham Coe

My First Car

My first car was a 1961 Ford Prefect 107E, which was in production for only a short while. These models had the 'new' Anglia 105E 997cc engine and a four-speed gearbox. They often had two-tone paintwork but mine was blue with a black vinyl roof. I found out many years later that the car had been tipped over in an accident and the roof repaired. I remember driving it after passing my test, and how strange it felt not having someone sitting beside me. I drove it to a petrol station, forgetting it had a petrol locking cap, and that I had left the key at home.

I did not have a garage but left it on a nearby piece of land. I bought a plastic car

cover to protect it from frost and rain, and also a plastic panel for the rear screen to prevent condensation – it was not a success. This was in the days before heated rear windows were common.

My young sister and I spent hours polishing the car. The previous owner had kept it immaculate and we tried to do the same. I do not remember having much trouble with the car except for a burst heater hose, which filled it with steam.

The car stayed in the family as a cousin had it next. I bought a 1964 Morris Oxford Series VI, with leather upholstery and an electric clock, but that is another story.



Thanks to Graham Coe and Archant Publishing

Yvon Precieux

In the Beginning

Up to the late sixties, driving a car was more of a social activity. For cheap motoring and having fun, older Fords were still the cars to drive for the then younger generation, of which I was one. With just a rudimentary knowledge of mechanics, and with outside pursuits available such as competitions and rallying that were still in the realms of the amateur, with entry sampled with relative ease and on a low budget, one could tune or turn one's car into something of one's own choice with the amount of accessories still around. Magazines such as *Hot Car* and *Car Mechanics* were the journals to be read. In the late 1960s and even up to the middle of the 1970s, these journals still took questions about running these older cars, with adverts still plentiful for go-faster tweaks and goodies. It was in this era, some 50 years back, that our club came to be born. It was this very mixture of social, preservation, competitive and group activity that really did bring about the enthusiasm for a Ford club and encourage other owners of the earlier upright 8 and 10hp vehicles, V8 Pilots and Ford-based specials to join.

The idea for a club, initially for the 100E and the 107E, was first thought up by Roger Palmer in one of the most unlikely places – the middle of an Irish peat bog. It was summer 1969 and Roger, on holiday in Ireland, found himself and the car somewhat stuck in a quagmire. Extricating himself out of the situation with some relative ease made him think about the qualities of the car he was driving, a 100E saloon. It struck him that the car really did have some rather pleasing points, and that a club for such a vehicle was not a bad idea. On returning to his Twickenham home, he wrote to all the motoring magazines asking for 100E owners to get in touch. A staggering 400 letters from all over the country, including several from overseas, was the response, and formation of a club was now not only viable but necessary.

Setup of the club and officials August / September 1971

Chairman and General Secretary – Roger Palmer, assisted by a Vice Chairman, Treasurer,

Membership Secretary, three Committee Members and Magazine Editor. In addition there were five Regional Organisers and two Competition Secretaries. Bill Cooper was Honorary President with two Honorary Vice-Presidents. If any reader can fill in the names of these officials, we would be very grateful.



Early committee at a 100E Owners Club Sidevalve Day, Twickenham one hot summer day in 1976. Tony Martin, Roger and Judy Palmer, and Mike Weller experiencing the 'wire game'.