

# Sidevalve

Journal of the Ford Sidevalve Owners' Club



## Features this issue

A Popular Saga: 45 Years and Counting

Sill Replacement, Part 5

Letters: A New Sporting Trial

Spares & Regalia Focus



[www.fsoc.co.uk](http://www.fsoc.co.uk)



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Cover photo from the archives.  
Leamington, March 1963.

John Porter

## Editorial

As we move into our 51<sup>st</sup> year of the FSOC, keeping abreast of trends and technology is a constant task. It is important to evaluate any technological developments before jumping in – often it is better to let someone else be the early adopter. One of the big issues is the adoption of various pollution controls in the major cities – all likely to be different! There are no guarantees that our cars will be exempt either.

Moving with the times in regard to membership applications and payments, many of 2020 members' renewals are online. This system really benefits our overseas members (thanks to our technical support on the other side of the globe, Stuart Battersby). New membership is now largely online, as a result of an internet search as well as FSOC club stands at various events around the country.

We are still looking for a Club Secretary – this is now getting quite serious. Sally is picking this up as she is the only one that can spell!

Recently we have seen a gradual expansion of the FSOC online shop thanks to Sally and Mark. We are offering regalia clothing and manuals at the moment so it is worth a look - [www.fsoc.co.uk/shop-3](http://www.fsoc.co.uk/shop-3). Mark will also have a good range of FSOC clothing and assorted regalia and manuals at the March NEC Restoration Show in 2020.

Mark is looking at the benefits of taking some advertising in the club magazine to expand space for additional content. At the moment we just have Footman James and Peter James insurance. With the addition of advertising from Peter James we are expanding the number of pages in this and subsequent issues. We are not intending to have too many pages devoted to advertisements. Complimentary advertised services might be: upholstery, garage services, tyres.

Now is the time to submit your restoration and driving stories to the editor – details in the magazine. This applies especially to those that contribute to the Facebook pages as you have already written the text and taken the photographs.

You may remember that the FSOC is working towards having complete rod and crank sets on the shelf on exchange – both for uprights and 100Es. These sets will be ready to fit with new small ends as well as re-white-metalled big-ends and reground crankshafts. To that end some sets have been prepared by

a machine shop in the Midlands. On inspection, quality was not to our standards, so at Neil Patten's request they are being reprocessed and we are confident of a more favourable outcome in the next few months.



The club is planning a second-hand stock clearance next spring at the Stores Open Day – date to be confirmed. These will mainly be the large numbers of complete axles (especially upright) and some body panels, such as E493A Prefect doors and bonnets.

You never know where our cars or parts of them will turn up. Pat and I went to an automobile museum in Malaga, Spain ([www.museoautomovilmalaga.com/en/](http://www.museoautomovilmalaga.com/en/)) and among the exhibits were a few sidevalve parts.



Ford Prefect Bakelite dash painted silver and displayed with a variety of period instruments.

To finish, may I wish you all a festive Christmas and Happy New Year.

Model Y wheel in a huge display of painted wire wheels.



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# Spares & Regalia Focus

## Spares

### *103E Re-cored radiator*

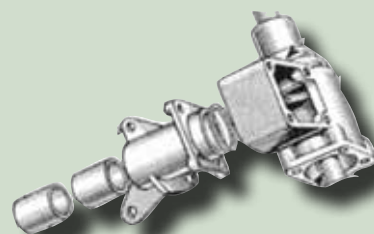
Reconditioned available £235.00 each.



### *E83W steering box to chassis bracket—the one that breaks!*

Part number E83W-3534.

Neil Patten is gauging interest for this part to be manufactured. This will depend on interest from E83W owners, as it is a complex piece to manufacture and the FSOC needs to be sure that there is a market. Please contact Neil Patten: details on page 17.



### *Flashing trafficator lamps 6V*

Upgrade your trafficators to flashicators with these electronic units. Fit directly in the same place as the bulb. Price £29.50 inc. p&p (for qty 2).



## Regalia

### *2020 calendar*

Limited number of approx. 40 left. Price is £7.50 inc. p&p. International price is £8.50 inc. p&p.





Jennie and Robin Thake

## Three Counties

What turned out to be our last event of the season was the trip to the 1940s weekend at the North Norfolk Railway. The 100-mile journey takes us through Essex, Suffolk and Norfolk countryside, avoiding too many major roads, and on the way we passed through Lakenheath, home of the American airbase, where three fighter jets were flying around so we enjoyed a free air display. The weekend was up to the normal high standard with Holt and Sheringham turned into 1940s towns; the weather was sunny and warm so that was an added bonus.

The last show was supposed to be at Ramsey Plough Day when we would meet up with Brian Cranswick and his group, but as the weather forecast was not good with rain and wind we decided to cancel and this proved to be a wise decision.

The show season this year was enjoyable with nice warm weather and, on a personal note, trouble-free. This was mainly due to a fair amount of maintenance work early in the year which included an engine change, renewed gearbox bearings, rear axle change and spring hanger bushes. It was pleasing to say that although we had some very hot journeys I had no problem with vaporisation, as I have gone back to normal unleaded petrol with occasional additive added.

On the first Sunday in November I took my seat in a 1903 Darracq for the annual London to Brighton Veteran car run. We completed the run this year in record time at about 12 miles an hour on a beautiful sunny morning – it was a thoroughly enjoyable day.

The Anglia is now under cover awaiting the annual maintenance that I expect all members around the country are planning, and it is time to say Seasons Greetings to all our group and club members nationwide, and happy sidevalving in 2020.



Photos from the 2007 AGM held in Peterborough.

Brian Cranswick

## Events

The 2019 season rapidly draws to a close and I start to look forward to next year's club events. It's good to have received some notices for 2020 already. I would like to wish all the members a very Happy Christmas and New Year.

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

These listings are only just a few of the events. For a more comprehensive, up-to-date list you should refer to the events page on the

club website, or just get in touch with your local area group.

**8th & 9th February, The Great Western Footman James Classic Car Show, Bath & West Showground.** Ivor Bryant is organising a club stand. Cars are needed for this stand: please contact Ivor (Bristol Regional Contact).

**26th April, Annual Drive It Day.** Details of future club events to be advised.

**20th June, FSOC AGM, to be held at the Old Nene Golf & Country Club, Muchwood Lane Ramsey, Peterborough, PE26 2XQ.** Further details to be advised. Contact Brian Cranswick for suggestions for overnight accommodation in the area.





## Vanetta and Ray Geach

# Cornwall

On 14th September the Cornwall Regional Group met at The Pub and Cookhouse at Fraddon on the A30. The cars rolled into the car park – two restored Pops, an Anglia that is in daily use, and a Pop that is used in trialling. These were joined by a Ford Cortina / Consul and a BMW motorbike owned by members! When you have taken out your back axle and gearbox from your car then travelling by motorbike it is! Other members with their car off the road at present also attended.

The line-up caused much interest and conversation with customers at the venue. One even handed us a flyer about a classic car event held locally and invited us all to attend.

We had glorious Cornish sunshine to sit in, and enjoyed chatting and looking at various photos that members had bought with them. It was great to see that some members have had their cars for many years. One photo showed a member as a young child in his car. An extra calendar that was bought at Gaydon was soon snapped up after being admired and details taken as to where others could be purchased.

One of the cars is having a very interesting ownership ride. Firstly, it was owned by a member here in Cornwall, who then sold it to a potential member. This person gave the car some extensive TLC and then regretfully had to put it on the market. Subsequently, its original owner who had bought the Ford Cortina / Consul has decided to buy it back!

It was encouraging to hear from one member that the resurrection of the Cornwall group has actually given him renewed momentum to continue the restoration of his car.

After a brief chat it was decided that we would have our next meet as a post-Christmas event on 18th January 2020 at 12.30 at the same venue. We will be having a meal and carrying out a Christmas debrief! If any members are in the area and would like to join us then please let us know.

Ray and Vanetta would like to thank all the members who attended this meet, and were impressed to hear that actually for some it had taken precedence over another event. We are delighted with this commitment from the members. We look forward to meeting even more members in the future!





John Simpson

## Northants

Well, I don't where the time has gone. It was just a year ago that the Northants group had its first meeting, and there was just Colin Bull and myself. Then we were joined by Jonathan Willetts and family, and as the year progressed we have now got nine or ten regulars that turn up for meetings.

Everyone seems to be really enjoying the days out. I must say it was nice meeting up at Gaydon with so many members, and we also made a visit to Market Bosworth where we met up with a few more sidevalves. We have been going to a lot of local events trying to pick up new members too. On one outing we met up with the Cambs group and went to Ramsey's 1940s day. A great day



A day out with Mick and Colin at Newton Longville.

out: thanks, Brian, for organising it.

The highlight of the year was when Colin Pudge asked Colin Bull and me to display our vehicles at the NEC. As I had not owned the 100E for very long, this was a bit of a challenge but I am glad to say both Colin and I made it

there OK and we had a very enjoyable weekend.

I would like to thank everyone that has attended the Northants area meetings and outings. You have made the year very enjoyable. Thank you, see you at the next meeting.

Classic car enthusiasts are easy to spot...

...you can see it in their soles.

Whether you've got your head stuck under a bonnet, elbow deep in sump oil or you're on your back staring up at a drive shaft - your enthusiasm for classic cars is hard to disguise.

There are plenty of telltale signs that give you away but none more so than your obvious passion and enthusiasm for the "un-new".

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Søren Palsbo and Håkon Øverland

## Scandinavia

### The (endless?) saga of U-5347

*Håkon Øverland:* It has been some time since I showed the club any sign of life. I have not done much with regard to my treasure during the summer, mostly because I have a summer cottage, one hundred years of age, that constantly needs an increasing amount of maintenance. I am now deprived of that responsibility, as I have let one of my daughters take over the place.

However, now that the cottage season is over, I have been able to do some good work on the interior of my treasure. I have completed the upholstery of all the seats. I have to admit that it is far from professional work, but I am quite proud of what I have achieved! I have also done something which may very well prove contrary to my wish to restore the car to its original state: inspired by a few Prefects I have studied when I have visited the club's AGMs through the years, I have installed armrests to the backseat. I have made a few inquiries of various members, but never got an exact answer as to whether armrests were installed just in the post-war models, or whether it was an option all along. In any case, I found that it gave more class to the car, so I made them after my own idea.

I have so far been reluctant to start cutting the chassis beams at the front, as I suggested in an article earlier, so I have concentrated on work in the interior. For the time being I am

about to complete the doors, of which the first one is in place, as you can see from the picture. I have also finished the first three out of five pieces in all (my way) of carpets. Unfortunately I have discovered that I am unable to complete the interior before I have fixed the front of the car, so I had better bite the bullet, the sooner the better. I have indeed made some preparations for this operation.

### Better than original

*Søren Palsbo:* Henry Ford and his followers believed in simplicity. For many years this principle led to huge success. Sidevalve owners know how simplicity looks. You just open the bonnet of a Ford Popular and there it is! But sometimes simplicity isn't that simple – or easy!

Owners of veteran and vintage cars have different points of view as to how much you can divert from what was original before you have ruined history. Personally, I hate when old Ford and Chevrolets are transformed into modern monsters, as seen in various TV shows from the USA. So much for respect for history and originality.

Nevertheless, I hope that Henry Ford can forgive invisible changes to my Ford Popular. They have been made because it adds a lot to the joy of an old car if it's possible to start it!

First, I had an electronic ignition installed, as the original parts didn't like standing in the outhouse during the winter period. It helped,



The shining device mounted on the inside of the left front wing does miracles!



Ford Popular 104E (E for electric fuel pump). Better than original.

but it could still be difficult to start H 17.737. Next step was making sure that the starter got the necessary power by installing an extra wire and ignition switch parallel to the key ignition switch. But the latest improvement takes it all: a 6-volt electric petrol pump, bought from the USA on the internet. When you turn the ignition key, the fuel-pump 'speaks', as it did in my wife's MGB. When the sound gets fainter, you pull the 'S' button – and a miracle happens!

So, dear Henry, you should have installed an electric petrol pump back then, even if the cars' price would then have been a little higher. This is better than original. Amen!



Interior of the treasure

John Duckenfield

# Regional Report

## Regional contacts' meeting

On Saturday 26<sup>th</sup> October, FSOC Regional Contacts held their annual meeting at Coventry Transport Museum. It was an extremely enjoyable event at which issues of common interest and concern were discussed by people at the very heart of the club. Committee members were also invited and in total over 30 people attended, despite the fact that some regular attendees were unable to come either through ill health, other commitments or family circumstances.

The annual meeting is important for four main reasons:

1. At a social level it enables Regional Contacts to formally and informally discuss areas of common concern in relation to their role within the club. It affords the opportunity to exchange ideas, get to know each other and develop a common approach. In fact, other than the club's AGM, it is the only coming together of our national club. It is almost a Regional Group at a national level and that is important for it means the FSOC is not just a Mutual Trading Company selling spares to its members – crucially important though that aspect of its activities is – it truly is a national classic car club.
2. Regional Contacts are the FSOC 'on the ground' throughout the UK and beyond. They are its voice and being, so it is crucial they know what is happening within it and the pressures upon it. They need accurate first-hand information for only then can they accurately and consistently communicate affairs of the club to members. If they 'are' the club, Regional Contacts need to be an informed part of it. The meeting goes a long way to achieving that.
3. Conversely, it is equally important that members of the committee

know exactly what members think about and expect from their club, and Regional Contacts are in an excellent position to communicate their own and members' views to them – and they do! The meeting is therefore very much a two-way process and many recent initiatives within the club have originated at similar past meetings.

4. Finally, the meeting is recognition of the important role Regional Contacts play within the FSOC and the excellent work they do on its behalf. It is vitally important that all Regional Contacts know that they, individually and collectively, are a valued and integral part of it. As well as acknowledging that, the meeting is also an opportunity to say a sincere 'thank-you' for all they do.

The club currently has 31 Regional Contacts. Some organise Regional Groups, others do not, but instead choose to act on its behalf as and when needed. Whatever contribution each individual makes, the efforts of all are greatly appreciated, for each and everyone does as much as she or he can.

There are, though, still a few areas of the country where the club is not represented even though there are large numbers of members living there. Whilst not postcode-based, the most obvious areas that spring to mind are:

- **Norfolk.** Currently this area of the country is covered by Brian Cranswick (Cambs. South Lincs and Norfolk) primarily because no one living in the locality has offered to take it on, even though there are relatively large numbers of members with NN and (some) PE postcodes living in the Norwich area.
- **Central Scotland.** Robin Barlow does an excellent job on the club's behalf as Regional Contact for Scotland but he really would like some help! There are certainly enough members with EH, FK, G and KY postcodes – plus others, to make a 'Central Lowlands' or 'Central Scotland' Regional Group a distinct possibility.
- **South Wales.** Members (basically) living along the M4 corridor with CF, SA and NP postcodes could certainly create a small but viable Regional Group if there was someone to lead it.
- **Dorset.** This is a county with quite a number of FSOC members. Most, but not all, have BH and DT postcodes. There are also several members close

by in Hampshire.

- **Northumberland / NE England.** This is an area where the FSOC once had a very strong presence, and though it now has a foothold in the NE of England with Darren Bell in Durham, there are certainly enough members with NE and TD postcodes to create a small but effective Regional Group.
- **South Yorkshire, NE Nottinghamshire / Derbyshire.** The S postcode can be found in all these counties and yes, I know mine is an 'S' postcode but quite honestly, I can do no more than I already do! So please, let's try to give members in this area (including me!) a Regional Group where they can meet locally. Those who want can still be part of Nigel Hilling's Yorkshire Group that meets near Wakefield every month.

There are other areas too with fewer members but with enough to form a small Regional Group, if only someone would take the initiative by becoming a Regional Contact. All too soon another Classic Car Year will be upon us so please, make it your New Year's resolution to get involved for, whilst the club has more Regional Contacts now than for many a year, any club is only as successful as its members make it! Long-standing members have heard it before, but as personal circumstances change, existing members retire and new members join, no apology is made for repeating it. If you are interested in making a positive contribution to the club and would like to join fellow Regional Contacts at next year's annual meeting, read on!

## What does being a Regional Contact involve?

There are no specific demands on Regional Contacts but for obvious reasons there are certain expectations of anyone becoming an unelected representative of the club. Officially, these are:

- To be a point of contact for the FSOC in an area.
- To promote and encourage membership of the FSOC and be a source of information for and about the club.
- To encourage the restoration and use of sidevalve vehicles by those who own them.
- To act as a link between owners, members, enthusiasts and the FSOC.
- If willing, to suggest, encourage or



organise local meetings and events for FSOC members.

- To be responsible for any FSOC equipment provided for the regional group.
- To be responsible to the FSOC committee in maintaining the good name of the club.
- To uphold the club's policy on data protection.

## But what is it really like?

In reality, being a Regional Contact for the club can be as time-consuming and demanding as you want to make it. You dictate the level of your own involvement relative to the time and commitment you can give.

## What's involved, then?

Broadly speaking there are two levels of involvement. Several Regional Contacts have offered to be non-elected representatives of the club in an area and assist members when asked. Similarly, if a request for help or information about various car- or club-related matters is made by a club official, they do all they can to help. They do not lead a Regional Group.

A majority of Regional Contacts, however, also co-ordinate the activities of a Regional Group for members in their area. It's very much an informal approach and very soon those involving themselves in its activities become 'sidevalve friends' sharing a common interest. Groups vary in size, as do the activities they cover. There is no formal agenda or anything like that. Monthly meetings are usually held in a pub and most groups mutually agree to go on one or two road runs and attend the occasional classic car show throughout the summer months. The whole point is to share with like-minded enthusiasts the pleasures and traumas of being a sidevalve owner.

## Who can become a Regional Contact?

Any member, male or female can (individually

or jointly) become a Regional Contact for the club, be they longstanding members, returning members or recently joined members who have perhaps just acquired their pride and joy! Obviously, they have to be suited to the role and be endorsed by the Club Committee, but other than that there are no formal interviews, application forms and so on. It's as easy as that!

## Is it for me?

One of the great advantages of this kind of voluntary involvement is that each individual dictates his or her own level of commitment – including the amount of time they give and, importantly, when that time is given. Consequently, that affords a degree of flexibility rather than a voluntary commitment on a regular basis.

## Is it worth the effort?

Regional Contacts believe it is, otherwise they wouldn't do the job! The reward of actually putting something into the club rather than being a passive member who simply 'takes things out' can be considerable.

However, all clubs – including the FSOC – face a common enemy, apathy, so it has to be said that initially trying to establish a Regional Group can be frustrating and needs to be regarded as an evolutionary process, not a revolutionary one!

## Now for the formal stuff!

As a Regional Contact you are deemed to be a non-elected representative of the club and, as mentioned previously, appointments have to be endorsed by the Committee. It is not a stressful process but it is a necessary one in order for the club to comply with legal advice it has received.

## In summary

Hopefully, that has covered most things that anyone considering becoming a Regional Contact might initially want to know. If you are still interested and would like more details

or have questions you would like answered, please get in touch with me either by phone (no calls after 9.00pm, please!) or email. There will be no hard sell, for being a Regional Contact is not for everyone. In fact, it would benefit neither party to encourage someone to take on a role within the FSOC to which they are not really suited. For those who are, however, I honestly believe they would find it extremely rewarding and would enjoy their greater involvement with the club.

All contact details can be found on the centre coloured pages of the magazine.

Merry Christmas and a Happy New Year!



## Breaking news! New Regional Contact appointed!

*Lincolnshire and East Midlands – title to be confirmed*

Paul Nicholson must have psychic powers, for in advance of this edition of the magazine being published, he contacted me to express his interest in becoming an FSOC Regional Contact! I'm very pleased indeed to report that at November's committee meeting his appointment was confirmed! Full details will be in February's magazine but in the meantime he would be delighted to hear from any members living in the area. His contact details are:

Paul Nicholson: 'Cloverdale', Water Lane, Little Humby, Grantham, Lincolnshire. NG33 4HW. Email: tim.tiddler@gmail.com. Landline: 01476 585259 (messages only). Mobile: 07858 835444 (Text messages or to speak). No calls after 7.30pm please.

## Archivist's note

After reorganisation of the club stores I saved the majority of *Sidevalve News* back issues. If any members are interested in these please contact me asap. My details are in centre pages. Many thanks. – *Liam Cotton*.

### Richard & Trish Greenaway

## Kent

Here we are again, another year virtually over with Christmas just around the corner. Then, once into the New Year, it will be time to start sorting for next year's events. Hopefully we will have some better weather for our early season events in 2020, as this year we had two cancellations and one wet show out of our first four events.

### Recent events

Since the last magazine we've had only one event, due to our September Road Run being cancelled (for the second year running) thanks to the weather. That left us with the usual End of Year Gathering at Offham. Although not an official club stand event, we still had a good number of members parked up around the village. With the sun shining, it brought out a large number of vehicles of all shapes and sizes, which as usual brought the village to a virtual standstill.

### Future events

Our only event left on the calendar for 2019 is our end of year Christmas meal, which takes place on Wednesday 18th December at the Weald of

Kent Golf Club. Can I remind all members that, due to this, there will be no monthly meeting in December. Our monthly meetings will kick off again on Wednesday 15th January.

Talking of future events, here are the dates for the first few shows of 2020. We start off on 4th April with the Heritage Show at Detling Showground. A week later we have the Festival of Transport at Chatham Dockyard, Sunday / Monday 12th / 13th April, followed by the Kent Enthusiast Show on Sunday 26th April at Aylesford Priory.

Following the success of our 50th Anniversary South East Sidevalve Day, we will once again be holding a South East Regional Day in 2020. This will take place on Sunday 19th July as part of the Kent All Ford Show at Aylesford Priory near Maidstone, so why not make a date in your diary and come along and join us for the day?

Following a request from the organiser, can ALL MEMBERS (Kent or otherwise) who are planning on attending as part of our club stand at any of the three shows listed below please book in via us, as it makes things easier at his end if club entries come in as a block.

- 26th April: Kent Enthusiasts
- 19th July: Kent All Ford
- 13th September: Kent Classic.

### Bits and pieces

Not sure what happened members-wise this year, as we've had the lowest number since we started the group (assuming we have been correctly notified), with nine from last year not re-joining and only two new members joining. On a positive side, the nine that didn't re-join were all non-active so it actually pushed our active member percentage up, which is always our goal: to get members involved. So, to any member who hasn't yet taken the plunge to attend a monthly meeting or a show, we would love to meet up with you next year.

Ian Armstrong is making good progress on his second Siva so hopefully we will see it out and about at a show early next year. Also next year you will see us out with two cars, as we've recently purchased a 100E Anglia for the wife to drive.

May we take this opportunity to give a very big THANK YOU to all Kent members for participating in events throughout 2019, plus all other members from further afield who have joined us at shows throughout the year. Here's hoping you all have a good Christmas and looking forward to seeing you out and about in 2020.

The Kent Boys collecting Best Club Stand 1st prize at the Kent All Ford Show 2019.





**Fred Tutt**

## Surrey

Greetings from the Surrey Regional Group, with a report looking back over the past year and what is going on in Surrey and the surrounding area in preparation for 2020.

### Highlights of the year

We are pleased to report that support for the Surrey Group has continued to develop this year, as previously reported, and perhaps the three most interesting highlights are illustrated in the photographs. Tom Coles, a member for many years, wanting to pass on his beloved 100E Prefect (TLA 882) to a fellow club member so he would be happy that they would look after it; Wayne Parkhouse winning the Best in Show at the Capel show; and the Kent boys and girls driving their sidevalves over the county border to support Surrey at the Cranleigh Show.

### Meetings at the Parrot pub

Looking forward to next year, we have circulated all the Surrey members about a programme of informal get togethers on a Tuesday evening at our usual venue, the Parrot pub at Forest Green.

One of the benefits of an active local group is that there is lots of invaluable sidevalve experience shared willingly amongst club members and we hope that the meetings will be particularly helpful for those involved in restoration projects: where to get spares from, motivation and encouragement, or just some tips and hints about getting our cars

to run better (having just a fitted replacement engine, a personal favourite is learning about the mysteries of tuning a carburettor). We will also be talking about what classic car shows to support next year and hope to see some of the recently restored cars on display and new members attending.

The Tuesday dates for the first part of 2020 diaries are: February 11th; March 10th; April 14th.

The Parrot Pub is at Forest Green (south of Dorking just off the Horsham by-pass) and the post code is RH5 5RZ. The pub serves good food, and wives and partners are most welcome. Just come along for a drink and a chat from about 7.30 p.m.

By the time these notes are published we will already have met up on the 12th November, and a report and hopefully a photo or two will be published in the February magazine.

### Other news

Another snippet of news that might be of interest: Tony Russell, Fred Tutt and a couple of friends recently visited an open day run by Geoff Cousins, a local engineer who has been building award-winning hot rod and vintage cars for three decades, as well as offering help and advice freely to our sidevalve members. If anyone thinks that Geoff can help them (<http://gcengineering.co/GCEngineering.co/Welcome.html>), please get in touch with Tony Russell (01306 631498 / [fat\\_rabbit54@hotmail.com](mailto:fat_rabbit54@hotmail.com)).

We welcome two new members to the Surrey Group: Robin Hanauer (interesting 1172 Special built in the 1950s for 750MC and rallycross in Ireland before being discovered in Scotland and is being restored) and Martin Palmer (1960 100E Popular; Andy Main is helping Martin with his DVLA Registration). We hope to see them both at the Parrot pub meetings.

Finally, our Christmas greetings and best wishes for a healthy and prosperous New Year to all sidevalve enthusiasts.



Two counties at Cranleigh.



Proud owner of Best In Show.



Geoff Cousins' superb 103E conversion.



Tom Coles handing over his Prefect to fellow club member Shane Portman.

**Nigel Hilling**

# Yorkshire

## News

The end of another year is in sight – don't they go quickly! We've had the usual club stands through the year although the turnout has been a bit disappointing at times. On the plus side we've had local members travelling some distance to other 50th anniversary events at Gaydon and the Atwell-Wilson museum.

I have details of the inaugural Isle of Man Festival of Motoring in September next year, if anyone is interested. We already have two couples booked up for the trip.

Our monthly meetings continue at the Reindeer on the last Tuesday of the month, except for December when we will have had a Christmas meal at the Reindeer on the 4th and there will not be an end of month meeting. Once again the Christmas meal was fully booked, so I will repeat that if you would have liked to have attended, let me know in case I need to consider a larger venue for next year.

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

## York Racecourse

This event, run by the York Historic Vehicle Group at the Knavesmire, is usually one of our last outdoor shows of the year. The weather forecasters got it wrong again, and although there was a lot of rain on the Saturday before the event, the Sunday stayed dry apart from the odd light shower. Our numbers were low but there were plenty of other vehicles to look round including a Ford sidevalve of the V8 variety, namely an Allard (Photo 1).

## Edinburgh Trial (in Derbyshire!)

I was Chief Official on the Haydale section again this year. The section opens in the early hours of the morning and it takes about five hours for the competitors to pass. Last year it rained for the full stint but this year we were blessed with a dry and not too cold night. The breakfast following was still very welcome.

After breakfast we went to Litton Slack, a famous trials hill, to watch a few competitors having mixed



Photo 1.



Photo 2.

fortunes. A couple of Dellow's made it look easy whilst others hardly got past the start line. Photo 2 shows me way back in 1998 conquering Litton Slack, on one of the three occasions from ten attempts that I've managed to clear the section.

For the first time that I can remember on one of these MCC long distance trials there were no

Ford sidevalve entries. All of the Dellow entries had later engines and rear axles, no Bucklers, and no Pops. I did travel down to marshal in the Anglia so we did have some representation. The lack of sidevalve entries should be rectified in January when I will be the passenger for David Child in his Pop on the Exeter trial.



Joe Wheatley

## Merseyside

### Tatton Park (17th & 18th August)

This was our second trip to Tatton Park (we don't go to the Stars and Stripes show in July as this is predominantly for American cars), the August event being the 'Passion for Power' show. Despite this they still let us in with our sidevalves!

Having learnt from previous years, we arranged to meet on site on the Friday morning to get set up and then home again before the inevitable Friday afternoon gridlock. Steve and Ken McKenna and Bernard Ellicott were already on site when I arrived, soon to be joined by Mike Brocklehurst and Peter Tinsley with his mower. The weather was not kind. I think this was the wettest set-up that I can recall, and we were concerned that the show could degenerate into a mud bath as it did last year. Nothing daunted, we set up the gazebo and bunting and prayed for a dryer day tomorrow.

It seems that our prayers were answered as on Saturday morning a bit of drizzle gave way to a dry if overcast day. Most of the stands dried out during the day (unfortunately the Rolls Royce & Bentley Club were in a rather boggy corner which we were assigned many years ago; they needed wellies all day) with only the roadways getting a bit cut up. Sunday was even better as the sun came out! We had 16 vehicles on Saturday and 15 on Sunday, though some members brought some of their non-sidevalve vehicles.

Dave Rothwell's modified 100E is a bit special. 2L Pinto engine built by Burton Power, 5-speed gearbox, fully adjustable suspension,

front and rear disc brakes, limited slip differential, electric power steering, fiberglass front end and bumpers and more bits I don't remember. Dave says it goes and handles like (better than?) an RS2000 Escort. An amazingly well put together piece of kit.

Peter Ketchell's CX Tourer is also amazing, but in a very original way. In fact, this was spotted by the judges as Peter was awarded third prize in the Pre-1950 Car category, our only prize of the day.

Dave Levay has been showing an immaculately restored grey 100E Squire for many years and his recently completed black 107E is another example of his skill and attention to detail. Unfortunately, he has been badly let down by the DVLA. When he acquired the vehicle the original number had been taken off it and replaced with an 'A' plate (this was usual when they first started robbing numbers from cars). For years it was a simple matter to have the 'A' plate replaced by an age-related number but now DVLA are saying Dave's 1960 Prefect is close enough in age to a 1963 'A' plate so they will not change it! Very frustrating.

Ian Sidebotham was in the redoubtable 'Piggy' on Saturday (a gas powered 103E) but decided to bring his Lotus (Lots Of Trouble Usually Serious) today. 1970s orange wedge thing. And Neil Gillbody's modified E494A was being fettled so he brought his V6 powered Moggy van instead. They do say variety is the spice of life!

Many thanks to the setting up team, especially Peter who brings his mower all the way from St Asaph. Thanks again to Ron Taylor for innumerable cups of tea (made on a proper Primus stove, you know!) and for bringing the



Peter Ketchell – Third in Pre-1950 Car category



Stand entrance and mud!



gazebo back to my lock-up.

Though the season is over we will continue to meet at the Bottle & Glass every second Monday evening. If you are in the area, please come and join us. May you all have a very Merry Christmas, and here is to a warm and dry 2020!



The stand on Saturday



Yvon Precieux

# Pre-War Register

## Registrar's Comments

Another Christmas and another year. Despite the use of the internet I have found myself writing all the articles so I hope you find my end of the year 'stuff' a bit of lighter reading over the festive season. On the vehicle front, I have put all my cars to bed, with oil changes and covers with tyres pumped up slightly to avoid tyre problems, although I do tend to give the cars an airing during the winter in driving down to our meetings in Greenock. As for our group of 17-20 guys and girls, we look forward to a Christmas break before looking at what we might have available for events for next year. It now just leaves me to congratulate the committee and area groups on the good work done during the year, and to wish all the membership a Merry Christmas, a Happy New Year and Happy Reading. As I get even older I assume I still will be around for next year?

## Far away adventures in the pre-war Ford 8

The evidence of the suitability and the economics of taking a Dagenham thirties light car, a Model Y – albeit of Yankee design – for Continental motoring and beyond in conditions that were normally expected to be more severe than in Britain is well documented in Ford's own newspaper, the *Ford Times*, which publicised the many experiences of the intrepid Ford motorist when travelling abroad. Even these days, touring the Continent can still be a problem with strikes, areas of conflict, petrol costs, restrictions and the vast volume of traffic on roads everywhere; yet in the quieter era between the wars there was much exploration in a small sidevalve Ford, not only by archaeologists and adventurers but by the ordinary Ford motorist who, like you and I today, wanted to see the world, or at least part of it. So it was no mean feat, especially in a Model Y, to travel beyond the British Isles to seek adventure.

Take Mr Alfred Conti, a Welshman with Italian roots, from Carmarthen, who in 1936 paid a holiday visit to his home town of Parma in

Lombardy. The 8hp Ford Model Y was so highly regarded as to be thought suitable for a journey that would take Mr Conti, his two passengers plus luggage there and back: more than 500 miles. From Calais to Lausanne took some two days, with the Lausanne to Palma portion of the trip requiring crossing the 6,526 ft Simplon Pass. The full journey was accomplished without mishap, despite the roads being poor with gravel surfaces and steep gradients at times. One day's travel, according to the driver, was accomplished at an average speed of nearly 50 miles per hour. Here there's possibly a bit of poetic licence as small Fords on gravel roads with transverse suspension make a very harsh ride for the driver at 10mph, let alone 50, especially with passengers in the rear.

Certainly one had to be more than adventurous in those days. In the same journal, the *Ford Times*, a Mr and Mrs E. H. Naumann covered over 200,000 miles in their Model Y Ford saloon, driving initially through hundreds of miles on snow-blocked roads through wintry Europe, hoping eventually to cross the Sahara desert and progress through Central Africa to Cape Town, South Africa. For the trip, Mr Naumann, a Venetian journalist, had visited Dagenham and purchased a brand new Model Y Ford, which he then had shipped to Tangier, Morocco. The Model Y was then driven more or less the length of Africa, to arrive eventually in Cape Town. He accordingly then planned to proceed via Aden, Syria, Persia, India and China to Japan, ship the car to America, and drive across the hinterland. He anticipated his car would travel some 350,000 miles, and possibly he and his passenger may have been one of the first to cross Siberia by car without ending up as a block of ice.

Similarly a 20,000 mile honeymoon trip by car to New Zealand was contemplated by a Mr Richards, a writer, with his bride, the new Mrs Richards, his 23-year-old secretary. After many months of planning they married in London with the idea of a honeymoon journey that would take them through the jungle, a waterless desert and across some of the most formidable mountains beyond the realms of London was not a spanking new car but a £40 second-hand Popular Ford 8hp car, which they had purchased in London (possibly from Del Boy's dad in Peckham). The route to be taken was by way of Belgium, Germany, Austria, Italy and what was once Yugoslavia, through to Bulgaria and Turkey, then to the desert tracks and high mountains of Syria and Persia, and from there into India. (Probably meeting up with Mr Naumann.) From Calcutta, the intrepid duo – if by that time there was no divorce – were to continue along the foothills of the Himalayas through jungle to Singapore. The

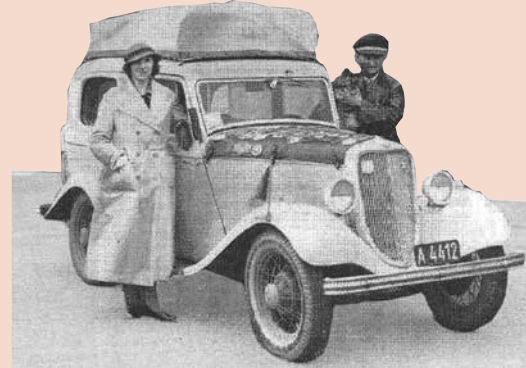


Photo 1. An intrepid duo.

small Ford was then to be shipped across to Australia, driven across, and again shipped to New Zealand. The luggage included a large tent, camp beds, a cooking stove, and the luxury of a flat iron, with the couple travelling unarmed where normally at that time some means of protection would have been required. (Photo 1.)

This takes me back to an occasion where I was doing some research into my property, Cliff Lodge, checking out the archives at Greenock's McClean Museum. In the local newspaper of that time I came across a piece of journalism on a German expedition that had gone into the jungle at the same time as Mr Naumann and Mr Richards were contemplating their journeys in 1936. The leader was the only one of the expedition coming out alive, the rest having been eaten by the natives. (Good hotpot.) As for Mr and Mrs Richards, I would assume they survived the honeymoon journey with plenty of time to contemplate as there seem to be a lot of Mr and Mrs Richards around today, including Cliff, who used to be at number 1 in the charts at Christmas?

## Those brakes

Henry Ford really did give the Model Y, C and CX a far more complicated braking system that came via the big American Fords but in miniature. Luckily the new British designs for the 8 and 10 models, the 7Y and 7W, incorporated Girling brakes – the most simple, efficient and effective system that for a mechanical system has never been bettered. Noted as the single leading shoe system that actually worked and one leading and one trailing shoe for the rear, this system was to continue throughout the Ford range of the sit-up-and-beg models. However, here Henry wanted to use the earlier Girling system as probably it would have cost less against the newer system. Both were fully compensating with the earlier system having no compression tube.

He nearly got his way until it was realised that the early Girling brakes took longer to service and required more attention, besides being slightly more complicated against the newer system. Only a few of the initial 7Ys coming out of the factory had these early brakes, and as far as I am aware none of these cars with this type of braking system have survived, as more likely the brakes



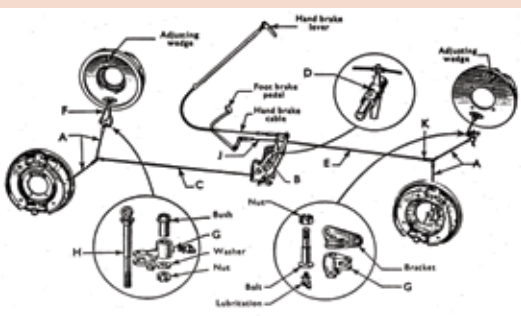


Photo 2. Early braking system.

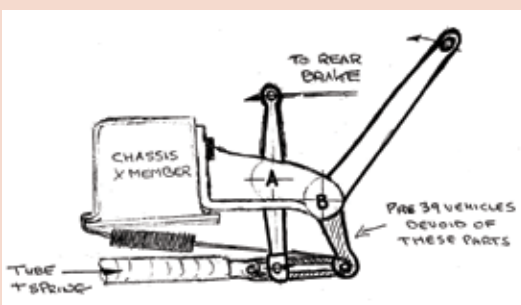


Photo 3

were changed over to the new system (see Photo 2). The Girling brakes on post-war models had one change. There had been occasional seizures of the handbrake cable on pre-war cars, so the actuating lever at chassis level was changed to a longer pivoting one that operated a slot with a spring return. Initially the brakes were operated by rods, similarly to the earlier models, the Model Y and CX. This eventually gave way to cable. Both rod and cable provided good balancing between the front and rear when properly set up. However, eliminating excess play and wear in all clevis pins and links is necessary for the best brake efficiency that can be achieved, yet the compression tube is often overlooked: the spring in the tube, if left without grease, can rust, lose its elasticity or seize. Properly set up, I have jumped off the brake tester in garages and astounded the testers when they have seen the test dials.

## Temperature and lubrication

The thermo-siphon system in the Ford models up to the upright type, though serving a purpose for simplicity, is really not that efficient. The engine temperature via this system, especially in winter, is rarely high enough to provide adequate heat for both the engine crankcase and the lubricating mineral oil, despite normal combustion temperature. Radiator blinds work to a degree, as does a piece of cardboard, but without a temperature gauge, boiling is usually evident at some stage, especially in traffic. As to the thermostat in our sidevalves, this did not arrive until much later with the requirement of a separate water pump and a pressure cap. In an engine crankcase

exposed to condensation and the cold, these items help to achieve the desired temperature, especially as mineral engine oils are very sensitive to temperature during winter periods.

Winter can certainly be a nightmare for the sidevalve engine as, devoid of a thermostat and with or without a heater, the water temperature will not get hot enough. Most of us have seen the whitish deposit in the condensate of the oil usually noticeable at the filler cap. Mono oils were especially notorious as they formed a thick and gooey black sludge if left for too long inside the sump and valve chamber, with the necessity of the annual decoke done up to the 1960s, usually on the Saturday and Sunday.

Taken for granted, the humble piston is quite complex for a component that most people don't bother with. Here a running temperature is important for pistons to expand to fit tighter in their bores, to prevent inlet and exhaust gases leaking past into the sump. As for the piston itself, what most people don't know is that the crown of the piston, though round, is smaller in diameter than the rest of the piston. Pistons are also slightly oval, being wider across the thrust side, slightly tapered and wider at the bottom than at the top. The piston also varies in metal thickness with areas that can be quite thin in parts as such variance aids expansion with temperature. As for the split in the skirt of the piston, this is intentional and necessary as again it comes down to expansion and must never be placed on the thrust side of the engine. As for the top piston rings, again a running temperature is deemed necessary to expand them sufficiently to hold back the gases, with the bottom oil ring doubling the job of holding back the oil and lubricating the bores. So, it just shows how important it is to have a proper running temperature at all times besides winter, and how a humble component – a piston – is quite a remarkable piece of mechanical wizardry when applied to engines, even a simple sidevalve engine.

## Fume extraction

I think most of us sidevalvers are well acquainted with this phenomenon. There are all sorts of homemade gadgetry to try to reduce the noxious gases coming from a worn engine, although nothing ever invented eliminates them. It seems that one company in the 1930s decided to do something about it early in the advent of the small Ford models. Photo 4 shows the Tideswell fume extractor in use on a Model Y and it is simplicity itself, although I doubt if anyone purchased such a device as it was easier to drill a hole in the top of the carburettor and oil filler, and merely bung in a hose to connect.

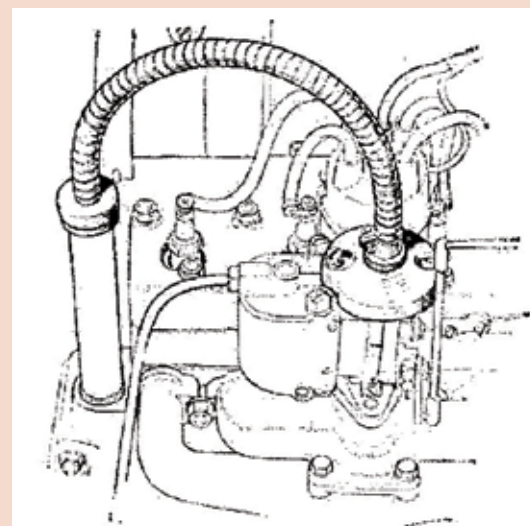


Photo 4. The Tideswell fume extractor as fitted to an 8hp Ford engine.

## Antifreeze

As winter is now upon us, the use of antifreeze in our engines is now imperative, especially if you have had the stuff since last year or longer. With summer usage our engines will lose some water and what's left may need topping up or, at this time of the year, to be emptied for a top-up of the new stuff. These days we do need to be careful as there is antifreeze around that is not good for our engines. Or indeed the environment, as antifreeze containing ethylene glycol is fatal to animals, especially cats.

To clarify, the traditional blue coloured Bluecol is the norm for use in our sidevalves; however, the company that sells this product also sells a red coloured organic acid technology (known as OAT) and this product is only suitable for modern cars, certainly not classics. More confusing is that there is also a product called Bluecol U which is marketed as a universal top-up, and I would emphasize it is not an antifreeze product with which you would fill the whole tank, even though the manufacturer says that this is suitable for historic vehicles. Similarly, Halfords sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase, 'Older vehicles can further benefit'. This product however contains OAT and therefore is not recommended for our engines.

To simplify matters, the best way is to use only IAT (inorganic additive technology) products. Propylene glycol-based antifreeze is specifically for historic vehicles and certainly takes care. Finally, for those who still think our cars can't run on today's petrol, unleaded was not available in the country for some time after the war for ordinary motor car engines.

Ron Taylor

## E83W Register

So, last magazine of the year. Hopefully you have now put all your E83Ws to bed for the winter and remembered to give them a good dose of antifreeze in their radiators – our weather in British wintertime, although relatively mild these days, can still surprise us.

To date the Register has had a quiet year with (up to November 8th) three new entries added and three notifications of change of ownership. There were however a larger number discovered (nine) of ‘unregistered’ E83Ws – where the chassis number is not known even though the registration mark might be – added to the list. I need the chassis number of every E83W to enable it to be placed properly on the Register.

I am featuring an article by member Mike Brocklehurst of Manchester who, besides being a keen sidevalve enthusiast is, like a number of our other members, also an out and out bus enthusiast, and reports on an E83W *bus* in Sarawak. Some of us would be hard pressed to say where Sarawak is – the only mention of it to many would be from the presence of Sarawak postage stamps in our stamp albums / collections. However Sarawak, is a state of Malaysia on the island of Borneo in the Pacific. Of interest, this bus is actually not unknown to us as some of our longer standing members may remember it being briefly featured in the December 1989 magazine.

### Borneo Bus

*Mike Brocklehurst writes:* I was thumbing through an old copy of *Buses Illustrated*, a long since sorely missed publication, and came across this pic of an E83W (Photo 1) and some narrative which I hope may be of interest to you and members of your register.

At first glance one could be forgiven for thinking it is an ice cream van but it is in fact a bus, the only clue being the destination screen above the windscreen. It comes from the October 1964 edition of the magazine and relates to a visit a bus enthusiast made to Sarawak in November 1962. The author tells us that the vehicle was operated by Kuching Matang Transport Co Ltd and it was photographed at the Satok Bridge terminus. It was used together with nine other Thames eight-seater vehicles, new in 1955, on a service between Kuching and Matang, as the

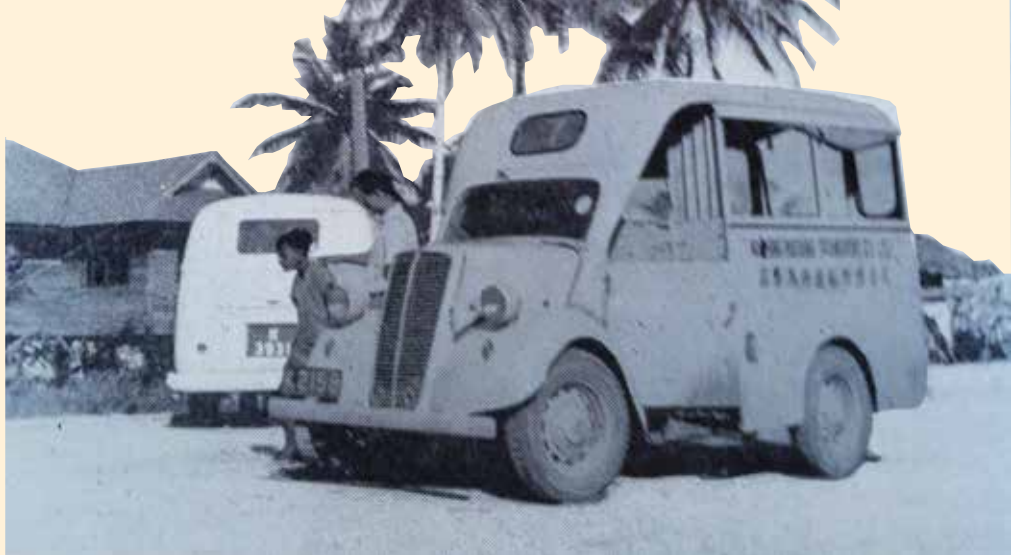


Photo 1. (S. Morris)



Photo 2.

name of the company suggests, on a twelve mile route on a road which owed its existence to Kuching water supply, the pipework being embedded in the unmetalled road. At Matang there were a few houses, a shop, and nothing else save for a few scattered farms. Without the water main it is unlikely that the road – which without exaggeration was inferior to the average English unsurfaced farm track – would exist. The author goes on to describe a journey in the E83W bus – which he tells us had a minute extreme rear entrance – as a memorable experience with the driver displaying a not inconsiderable skill in negotiating the many axle deep ruts.

So there we are, I hope it will be of interest. I knew of utilecons, ice cream vans and woodies but buses are unknown to me, and certainly not operating in such a far flung location!

*Registrar's comment:* So you see, these E83Ws got everywhere and in all sorts of

situations and locations. I've personally never seen an E83W bus but can picture this one grinding along in first and second gears, taking passengers to those isolated, hard to get to places. I'm sure they did well. It would be interesting to learn if any have survived.

### More from the archives

Photo 2, from the archives, shows flat bed pick-up NNP 338 (Worcestershire 1954) chassis no. C788829. NNP 338 was a van in Shropshire until about 1990 when it was rebuilt into its present form. Last call it was living in Essex.

All the best for the festive season, and see you next year. Don't forget, our FSOC calendars for 2020 are available now priced at £7.50 (UK), £8.50 (worldwide) through the club website, or by post to Mark Harvey, our Regalia Officer (address in magazine middle pages).





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

### Stickers

Running In Instruction Sticker (Upright) .....	£1.75
Running In Instruction Sticker (100E) .....	£1.75
Running In Instruction Sticker: First 500 miles (100E) .....	£1.75
Window Sticker-FSOC design .....	£1.75
Historic Ford 'Keep off My Arse!' sticker .....	£2.50
I Love My Sidevalve Sticker .....	£2.50
Register Sticker (state model) each .....	£2.00

### Magazines

Binder for Club Magazines (holds 2 years) .....	£12.50
Back copies of Sidevalve News from 1996 to the latest published issue are available @ £1.30 each. Please contact the Regalia Secretary or visit the club website for further details.	

### Leaflets

Ford Pop Motoring at Still Lower Price booklet .....	£2.00
Running in booklet Anglia / Prefect (date 9/49) .....	£2.25

### Models

Ceramic Cream Model of 103E Popular .....	£7.75
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### Badges

Enamel Lapel Badges: FSOC, 103E or 100E .....	£3.25
103E Popular Cut-out Lapel badge (Black or Blue) .....	£1.90
FSOC Grille Badge: Round or Square .....	£17.50
Register Grille Badge: Popular/Prefect/100E/107E .....	£17.50
FSOC embroidered badge 5cm diameter iron-on .....	£4.00

### Other Regalia

FSOC Licence Disc Holder .....	£1.15
DVD of Ford Archive material and FSOC events .....	£6.00
Leather Keyfob; Popular / Anglia / Prefect (please state which) .....	£5.00
FSOC Woven Tie .....	£7.95
Xmas cards (pack of 5 different designs) .....	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership) .....	£5.00
FSOC 2020 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 (fits E83W only) .....	£66.50
68-1236-A 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
73931-S Hand Brake Cable & Compensator 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
YE-3290E/Bolt (front axle to radius rod E83W) .....	£34.50
E93A-3290 Track Rod Ends (pair) 1949 on .....	£65.00
E93A-3289/Track Rod Ends (pair) 1939-1949 .....	£65.00
E93A-3290 Track Rod Ends (pair) E83W .....	£70.00
YE-3304C Draglink (Y model) .....	£74.75
E493A-3304 Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£80.00
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
CE-33111 King pin shimpack (axle set) qty 2 ea 0.005", 0.010", 0.020" .....	£5.00
7W-33111 King Pin Set, complete (Model C) .....	£70.00
E83W-33111 King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans) .....	£82.00
Y-3446 King Pin shimpack for 7W-33111 .....	£5.00
353031/353043 King Pin Set, complete (E83W) .....	£85.00
7W-3590-A Front axle A-frame Bush (fits all models) .....	£6.85
E493A-3581 qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg .....	£8.50
E493A-3582 qty 10 Lubricators (grease) nipple caps .....	£4.50
YE-3592 Arm (steering gear) fits models 1937 to 1949 .....	£20.00
YE-3616B Gasket (Steering gear housing cover) .....	£1.00
E93A-4020 Seal (Steering box rocker shaft) .....	£2.25
E93A-4020 Gasket (Steering gear housing end plate) .....	£1.00
YE-4035 Steering Box gasket & seal set .....	£3.50
E493A 4050 Horn Button and Nut (Y model) .....	£8.20
YE-4209-F Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards .....	£8.55
Y-4217 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four) .....	£29.00
18-4217 Gasket (rear housing) - 6 thou or 10 thou - please specify size .....	£2.75
Y4221/4222 Retainer (rear axle shaft grease) .....	£9.95
Y4221/4222 Gear (rear axle) and driving pinion assembly .....	£340.00
Y-4243 Bolt (diff gear case) .....	£5.20
EB-4245-A Bolt (diff gear case) .....	£5.40
Y-4507 Differential Bearing (not E83W) .....	£28.50
7W-4507 Qty 1 pair Differential Bearings (not E83W) .....	£54.00
Y-4515 Key (rear axle shaft) .....	£6.00
Gasket (torque tube to differential housing cap) .....	£1.78
Gasket (torque tube to differential housing cap) .....	£1.78
Gasket (universal joint housing cap) .....	£1.69



E93A-4607	Pin, long (Drive Shaft) .....	£3.25
Y-4607	Pin, short (Drive Shaft).....	£3.25**
7W-4607	Pin, intermediate (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-18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
62E-18055B	Rear Shock Absorber Link to fit E83W .....	£25.00
E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only) .....	£125.00
E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only) .....	£125.00
E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only) .....	£125.00
E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only) .....	£125.00
E83W-18045	Front Offside Shock absorber (E83W only).....	£105.00
E83W-18050	Rear Offside Shock absorber (E83W only).....	£105.00
E83W-18046	Front Nearside Shock absorber (E83W only).....	£105.00
E83W-18051	Rear Nearside Shock absorber (E83W only).....	£105.00
CE-5783	Suspension Buffer (fits all models except Model Y).....	£25.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£175.00

### Exhaust Systems

Y-5230	Model Y stainless steel exhaust system.....	£185.00
E04C-5230-A	5cwt stainless steel exhaust system .....	£165.00
E83W-5230-A	E83W stainless steel exhaust system .....	£205.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£278.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y stainless steel exhaust system.....	£266.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp.....	£11.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular .....	£49.50
CE-5230-B	Model C stainless steel exhaust system .....	£290.00
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80
E93A-5297	Fabric Insulator exhaust mounting (qty 2) .....	£3.20

### Engine Parts

E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy.....	£59.00
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer) .....	£7.00
E98T-18674-A	Oil Cleaner outlet (inc sealing washer) .....	£7.00
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer).....	£7.00
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer).....	£5.50
	Oil Cleaner kit (all items required to fit oil cleaner assy) .....	£145.00
	Replacement spin on filter for modified oil cleaner housing assy.....	£5.70
E93A-6018	Gasket, cylinder timing gear side cover.....	£1.10
E93A-6020	Gasket, cylinder front cover.....	£1.85
Y-6023	Timing Pin.....	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) .....	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount) .....	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) .....	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount) .....	£27.00
	Front Engine Mounting bolt.....	£2.00
E93A-6135-A	Piston pin STD (set of 4).....	£35.00
E93A-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).....	£69.00
	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

	Gearbox seal & gasket set.....	£5.82
Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only) .....	£49.95
78-6039A	Insulator (Gearbox Rear Support) rebound .....	£10.30
74-6038A	Insulator (Engine Rear Support) Upper, per side .....	£9.95
	Insulator (Engine Rear Support) complete, per side .....	£22.50
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle rear (thin).....	£5.85
7W-7050	Retainer (main drive gear bearing) .....	£17.50
Y-7051	Gasket (Main drive gear bearing retainer).....	£1.10
7W-7052	Front oil seal.....	£5.00
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.95
YE-7071B	Washer intermediate gear thrust washer .....	£7.60
Y-7080	Baffle (main shaft oil)-front .....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75
Y-7086	Gearbox rear gasket.....	£1.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp) .....	£76.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.35
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket .....	£2.50
Y-7523	Clutch return spring 108mm long.....	£6.90
7W-7533	Clutch linkage clevis pin .....	£2.60
Y-7550	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50
	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order) .....	£110.00
E83W-7550	E83W Clutch Plate (exchange 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).....	£7.70
Y-8109	Radiator cap (brass screw type) .....	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£20.50
E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap) .....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11").....	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D) .....	£19.50
103E-8005	Re-cored Radiator (exchange item).....	£240.00
E493A-8005	Re-cored Radiator (exchange item).....	£255.00**

### Fuel System

	Fuel Pump with spacer (no primer).....	£45.50
	Reconditioned Fuel Pump with priming lever (exchange item).....	£45.50**
	Fuel Pump repair kit.....	£14.50

88717-ES	Fuel pump stud.....	£6.75			Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
88717-ES	Fuel pump stud (set of two).....	£11.60	ET6-13465		Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Fuel Pump extension nut, set of 2 (replacement for 33798-S).....	£15.00**			Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
91A-9030	Cap – painted (petrol cap) assembly.....	£9.50	40E-13466		Panel bulb 6V 3W.....	£4.00
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50			Pair of Panel bulbs 6V 3W.....	£6.00
	Locking stainless steel petrol cap.....	£14.95	78E-13466		E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95			Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
7W-9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.85	BE-13466-A		Sidelight Bulb 5W CC (not E493A).....	£3.60
7W-9276	Gasket fuel tank sender.....	£1.60			Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£22.00	7W-13480A		Brake Light Switch (not E83W).....	£25.00
YE-9355	Fuel Pump Cover (all models).....	£3.60	7W-13480B		Brake Light Switch (E83W).....	£25.00
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25	E83W-13550B		Popular no. plate lamp (E83W and 103E only).....	£21.75
YE-9365	Fuel Pump Cover Screen (all models).....	£2.50	CE-13740A		Toggle Switch (panel lamp).....	£10.60
E93A-9369	Fuel Pipe (petrol pump to carburettor).....	£11.75	38193-S7		Headlamp mounting bolts plus nuts (each).....	£9.99
YE-9374	Gasket (fuel pump to cylinder).....	£1.60			Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00
YE-9541	Aircrew.....	£9.50			Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
YE-9585	Plate (Throttle).....	£6.75			Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
48-9735	Accelerator Pedal.....	£13.95	E04A-118004B		Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95	E04A-118004B		Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00
7W-9425	Inlet Manifold new old stock (10hp).....	£29.00			Semaphore flashing LED 6 volt (pair).....	£29.50**
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts.....	£65.50			Ignition barrel and 2 keys.....	£17.50**
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished).....	£90.00				
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00				
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models).....	£3.60				
	2 x “hot spot gaskets” plus 4 manifold bolts.....	£6.50				
YE-9448	8hp manifold gasket.....	£7.50				
CE-9448-A	10hp manifold gasket.....	£7.75	E68-AD-1		Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
	Rebuilt 8 hp Carburettor (exchange-send with order).....	£91.00	7W-16625		7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	Rebuilt 10 hp Carburettor (exchange-send with order).....	£96.00			E83W Bonnet Corner Pads (Pair).....	£15.45
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.50			E83W Bonnet Corner Pads (Full set).....	£19.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.35	81A-16754		Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
YE-9502	Carburettor Gasket Kit.....	£7.95	81A-16760		Bumper (bonnet dowel locating) fits E493A.....	£4.40
YE-9555	Carburettor Float (all models).....	£16.50			Grommet-gearbox cover.....	£4.60
YE-9660	Connector (Starter Valve) Assembly).....	£6.00			Set of three grommets-gearbox cover.....	£12.20
CE-9666	Starter Valve and wire assy.....	£13.50	CE-17515A		Grommet (windscreen wiper).....	£3.50
YE-9564	Fuel Inlet Needle Valve.....	£13.25	E04A-17612-B		Grommet, Wiper Arm (qty 2).....	£1.45**

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£49.00
	Set E93A ignition leads , state coil type (screw or push connection).....	£19.00
	Rebuilt ignition switch (exchange item – send with order).....	£42.00
E83W 12024A	6V Ignition Coil (All models-not original) .....	£32.00
YE-12100B	Distributor-rebuilt (exchange-send with order) .....	£59.50
YE-12116B	Distributor Cap (All models 1935 onwards) .....	£17.00
YE-12185B	Toggle (All models 1935 onwards) .....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards) .....	£14.50
YE-12200C	Rotor (All models 1935 onwards) .....	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy .....	£1.40
YE-12300B	Condenser (All models 1935 onwards) .....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E) .....	£4.08
52-12405A	Spark Plug, L86C - set of 4 .....	£13.00

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order) .....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order) .....	£89.50
YE-10094	Bearing (generator drive end) assembly .....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only .....	£29.95
	Voltage regulator (rebuilt, exchange send with order) .....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00
YE-11001C	8hp starter motor (exchange-send with order) .....	£125.00
E93A-11048	Screw (brush end plate retaining).....	£7.25
E83W-5165-A	Battery Clamp.....	£38.50
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch.....	£30.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp door catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel).....	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only) .....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only) .....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W .....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
E04A-13016	Catch head lamp door.....	£4.50
E93A-13016	Catch head lamp door.....	£4.50
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£1.62
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A) .....	£1.42
CE-13101	Spring (headlamp focusing).....	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair) .....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair) .....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair) .....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin .....	£3.65

	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W.....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
7W-13480A	Brake Light Switch (not E83W).....	£25.00
7W-13480B	Brake Light Switch (E83W).....	£25.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00
	Semaphore flashing LED 6 volt (pair).....	£29.50**
	Ignition barrel and 2 keys.....	£17.50**

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-17515A	Grommet (windscreen wiper).....	£3.50
E04A-17612-B	Grommet, Wiper Arm (qty 2).....	£1.45**
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3	E493A Bumper Grommets (pair).....	£25.50
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£27.00
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
48-702838	Bumper, door check arm.....	£6.90**
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.....	£23.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

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) .....	£16.00
103E-8213-A	Ford Popular Grille Badge (103E Popular) .....	£16.00
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£20.00
E83W-8215-A	E83W Grille Badge Mount .....	£20.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) .....	£11.00
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle .....	£46.00
CE-17046	Spring Clip Starting Handle/Wiring Loom.....	£8.00**
CE-17046	Spring Clip, set of 3 (car set) .....	£17.20**
103E-17261 / 2-B	Speedo Cable (not E83W) .....	£26.00
	Speedo Cable (E83W) .....	£23.95
Y-17275	Gasket (Speedo drive cap) .....	£1.95
C46412AR	Dovetail (female) .....	£5.50
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included) .....	£68.00
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van .....	£35.00
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included) .....	£35.00
E93A-7043500-C	Locking Boot Handle, chrome plated, with keys.....	£24.00
C-943658	Grille Trim Retaining Clip x 10 (7W, E494A, E494C, 103E) .....	£5.30
949202/3	Window Regulator (reconditioned) exchange, send with order .....	£65.00
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£19.00
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£37.00
BE-964280-H	Window Winder Handle .....	£21.80
7Y-949624	Door Hinge Pin (All saloons 1938 onwards).....	£14.30
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934) .....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936) .....	£6.50



	Bootlid Script Badge (Popular, Prefect and Anglia).....	£18.00
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor.....	£9.95
	Bakelite screws (enough for a complete E494A/103E).....	£2.10
	Bakelite screws (enough for a complete Prefect).....	£2.50
ENFO 24664	No 12 x ¾" long CSK head screw, qty 10.....	£6.00
ENFO 26514	No 12 x ¾" long R/H screw, qty 10.....	£3.00

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

### Front Brakes

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

### Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£1.08
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes).....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8" (57-62).....	£22.00
	Rear wheel cylinder fitting kit axle set (55-62).....	£10.50
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.70
100E-2487	Brake spring clip.....	£2.05
73855-S8	Pin, Clevis to Rear Brake, set of 2 (inc washer & split pin).....	£4.50**

### 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/anti roll bar).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *).....	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *).....	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£2.30
	Track rod end dust cover (set of 4).....	£7.20
100E-3503	Steering Box (rebuilt), exchange, send old unit with order.....	£245.00
100E-3581	Gasket (cover to steering gear housing).....	£2.00
	Steering Box seal & Gasket set.....	£4.25
100E-3591B	Steering box oil seal (early and late models).....	£3.50
	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00
100E-5310	Suspension coil spring (axle set).....	£110.00
300E-5310	Suspension coil spring (axle set).....	£110.00

### Rear Axle

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

### Exhaust

100E 5250/5225/5255	100E mild steel exhaust system.....	£165.00
100E 5250/5225/5255	100E stainless steel exhaust system.....	£255.00
300E 5250/5225/5255	300E stainless steel exhaust system.....	£245.00**
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts.....	£11.95
	100E exhaust fitting kit.....	£33.50

### Engine Parts

100E-6038	Engine mount (exchange £10 surcharge*-remove rubber from mount).....	£30.85
	Head gasket.....	£19.95
100E-6051-B	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.....	£45.00
	Camshaft bearing set -010".....	£59.50
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025".....	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£4.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4).....	£38.00
100E-6507	Inlet valves (per set of 4).....	£39.50
100E-6510	Valve guide.....	£4.50
100E-6510	Valve guides (set of eight).....	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
100E-6734	Sump plug sealing washer.....	£1.00
100E-6763B	Oil filler tube.....	£15.00
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£6.50
	Manifold stud.....	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set.....	£27.00
	Conversion and decoke gasket sets.....	£51.00
353000ESA	Core Plug.....	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£29.50
	Big end shell bearing set (std, -0.010", -0.020").....	£48.00
	Small end bushes (set of 4).....	£27.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00

### 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.....	£9.50
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£68.00
	Clutch kit – comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00
100E-17286	Ring speedo gear retainer.....	£3.20
100E-7523	Clutch Return Spring.....	£5.00

**Cooling System**

100E-5255	Thermostat housing gasket .....	£2.20
100E -8005	Radiator reconditioned (exchange item only).....	£205.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only) .....	£205.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£7.70
100E-8115	Radiator drain tap (not original) .....	£6.00
100E-8275	Water inlet tube .....	£14.00
100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only.....	£16.60
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00
100E-8507	Water pump gasket .....	£3.10
116E-8575	Thermostat.....	£7.50
EOA-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
	Re-cored Heater matrix (exchange item) .....	£125.00**

**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
EOA-9447-B	Carburettor flange gasket .....	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9510	Rebuilt Carburettor (exchange-send with order) .....	£95.00
100E-9627-A	Rubber (air cleaner) .....	£13.30
100E-9959	Gasket carburettor float chamber.....	£1.95
100E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx).....	£2.75
100E-9564	Valve (Carb needle) assy.....	£22.00

**Electrical**

EOA-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
EOA-11135	Bush starter motor drive end.....	£4.25
EOA-11375	Starter pinion spring.....	£4.50
ET6-11450-B	Starter Switch.....	£25.00
204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50
100E-13450B	Rear light lens, red .....	£14.95
300E-13450	Rear light lens, red .....	£14.95
E0A-13480	Brake light switch.....	£8.50
E1050-NC-1	Rear red tail light lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards.....	£10.00
100E-134641-C	Pair of rear red tail light lamp lenses .....	£17.50
50563-S	Ignition barrel and 2 keys.....	£17.50**

**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 .....	£38.00
7V-12098	Nut H.T. lead distributor cap (set of 5).....	£4.50
	D type distributor only (rebuilt-exchange or £10 surcharge) .....	£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type) .....	£25.00
105E-12116	Distributor cap (round type) .....	£17.00
100E-12199	Contact set (D type distributor only) .....	£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 .....	£22.50
E6AJ-1	Prefect boot script .....	£19.00
100E-16606	Prefect bonnet .....	£18.50
E5AJ-1	Anglia boot script.....	£19.00
100E-16606	Anglia bonnet .....	£18.50
100E-16606-G	Popular bonnet .....	£18.50
100E-16850	Bonnet 'V' motif .....	£36.50
100E -7042514	Popular boot script .....	£18.00
	Deluxe boot script .....	£18.00

**Miscellaneous**

E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable .....	£24.00
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only .....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
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
	Oil filter short.....	£6.50
	Oil filter long .....	£6.50**
105E-6038	Engine Mounting.....	£30.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *) .....	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
105E-7580-B	Clutch release bearing.....	£27.00
107E-8260	Top radiator hose, 107E only .....	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£17.25
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only.....	£7.00
107E-9959B	Float chamber gasket.....	£2.45
107E-17262-A	Speedo Cable .....	£26.50
107E 5246/5225/5255	107E stainless steel exhaust system .....	£255.00**

**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

## Classified Advertisements

Over the past year the FSOC has received only a few adverts for Pop Shopper placed via the dedicated magazine advertisement form, as most members now use the online form available via the FSOC website. As this now appears to be the preferred method for placing classified advertisements, the form has been deleted from this section of the magazine to allow more space for the Spares section. Nothing else has changed. Advertising is still a free service for members and non-members alike (not trade) and adverts will still be placed in the next issue of *Sidevalve* (subject to space). The form on the FSOC website can be found under the tab Benefits & Services: <https://www.fsoc.co.uk/online-advert-submission>.

Alternatively email FSOC at [pop.shopper@fsoc.co.uk](mailto:pop.shopper@fsoc.co.uk) and the FSOC will send you the required information. Members who don't use the Internet may phone Sally Litherland (early evening only) on **07811 576233** and advise their requirements.



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](http://www.fsoc.co.uk)) as soon as possible after receipt. Please email [pop.shopper@fsoc.co.uk](mailto:pop.shopper@fsoc.co.uk) when your item is sold/obtained.

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

## Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

## Vehicles for Sale

E493A Prefect 1953 black. Original and sound inside and out. 12v. Owned 12 years / 58k miles. Panhard rods. Delaney Heater fitted. Good chrome generally and bumpers re-done. Excellent tyres. Contact Dave Frost. Email: [lampwicks@icloud.com](mailto:lampwicks@icloud.com). Tel: 07930 305 376. Haverford West, Pembrokeshire.

VERY RARE Shirley Mk2. Full working condition with many upgrades. Comes with spares and full history. £6,000.00 ono. Contact Geoff Hammond. Tel: 02476 334201. Email: [hammond.geoff@talktalk.net](mailto:hammond.geoff@talktalk.net). Coventry.

1956 103E Popular, green, interior complete, refurbished, garaged, spares,

new tyres / roof, minor paint scuffs, undersealed, two owners, 6V dynamo, starter motor, battery all new. Sale due to house move. Please contact V R Watts. Tel: 01959 573 757 evenings. Kent.

1960 Ford Thames 300E, Sahara beige, mint condition, £9,250. Please contact Philip. Tel: 07711 902278. Northern Ireland.

## Previously advertised; see our website for more details:

- 100E Ford Popular 1960 family owned, dry stored since '85. Restoration project £1,000.
- 1936 CX Ford. Reconditioned engine, recovered seats, new tyres etc. £5,750.
- 1951 E493A 28K miles – 6v, good interior and runner, restored 2014, £4,000.

## Vehicles Wanted

10hp car / van / truck, anything considered as long as it is roadworthy, not worried about cosmetics or small improvements that may be need sorting out. Please contact Paul Nicholson. Tel: 07858835444. Email: [tim.tiddler@gmail.com](mailto:tim.tiddler@gmail.com). Lincolnshire.

## Previously advertised; see our website for more details:

- Ford 1172 Special wanted. Any condition, must have V5 or unambiguous identity.
- E83W wanted, preferably a flatbed, or a van for total restoration.

## Parts for Sale

Two 1936 spoked wheels to fit Model Y, good condition, £35 each. Contact Edmund Kiely. Tel: 07757 300 409. Nuneaton, Warwickshire.

Model C Grille badge mount, bolt on fitting for the bottom hose of an early engine and A braces for Model Y rear axle. Pair of CX headlamps with the fittings to the wing, correct diamond

glasses and chrome magnifex (?) bars. CX four door glass, two pieces for doors. ALSO for Model Y, fitting for bonnet hinge strip for a Model Y or C, differs from the later models, four bolt holes. front axle, steering column. 7Y front bumper brackets, windscreen. AND 103E good pair of front seats in brown. Contact Ivor Bryant. Email: [ivor\\_bryant@msn.com](mailto:ivor_bryant@msn.com). Tel: 01454 411028. N. Bristol.

## Previously advertised; see our website for more details:

- Ford Prefect E93A / 493A radiator (also fits 7W). Good condition.
- 4 Hot Rod wheels with used tyres from 103E.

## Parts Wanted

Front panels for a E04A Anglia. Bonnets, side panels grille wings and head lamp plinths. Can anyone help? Contact John Gumble. Tel: 07521027681. Email: [john.gumble38@outlook.com](mailto:john.gumble38@outlook.com). Hertfordshire.

103E oil filter assembly, oil filler tube, head lights, exhaust manifold wanted. Contact Digby Saunders. Email: [stmaryshorserefuge@gmail.com](mailto:stmaryshorserefuge@gmail.com). Tel: 01702 541133. Essex.

4 x tyres 5.25 / 16 to fit 1953 Prefect. Contact Edmund Kiely. Tel: 07757 300 409. Nuneaton, Warwickshire.

Ford Popular 103E boot lid, preferably in good condition and a good road wheel. Please contact Colin. Tel: 07544 554343. Email: [csvenni@hotmail.co.uk](mailto:csvenni@hotmail.co.uk).

Original brown leather seat upholstery for 1950 E493A Prefect to complete repair to existing bench seat. Contact Barry Gallagher. Tel: +353 8725 60133. Email: [barrygallagher91@hotmail.com](mailto:barrygallagher91@hotmail.com). Dublin.

**Please also look on our website for many other parts wanted.**



## Club Officials

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

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

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

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

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

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

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

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

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

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

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

**Publicity and Social Media Co-ordinator:** Stuart Battersby. Email: Battersby56@sky.com

**Sidevalve News Editor:** The SV News Editor, Ford Sidevalve Owners' Club, PO Box 235, Warrington, Cheshire WA3 9DS. Email: editor@fsoc.co.uk.

**Regional Co-ordinator:** John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9.00pm please). Email: regionalorganiser@fsoc.co.uk.

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

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

## Registrars (Specific Model Enquiries and DVLA Applications)

### Pre-War

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

### Assisted by

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

### E83W

Ron Taylor, 151 Victoria Road, Ashton-In-Makerfield, Nr Wigan, Lancashire WN4 0UH. Email: ron.rontaylor@googlemail.com

### Anglia, Prefect, Popular

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

### Specialist Applications

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

### Specials

Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialregistrars@fsoc.co.uk.

### 100E/107E

Liam Cotton. Tel: 01283 219508. Email: 100ERegistrar@fsoc.co.uk.

## Regional Contacts and Regional Groups

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

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

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

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

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

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

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

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

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

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

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

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

**Glos, Hereford and Worcester:** Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: s.bedford45@btinternet.com. Meet 3rd Thursday of the month, location TBA. Please call for information.

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

**East Lancs:** Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. 3rd Wednesday: 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.

**Nottinghamshire and Derbyshire:** Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

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

**The Solent:** Dave Barry. Email: davebarryau@yahoo.com.au, landline: 01983 863399, mobile: 07870 890383. Please contact for information.

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

**South Gloucestershire:** Peter Asquith 01453 759453. Email: peter.g4ena@btinternet.com. Please contact for details.

**Surrey:** Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. Contact Fred for general enquiries and local activities, and Wayne Parkhouse (07825 086908) for technical advice and support. We have a number of informal meet-ups over the winter months at the Parrot Pub, Forest Green (RH5 5RZ) on Tuesday November 12th, February 11th, March 10th and April 14th: just turn up at about 7.30 pm.

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

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

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

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

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

## International Contacts

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

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

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

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

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

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

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

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

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

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



Andy Main

# Anglia, Prefect & Pop Register

## Registrar's comments

With meeting set targets in the reduction in carbon emissions becoming an increasingly important priority for governments, the need for environmentally friendly transport has never been greater. The electric vehicle is seen as our saviour if you believe all you read. Electric vehicles are not a new idea but the battery technology is and this also brings further environmental problems that appear to be conveniently glossed over. Between July 2018 and July 2019 there was an increase in pure electric cars of 158% according to SMMT data. In 2030, just ten years time, the Global Battery Alliance is expecting eleven million tonnes of lithium-ion batteries will require recycling. My local bus company had an electric demonstrator on loan for a few days and on the only day I could photograph it, I was informed by a staff member that it was off the road in the garage with a flat battery! With coal no longer king of electricity generating and the increasing demand for power stations taking a decade or more to come on stream, could the future be power cuts?

Another rally season is over unless you participate in any events over the festive period, and it is the time to reflect on those to attend next year. I was most pleased to receive my first entry form in late October for the one-day Heritage Transport Show on the first Saturday in April, which the Kent group attends with a club display. As Corporal Jones would say, 'Don't panic, don't panic!' Let us just enjoy our heritage transport pastime in whatever mode it is.

## New members

An increase of two: David and Melanie Monger in Norfolk with their 1949 E93A Prefect, and Philip Thornton in Cambridgeshire with his 1958 103E Popular.

Changing owners: four E493A Prefects. Robin Thompson in Suffolk; Rex Harland in Yorkshire from 1950; Roger Birdseye in Suffolk from 1952, owned for a number of years and it is never too late to inform me; and Colin Read in Norfolk from 1953. Also Kenneth Gatenby in

Cleveland with his 1959 103E Popular.

## Life with sidevalve Fords, Part 1 by Jim Norman

I was born in 1951 and raised in Liverpool: Scotland (Scottie) Road to be precise. This was considered a tough part of the city, a pub on every corner and where the policemen would go only in twos. We lived in Wilbraham Street, which is still there although almost nothing from that time remains, just along from the equally famous St Anthony's church. From my earliest memories, my father had a car, the only one in the street for some time.

I would like to start with a sidevalve Ford but it was in fact a 1938 Austin 7 Ruby, FV 8063. In this my father and mother, both his parents, my sister and I were wont to sally forth touring south Lancashire. Having seen Austin Rubies at a few shows and looked into the interior, which would induce claustrophobia in a sardine, I cannot believe that we all managed to get in.

This must have dawned on Dad too as, in 1956 and by when my sister and I were rather larger, the Austin gave way to a bigger car: a Ford 7Y, DTD ????. Memories of this car are not strong as I was still only four or five, but I do remember that it was a standard model with the spare wheel fully exposed on the rear. We looked upwards at the more affluent people who could afford the Deluxe with the spare wheel suitably covered, but sneeringly described these as 'bin lids'! My other memory of it is Dad and Grandfather brushpainting it in a shade we referred to as 'biscuit'.

Its replacement was, of all things, that rarest of the rare, a two-door E93A Prefect. I don't remember too much about this car either but I do recall that, soon after purchase, it disgraced itself by losing a tooth from the rear axle crown wheel; this would be a recurring theme with other Uprights. A second-hand complete axle was bought from the local scrapyard, and Dad set about substituting it. The car was parked up about a quarter of a mile away in the local school / church grounds, so he and I – I would be seven years old at this time – set out carrying various tools. Once there, we jacked up the rear and secured it – if that's the

right word – on bricks, common practice then but definitely not to be done today. Then Dad walked back home to collect something we'd forgotten, leaving me to 'guard the tools'. By the time he returned I had loosened everything and the old axle was ready to be pulled out from under the car. He shouted a bit, but I thought at the time that his concern for my safety was overlaid by a lot of pride that I had figured it all out and managed to do the work. It was my first attempt at car mechanics in general and sidevalves in particular; it would not be the last.

The Prefect was getting rather tatty, and a friend who had just come into riches and bought a new car offered Dad his black 1951 E494A Anglia, KTD 181, at a giveaway price. (Photo 1.) This was an excellent buy as a reconditioned Ford engine had been fitted only a few months earlier. It was far nicer than the Prefect and we continued our meanderings around the country in it, by now joined by another brother and, soon, another sister. I have much stronger memories of this car, as one day and totally out of the blue, Dad took me around to the same school yard and turned me loose in the driver's seat! I was only twelve and small for my age, so this necessitated a few cushions so I could see over the dashboard. Alas, this moved my feet further



Photo 1. KTD 181 with sister Margaret at Waterloo, Liverpool.



Photo 2. PHW 404 at home.



Photo 3. PHW 404 on holiday and fitted with a roof rack in North Wales, with a mildly mutilated future Technical Advisor, aged about twelve.

from the pedals, but I managed my first time getting a car on the move without stalling the engine. Many more such 'lessons' followed and I had fully mastered clutch control long before I could take to the road.

Nice as the car was, it wasn't in the best of condition, and with the MOT test now in force, concerns about the condition of the chassis were mounting. It was then that another piece of luck came our way in the form of an E493A Prefect, PHW 404, with excellent bodywork but

a seized engine – all for free! (Photos 2 and 3.)

The obvious answer was to scrap the Anglia and use its engine in the Prefect, which was done. By now the more astute members will have realised that the car, underpowered by that time with a 10hp engine, had now become even more underpowered with an 8hp engine. It would go, but acceleration times were no longer timed with a stopwatch but a calendar!

The lack of speed was, in retrospect, possibly a blessing as it was impossible to make this car go in a straight line. Uprights do tend to wander due to the suspension set-up, but Dad had already owned three of the type and considered this one to be exceptionally bad. We never found a cure or reason for the reluctance to steer a straight line, and it was just as bad when he sold it to a group of students, who went on a tour of Scotland in it. I always wondered how it coped with the Scottish hills.

In the meantime, I continued, still off-road, with driving lessons and doing a few more mechanical jobs as I got older. The rear axle of this car also succumbed and was replaced as previously described with the E93A.

*Part 2 of Jim's 'Life with sidevalve Fords' continues in the 107E Register.*

## Registrar's comment

Jim's involvement in and commitment to the club is over many years including many technical articles that have helped keep our sidevalves on the road. Jim and I both came off the production line in the same year but from different ends of the country. I am always most pleased to receive other readers' sidevalve motoring stories too.

The roof rack bought back memories for me as in the 1980s, with a young family and a small boot on the 103E Popular, extra space was required on holiday as I did not fancy driving with the boot lid down. One day I was passing a local garage (still open) and for sale was an E493A Prefect with a roof rack fitted. On enquiring and – from memory – £1.50 it was mine, and served well for a number of holidays until the 100E Anglia was purchased with the larger boot.

## Register 25 Years Ago – Sidevalve News, December 1994

My traditional feature of overseas vehicles new and updated photographs received during the year.

Jessie Patrick in Tennessee had registered three: 1949 Thames E493OCF/A 5cwt van, 1952 E494A Anglia and a 1954 E494C 5 cwt van. Smaller purchases were aluminium alloy overriders about a ¼ inch thick from a serviceman on returning to the USA from England. Stamped on them were ALPRO in a diamond-shaped logo on the inside. Asked then and again now: can anyone supply further details on the company?

Brian Alford in New South Wales used Blue Streak, his Ute, as daily transport to work carrying his tools. Brian and his wife visited England twice and I met up with them on both occasions. Now retired, Blue Streak has since been sold to another enthusiast.

Christof Jager in Germany sold his E493A Prefect and purchased a 1950 G73A Taunus, the first of this model on the register.

A 1953 E493A Prefect from Canterbury, Kent, 25 miles away from me came to my attention only two owners later and now residing in North Carolina.

## Greetings

I would like to thank Tim Griffiths, Robert Orr and Brian Sutter for inspecting vehicles for me this year as part of the process to obtain the original registrations, giving up their spare time to assist.

May I also take this opportunity of wishing you and your families a Happy Christmas and New Year, and good sidevalve motoring in 2020. If you are looking for a new year's resolution it could be to complete the vehicle register form, if not already done so? They can be completed online and a photograph is always welcome too, or if you prefer the original paper version or have mislaid / lost it, then please forward a s.a.e. and I will pop one or more in the post, depending on your requirements.



Liam Cotton

## 100E Register

Here we are in December already; what happened to 2019? It has been a good year for the club and also the 100E / 107E registers. We have celebrated our anniversary but sadly I didn't get the Prefect out as much as I would have liked. At this point I must say thank you to all of you who have provided me with the material for the register pages, both written and photographic. I feel extremely privileged to have been the recipient of such high quality articles as we have seen printed in *Sidevalve*. Thank you to all.

In this issue we have the final part of Dave Watson's recollections and then an article from committee member Mike Brocklehurst. Both excellent pieces, in my opinion, and both written by people who have contributed a lot to the club.

### Sidevalving in the 1970s, Part 4, by Dave Watson

I really enjoyed my time owning the 100E (see photos), and we travelled many miles together, visiting lots of different places. I learnt a lot both mechanically and body-wise working on that car and only wish I had taken lots more photos of it to look back on. I'd now got it looking the best it had looked for many years, but sadly the temptation of a new and faster car got the better of me and in 1974, a Mk1 Escort became my new steed (another car I should have kept). Unfortunately I couldn't keep two cars and needed the money to put towards the new car.



One of the lads at work was interested in the 100E, but I knew he'd probably crash it, so I put him off and sold it to another workmate for his daughter. Maybe this wasn't such a good idea either, as every so often he'd tell me that she'd hit something. After a while he mentioned that she'd sold it as, like me, she wanted something more modern and faster.

In the late 70s I wrote a letter in *Sidevalve* asking if anyone in the club now owned either my or Dad's Ford Sidevalve, giving their reg. nos. It wasn't long after that a chap called saying he now owned 938 HPF – my old 100E. It was now parked up and he said he planned to do it up at some stage. This could have been a happy story but it doesn't have a happy ending. As it was local I went to see it. He had another car in pieces and my old 100E, with bits he'd taken off it stored inside the car; it was sad to see. I did go past there a short while after and both had gone, so I can only guess the worst. I often think, if only I'd sold it to someone else, its fate might have been different and it might still be around, but you just do what you think is right at the time.

I have enjoyed being a member of the club from very near the beginning. I was a young lad when I joined and am now one of the old boys and retired, but still own a classic car, although not a Ford. This is now restored and we attend quite a few car meets throughout the year, one of my favourites being The Festival of the Unexceptional. This is for any make of car, especially run-of-the-mill cars from years gone by that were parked on most driveways. A car show I've not attended but sounds interesting is Popstalgia. This is for Populars, Anglias and Prefects – mostly customised and rodded but also standard. The old Triang Pedal Car has long gone, but I still have my old, well-played-with Dinky collection which I am slowly restoring one by one during my retirement.

The car park photos of my Anglia were taken just after I bought the car in 1971, in Bushy Park near Hampton Court. I remember pulling up to take the pictures, and just out of shot were an old couple parked in their E493A Prefect. They watched my every move, probably wondering why I was taking photos of a car. Their Prefect would have been their everyday car, and at the time never considered anything special,



although it caught my eye. The photo on the left is from the 1973 Sidevalve Day where it was awarded second prize in the standard class. I only wish that I'd taken lots more photos of my 100E when I had it.

*Registrar's note:* Before the days of digital photography it was expensive to buy film and have photos printed. I also wish that I could have taken more pictures. Dave Watson kindly donated his collection of sidevalve photographs to the club and now they are available to view in the members' area of the club website.

### My sidevalve history, by Mike Brocklehurst

My first venture into sidevalve ownership came in 1964 when, as a bribe, my parents offered to buy me a car if I could secure enough GCE passes to gain employment, which I managed to achieve. I then became the proud owner of a black Ford Pop (788 ALG) for the princely sum of £35.10 shillings, £30 for the car and £5.10 shillings for a quarter's tax (does anyone remember when you could buy a quarter's tax?). It looked a little careworn but did have 12 months MOT so I embarked on an 'improvement' programme. Spotlights were a must together with 'ears' (flashing indicators) mounted on the edge of the roof just behind the doors; a six foot whippy aerial on the roof (no radio); and the crowning glory, I painted the four wings bright sunshine yellow using Woolworths' best. I felt like royalty driving around in 'the beast' although my parents were not so keen and insisted that I park it out of sight around the back of the house. Something



to the Prefect was not a practical proposition, so again I was on the lookout for something appropriate. By now I had joined the club, and fellow Merseyside member and sidevalve guru Dave Rothwell came across a 1959 Squire (see photo), in need of a little TLC, which he attended to and a deal was struck; the first item being to fit seat belts, which was a surprisingly easy task.

I considered for a nanosecond fitting an overhead valve engine and four-speed box but the rarity of the 100E estates ruled this out, although I did carry out some updates (I prefer that term rather than 'modifications' for what I did). A conversion to negative earth and alternator helped power spotlights, rear fog and reversing lights and radio cassette without overstressing the dynamo, and I converted the mechanical fuel pump to electric pump.

The more I looked into the car's history the more oddities I found. It had spent all its life in the north west of England although it had an Essex registration, which puzzled me but led to the conclusion that it had been bought under the Ford employee purchase scheme with a 12.5% discount, but had had to be collected from the factory in Dagenham and was registered there. This answered a few puzzles – employees could specify variations to standard equipment and my Squire had only one sun visor, no heater and only a single horn. I have rectified all these omissions over the past few years and now look forward to many years of gentle motoring.

Oh, and the E493A Prefect: I'm pleased to say that after passing through several owners after me it is now in the safe hands of a Kent member and assured of a safe future.

more modern looking was soon called for and my next two sidevalves were of the 100E variety, and if I had them today they would fetch good money. Firstly a 1954 Anglia (PNE 209) of the first iteration, complete with the tiny rear light clusters with red indicators, the small rear screen and the instrument cluster surrounding the steering wheel. This was soon followed by a 1957 Escort (TBU 91) which stayed with me for three years until I moved on to the products of BMC and into marriage and children, and it was not until the children were settled that my wife suggested I should buy an old car to keep me occupied (or perhaps to get me out from under her feet).

I spent several months leafing through the pages of the classic publications until I came across a 1950 Prefect E493A on sale at a garage not too far away which deserved a look. It looked fine on the surface and had a long MOT, but on bringing it home I started a closer inspection and fault after fault came to light. No way would it have passed an MOT in that state so I embarked on a five-year restoration programme, finishing with a very nice motor.

My youngest son, who has medical problems and learning difficulties, enjoys working on the cars with me and attending shows, but we were none too happy him being in the car without seat belts and fitting them



December 1962 at the Tunnel Inn crossroads with Richard Pinker's first 'car' – a Ford Thames 300E (Prefect) van. View to the pitched-roofed prefabs, sign 'WARNING CHILDREN AT PLAY' and a man clearing snow. (Photo courtesy of Richard Pinker.)





Liam Cotton

## 107E Register

Before we start, I must make an appeal for articles and photographs for the magazine; at present I have used all the material I have for the 100E pages. Why not get writing over the Christmas period – there's nothing worth watching on telly (apart from the Queen and the Stanley Baxter repeats).

As promised in the October magazine we have a series that I hope you will really enjoy: Jim Norman has written about his life with sidevalve Fords. Part 1 is in Andy Main's Anglia, Prefect and Pop register pages. Jim has contributed a huge amount to the club over the years and so I will take this opportunity to thank him for all the help and inspiration he gives to all of us 100E / 107E owners.

To all FSOC members, Merry Christmas and a happy new year!

### Life with Sidevalve Fords, Part 2, by Jim Norman

*Continuing from Anglia, Prefect & Pop Register.*

Following the E493A's sale, we went modern with a 1961 100E Prefect 273 KB, and yes, you did read that right; that's exactly what it said on the logbook. It was a nice car but resprayed in a darkish red with silver flakes in the mix; originally it had been green. It was a revelation after the Uprights: quiet, smooth, fast (especially after the under-engined E493A) and it handled far, far better.

The truth dawned one day when I was at a Ford dealers to buy some parts. There was a wall poster display showing many Ford

mystery never solved.

I passed my test in it in 1970 and began to borrow it when I needed to go anyway. But one day, the rattling noise from the piston rings and the high oil consumption forced Dad to pull the engine out and strip it, and replace the rings. I know better now and would never advise doing this – always replace 100E pistons as well – but that's what he did. He also chose to ignore the holes in the white metal of the big ends, and the inevitable happened, unfortunately while I was driving it. This time an engine from a scrap 100E was fitted and we were on our way again.

Later in 1970, Dad was offered a 1963 Cortina 1500 for £50 but in need of work. He took it, so the 100E was now for sale. I was looking for my own car and actually wanted an Upright, but settled for the 100E. In retrospect, this was a mistake: the car was now very tired both bodily and mechanically, and its reliability had deteriorated. Nevertheless, I paid Dad a nominal sum and began work to transform the car. This was not a success, and since it was now being used between Liverpool and Bridgnorth regularly, it deteriorated even further and developed a big appetite for engines. Used ones were cheap enough at the time as the 100E was very much out of fashion and they were going to the scrapyards in droves, but it was still a nuisance having to change them. At a later date, this problem would return to haunt me.

Although not part of the story, Dad ran the Cortina for several years before selling it. Surprisingly, he then bought a 107E, ran that for a few more years, then another 107E which he ran until he gave up driving. That car, ANC 900A, was then sold to Paul Edwards, a previous editor of this journal, who later also sold it on, and I have seen it pictured once or twice and still in use, though hot rodged.

In the end, I decided to solve the constant engine changing by fitting an overhead valve unit and four speed gearbox, not knowing just what was involved at the start. Like others, I discovered that these don't fit into the 100E shell without cutting the bulkhead and gearbox tunnel. I was too far along by this stage to turn back, and so the cuts were made, which did nothing to improve the structural strength of an already marginal shell. Nor did the conversion materially improve reliability; most breakdowns are caused by electrical problems and the wiring was no better than the rest of the car, although it did stop eating engines.

I was still, though, rather attached to the car, and had it resprayed. It was the hippy era, but it wasn't exactly psychedelic: it was yellow with a black roof and bonnet. But by 1974 I



273 KB. The end was fast approaching . . .

had to bow to the inevitable; that the car was coming to the end of its life. I decided that its replacement had to be a proper 107E with the OHV engine / four-speed gearbox built in. Even then, though, they were rather thin on the ground.

But I found one for sale after only two days of looking, and only two miles away in Fazakerly (we'd moved from Scottie Road by then, most of which had been demolished to form the approach roads for the second Mersey Tunnel). Dad and I hurried there to find a 1960 all-maroon Prefect, 984 FLV. The paint was rather faded – as maroon does – and the sills weren't particularly good, but it was worlds better than the then present car. A good interior is always a pleasure to behold in a 107E, and this one was immaculate. I was in love! But then I opened the boot. Rough as it was, if I opened the boot lid of 273 KB I would not see the ground, but here I could. The offside rear chassis rail had corroded through and broken just ahead of the spring shackle, so the car's weight, instead of being carried by the rail, was being borne by the boot floor. This had shown its displeasure by cracking and breaking at each side of the rail, and this section now stood about an inch higher than the rest of the floor. The withering look I gave the seller then prompted, 'It won't start; I've been told it needs a rebore.'

Nothing daunted, a very reduced number of pound notes changed hands and we towed the car home. Here I fitted new plugs and points and it started immediately. A pair of sills was bought from the Ford dealers (good old days!) and tacked on. The back of the car was jacked up and the raised section of boot floor hammered back down and a plate tack welded over the top to keep it there until permanent repairs were made. Do not try this at home!

FLV reached John o'Groats the long way up the Scottish west coast in 1976. It and its owner stand nonchalantly outside the hotel.



Ian Woodrow

# Specials & Sports Cars Register

How many motoring enthusiasts (especially Specials enthusiasts) dream about designing and building a road-going car – not just assembling a kit car but making a chassis and a unique style body? DIYers setting about building their own design may wish to incorporate all the latest technology – carbon fibre, hybrid drive system, CAN bus electrical system, etc. – but would the latest technology be beyond the recreational builder? Also, most people would be put off by the bureaucracy of trying to get the vehicle legally registered for road use.

In the 1950s I think far more people attempted to design and build their own cars and a few succeeded. Although it may have been easier to register a Special for the road in the 1950s, some of the tools we now take for granted weren't available such as a MIG welder or angle grinder, and an electric drill would have still been a luxury. Even soap was still rationed in 1951 (needed for cleaning up, obviously).

## Varley Special

Most people trying to build their own car would probably choose a sports car design. Roy Lewis Varley, however, built this unusual car, the Varley Special, which could be described as a shooting brake, station wagon, estate car or simply a woodie (Photos 1 and 2).

Roy designed and built the independent front suspension using a transverse leaf spring and hydraulic shock upper suspension units (Photo 3). The suspension for the rear axle consists of longitudinal leaf spring coupled with coil-over shock units. Braking is hydraulic front and mechanical E93A at the rear. The fact that after 65 years all that is needed is a little TLC reflects favourably on the quality of the original build. Little things like the hand-made VS badge (Photo 4) show the attention he paid to even the smallest of details.

The Varley Special built in the early 1950s was previously mentioned in *Sidevalve News* in October 1990, when the builder's son John was looking for a suitable home for it. Since then it has had several owners. When John was looking for a new home for the Varley he wrote the following for the new owner (and I assume that it had not been registered with the DVLA at

Swansea):

"As discussed, I am outlining as much in the way of history of the Varley, Ford Special as possible in the way of assisting you in retaining its original reg. number.

The idea came to fruition in about the early part if 1951, finally being registered in mid-1953.

It was built virtually unassisted in a wooden lock-up garage in Foundry Lane, Smethwick, at the rear of Avery's, the scale makers.

As Ford Specials go at that time my father decided that the theme of the day, in using the Popular chassis, would produce a car with too high ground clearance. He therefore designed a tubular chassis, using 1/8 thick 2" diameter Renolds tubing. The front crossmember which takes engine mount, leaf spring location and suspension mount, was hand produced during the winter of 1951 in the small wooden shed at the rear of our terrace house in Winson Green, Birmingham, along with most of the wooden frame of the car.

The ash frame was bought as one piece of timber – middle of a tree, with the bark still attached. All cutting, shaping and bending was done in the garden shed, or kitchen.

Body panelling is aluminium, except for rear wings, original front wings and front bulkhead, all shaped and rolled at a small (now closed) engineering company in Park Road, Hockley, Birmingham.

Engine used is basic Popular 10h.p. (E93A) standard gearbox and rear axle, nowadays with slightly higher ratio than original. Car ran on single Solex carb, until converted to Ford 8 higher compression ratio head, and twin 1 1/8 SUs. Nowadays I have reverted back to original.

The original all cable brake system was converted at the front to hydraulic, with the use of mainly Lockhead parts, to improve braking.

Wooden blockboard floor originally had aluminium footwells fitted beneath the front seats to accommodate myself and sister, as we grew at that time.

My father used the car regularly for transport to work at G.E.C. in Birmingham and many holidays to Devon, Cornwall and the N. East, where traffic congestion would show up the car's fault of overheating. The current multi-



Photo 1



Photo 2



Photo 3

blade fan was fitted to help, and when on holiday an additional header-tank would be incorporated.

My father used the car for eleven years, and then passed it to me, who used it for approximately seven years.





Photo 4

In 1971 it broke a half shaft and was retired under tarpaulins, next to my single garage at home, which was filled by its replacement, the Ford Anglia.

It remained on bricks for approximately six / seven years, before I built a new double garage and workshop, thus re-housing the Special.

It was partially stripped and renovation work was begun. This was a slow job, and stopped for approximately two years because of the building of a kit car.

It reached its current form four years ago, when it was moved, and garaged at my current residence. It remained under dust covers, until purchased by yourself.

Original colour was a metallic grey-silver, changed to Valspar Powder Blue, and now Valspar Royal Mail Red.

Registered in Smethwick, Staffs. My father asked for OVP 123, but with that number already issued he was offered OVP 333. I believe at that time, that OPV was issued to small commercial vehicles, and possibly not to family saloons of the day.

I still can't remember where the chassis

number was stamped, but I wish you every luck in retaining the reg. number.

John Varley

P.S. Fuel gauge never read correct. If you are between 0-3, look for a garage – QUICK."

## Finally

On the Letters page you will see that Martyn Halliday has proposed a Heritage Sporting Trial in 2020 suitable for early 1950s trials cars that do not have fiddle brakes, like Dellows. If you own or have access to one of these cars and would like to take part then for more details please contact Martyn or me.

I look forward to receiving your 'Special restoration and exploit' reports. Merry Christmas and a Happy New Year.

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Andy Main

## Specialist Applications Register

### Kronfeld Drone de Luxe, Part 1

The British Aircraft Company of Maidstone, Kent was founded in March 1931 and built a series of gliders designed by Managing Director C.H. Lowe-Wylde. In 1932 a BAC Mk VII glider was fitted with a 600cc Douglas motorcycle engine, developed into the Sprite aero engine and fitted above the wing. It became known as the BAC Planette. In the following year C.H. Lowe-Wylde crashed the prototype and was killed. It is believed that four Planettes had been built by then.

Robert Kronfeld, a famous Austrian glider pilot, took over as manager and designer. By July 1933 he had modified the second Planette with a streamlined engine cowling and changed the name to Drone. In 1934 BAC moved to Hanworth in Middlesex, and in 1936 Robert Kronfeld bought the company and renamed it Kronfeld Ltd. Drone production had continued slowly until then, when twenty were built that year. Those fitted with the Douglas Sprite aero engine became known as the Kronfeld Super Drone. During this time different engines were being tried, including the Carden-Ford using the 1172cc sidevalve engine. With swept wings, it was known as the Drone de Luxe. Production ceased in 1937 after thirty-three Drones had been built and Kronfeld Ltd was wound up.

Eight Drones survived the Second World War and three of those flew again, including the only surviving Kronfeld Drone de Luxe. (see Photo.)



G-AEKV was built in 1936 and is the thirtieth built. It first flew in 1937 and was a regular pre-war visitor to Brooklands Aerodrome at Weybridge, Surrey. Drones became popular with private owners and G-AEKV had a number of owners in the 1950s. It attended the 1951 Kings Cup Air Race, hosted by the de Havilland Aircraft Company at Hatfield Aerodrome, but the race was cancelled due to the weather conditions. G-AEKV was grounded in the 1960s until the early 1980s when it was acquired by Mike Beach and restored with colleagues at

Brooklands Museum between 1983–84. Mike Beach undertook two flights at Brooklands in 1984 but the con rod detached and broke the crankcase. The engine was replaced and it is believed to have flown again until the water pump failed. G-AEKV was purchased by Brooklands Museum in 1998 with assistance from the Heritage Lottery Fund.

G-AEKV is photographed courtesy of David Oliver at Brooklands Museum, minus the water pump and cowling.

To be continued.



Photo by Anthony Hatch.

Ford Prefect, England, during March 1963.



Mark Harvey

## Regalia



### Waterproof Insulated Jacket – £30.36

Overview: Material: Hydrafort 5000 polyester outer. 200 series anti-pill Symmetry® fleece lining. Polyamide sleeve lining. Waterproof with tapes seams. Windproof. Thermo-Guard® insulation. Fleece lined collar.

Available on the website, [www.fsoc.co.uk](http://www.fsoc.co.uk), members services. Winter is well and truly on its way. So why not be prepared and stylish with this winter jacket?



### Cuffed / Slouch Beanie – £7.60

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

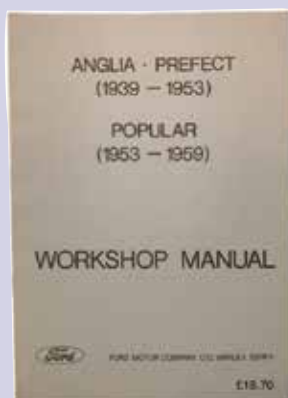
Also, don't forget you'll lose most body-heat from your head. Avoid this with the FSOC hat.

This is just a small selection of FSOC branded clothing and accessories, available to all our members via the club website: [www.fsoc.co.uk](http://www.fsoc.co.uk), members services. Just click on the item you are interested in and this link will take

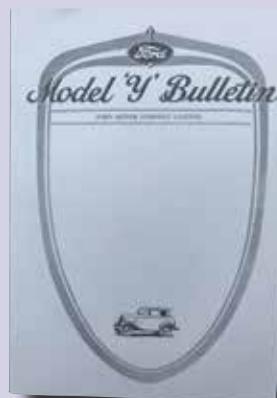
you to our supplier where you can purchase your desired items. There is no minimum order and the postage will be charged at the checkout. There is also a telephone ordering service – 01934 521000 – should you prefer to order this way using credit or debit cards.

We also have a good selection of parts

and workshop manuals to help you with your sidevalve winter projects and winter fettling in preparation for next year's show season. All manuals and books are priced and include p&p.



Upright workshop manual



Model Y workshop manual



100E workshop manual

## Letters & Emails

Sidevalve Editor, PO Box 235,  
Warrington, Cheshire WA3 9DS

Email: [editor@fsoc.co.uk](mailto:editor@fsoc.co.uk)

### Early 1950s trials cars and historic sporting trials

Dear Sidevalve,

Since we started historic sporting trials some eight years ago, we have concentrated on the 1960s Historic Cannons and Alexis together with the 1970s post-historic cars, all of which have fiddle brakes. This has been an outstanding success and we have no intention of changing this successful and enjoyable format.

However, our trials are not attracting owners of early 1950s purpose-built road registered trials cars such as the Dellow. These vehicles were not originally equipped with independent rear wheel braking (fiddle brakes), and have limited steering lock, large rear overhang and easily damaged bodywork. Our current sections are often too tight for these cars and we think there is a demand for a small number of events with more suitable sections. The Dellow Register alone has over 150 vehicles on its records but only a few regularly compete in the long-distance classic trials as they are no longer competitive against more modern machinery.

In addition, we would like to include a separate class for any of the amazing trials specials which were built before the introduction of the 1953 RAC Trials Formula. These vehicles had the engine set well back in the chassis. Hopefully some still exist, and we would like to see them competing again.

In 2020, with the support of the Dellow Register, the Midland Trials Car Club will organise a stand-alone single site Heritage Sporting Trial, incorporating the following classes:

- *Heritage Class*: cars produced up to 1959 conforming to the 1953 RAC Trials Formula but NOT fitted with fiddle brakes. These vehicles must be largely in original period specification, e.g. still have an 1172 engine / gearbox / rear axle. However, minor modifications such as different sidevalve head, additional carburettors or hydraulic brakes are considered acceptable.
- *Modified Heritage Class*: cars produced up to 1959 conforming to the RAC Trials Formula but NOT fitted with fiddle brakes. These vehicles may have been sympathetically modified with later period parts, e.g. engine / gearbox / rear axle replaced. Drastically modified cars – e.g. any form of independent suspension, disc brakes, fuel injection, engine management or engines / gearbox / rear axle manufactured later than 1970 – would not be considered acceptable.
- *Pre-RAC Trials Formula Class*: purpose-built largely original open trials cars constructed before 1953 and not conforming to the 1953 RAC Trials Formula, e.g. Onslow Bartlett Specials, V8 Mercury, etc.

#### Tyres

Heritage and pre-RAC TF Classes would run on road pattern cross ply tyres – town and country / grip / knobbly or motorcycle trials tyres would not be permitted. Modified Heritage Class cars may run similar cross ply tyres or radial tyres which have been listed as acceptable in the current or previous MSA / Motorsport UK or ACTC tyre list. Tyre pressures: 5psi for cross ply rear tyres; 10psi for radial rear tyres.

#### Notes

We will draw up class specifications when we have more details of the cars that are likely to compete. It will be up to the owner of the vehicle to provide documentary evidence that a modification or part was used in period. An eligible vehicle, which was later equipped with fiddle brakes, may be accepted, provided the

means of independent rear wheel braking has been disabled for the event.

Anyone interested in taking part, helping or has knowledge of suitable cars please contact me on mobile: 07739 464170 or email: [martyn\\_halliday@msn.com](mailto:martyn_halliday@msn.com).

Yours,

Martyn Halliday

### Thank you one and all

Dear Sidevalve,

Could I have a little space in the magazine to thank some people in the club for their help?

In August I applied through the club to regain the registration on my 1954 103E Pop.

Although the application was unsuccessful I want to say a sincere thank you to Brian Sutter, Andy Main, the Chairman and any others within the club who were involved.

After having to show the car at Belfast I now have my V5C.

In addition to the club members involved I want to thank Neil down the road for giving up half of his day off to take the car to and from the inspection for me. Although I still have a lot of work still to do, at least the registration number is now safe.

Thank you one and all.

Yours,

Robert Orr

### Sidevalve Heroes

Dear Sidevalve,

Liam's article on Sidevalve Heroes prompted me to put finger to keyboard and tell you about mine.

Robin Thake has been Group Leader of Three Counties (formerly North London) group for more years than I dare to mention. I joined the club in 2003 and on my first club night he warmly welcomed me to the group and introduced me to the rest of the gathering. As usual for me, I got some of the names but struggled to put the faces to them! It was apparent that all were very good friends and I very soon felt part of the group. Robin is always at club night even though he has a 60-mile round trip, no matter what the weather. He is happy to answer sidevalving questions (as well as others) but never fazed by anything, and always gives good advice.

When I bought my Pop in 2003 my knowledge was limited to memories of 'helping' my dad look after his E494C van back in the 1960s. Robin's guiding hand has been invaluable in keeping my Pop in fine fettle, from advice during club nights, phone calls,





and if all else fails a personal visit. It is always comforting to know that he is only a phone call away if things go badly wrong! I know of many vehicles that have benefitted from Robin's expertise; certainly all of the vehicles in our group have been worked on by him, as well as many others around the country.

In Liam's article I had to smile when he mentioned the club holiday and following Robin Thake to the Isle of Wight (1992) in his 107E. Well, I have followed Robin many miles over the years, to shows and holidays across the counties and – yes – the Isle of Wight on the 2008 and 2014 holidays. Another club that I belong to is a general classic car group, all faster vehicles than mine: club runs are so much more enjoyable with the sidevalve club. Keeping up with Robin's 8hp Anglia I can do, but a Triumph Herald and an Austin 1300 is much too stressful, for both me and the car!

It also wouldn't be fair not to mention Jennie. We all know that bit about behind every successful man, 'n' all that, but Jennie is always there at the club meetings with her file of shows and entry forms for those of us who are not on the internet. For many years she was

Membership Secretary and put many hours of her time into making the club the success it is. Robin and Jennie have done a great deal for the club, and I feel sometimes that they don't get the recognition they deserve.

I enclose a family photo of my mother and me with the van referred to above, on holiday in Milford on Sea, July 1964.

Kind Regards,  
David Heard



### Sidevalve on film

Dear Sidevalve,

Club members who enjoy seeing our kind of Fords appearing on the TV or the silver screen

may be interested to see a recent Irish TV and cinema advertisement run by the Electricity Supply Board (ESB), which owns and maintains the national electricity network.

As I write it may still be viewed online by a Google search for 'esb corporate tv ad september 2019' (or <https://www.youtube.com/watch?v=6H-DC-8X6o8> – Ed). Running time is 30 seconds, and between 0:08 and 0:11 seconds, a black 100E/107E Prefect and an E83W van appear briefly in a scene outside a well-lit ballroom.

I would have loved to have seen the outtakes.

Regards,  
Colm O'Neill



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\*All cover is subject to insurers terms and conditions, which is available upon request. \*\*Premium example based on: 1957 Morris Minor 1000. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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Jim Norman

## Sill Replacement, Part 5

### Floor, outriggers and jacking points

Once the sills were in place, flat steel, flanged as necessary, was cut to size and then welded into place to repair the remaining holes in the floor (Photos 34 to 35). The jacking point (Photo 37) was positioned, the floor marked and eight holes drilled through. The jacking point was then welded to the floor through these holes as described in the caption to Photo 26. Its outer flanges were then welded to the inner sill. A new front outrigger (Drawing 2) was measured up, fabricated and welded in; the rear outrigger,

surprisingly, needed only a small patch, and then the triangular piece was positioned, the scissors jack again forcing it into its rightful place (Photo 38).

### Sealant and paint

All joints were given a smear of silicone sealant to make sure that water stayed on the outside; having gone to this much trouble, I decided that mopping out was no longer acceptable! The half litre tin of cellulose primer was broached and a professional spray gun used to cover all new, and a lot of old, metal. Under the floor, this was followed with black Hammerite;

outer surfaces received a few coats of gloss black from an aerosol. I haven't re-applied underseal yet: the original is now in very poor condition so I will remove it this summer, treat the metal above and then re-apply.

The job took four full days.

There were a few other areas of the car that needed some body repairs, although nowhere near the scale just described; others needed paint repairs only. These were the priority over the summer, not – as already explained – to produce a concours vehicle, but to ensure that BOA could continue to earn her keep for many years to come.



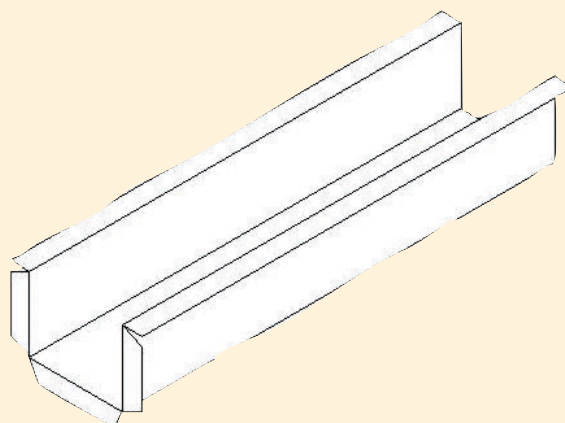
Photo 34 and 35. At the same time, the hole above the jacking point was repaired. This allowed the jacking point to be welded in, once suitable slots had been made in the sills' lower flanges to accommodate it.

Photos 36 and 37. Underside view after painting, showing the jacking point part way along, while at the top is the front outrigger. This is fabricated from flat steel cut to size, with four parallel right angle bends put in as already described to form a top hat section.





Photo 38. The new jacking point in its raw state. I could easily have made one, but not knowing how much time I had spare made it simpler to buy it off the shelf. The blue paint is Hammerite.



Drawing 2. Top hat section outrigger (not to scale). Easily made as described earlier, Photos 4 and 5.



Photo 39. The triangular outrigger fitted very well. Although it could have been fabricated, it is a tricky piece to do and even Ex-pressed make it in two parts, then weld them together. Following the problem with the sill, I was very relieved at the good fit.



Photo 40. A look down the side of the car; the drive is narrow and this is the nearest to a side view available. The welding is complete and all new and repaired metal in primer paint, followed by top coat or black Hammerite as appropriate.



Photo 41. The finished job, although attention is still needed to the paintwork, particularly to the front wing. Note that all the door gaps, etc., survived!

Chris Tombs

# A Popular Saga: 45 Years and Counting

This is the story of a slow-burner: a 45 year slow-burner. It is about a very gradual transformation of a 103E from a tatty, tired and worn-out old crock to a sprightly and smart example of a car of a type that has a special place in many people's memory. Perhaps with an ironic relevance, its registration number, which is the original, is OCD 47!

There are so many anecdotes I could relate, many I am sure that would strike a chord with other Pop owners. Should I include the time I drove the car on the M23 with my foot to the floor alongside a friend driving his Cortina? With our windows open, he would shout to me how fast we were going because, with my speedometer all over the place, I hadn't a clue what speed the Pop could reach. Or the time I hit a rather deep pothole – I'll not forget the sight in the rear view mirror of my back seat passengers being buckarooed into the air before they fell in a heap in the rear footwell.

Then, of course, are the idiosyncratic ways of dealing with problems that all our cars exhibit on occasions. Many a summer's day, while on my way home from work in the early 1970s, the engine would simply die. It always happened at the same place, half way up Reigate Hill. I was forced to wait half an hour before the car would come back to life. Yes, you've guessed it, fuel starvation. But for me, the most ridiculous performance I frequently went through was while starting the car with a flat battery on very cold mornings. With the ignition on and choke out, the ritual was to prime the fuel pump, followed by turning the starter handle with my left hand while lifting the throttle bar with my right. I'm fairly tall, but even so it was quite a contortion. I wonder if anyone else ever did this.

What I will do in this piece is to relate a few key memories that take the car through its history with me. I know nothing of its first 20 years other than that it was registered on 1st May 1954 in Brighton, and that one of the previous owners had it 14 years. Unfortunately, the DVLC ignored my request to return the original logbook when they were recalled and destroyed in the seventies, so all other details are lost.

My Pop story, though, begins in Surrey in 1974 when I was 19 years old. I had already failed two driving tests and desperately needed

a car to practice driving with anyone brave enough to be my passenger. I trawled the locality for a used car, but all the vehicles I saw, mostly Morris 1000s and Minis, had severe rust. Then I spotted the Pop at a garage in Whyteleafe. It had little rust and was a bit tatty inside, but looked to be in reasonable overall condition. It was quirky: that suited me, so I bought it.

'You'll need a new battery, this one's dead,' advised my father, who knew about that sort of thing. Not being a teenager to take such good advice from his dad, I dismissed his concern and got away with it for 18 months. I became a dab hand at cranking the starting handle. I have to admit that I did take heed of a paternal warning to tuck my thumb out of the way when doing this: I was not so stubborn as to risk breaking bones!

Then came the day of my third driving test. My dad and I turned up at Wallington test centre in the Pop. Prior to the test, it had crossed my mind that I might stand a better chance of passing in this car rather than in my dad's much newer Morris Oxford. I had reasoned that examiners must be very interested in cars, so the old Pop, which was an unusual runabout even in 1974, must surely hold more curiosity than an Oxford.

This may well have been the case, as it turned out. However, when I met the examiner, my heart sank – it was the same man who had failed me on my first test. On that particular occasion, I did get an inkling that things hadn't been going too well when driving past a line of stationary cars. The examiner had suddenly grabbed the steering wheel and shouted at me: 'Get over, you fool!'

Fortunately, I don't think he recognised me on my third test. I, or at least my Pop, did indeed make an impression on him. The examiner passed me this time ... just. My ability to double declutch, which I demonstrated on his request to slow the car to a walking pace, had saved the day. He reminded me towards the end of the test, though, that I had been stopping at 'give way' signs rather than the correct method of simply slowing down, dropping into first and continuing if traffic allowed. At that point, I thought I'd blown it again. But, no, with the test passed and paperwork completed, the examiner lightened

up and said, 'I take as many tests in these as I do in Rolls Royces!'

I could now drive to work at a pharmaceutical company's labs near Dorking. I did this for a year. There was also a weekly trip to Ewell Technical College (now NESCOT) where I was taking evening classes. The journey included a climb up the 1-in-5 Pebble Coombe Hill. A colleague who was on the course with me had a newer 100E. We would take turns driving. In the Pop, I would smoothly change into first on the hill, but my colleague didn't know how to do this. He would simply stop his 100E before it stalled, pull the hand brake on and do what might be loosely described as a hill start. There was always a queue of traffic behind us, so you can imagine how alarmed drivers became when we sometimes ran backwards before lurching forward in a series of kangaroo jumps. Boy, was I smug whenever I drove!

I recall one journey home after a day's work. I couldn't understand why I was crunching the gears and why the car was wandering over the road more than usual. Then it dawned on me: I had become intoxicated by diethyl ether vapour that I had been inadvertently breathing while using that highly flammable and volatile chemical for solvent extraction analyses. The lab's fume cupboards were not equipped to facilitate that kind of work. Instead, the extractions had to be done in the open lab. This was normal practice and would not have been unusual anywhere else at that time. Crazy as it seems today for a number of reasons, smoking was allowed in the lab. The main precaution taken against explosion when handling ether in the open was for the lab personnel not to light-up. To warn visitors, a 'no smoking' sign would be fixed to the door. This was usually ignored. Somehow, we never had a serious incident. Fortunately, since that time, regulations and more enlightened thinking have made such practices a thing of the past.

In 1975, I left my job to do an engineering degree at Surrey University. I couldn't afford to run the car during my first year but I didn't sell it, a decision that laid the foundation for a 45 year, and rising, ownership. Holiday jobs and a near full grant (no loans in those days) allowed me to run the Pop for the last three years of the course. The first photograph showing my car and me



was taken during this period (September 1976).

An abiding memory was the numbingly cold, damp air that would lie during winter mornings in the lee of the Hog's Back ridge where I lived during my second year. I would drive to campus all wrapped up, a blanket over my legs and with a scraper in my hand. For the first few minutes of the journey I would have to scrape off the frost that formed on the inside of the windscreen every time I breathed out! Occasions like this made me very aware of just how basic a car the Pop really was.

During my industrial training year at the Esso Refinery, Fawley, I had a very close shave in the Pop. I was driving back to my digs one February evening when, on flying over a blind bridge at a careless turn of speed, I was horrified to see a Morris 1000 just over the brow waiting to turn right. There was no escape route. I braked, skidded on a patch of ice and the car did a 180-degree pirouette. I really thought it would turn over – a vision of broken plate glass and fire flashed through my mind. Mercifully, the car stayed upright, even though the spin was abruptly halted when the rear wheel slammed into the curb. I looked in my mirror to see the Morris up very close indeed. The driver didn't hang around

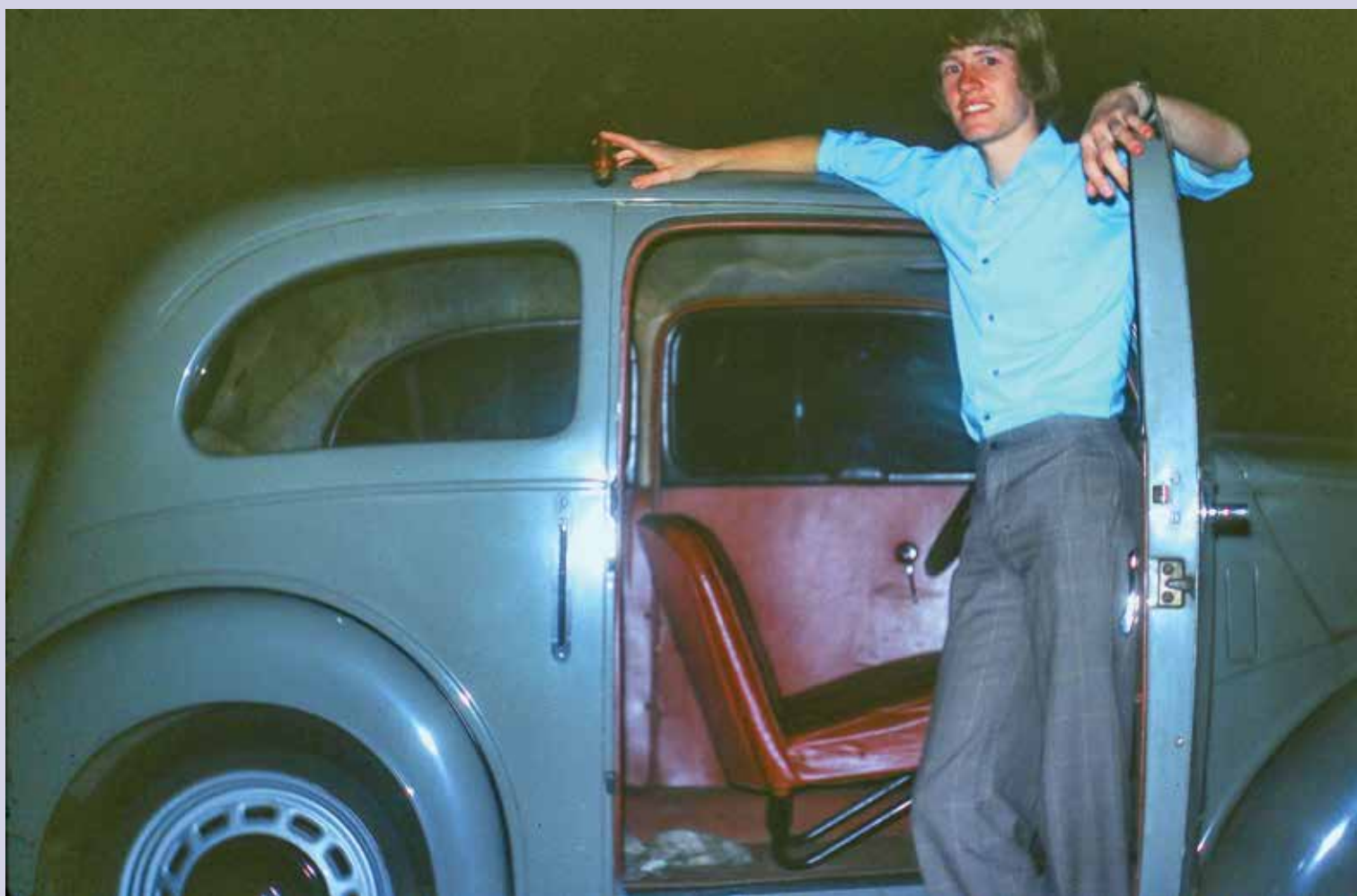
though – he made his turn and disappeared. How had I missed the Morris? Perhaps I had hit it and, with everything happening so quickly, just hadn't heard the crunch. I got out to have a look. No damage. I was quite shaken. A man on the path opposite was standing there equally bewildered – he had seen the whole thing. With incredulity, I asked him if I had hit anything. 'No,' he chided, 'but you bl\*\*dy well nearly did!'

During those years, I didn't look after the Pop as I should have and parts began to wear out with quite alarming consequences. As one of the few students to own a car, I was always giving friends a lift. When driving into Guildford, where some of the roads were cobbled, I would warn passengers that I might stop suddenly or yank the steering wheel hard over without warning. The problem was that the front wheels would sometimes be shaken by the cobbles into a violent and continuous wobble. This was caused by excessive play in the king pins and severe wear in much of the steering gear and wheel bearings. The wobble was so violent that it would shake the steering wheel out of my hands. The solution was to either stop the car and start off again or to knock the wheels out of this frightening condition by making a sharp turn.

After university, I took a job with ICI at Runcorn. Getting there meant a 230 mile drive from home through London and beyond. My father and I managed to sort out most of the car's major problems in the days leading to my departure and, on the day of the great journey, I crammed the Pop to overflowing with all my belongings, including a racing bike. I recall that the only room left for blankets was on the driver's seat with me perched on top.

Within a few weeks of my new life in Runcorn, the Pop's engine failed catastrophically, the block being irreparable. But a few days before that happened, I drove the car to the Northern Sidevalve Day at Leeds. That was in September 1979. I had forgotten all about that trip until very recently when I was astonished to read in the October 1979 edition of the *Sidevalve* magazine a reference to my Pop at that event. It all came back to me: I had driven the 70 miles from Runcorn and had just reached the show's entrance only for the car to completely die on me. I remember being towed into the show ground by a sidevalve Land Rover. Club members very kindly stepped in and quickly diagnosed a failed condenser which was replaced there and then.

The car was condemned to further neglect





for many years, but at least I kept it garaged. Between house moves, and partly because of them, I did manage to get the car running again. When I moved from Chester in 1987, I was determined to drive the car to my new place in Warrington. I had a spare engine that needed a complete overhaul including new white metal bearings. With that work finished, I did the reassembly work, including grinding in the valves, on my kitchen floor. This was before I was married!

Although the engine was now finished, the rest of the car looked something of a mess inside and out. Bit by bit, I slowly got it sorted. I had the bodywork tidied up: rot at the bottom of the doors, front wings and boot lid were removed and welded up. The 'dalek' indicators on the roof were taken off and replaced by motorcycle indicators on all four corners. The bodywork was then resprayed to the original colour, Bristol Fawn. That was in 1995. Although superficially the car had looked rosey, it was actually quite solid because of the time it was kept off the road and out of the weather.

The interior was the last major job that needed to be done. I bought a headlining 14 years ago and, at last, had it fitted recently. The front seats were beyond repair. Fortunately, I had a spare pair of Pop seats that were the right pattern although the wrong colour. I dyed the back cloths, sprayed the vinyl using colour-matched Vinylkote dye / paint, and made good the spring beds and upholstery. I also made

up and fitted new door seals. I wanted to use the original style of welting that runs alongside the seals in order to hide all the fixings. I was unable to source the right type in the UK as it does not appear to be made here any longer. The kind that can be obtained here is Hidem. This is fine as an alternative but, to live up to my number plate, I was determined to keep the car interior looking as original as possible. The type I needed has the generic name of wire-on welting. It is obtainable from the USA but the company I got mine from at the end of 2018, Le Baron Bonney, appears to have since gone out of business. However, there appear to be other suppliers in the States. I happen to have a Pop's worth of wire-on welting left over if anyone is interested.

I must mention a few people in the sidevalve club who have been so helpful to me in restoration work and for getting me out of trouble when the car has appeared on the scene and not behaved itself. I'm very grateful to Ron Taylor (now our E83W Registrar), Arthur Speakman, Ian Sidebotham, Bill Moore, Mike Brocklehurst and Dave Rothwell for their help, but a special thanks goes to Joe Wheatley who happens to live just up the road from me and has very kindly given a lot of his time helping me with this project.

The Pop still needs a few minor things doing to it. I don't want it to be perfect: it is more important to me to have as much of the original interior in place as possible, even though some

of it has some scuffs, knocks and tears. I think I have managed to achieve this aim and am very happy with the final result. I will now treat the car with the care it deserves. The second photograph was taken recently after all the work described had been completed. It goes without saying which of the two pictured in this photo has fared the better over the past few decades!

I have always enjoyed hearing other people's stories and memories of Pops. I've had the car so long that when I first bought it, people used to say: 'I had one of these!' Now people are more likely to say that their grandfather had one. It is a sad fact that these cars, which had made so much difference to ordinary people's lives in the 50s and 60s, are gradually moving beyond memory as time takes its toll. I was somewhat taken aback recently when a man in his twenties came over to me, pointed at the Pop and asked, 'What is it?'

I hope this little corner of Ford Pop history has been of interest to the reader and sparks similar memories of their own – I think it is important to record such stories for posterity. In doing so, there is a chance that in future people will say: 'I don't know what it is, but I know what it meant.'

And finally, in completing the majority of the Pop's restoration work, I have achieved a goal I set myself several years ago: to get the car into better condition than when I bought it!