

# Sidevalve

Journal of the Ford Sidevalve Owners' Club



## Features this issue

Car Loan Project to Encourage the Next Generation

NEC 2017 Report | Boot Straps for an Anglia E494A

LED Replacement Bulbs and UK Legislation



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John Porter

## Editorial

Another year has gone by, with quite a few things happening to our movement. In general, support for classic vehicles continues to attract many enthusiasts. More modern vehicles – to our eyes – are now being preserved, with younger owners keenly supporting the relevant clubs. Some manufacturers are very supportive and some, closer to home for our cars, are not, unfortunately. Many clubs have extensive archives which they preserve and will pass on to trusts and museums where necessary in the future. In the meantime, those of us that have collected material should think about what happens to it when we pass on. At the very least, good photocopies or photos should be given to club archives. So, if you have anything, please contact our archivist, Liam Cotton.

Have you ever thought what may happen when you are not here anymore? Not a happy thought. A mention in our wills about where everything should go and what should be done is ideal, as it is often the case that the family has no idea what to do or who to contact to preserve our archives and what to do with the

vehicle/s, spares and tools.

This topic came up in conversation with my wife, Pat, one Sunday in a pub – as you do... 'What do I do with your cars, spares and tools?' Not a pleasant subject, but very necessary, as dealing with these possessions is another burden for those left behind. The FSOC has had cars left to the club to then find an appreciative home, which we are happy to do.

'A nephew, who wishes to remain anonymous, said: "We knew he had some cars, but we had no idea what they were. What do we need to do?"'

'It was a bit of local folklore that he had an old Ford, but no one knew for sure. What's it worth as he hasn't used it for 50 years – it's just been stuck in the garage?'

Forward planning can avoid questions like these and put everyone's minds at rest.

Although I write this on 1st November, I would like to take this opportunity of wishing you all a Merry Christmas and a productive New Year.





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**Brian Cranswick**

## Events

Not much to report this time, as another year is rapidly ending, so why not start planning for Drive It Day 2018? This event takes place every April to raise awareness for the classic car movement in the UK. I always think of this as a bit of a benchmark to make sure any car repairs are fixed over the winter, so that my sidevalve is ready to go for our local group event. The picture above is from my archives from a previous Drive It Day, taken outside the George Hotel, Whittlesey, Cambridgeshire.

A reminder to all the area groups: please keep the events coordinator 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 get in touch with your local area group.

**10th-11th February, The Great Western Footman James Classic Car Show, Bath & West Showground.** Club stand.

**23rd-25th March, Practical Classics Classic Car & Restoration Show, NEC, Birmingham.** Coventry group club stand.

**22nd April, Drive It Day.** Details of club events to be advised.

**9th-11th November, Lancaster Insurance Classic Motor Show, NEC, Birmingham.** Coventry group club stand.



## New item

Pack of 10 No 12 Round head slotted screws for the bulkhead of all uprights and many other locations. Fresh from Canada thanks to Les Foster.

Contact Neil Patten at the Stores for price.

**Robin & Jennie Thake**

# Three Counties

September turned out to be a quiet month for shows after the cancellation of St. Mary's Motor Show at quite late on, due to building works at the school being scheduled. This show is local to us and we have always had a club stand.

Our first show in September was at Capel Manor College at Enfield, and this turned out quite an eventful day for all the wrong reasons. Firstly, Marie had a fall the day before, breaking her arm rather badly (she is on the mend now), and so her partner Trevor was unable to pick up Ken. Ken decided to give his car a run, the first time for some weeks, and it played up all the way to the show, causing us to stop on the busy A10. In the meantime Terry was trying to ring us to say that he was having problems, but my phone had gone on strike and would not pick up the call.

We all eventually made it to the show, which was extremely busy as it was the first really sunny Sunday for weeks. Robin had a look at the two 100Es that were not running well, and sorted them out enough to get them home, and later got Ken's car up and running the best it has been for a long time. It was while we were all sitting down, gathering our breath, that Laura said, 'I can't shut my passenger door,' on their MkII Consul! Robin went to have a look, checking that nothing was in the way

and turning down a suggestion to take the door panel off on a long grass field. The answer was to go to an auto jumble stall and buy some duct tape. Fortunately it is a four door car so the doors were taped together enough to get them home, and the problem cured the following day.

Robin and I went on our annual 100 mile trip to Holt in Norfolk, where we show our car at the 1940s weekend at the North Norfolk Railway. That journey also turned out to be a bit of an adventure. After covering some 30 miles, the traffic came to a halt as there had been an accident about 4-5 miles away. Fortunately for us we were by a slip road off the A11, so Jen the navigator got the maps out and then we went across country on some very interesting roads to avoid the hold-up. All was well until after about 70 miles it started to rain. It poured down and so it was a slow drive to our destination at Holt Station to pick up our passes, where we bumped into some members of the Y&C Club on the same task. The men were sent across the rather soggy grass field to pick them up and came back to say that the ladies had to go and pick up themselves, due to misuse of passes by some in previous years. One lady went bare foot as she was already wet from a leaky windscreen,

and Jen found some shoes in her bag that would do. After that, we had a lovely busy and fine weekend.

Our last show of the month was the Ramsey Plough Day where we met up with Brian Cranswick and the Cambridgeshire group. The weather was fine and warm, and there were plenty of craft stalls to browse around. It is always a pleasant drive to our destination across the Fens.

The last show of the season was at the beginning of October at the Canvey Island Bus Rally. We were joined this year by the Kent group, and Clive Dove of the newly formed Essex SW group, so we had a good stand of around 10 vehicles of almost all sidevalve types. A good day out, with plenty of rides on the buses back and forth to the sea front.

It is really early to be looking forward to shows for next year, but we have already had a cancellation from the Colne Valley Railway, who are doing a lot of development work on the site at the moment and are not sure about space for future such events.

In ending, may Jen and I wish our group and all sidevalve members a Happy Christmas and a Happy Sidevalving New Year.

**Liam Cotton**

# East Midlands

Firstly, I must thank my old mate Peter Richards for all his help with our regional group. Peter is moving on to the American scene as he has a beautiful 1930s Chevrolet. We wish him well for the future, and there is an open invitation for Peter and Val to all our future events. The picture with this report is Peter's E83W pick-up.

Our Christmas meal is booked for early December in conjunction

with the Coventry group. Apart from this and the NEC Classic Car Show, that is the lot for 2017. Thank you to all who have attended our meetings. Next year I hope to organise a few more events and activities so that we can get our sidevalves out and about on the roads.

Merry Christmas and Happy New Year.





Håkon Øverland

## Scandinavia

To be Regional Contact for Scandinavia is not a very laborious task, but the other day I got a letter from an old club member – much older (as a member) than I am myself. In fact it turned out that he had been a member as early as the time when the club was known as the Ford 100E Owners Club! He actually asked me if the FSOC in fact was the same club, which I (with the help of our Membership Secretary) was able to confirm. He also gave me a summary about his 1950 Ford Anglia, which he had bought in 1968. He had started renovating the car in 1969.



Photo 1



Photo 2

At the time it was most important for him to get the car roadworthy, so he had used some extra tail lamps from a Volvo and had also painted it in a colour taken from Volvo. In 1979 he received clearance to put it on the road. He has not been driving the car very much, though at least to one wedding and on three occasions taking his children to their student exams. Then in 1997 he took up the task of restoring the car to its original shape, and that is as much as I have been informed so far. I have written to him and asked permission to show the photos he sent me, and also asked if he could reveal more details of the final restoration.

From the photos I have received, taken after the first restoration, it looks to an amateur like me to be a nicely restored car even at that time, in spite of the 'false' tail lamps.

I wish all members, known or unknown, a very Merry Christmas and a prosperous New Sidevalving Year.

### Old man, doing as best he can: the continued story of U-5347

As it is a long time since I have bothered you with the lengthy story of my dear treasure, you might have hoped that I would not bother you about it any more, and perhaps even thought that I had finally given up the whole project. I must admit that I came close to doing just that, when I realised that I had made a real blunder with the chassis beams. So, I have pulled myself together and carried on doing something to complete the interior instead, while I steady my nerves.

At the last report I had been challenged by John Porter *not* to do the upholstery myself, so consequently I started to do just that. I have now completed the work on one of the front seats, and I have received a note of acceptance from John. (Photos 1 and 2.) I have also completed putting the soft top in place. (Photo 3.) The work on the rear seat back rest continues at a slow pace. The next challenge now is to make the headlining. I have used cardboard to make the templates, taking into account that the headlining at the rear is fastened from steel bars. As the original headlining was torn all out of recognition, I had to try the hard way. Time will again show whether I succeed or not. (Photos 4 and 5.)

Then I have to mention the serious blow to



Photo 3



Photo 4



Photo 5

my pride. I mounted the engine, including the radiator. I tried to put on the bonnet, but that turned against the filler plug of the radiator. I had already noticed that the radiator was at an angle compared with the body, and now I recalled that I had experienced several odd things which indicated that things were not as they ought to be. The rod connecting the accelerator pedal with the carburettor seemed to have very little play between the gearbox and bulwark. (This rod is totally different on a LHD car to your RHDs.) Then I had difficulties when I tried to fit the left hand front wing. That puzzled me, as I did nothing to that part of the car other than dismantling. Then I tried to mount the bonnet, with the result mentioned, and finally I put in the dashboard, but was unable to connect the steering wheel column to the dash. I have an idea of how I can mend this mess, but a couple of my fellow members of our local club did not think that was a smart idea and made another suggestion, which I did not like, so there we are for the moment. That is mainly why I now concentrate on completing the interior.





Photo 1

Nigel Hilling

## Yorkshire

### News

The end of another year approaches, during which we have had weather ranging from glorious sunshine to torrential rain – a typical English summer!

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 sixth, and there will not be an end of month meeting. The Christmas meal was again fully booked, but if you would have liked to have attended then let me know in case I need to consider a larger venue for next year.

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

### 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 looked threatening all day but the rains didn't arrive until mid-afternoon, which triggered an early departure for most. We had a reasonable turn-out, and thanks to Harry Firth for photo 1. Spot the imposter!

Photo 3

### Northallerton Classic Car Gathering

I drove up to Northallerton in the van in October for Martin Hatfield's end of season gathering at the Golden Lion. There must have been well over 60 car and bike entries filling the large pub car park, and there was also a small inside autojumble. The Warwick green Pop of Michael Patterson was amongst the six or so sidevalve entries. (Photo 2.)

Photo 2



### Hebden Bridge

A good gathering for Northern Sidevalve Day previously reported in the October magazine. Photo 3 shows some of the entries.

### National Mining Museum

The week after, York NECPWA (North of England Classic and Pre War Automobiles Club) had a gathering at the Mining Museum near Wakefield. This was a complete weather contrast to York, with warm sunshine. There were 50 or so entries, with three Ford sidevalves mixed in.

### Edinburgh Trial

As in previous years, I opted to marshal on this event rather than enter, and was again on the first section at Haven Hill near Ashbourne. The section was much muddier than in past years and the organisers were expecting problems. Some of the bike entries did indeed have a struggle in the mud, with a few falling over, but the car entries had no difficulties. The section opened at 2:20 in the morning and we were finished by about 7:30. An early finish meant that I had plenty of time to get to the Bull i' th' Thorn at Flagg Moor for a breakfast before heading for home.

There were four sidevalve entries this year, two Dellows and two Pops. One Dellow retired but the others completed the trial, albeit with too many fails in the muddy conditions to claim any awards.



Stuart Battersby

## North Midlands & Borders

Not much to report this month, mostly because I have been over in New Zealand visiting the grandchildren for the past month. I haven't been entirely idle here, however, and have still been out and about to get my regular fix of classic Fords. So with the Editor's permission, here are a few words on sidevalves in New Zealand.

The vintage car scene over here is dominated by American imports. Model As are surprisingly common (photo 1) and there is a raft of period imports of some truly stunning cars. The survivors are mostly the bigger, more exotic vehicles, with a much bigger percentage of 20s and 30s cars than you'd see in the UK. Smaller European cars of the 40s and 50s are much rarer.

Ford used to ship our sidevalves over from the UK as complete vehicles *and* as knockdown kits to be assembled just outside the capital city of Wellington (photo 2). This process went some way to reducing the import taxes that existed at the time. Ford in Australia actually went a step further, and whilst they imported chassis and engines from the UK, they stamped out their own bodies and produced a range of Utes and Tourers that

have now become *very* collectable back in the UK. Most New Zealand-assembled sidevalves are identical to the UK equivalents. E83W owners, however, might be interested to hear that Wellington-assembled vans had a custom footwell cut in the nearside floor to make it possible to have two front seats (photo 3).

The local equivalent of FSOC over here is the Ford 8&10hp Club. I met with a few of the members at a recent show. Just like us, they have some beautiful cars. Their membership however is falling quickly and comprises many over 80. My impression from talking to them was that they hadn't yet come to terms with the need to modernise and compromise in order to recruit a younger generation of members. Near to my son's house here, north of Auckland, is the local branch of The New Zealand Vintage Car Club. I called in on one of their open days and was very impressed. They have a traditional old Kiwi Colonial Style house as a clubhouse, and three huge barns containing, spares, car storage and workshops respectively. The club itself owns a number of classic vehicles, including a 1920s fire engine that members can use for events and rallies. Their engineering workshops contain a full



Photo 1. A 'rodded' Model A Ford from Auckland



Photo 2. Black 494A New Zealand-assembled Ford Anglia



Photo 3. The E83W footwell

range of equipment from lathes to an English Wheel. With some of their projects they have to manufacture parts from scratch themselves. Very, very different from us, but impressive in that they, like us, have a growing membership and have few rules on membership, other than any vehicles (cars, motor-cycles and commercials) must be at least 30 years old.

So, apologies again for not submitting a local report, but hopefully this snapshot of the Kiwi club scene has been of interest. I have attached a few photos of NZ sidevalves, including that unique E83W footwell mod.



### Richard & Trish Greenaway

## Kent

### Recent events

Only one event to report on this time around: the Offham Show, which took place on October 22nd. Unfortunately we were unable to take our 100E as we had to attend a family diamond wedding anniversary. We did pop by en route in the Mazda and it was good to see seven or eight fellow club members in attendance. Going by the temperature/wind chill when we left at 10:15am, perhaps we were better off at the party.

### Future events

Our Christmas meal (pre-booked only) takes place on December 20th at The Bull in Penenden Heath near Maidstone. As I write, we have 31 booked in, so still have four spaces available should anyone like to join us, but be quick as it's only days away. (Please be aware there will be no monthly meeting in December due to the Christmas Meal.) As in previous years, we will be holding a raffle at the Christmas meal to help raise funds for the Kent Group Kitty, so we would appreciate a raffle prize from anyone attending. Also we will be

announcing the winner of the Kent Favourite Sidevalve, with the winner getting their name on the shield which they get to keep for a year as well as a trophy to keep.

The first Mid Kent Autojumble, run by Geoff Martin, takes place on Saturday January 7th at the Lock Meadow Hall in Maidstone, so now's the time to clear out your shed/garage and take a table at the event. Anyone who would like further details, please drop us a line.

We have a busy start to the 2018 show season, with two shows in the first seven days of April. We start with the Festival of Transport, which takes place at Chatham Dockyard on Easter Sunday 1st / Monday 2nd April, followed by the Heritage Show on Saturday 7th April, which takes place as usual at the Detling Showground near Maidstone. The Heritage Show is always well-supported by club members, normally attracting about 15 vehicles. If you've not been along before, why not come along and join the regulars, and help to raise the number closer to the 20 mark?

Following on from the Heritage Show we will be at the Kent All Ford Show, which takes place at Aylesford Priory on Sunday 22nd April.

### Bits & pieces

Hopefully, we will have both Tim Borrett with his 100E Popular and Ron Wood in his 103E Pop joining us on the show circuit next year, as both are very nearly up and running, so with the winter months still to go they should get all those last minute niggles sorted out.

Talking of restorations, we would love to hear from any Kent member who currently has a sidevalve which they are restoring. Better still, why not come along to a monthly meeting to chat with other members? You never know, you may pick up some useful tips.

May we take this opportunity to welcome new members to the Kent group: Anthony Oliver who has an E93A under restoration; Peter Ross with his 107E Prefect; a returning member in Greg Pryce, who has a Popular 103E; and Robert Gould, who owns a E493A Prefect.

Till next time, can we take this opportunity to wish all members wherever you live a Merry Christmas and a Happy New Year, and remember you are all more than welcome to head down to Kent and join us at one of our shows during 2018.



#### Recent Facebook photos

Above: from Brent Robinson: Our little Bourbon Truck, 'Lil Miss', in New Zealand.



Right: from Francois Jordaens: A Belgian Anglia of 1958.

It was a box of bits when I bought him several years ago and restored the car together with my brother.



**Brian Cranswick**

## Cambs, South Lincs & Norfolk

I am very saddened to report the passing away of one of our long standing local members, John Roberts from Stamford. John had been in the club for many years and owned a large fleet of old cars, which included a 300E van and a 100E Anglia, together with a smart green E494C van (see the photo of KNM 562, taken on Drive It Day in 2008 at Ramsey). John was a lovely chap and a real true gent. He will be greatly missed by all his family and friends, and I am very pleased indeed the club membership will be continued by his wife Lesley.

On a happier note, two locally owned 103Es are now back running after both being laid up for a quite number of years. Alex Saviour's Pop OLN 88 (wow! that registration is close to my car OLH, and I also know of OLY) has been recently through our local sidevalve-friendly workshop and is now roadworthy again.

David Hercock recently purchased his 103E, FSV 762, to relive all his fond memories of the original old Pop that he first owned, and the new Popular is even the same colour! The car was advertised in the club classified advertisements last year, and had been off the road for around 20 years. Fortunately it survived this period very well, due to being kept in a nice, dry garage. It needed mechanical and electrical work done, and it has also been through Alan's workshop. It is now up and ready to go. It would be good to see both cars



at next year's Drive It Day meet-up.

It's good to have the services provided by a reliable mechanic who can sort out the problems with your old sidevalve when needed, especially if you cannot do the work yourself. Guy Wakelin's E494A had to go into the workshop as well, due to a starting and timing problem, which was down to a faulty new rotor arm (this was not supplied by the club stores) and not helped by a seized-in distributor.

I have finally had the annoying knocking from the front axle fixed on my 103E, which was rectified by a visit to the workshop and replacing the nearside perch bolt. This needed a lot of persuasion to remove the old bolt, as it was well rusted in. Happy days – no more horrible clonking noises!

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



Fred Tutt

# Surrey

I thought I would devote this report to trying to build on the progress I think we have managed to achieve since I volunteered to take on the role of Regional Contact.

Our contact list of members, who have shown interest in keeping in touch with a regional group, is growing and now numbers 15: some with fully restored sidevalves on the road, some in various stages of restoration, some social members who just want to keep in touch, and, interestingly, one boat!

The members of this group are: Peter Burton (Prefect E93A); Martin & Kate Doughty (Popular 103E); John Hampton (Model Y van); Angela Hume (Prefect E93A); Peter Lesoing (Prefect E943A); Andy Neal (E83W van); Tony Russell (various); Phillip Shingler (EB60 Special); Clifford Spooner (Popular 103E); David Watson (social); Bill Rostren (Dellow Mark 11 Special); Wayne Parkhouse (2 x 100E Anglias); Melvin Booth (1950 Meteor motorboat with a sidevalve engine); Adrian Polley (Popular 103E); and Fred Tutt (Prefect E493A).

There is a wide range of experience within our group. The purpose of the contact list is to provide a link for members who live in this part of the country with other sidevalve enthusiasts, who may need help and practical advice, and it is pleasing to report that there are examples of

where this has happened.

Also, this year we managed to organise club stands at two shows, the Capel Classic Car and Bike Show, and the Rudgwick Steam Fair – the first for some years – as well as making friends with some Kent members.

The outline plans for 2018 include perhaps FSOC stands at some classic car shows, maybe a members meeting or two, and an open midsummer classic car road run. We are also in contact with Richard Greenaway (Kent), David Pickett (Sussex) and Stan Bilous (London SE) to get their feedback on the possibility of having some sort of joint venture to promote the club.

We also have other names (listed below) who are on our copy of the club membership database. We are not sure how many are still members of the club, and if so, whether they would be interested in supporting a regional group. If they read this article, it would be great if they were able to take the time to contact me on [fred@tutt88.plus.com](mailto:fred@tutt88.plus.com), telephone 01372 453943, or text 07973 432160.

Victor Allen, Kevin Attree, Mike Bishop, Derek Cannon, Terrance Roberts, David Graham, Natalie Carroll, Robert Deacon, Christopher Googe, Rachel Saunders, Martin Hare, David Hall, Alan Levell, Gary Ludlow, Jill

Marshall, Alan Ruffle, Geoffrey Martin, David Montgomery, Marcus Price, Colin Roaf, John Vincent

In October I attended the club's Regional Contacts' meeting at the Coventry Transport Museum, and was pleased to meet an encouraging number of other Regional Contacts. I came away really motivated by the enthusiasm for our club, with the only downside being a fine for driving in a bus lane in what is a fiendishly complicated road system in the Coventry City Centre (next time perhaps we will go by Melvin's boat!).

However, a more positive outcome of the meeting was, some weeks later, to be invited to call in to see Neil Patten at Wimborne, on my way to Weymouth for the weekend, to pick up a refurbished 10hp carburettor for my Prefect. What a good job Neil is doing for the club.

Finally, please keep a look out for the February edition of *Sidevalve* when the Surrey regional report will include details of a spring meeting being planned (possibly at The Douglas Haig Pub in Effingham, KT24 5LU, which is a short drive from the M25), to encourage as many members as possible to meet up for a drink, and to chat about their sidevalves and our regional plans for 2018.

Christmas greetings to everyone.

Cars at the Surrey region's club stand at Capel Classic Car & Bike show in August.





John Duckenfield

# Regional Report

## 2017 – an overview

There is no doubt that 2017 has been an eventful year for the club! Much has happened and many changes have taken place, so it is particularly pleasing to report that despite all, the FSOC continues to be one of the most highly regarded classic car clubs, not least because it offers its members:

- A website with regular updates and Facebook page with an exclusive 'members' lounge'.
- Expert technical guidance on all sidevalve models covered by the club.
- Six publications a year of *Sidevalve*, the club's excellent magazine.
- A first class spares service offering a wide range of spares at competitive prices.
- Registrars, who maintain a vehicle registry; offer support and guidance when needed; respond to model history enquiries; offer guidance on period details for restoration projects; and, deal with DVLA on UK re-registration and age-related applications.
- Club events at both national and regional level – including major classic car shows.
- Event insurance for members on officially registered FSOC stands at classic car shows.
- A comprehensive archive and historical information service.
- Club regalia, books and authorised copies of Ford manuals.
- A club that is well managed and financially sound.
- The opportunity to get involved at national and local level.
- A comprehensive network of international and UK Regional Contacts who represent the club on the ground.

Yes, it's quite a club – a professional and responsible organisation run by member volunteers!

More would be possible, of course, if the wider membership was more willing to get involved, for despite the commitment of a core

of proactive members who make all the above possible, a number of key committee positions remain to be filled. If they aren't, the inevitable consequence is that the club will be unable to offer members the same level of service that it currently does. More members – especially 'younger' (all relative!) members – must be prepared to get involved with the management of the club, for those currently involved cannot do more!

## 2018 – looking to the future

There are now 28 Regional Contacts throughout the UK – more than there have been for many a year – and that is to be celebrated. They do an excellent job in a variety of ways. Many, in fact, do two jobs! Not only are they non-elected representatives of the club in an area, but a number of them also hold committee posts. They play an important role within the organisation as a whole, and are very much the link between members and club officials.

As we move into 2018, however, there are still areas of the country where there are no Regional Contacts – despite many appeals over recent years. However, with a membership turnover in excess of 200 a year, no apology is offered for asking again! If the time is now right for you to make a positive and rewarding contribution to your club, please consider becoming a Regional Contact. The following may help you to decide whether or not it's for you!

## 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 meetings and events for FSOC members in their region.
- 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.

## 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, either by a club official or a member, they do all they can to help.

A majority of Regional Contacts also organise a Regional Group for members in their area. It's very much an informal and co-operative approach, and very soon those involving themselves in its activities become 'sidevalve friends' who share a common interest. Groups vary in size, as do the activities they cover. There is no formal agenda or anything like that. Regular meetings are usually held once a month 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 traumas and pleasures of being a sidevalve owner.

### So, who can become a Regional Contact?

Any member, male or female, can (individually or jointly) become a Regional Contact for the club, be they long-standing members, returning members or recently joined members who have, perhaps, just acquired their new 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. Some regard the voluntary work they do on behalf of the club as their contribution to charity (though it must be made perfectly clear the FSOC is not a charity – it is a car club and a mutual trading company) that allows a degree of flexibility rather than a commitment on a regular basis.

### Is it worth the effort?

Regional Contacts believe it is! The reward of actually putting something into the club rather than being a passive member who simply takes things out can be considerable. Regional Contacts also have an important role to play in helping to ensure the continued success of the club.

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! That said, even if only a small number of members involve themselves and get out of it what they want, then yes, it's worth it. From the club's point of view, if all efforts fail and no group materialises then it's still worth it, for it will have a valued representative to call upon, as and when the need arises.

### 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! All contact details can be found on page 22.

There are still three or four areas of the country where establishing a Regional Group would be viable. These will be detailed next year when the 2018 membership list is finalised. Realistically, 30 Regional Contacts should be the club's minimum target, but 36 is not an impossible dream! The role of Regional Contact, it has to be said, is not for everyone, and it would be wrong to encourage someone to take on something 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.

Merry Christmas and a Happy New Year!

Photo by Stuart Battersby: Trentham 2016





Yvon Precieux

## Pre-War Register



Photo 1

### Registrar's comments

Another year and possibly a new era in 2018, with most inner cities now looking at pollution control and other means of ensuring non-polluting commercial vehicles and cars enter such crowded areas. Regrettably it would seem that we may find ourselves eventually in this category with the 40-year rule, with some drivers using an ill-maintained classic car for just cheap motoring. Whether indeed I may see the day when we find ourselves eventually without petrol is something to ponder about in some 20-30 years' time, as I don't see the big petrol companies going down without a fight. But pollution is a problem, and we as classic car owners need to ensure proper maintenance of our cars at minimum of MOT condition at all times or we may lose the privilege in using them the way we do now.

Not much news to date, although it was nice to receive an award from the Morgan 3-Wheeler Club in the late summer for some technical articles on the pre-war sidevalve Ford engine. A nice silver platter, that I need to polish up and give back next year. So after writing same articles for the FSOC, it's great to have some recognition. (Photo 1.)

I would thank those members who have contributed to this register in the past year, and those of you who have filled in your register form, and as this is the Christmas edition I would like to wish everyone a Merry Christmas and a Happy New Year.

### New members

We do have a spate of new members, and as your registrar I would ask all new members for your register form, some detail on your acquiring the vehicle, and some history and photos. This helps in keeping the records on pre-war vehicles up to date, as certainly when a vehicle appears to be a basket case under restoration, it is nice to at least know that the restoration actually has taken place, and – as is normal in such individual restorations – useful tips can be obtained for use for other members in the same boat, or should I say vehicle?

First in the queue is Graham Harris from Essex with a Model Y of 1934 vintage, who was at some time in 2002 a member. Next is Francis Borastero of Gibraltar with an early Model Y purchased from a Mr Torres, who owned the vehicle from 2001 to 2017. The detail that Francis has forwarded can be read further down in the pages of this register and it is good to hear that such an early small Ford is being fully restored.

### A barn find in Gibraltar

From the information supplied by Francis Borastero, as mentioned above, the story of the barn find Ford Model Y to date is that it is halfway into its restoration, after being abandoned some ten years ago. Francis, the new owner since this year, intends to keep up and continue to restore it to its required specification. Originally from a place in France, the vehicle was driven over the Pyrenees by fugitive republicans during the Spanish Civil War. Spotted by General Franco's army when

activists were hiding at an estate in northern Spain, the fugitives decided to smash the engine block before escaping, in an attempt to render it obsolete to the fascist war machine. Luckily for posterity the car remained mostly intact, bodily at least, remaining in the estate's barn for over sixty years during which an attempt was made to repair the engine. Possible evidence of this patch-up of the engine can be seen in one of photos of the two sidevalve engines lying alongside the car when Francis purchased the vehicle.

History-wise, the car was spotted by the previous owner, Arhando Torres, and imported into Gibraltar around the year 2000. Although restoration was initiated, regrettably the gentleman died shortly afterwards in the same year. Of note is that the history of this car was related to Francis Borastero by a relative of Arhando Torres when the car was sold to Francis. There is however no written testimony or documented evidence towards its authenticity re log etc., and according to Francis, the vehicle's survival was only merited by the fact that the little Ford was found sheltered in the barn/garage less than some fifty yards off the seashore on the eastern side of Gibraltar, with the prevailing humid and sometimes very strong and salty easterly winds coming from the Mediterranean. Hence, not surprisingly, the car has suffered greatly with surface rust but, incredibly, only that. Not surprisingly, some of the engine and body components have gone missing over the last ten-odd years, with all of the upholstery having been lost when the previous owner (restorer) passed away. Francis has two engines for the car, the original 8hp sidevalve engine Y7418 and a spare



Photo 2



Photo 3



Photo 4



Photo 5

reconditioned engine identified as R 43949 of unknown origin. Both engines are seized and currently immersed in diesel to free up. Hopefully we will have some more news when the chassis number is found and when the Model Y is under restoration. (Photos 2-5.)

## Ambi Budd

The name Ambi Budd as a car body builder crops up interestingly on the German-made vehicles that included the small sidevalve Fords supplied through the Ford Motor Company at its German plant in Cologne. Certainly at Dagenham, the body builder, Briggs is identified as the steel body builder for the British small Fords, yet under the licence of the Budd patents.

Edward G. Budd (photo 6) was born in Delaware in 1870. At the age of 18 he moved to Philadelphia and after working as a mechanic joined the American Pulley Company, who were

pioneering a pulley made of pressings that were stronger, lighter and cheaper to manufacture. Previously, belt pulleys had been made of either wood or cast iron. After becoming familiar with the methods of this new technology, Budd left and joined the Hale and Kilburn Manufacturing Co. to assist in developing pressed steel bowls and seats for railway carriages, all these products replacing iron castings. Between 1904 and 1909 the company built several thousand all-steel railway cars designed by Budd for the Pullman company. These were lighter, more crash resistant and less of a fire hazard, and Budd soon converted Pullman exclusively to all-steel construction. Not surprisingly, Budd's next target was the automobile industry.

Because of the car manufacturers' vast investments into the wood industry, the process was to take that much longer, having to point the way to the advantages of steel pressings over hand-beaten aluminium or sheet steel. The first automobile manufacturer to opt for the new process was Hupp. Keen to expand, Budd sold his shares in Hale and Kilburn and formed his new company with Edward G. Budd Jr as his first employee. With a formidable technical expert in fellow entrepreneur Joseph Ledwinka, the idea of all-steel bodies gained reality, although it should be noted that all-steel bodies were not new at the time. The manner in which this was being introduced was via steel panels fabricated over a wooden framework, and hence Budd was not the only one who desired to eliminate wood from the process of making vehicles.

When Dodge began planning their own car in 1913, they consulted Budd about a supply of steel panelwork for their wood-framed bodies. Budd and Ledwinka were confident they could produce an all-steel body in which the structure as well as the covering panels would be steel. They soon convinced Dodge, who were able to commit themselves fully to the technical feasibility of all-steel bodies. This proved to be the right decision, for by 1922 the company had reached a record production. By now Budd had two further plants in Detroit, besides its Philadelphia plant. In 1928 it manufactured 50% of the automobile bodies manufactured entirely of steel.

In Europe, little was known of all-steel bodies until Budd advised them. One of the first to visit and to view the process was W M Morris, Lord Nuffield, and when he returned to England he set up the Pressed Steel Company of Cowley, with half the finances and all the technical assistance coming from Budd. Although Budd's patents were worldwide, Budd adopted a very generous approach with his licences, requiring very small royalties which

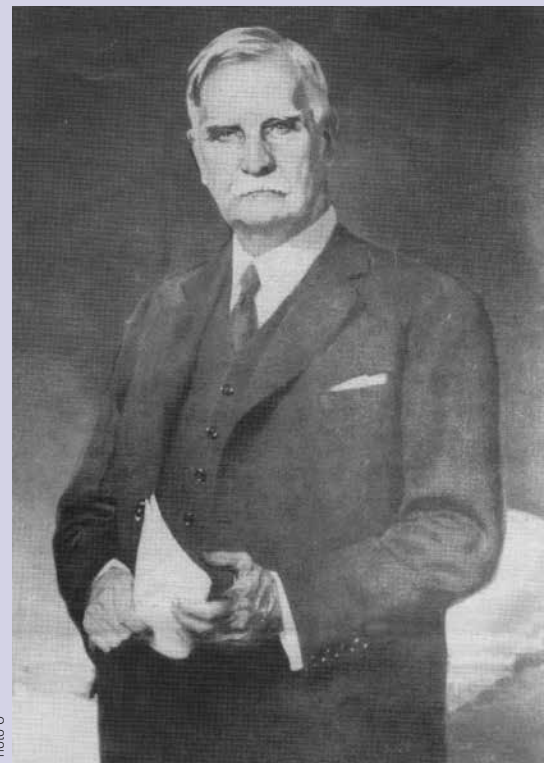


Photo 6

greatly helped to outweigh the cost of the licensees. When Louis Renault endeavoured not to pay Budd, Budd took him to task via the German courts who were much stricter on inventor's rights. The Renault Juvaquatre car was known to be directly based on the patents provided to the Ambi Budd Pressewerke and Renault was obligingly compelled to fork out the Franks.

As with Lord Nuffield and other car manufacturers, Budd offered a way forward. In Germany, Budd worked with Arthur Müller and set up a steel pressing plant known as ABP (Ambi Budd Presswerke) in the old Rumpier factory and became a successful supplier of pressed-steel components. In Germany, Budd owned 26% of the Adler stock and was located next door to the German assembly plant for Chrysler. Budd also supplied bodies for early BMWs as well as the German Fords that included certain models of the small sidevalve Fords. In 1943, the company had to move production underground due to bomb attacks from the Allied air forces. They also made parts for the Focke Wulf fighters, besides bodies for the Volkswagen Kübelwagen and Schwimmwagen. The Berlin plants were completely destroyed by bombing during WW2. After the war, the Budd plant ended up in the Soviet sector. The machines and tools were dismantled and most of them shipped to the Soviet Union. In the USA, Budd made shell and bomb casings and helmets during the war. The company merged with Thyssen AG and Krupp AG in 1999, becoming a part of ThyssenKrupp.



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

## Regalia List

### Books

Reprint Model Y Bulletin .....	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin .....	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y .....	£13.90
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59 .....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59 .....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59 .....	£34.00
Reprint Workshop Manual for 100E and 300E .....	£25.75
Reprint Parts Manual for 100E and 300E .....	£22.25
Reprint New Prefect (107E) with OHV engine Parts List .....	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E .....	£42.80
Reprint Enfo parts list of Standard Hardware .....	£9.50
Technical Tips for the 100E/107E by Jim Norman .....	£8.50
100E Anglia and Prefect Instruction Book (1953-59) .....	£9.95
The John Howe Book of Cartoons .....	£6.60
Ford Motor Cars, 1945- 64 .....	£9.70
Ford Model Y, Henry's Car for Europe by Sam Roberts .....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner .....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell .....	£21.60

### Stickers

Running In Instruction Sticker (Upright) .....	£1.25
Running In Instruction Sticker (100E) .....	£1.25
Running In Instruction Sticker: First 500 miles (100E) .....	£1.25
Window Sticker-FSOC design .....	£1.15
Silver Jubilee Window Sticker .....	£1.06
Historic Ford 'Keep off My Arse!!' sticker .....	£2.50
I Love My Sidevalve Sticker .....	£2.50
Register Sticker (state model) each .....	£1.50

### Magazines

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

### Leaflets

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

### Models

Ceramic Cream Model of 103E Popular .....	£7.75
Limited Edition E494C FSOC 30th Anniversary Model .....	£22.50

### Badges

Enamel Lapel Badges: FSOC, 103E or 100E .....	£2.20
103E Popular Cut-out Lapel badge (Black or Blue) .....	£1.90
FSOC Grille Badge: Round or Square .....	£13.50
Register Grille Badge: Popular/Prefect/100E/107E .....	£13.50

### Clothing

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

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

### T-Shirts

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

### Other Regalia

FSOC Licence Disc Holder .....	£1.15
Blue FSOC Mug .....	£7.95
DVD of Ford Archive material and FSOC events .....	£5.95
FSOC 40th Anniversary Beer Glass .....	£16.00
FSOC 40th Anniversary Beer Tankard .....	£16.00
FSOC 40th Anniversary Beer Glass and Tankard .....	£28.00
Tea Towel, All models design .....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which) .....	£4.50
FSOC Woven Tie .....	£7.95
Xmas cards (pack of 5 different designs) .....	£4.00
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre .....	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership) .....	£5.00

## Spares List for 8 & 10hp Type Models

### Wheels, Hubs and Drums

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

### Braking System

YE-2019A } Brake Shoes (set of 4 – not E83W – return old shoes with order) .....	£59.95
CE-2019B } Brake Shoes (set of 4 – E83W only, return old shoes with order) .....	£69.95
7W-2019 } Spring (brake retracting) .....	£6.05
E83W-2019 Spring (brake retracting) (set of four) Model Y .....	£20.00
Y-2035 Spring (brake retracting) not E83W .....	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W .....	£18.50
7W-2035 Spring (brake retracting) E83W only .....	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only .....	£23.00
E83W-2035 Spring (brake retracting) short .....	£6.50
Y-2036 Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model .....	£10.20
7W-2116 Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) .....	£13.95
E93A-2248 Rear axle brake plate securing bolts, long (each) .....	£6.60
7W-2249 Rear axle brake plate securing bolts, short (each) .....	£6.60
Y-2454 Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£17.80
Y-7523 Brake pedal return spring .....	£6.90
E83W-2498A/B Rear brake cables (Pair E83W) .....	£79.95
E83W-2580/1B Front brake cables (Pair E83W) .....	£34.00
7W-2580-C Front offside brake cable (E93A) .....	£28.75
7W-2581-C Front nearside brake cable (E93A) .....	£28.75
7W-2580/1 Pair front brake cables (E93A) .....	£53.98
7W-2584-B Rear offside brake cable (E93A) .....	£28.75
7W-2585-B Rear nearside brake cable (E93A) .....	£28.75
7W-2584/5 Pair rear brake cables (E93A) .....	£53.98
7W-2580/1/4/5 Set of brake cables (E93A) .....	£104.66
YE-2793 Spring (handbrake lever pawl) .....	£2.95
7W-2853C Hand Brake Cable (fits all models except Models Y, C and E83W) .....	£24.95
E83W-2853B Hand Brake Cable Clevis Pin .....	£3.00
119276 – ES2 Hand Brake Cable (fits E83W) .....	£27.40
119290 – ES2 Set of four 1/4" Thackery (double coil spring) washers (not E83W) .....	£2.66
£2.22 Set of four 5/16" Thackery (double coil spring) washers, E83W only .....	

### Steering and Suspension

CE-3030B Bolt (front axle to radius rod, not Model Y & E83W) .....	£38.50
E83W-3032 Bolt (front axle to radius rod E83W) .....	£34.50
E93A-3290 Track Rod Ends (pair) all saloons and 5cwt vans .....	£65.00
Track Rod Ends (pair) E83W .....	£60.00
YE-3304C Draglink (Y model) .....	£74.75
E493A-3304 Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£77.50
YE-3332 Trackrod End Dust Cover (each, fits all models) .....	£4.95
YE-3332 Trackrod End Dust Cover (pair, fits all models) .....	£7.50
YE-3332 Trackrod End Dust Cover (set of four, fits all models) .....	£13.50
YE-33111 King Pin Set, complete (Model Y) .....	£70.00
CE-33111 King Pin Set, complete (Model C) .....	£70.00
7W-33111 King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans) .....	£79.95
E83W-33111 King Pin Set, complete (E83W) .....	£59.00
Y-3446 Front axle A-frame Bush (fits all models) .....	£6.85
353031 Lubricator (grease nipple) each, please specify straight / 45 degree / 90 degree .....	£2.30
7W-3590-A Arm (steering gear) fits models 1937 to 1949 .....	£20.00
YE-3616B Horn Button and Nut (Y model) .....	£8.20
E93A-4020 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards .....	£8.55
E93A-4020 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four) .....	£29.00
YE-4035 Gasket (rear housing) – 6 thou or 10 thou – please specify size .....	£2.75
E493A 4050 Retainer (rear axle shaft grease) .....	£9.95
YE-4209-F Gear (rear axle) and driving pinion assembly .....	£340.00
Y-4217 Bolt (diff gear case) .....	£5.20
18-4217 Bolt (diff gear case) .....	£5.40
Y-4243 Key (rear axle shaft) .....	£6.00
EB-4245-A Retainer (rear axle shaft grease) .....	£10.25
Y-4507 Gasket (torque tube to differential housing cap) .....	£1.78
7W-4507 Gasket (torque tube to differential housing cap) .....	£1.78
Y-4515 Gasket (universal joint housing cap) .....	£1.69
E93A-4607 Pin (Drive Shaft) .....	£2.20
Y-4615-B Bearing (drive pinion) assembly Model Y .....	£15.00

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

Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.99
Y-4655	Torque tube bearing sleeve.....	£9.95
E62A-5713B	Stud (rear axle shackle) E83W only .....	£8.20
E62A-5468B	Bar (spring shackle) E83W .....	£3.90
	Set of 4 E83W shackle bushes and 4 plates.....	£35.00
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W .....	£25.00
E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only) .....	£123.00
E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only) .....	£123.00
E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only) .....	£123.00
E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only) .....	£123.00
E83W-18045	Front Offside Shock absorber (E83W only) .....	£95.00
E83W-18050	Rear Offside Shock absorber (E83W only) .....	£95.00
E83W-18046	Front Nearside Shock absorber (E83W only) .....	£95.00
E83W-18051	Rear Nearside Shock absorber (E83W only) .....	£95.00
CE-5783	Suspension Buffer (fits all models except Model Y) .....	£25.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£160.00

**Exhaust Systems**

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

**Engine Parts**

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

E93A-6216	Nut (connecting rod) set of 8 .....	£6.00**
<b>Clutch and Gearbox Parts</b>		
Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only) .....	£49.95
Y-7015	Main Drive Gear (8hp) .....	£35.75
YE-7015	Main Drive Gear (10hp) .....	£38.50
7W-7050	Retainer (main drive gear bearing) .....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£5.00
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.95
YE-7071B	Washer intermediate gear thrust washer .....	£7.60
Y-7080	Baffle (main shaft oil)-front .....	£1.25
E93A-7085	Rear Bearing Retainer .....	£19.75
Y-7086	Gearbox rear gasket.....	£4.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp) .....	£76.95
Y-7119	Washer (Counter shaft gear thrust) .....	£6.35
CE-7141	Reverse Gear .....	£29.95
YE-7222	Selector Housing .....	£19.50
Y-7223	Gearbox lid gasket .....	£2.50
Y-7523	Clutch return spring .....	£6.90
7W-7533	Clutch linkage clevis pin .....	£2.60
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order) .....	
£29.50		
E83W-7550	E83W Clutch Plate (exchange send with order) .....	£31.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order) .....	
£67.00		
E83W-7563	E83W Clutch Cover (exchange-send with order) .....	£76.00
E74-7580A	Clutch release bearing-All models .....	£15.50
E70-7600-A	Clutch Pilot Bearing.....	£7.25
C-943070	Gear Lever Gaiter (except E83W) .....	£25.50
E83W-943070	E83W Gear Lever Gaiter .....	£24.99

**Cooling System**

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

**Fuel System**

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

**Ignition System**

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (1935 onwards) .....	£55.00
	Set E93A ignition leads .....	£17.95
	Rebuilt ignition switch (exchange item – send with order) .....	£40.00
E83W 12024A	6V Ignition Coil (All models-not original) .....	£42.75
YE-12100B	Distributor-rebuilt (exchange-send with order) .....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards) .....	£14.50
YE-12185B	Toggle (All models 1935 onwards) .....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85



YE-12199B	Contact Set (All models 1935 onwards).....	£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
<b>Electrical System</b>		
	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).....	£5.75
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch.....	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel).....	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
E04A-13016	Catch head lamp door.....	£4.50
E93A-13016	Catch head lamp door.....	£4.50
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£1.62
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£1.42
CE-13101	Spring (headlamp focusing).....	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W.....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00
<b>Rubber Grommets and Seals</b>		
E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£25.00
E93A-7002060	Bumper (cow side panel to tonnet).....	£1.80
E93A-7002060	Two bumpers (cow side panel to tonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

**Miscellaneous Body Fittings**

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
E83W-8215-A	E83W Grille Badge Mount.....	£19.50
7W-16523-B	Shield (radiator splash) assembly.....	£85.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00
	Tube (starting handle guide) assembly plus Shield (radiator splash) assembly plus Starting handle (103E).....	£135.00
103E-17261 / 2-B	Speedo Cable (not E83W, state model).....	£26.00
	Speedo Cable (E83W).....	£23.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£19.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50**
BE-964280-H	Window Winder Handle.....	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£14.30**
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£16.95
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor.....	£9.95
	Bakelite screws (enough for a complete E494A/103E).....	£1.99
	Bakelite screws (enough for a complete Prefect).....	£2.35
ENFO 24664	No 12 x ¾" long CSK head screw, qty 10.....	£3.20**
ENFO 26514	No 12 x ¾" long R/H screw, qty 10.....	£3.00**

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

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four.....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£21.50
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061 / 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Girling master cylinder.....	£83.00
100E-2140	Non Girling master cylinder.....	£39.95
E62A-2167	Gasket Filler Cap.....	£0.95**
100E-2964-B	Cap, Master cylinder (inc seal) fits Girling and non Girling.....	£5.85**
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50
100E-2295	Hand brake clip.....	1.05

**Rear Brakes**

100E-2041-B	Snail cam (shoe adjuster).....	£1.08
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
	Late hand brake lever.....	£14.00
100E-2103	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-A	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes).....	£32.00
100E-2220-C	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-B	Rear wheel cylinder 8" (57-62).....	£22.00
100E-2261-D	Rear wheel cylinder fitting kit axle set (55-62).....	£10.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.70
100E-2487	Brake spring clip.....	£2.05

**Steering and Front Suspension**

E55-DB1	Top suspension mount.....	£42.00
E55-DB1	Pair top suspension mount.....	£78.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1).....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert and top suspension mount.....	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension mounts & 2 sets mount bearings.....	£250.00**
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£35.50
105E-1201	Hub bearing inner 1".....	£35.50
Y-1216	Hub bearing outer.....	£35.50
E20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *).....	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *).....	£45.00

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

100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3591B	Steering box oil seal (early and late models).....	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00

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 (inc van up to 09/55).....	£7.00
100E-5781-B	Pair rear spring eye bushes (inc van up to 09/55).....	£12.00
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber.....	£45.00
E7-ED-1	Rubber bush (bottom shock) (set of 2).....	£5.98

Exhaust

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

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£19.95
100E-6065	Set of 14 cylinder head bolts.....	£18.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040").....	£200.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060").....	£66.00
100E-6261/2/3	Camshaft bearing set STD.....	£40.00
	Camshaft bearing set -010".....	£59.50
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025".....	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4).....	£30.00
100E-6507	Inlet valves (per set of 4).....	£28.00
100E-6510	Valve guide.....	£4.50
100E-6510	Valve guides (set of eight).....	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£6.50
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
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 bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£29.50
	Small end bushes (set of 4).....	£27.00
E93A-6216	Nut (connecting rod) set of 8.....	£6.00**

Clutch and Gearbox

	Master cylinder, repair kit etc, see front brakes	
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£15.50
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
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00
100E-7657	Rear oil seal.....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£68.00
100E-17286	Ring speedo gear retainer.....	£3.20
100E-7523	Clutch Return Spring.....	£5.00

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only).....	£205.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only).....	£205.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£5.40
100E-8115	Radiator drain tap (not original).....	£5.50
100E-8275	Water inlet tube.....	£14.00
100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only.....	£16.60
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00

100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat.....	£7.50
EOTA-8620-C	Fan belt, 100E only.....	£7.00
204E-10884-B	Temperature sender unit.....	£14.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips).....	£14.00**
100E-18488-D	Hose, heater to water valve (inc hose clips).....	£12.25**

Fuel System

	Locking petrol cap (stainless).....	£14.95
	Fuel pump with spacer (no primer).....	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	Petrol filler grommet.....	£12.50
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
100E-9447-C	Carburettor flange gasket.....	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
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.....	£19.95**

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *).....	£65.00
105E-10043	Brush set.....	£4.75
E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-10505-B	Voltage regulator (push on terminals).....	£39.00
E0A-10505-D	Voltage regulator (screw type terminals).....	£42.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor.....	£4.75
EOTA-11135	Bush starter motor drive end.....	£4.25
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50**
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards.....	£10.00
100E-134641-C		
50563-S	Pair of rear red tail light lamp lenses.....	£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.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5).....	£4.50
	D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only).....	£14.50
EOTA-12199-C	Contact set (round type distributor only).....	£14.50
100E-12200	Rotor arm.....	£5.85
100E-12300-B	Condenser (D type distributor only).....	£9.90
105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-12405-T	Spark plug.....	£4.08
	Set of four spark plugs.....	£13.00

Badges

100E-16185 / 9	Triangular wing motif.....	£15.25
E6AJ-1	Prefect boot script.....	£16.00
100E-16606	Prefect bonnet.....	£16.00
E5AJ-1	Anglia boot script.....	£16.25
100E-16606	Anglia bonnet.....	£16.25
100E-16606-G	Popular bonnet.....	£16.25
100E-16850	Bonnet 'V' motif.....	£35.50
100E -7042514	Popular boot script.....	£16.00
	Deluxe boot script.....	£16.00

Miscellaneous

E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable.....	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£12.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
107E-5246-B	Pipe (Silencer inlet) assy stainless steel.....	£95.00**
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
107E-8260	Top radiator hose, 107E only.....	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£15.40
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only.....	£7.00
107E-9959B	Float chamber gasket.....	£2.45
EOTA-1135	Drive end starter bush.....	£4.25
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only).....	£17.20
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set.....	£4.75
105E-11057	Brush set starter motor.....	£4.75





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

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

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

## Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

## Vehicles for Sale

Black 1955 Ford Popular 103E. Mileage 49,266, VG condition, some sympathetic restoration. Running order. Lots of paperwork & letters from previous owner. £3,850. Martin Smart. Email: [martinmsmart@yahoo.co.uk](mailto:martinmsmart@yahoo.co.uk). Bristol.

Mid blue 1960 100E Popular D/L. Failing eyesight sadly forces sale. Owned 10 years, excellent condition with matching engine/chassis numbers. Fitted steel sun visor. Regularly used for shows. £5,500. Ken Finch. Tel: 01438 230278. Stevenage, Hertfordshire.

1953 Ford Prefect E493A. £800 ONO. Collection only. Unfinished project for sale due to ill-health. Some restoration including new kingpins, shackle pins/bushes, brakes re-lined, recon'd shock absorbers, replaced rear brake cables, welded A-posts both sides. MANY parts including exhaust/radiator/running boards/wings/boot lid/bonnet grill/two engines/gear boxes/seats. V5C logbook MWR 621 plus historical

documents/ original. Peter Nee. Email: [peternee@btopenworld.com](mailto:peternee@btopenworld.com). Tel: 07742387923. N Yorkshire.

Black 1952 Ford Prefect, 12v conversion, new tyres & carpets, steering box, Interior, exhaust, Rebuilt engine. Headlining need attention and trafficator. £4750 OO. Pasquale Amico. Email: [amorganic1@gmail.com](mailto:amorganic1@gmail.com). Tel: 07939380724. East London.

1960 Ford Popular for sale. 1172. 2dr. Beige. MoT June 2018. Solid, reliable car. View in Warwickshire. Ready to go. £3,500. Geoff. Tel: 01788 810352 or 07973491352.

## Vehicles Wanted

Basket-case car or 100E engine wanted! Peter Jones. Tel: 01570 480149. Email: [cargravedyard@tinyonline.co.uk](mailto:cargravedyard@tinyonline.co.uk). Wales, SA40.

50s or 60s Special. Complete car or restoration project. Anything considered. Mark Ranger. Email: [mark.ranger@autodata-group.com](mailto:mark.ranger@autodata-group.com). Tel: 07834032188. Berkshire.

## Parts for Sale

Bench guillotine, engineers vice, blacksmith's anvil + miscellaneous tools. Andrew Rayfield. Tel: 020 8656 7350. Email: [andrew.rayfield@btinternet.com](mailto:andrew.rayfield@btinternet.com). London.

Universal Spring Spreader (103E/100E/107E), fixed/adjustable axle stands. Wheel ramps, sidevalve spring compressor. Cleaning tank/stand. Shock-type hub pullers. Heavy duty screw jacks. Andrew Rayfield. Tel: 020 8656 7350. Email: [andrew.rayfield@btinternet.com](mailto:andrew.rayfield@btinternet.com). London.

100E engine, gearbox and prop shaft. Three spires engine complete with manifolds and new starter motor. Gillan Shaw. Email: [Gillanshaw@hotmail.co.uk](mailto:Gillanshaw@hotmail.co.uk). Tel: 07979496912. Staffordshire.

Bracket set for small 3.5" dynamo – Anglia? £15 including UK shipping. Dave Frost. Email: [frost2@virgin.net](mailto:frost2@virgin.net). Tel: 07930 305376. Essex.

1948 E04A Ford Anglia deluxe front complete grille, brand new old stock £500. Robert Francis. Email: [bobbyhotrod32@gmail.com](mailto:bobbyhotrod32@gmail.com). Tel: 07596622826. Newcastle upon Tyne.

8hp engine, was running until valve seat came adrift, space needed so no reasonable offer refused. Mark Shepherd. Email: [MarkShepherd@Quirepace.co.uk](mailto:MarkShepherd@Quirepace.co.uk). Tel: 07979410337. Hampshire.

Upright cylinder head selection/varying condition. 10hp platform type £10, 8hp platform £20. Y type £30, 7Y £30. Also some with platform removed for Specials £10. All plus p&p. E-mail for photos. Contact Nigel Hilling. Email: [nhilling@tiscali.co.uk](mailto:nhilling@tiscali.co.uk). Tel: 01484843115. West Yorkshire.

Upright rear axle bevel pinion bearings, New old stock some with slight staining on non-working surfaces. Both E93A-4615 and 7W-4615 available. £25 each incl p&p. Nigel Hilling. Email: [nhilling@tiscali.co.uk](mailto:nhilling@tiscali.co.uk). Tel: 01484843115. West Yorkshire.

For 103E Popular, engine and gearbox (has not run for over 10 years), front & back axles, n/s/f wing, nose cone, hub caps, shocks, brake drums and more. All need to go. No reasonable offer refused. Martin Doughty. Email: [katedoughty223@hotmail.com](mailto:katedoughty223@hotmail.com). Tel: 01372 811418. Surrey, M25 J9.

## Parts Wanted

15" Ballamy Wheels urgently wanted. Set or individual Les Ballamy 15" wheels for a Special. Mark Ranger. Tel: 07834032188. Email: [mark.ranger@autodata-group.com](mailto:mark.ranger@autodata-group.com). Berkshire.

All control knobs choke/wiper/starter/dash in brown for a 1950 Prefect bakelite dash. Also require a temp. gauge which fits into dash and same diameter as the fuel gauge. Steering ball peg and shaft with nut. Phillip Morrison. Email: [phillip.morrison@gmx.de](mailto:phillip.morrison@gmx.de). Tel: +49 (0)5241/55214. Germany.

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

E83W headlights, preferably a pair, but would buy singles. Martin Bulpitt. Email: [Bulpittandson@aol.com](mailto:Bulpittandson@aol.com). Tel: 07789 501539. Hampshire.





# Sidevalve

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

Please email your adverts to [pop.shopper@fsoc.co.uk](mailto:pop.shopper@fsoc.co.uk), use the advert page on the website at [www.fsoc.co.uk](http://www.fsoc.co.uk), or post this form to:

Ford Sidevalve Owners Club  
PO Box 9228  
Wimborne  
BH21 9HY

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

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

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

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

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

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

**Please indicate heading:**

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

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Post Code \_\_\_\_\_ FSOC Membership No \_\_\_\_\_

Email address \_\_\_\_\_

**You may photocopy this page if you prefer.**



## Club Officials

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

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

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

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

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

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

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

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

**Regalia and Books:** vacant.

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

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

**Publicity and Social Media Co-ordinator:** Stuart Battersby, 56 Park Lane, Sandbach, Cheshire, CW11 1EP. Email: Battersby56@sky.com

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

**Regional Co-ordinator:** John Duckenfield, 75 Oldfield Road, Stannington, Sheffield

S6 6DU. 0114 2341550 (no calls after 9:00pm please). Email: regionalorganiser@fsoc.co.uk.

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

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

## Registrars (Specific Model Enquiries and DVLA Applications)

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

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

**E83W** Ron Taylor, 151 Victoria Road, Ashton-In-Makerfield, Nr Wigan, Lancashire WN4 0UH. Email: ron.rontaylor@googlemail.com

**Anglia, Prefect, Popular** Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: sidevalveregistrar@yahoo.co.uk.

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

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

**100E/107E** Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. Email: 100ERegistrar@fsoc.co.uk.

## Regional Contacts and Regional Groups

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

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

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

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

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

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

**East Midlands:** Liam Cotton (01283 219508. Email: liam.cotton@btinternet.com) and Peter Richards (01283 712503 or 07950 733467. Email: rarebitrichards92@sky.com). *Last Thursday: The Greyhound Inn, Woodville, Derbys. 8.00pm.*

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

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

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

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

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

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

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

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

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

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

**North West Midlands and Welsh Borders:** Stuart Battersby 07801 306404. Email: battersby56@sky.com. *1st Tuesday: The Peacock, Nantwich CW5 6NE. 7.30pm.*

**North Yorkshire and Teesside:** Martin Hatfield, 25 Hailstone Drive, Northallerton, North Yorkshire, DL6 1SP. Tel: 01609 771984. Please contact.

**Nottinghamshire and Derbyshire:** Robert Marshall 32, Florence Street, Hucknall, Notts NG 15

6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

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

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

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

**Surrey:** Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *The Surrey Group maintains a list of active registered members, many of whom have a wealth of knowledge of sidevalves, and who are prepared to help and support other members. Please get in touch if you would like to be added to the Surrey contact list, or need any help or advice.*

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

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

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

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

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

## International Contacts

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**Ron Taylor**

## E83W Register

### Hello E83W enthusiasts

The E83W Register remains quietly active these days. Since the days of Howard Stenning, who originally founded the E83W Register in 1983, it has come a long way and is now much more comprehensive. We have on it, listed up to the end of October, 417 E83Ws registered and a further at least 50 which are not, though it is likely that many of these unregistered ones never will be. Having said this, it is satisfying that even now, previously unregistered E83Ws that have been known to the club for sometimes over thirty years, or more, are at last being put on the Register. The most popular types by far are the pickups and vans, with other types like ice cream vans, fire trucks, shooting brakes and Utilicons, etc. taking up only a small proportion. Thank you, all who have sent me your completed register forms. For any of you owners who have an E83W not on the Register, would you consider it? It costs nothing and takes just a few minutes on our new online register forms. Having a Register is useful because it helps to keep track of where these vehicles are or were, and what their history has been, and, as far as is known, is the only record kept for E83Ws in this way.

You might remember the article in the last magazine by Ronnie De-Larue about E83W steering boxes, when he talked about a 'five start nut' – the bronze bit that the steering shaft screws into and which operates the steering arm to move the front wheels. Photo 1 shows one of these nuts end-on, and each of the five 'starts' can be clearly seen. These are the areas in which the solder is run when hot. It needs a little skill, but it does work, and although these boxes do last a long time anyway, the

technique is a method of removing that excess play in the system found in so many E83Ws.

### Hello to new owners

We say hello this month to the following new owners.

Jerramy Topping of Aston Clinton, Buckinghamshire, the owner of a green four-plank wooden bodied dropside pickup, registration LLT 353 with black wings (photo 2). LT is a London registration mark. It is a 7th June 1950 registered build, chassis number C529643, and at one time a van, as denoted by its Briggs body number 518A/70132. No information is available about when it was converted but it was put on the club Register some years ago, and was certainly a pickup by 1984 when sold by the then owners, J.W. Keeble of Leiston, Suffolk. Jerramy hasn't had it long – since July this year – and bought it from the previous owner, a Mr Steve Ingram, who had had it restored. Jerramy has fitted a new reconditioned engine and has had LLT professionally signwritten.

Incidentally, Jerramy is looking for a correct period jack as supplied with E83Ws at the factory when new. I myself, even as Registrar, I'm sorry to say, have no information on what the correct jack should be or look like – the parts manual only giving a part number, not an illustration. Inquiry down the usual channels has not been very forthcoming. Do any of you know? Please email me or drop me a line if you can help.

New member Ruth Hayward of Wickford in Essex also joins us with her 1953 10cwt van VTW 736 – an Essex registration mark (photo 3). This is a new E83W both to the club and the Register. Ruth, it appears, is only the second owner since new in 1953. The van has a chassis number C702597 and the original owner lived in Colchester.

Vincent Foster of Northern Ireland has recently acquired a 1951 E83W 'Woody', or shooting brake (photo 4), and it is an exceptionally fine example. It has the chassis number C588806 and at one time lived in England. These vehicles are exceptionally rare, being hand-built from vans or chassis/scuttles and also on various other car makes as well, including non-Ford. There have been one or two write-ups on Woodies over the years from time to time in the magazine: Yvon Precieux indeed included a mention in last issue's Pre-War Register. It is probably time for another. I've never actually seen any E83W ones myself. I'll see what I can cobble together some time



Photo 2. LLT on display recently



Photo 3



Photo 4, by Paul Byrne

in the new year and bring us up to date. Watch this space.

By the time you read this, the festive season will be nigh upon us and most of our sidevalves will be put away for next year. So, whilst they're hibernating, I'll wish you all a Merry Christmas and a good 2018, which, whilst I think on it, I am reminded is an important year for E83Ws – the E83W has its eightieth birthday next March. What exciting good tidings could this bring?

See you all next year.

Tony Lloyd

## 100E Register

### AAS 859: a restoration story, part 3

*Martin Hatfield:* Things were now looking pretty good, with everything back together, so the decision was made to see if it would GO!

The first job was to put fresh petrol into the tank and check for leaks. Thankfully there were none, so with the plugs removed the engine was wound over until petrol appeared at the carburettor. Now, tighten the fuel pipe and put the plugs back in, and connect the spark plug leads. Choke out, turn on the ignition, starter ... It did start quite readily, but, oh dear! It did not run very well at all. The water pump leaked, the fuel gauge did not work, and nor did the temperature gauge. It was not charging, and the oil pressure light would not go out. Apart from that, all was well!

Firstly, I blanked off the vacuum outlet on the manifold and this improved things dramatically. At least it ran nicely now. It turned out that the vacuum pipe was not connected to the wiper

motor under the dash. The charging problem turned out to be the voltage regulator and this was replaced by a new one from the local Morris Minor centre. Now, on to the water pump. I had five spare water pumps but *all* of these leaked. A new one was acquired and now everything is watertight. The wiring was tested to both the fuel gauge and the temperature gauge, and it turned out that both the gauges were faulty. They were replaced with ones that I had in stock.

The oil pressure problem turned into a bit of a marathon. The wiring was tested to the oil pressure switch on the valve chest cover and found to be okay. I had a new switch so it was a simple job to replace it, until I snapped the old switch off in the valve chest cover. So, off with the manifold, remove the valve cover, drill out the broken bit, re-tap the threads, fit the new switch and refit the valve cover, manifold, etc., and still the light stayed on! I was quite sure that the engine actually had

oil pressure, and slackening the oil filter bowl (engine stopped) and finding that it was full of oil convinced me that oil was getting round. Next I removed the new oil pressure switch and turned the engine over. Nothing came out of the hole where the pressure switch had been. So, off with the manifold and valve cover plate again, only to find that the new gasket that had been fitted to the valve cover did not have a hole in it to allow oil to reach the switch! I know that I should have noticed this, but you presume that new gaskets are okay. You live and learn.

It was now early April, and after four months we were back on the road for the first time in 20 years! There is a 1997 tax disc on the windscreen, so I presume that was the last time it was on the road. The car runs very well and the brakes are superb. Apart from a few minor squeaks and rattles which were easily cured, it has turned out to be a stunning little 100E. Not bad for a box of bits!



Tony Lloyd

## 107E Register

### Ford Facts

I was wandering around a local car boot sale a few weeks ago when I came across one of those stalls that sell the remains of a house clearance. Among all of the piles of household goods were some books. Always on the lookout for something to read, I started rummaging through them and came across a booklet entitled *Ford Facts*. This booklet is from the mid-1980s and was published by Ford's Public Affairs Staff at Eagle Way, Brentwood. It was obviously made locally at Ford because it looks to be Roneoed pages which are held together by one of those spring

things that I cannot remember the name of. I presume these booklets were used by Ford as local publicity, probably on their factory tours and the like.

The booklet tells the story of Ford in Great Britain, and lists all of their plants in Britain and what they made. Other facts include Ford in Europe and the rest of the world, model development, significant Ford dates, and production figures for every Ford model produced at Dagenham from 1932 until 1984.

Among the production figures of course is the 107E Prefect, which was produced between May 1959 and June 1961. According to this booklet, total production for the 107E was 38,154, which makes it the third rarest of the small Fords of the 50s and 60s. As you probably know, the 107E was a stopgap model which was produced until the advent of the Ford Classic in 1961, so you would expect numbers to be fairly small. It has always seemed strange to me that Ford did not really have a small four door car from the end of production of the Prefect until the advent of the Escort in 1968. The models that stood out

for me were the Consul/Zephyr/Zodiac range. 307,044 Mk Is were made, and 644,784 Mk IIs. It just shows how popular they were for their time.

I have never owned nor driven a 107E Prefect. I do not think that it is much faster on acceleration than the 100E, but I would think that it is smoother, as the 100E's engine is quite busy at times due to its long stroke and 3-speed gearbox. I would also think that the 107E would be more comfortable on motorways and other fast roads than the 100E. As the models advanced through the 1950s, they got faster. My E493A Prefect will cruise happily at 30-35mph: much faster than this and the engine noise becomes obtrusive. The 100E will cruise happily at 40-45mph before the same thing happens. I do not know, but I would think that the 107E would cruise faster, maybe at 60mph. Tell me what you think. How fast do you drive your cars?

It just remains for me to wish all members of the FSOC, and especially 100E and 107E owners, a very Happy Christmas and New Year. Let us hope that 2018 is a good one!



Andy Main

# Anglia, Prefect & Pop Register

## Registrar's comments

The last six months have seen an increase in register application forms being received, with many previously unknown vehicles new to the register, which is an encouraging sign. I hope this trend continues in 2018. Please let me know if you sell your vehicle so that I can keep the register records up to date, and don't forget to mention/pass on details of the FSOC to the new owner.

## The 5 cwt van update

Following the 5 cwt van feature in the last edition, I am grateful for additional information supplied by John Skinner, Ron Taylor and Nick Whitehouse.

805 FHW, which was originally VJH 976, is owned by F.H. Whitehouse, as sign written, and a Coventry group member.

HTL 712's restoration was completed by Steve Barnard before selling it on at auction in September 2009 with Brightwell's. It was purchased by Mersey group member Dave Rothwell, then after a brief period sold on to a buyer in the south of England. HTL 712 was featured in the October 2011 *Classic Van & Pick-Up* magazine, when it was owned by Signs Plus in Rotherham and known as 'Custard Tart'. Do they still own it or is it with another new owner?

KHR 168 is known to be taxed until August 2018, but who owns it?

It is rather sad to report that the late Dick Peters' 1948 Fordson, registration GOY 169, is now on a black Mercedes. Is the Fordson in the British Commercial Vehicle Museum, and if so, what is the new registration?

## New members

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

It is the turn of the Prefects this time as we welcome: Dr Bailey from Bristol, with a black 1948 E93A Prefect; three E493A Prefects: Peter Dorrington from Leeds in green from 1952, and Vincent Naylor from Lancashire with two, pink and modified from 1952 and in black from 1953; and Gary Greenwood from Powys with a light grey 103E Popular from 1956.

Changing to new owners: Robert Gould from Kent with a black 1952 E493A Prefect; and two 103E Populars from 1954: Valentine Knights from Northamptonshire in black, and Roger Pask from Cheshire in beige.

## Overseas new members

For a number of years it was a bit of a tradition for me to feature members' vehicles from overseas that had joined the register in that year. This ceased, with none joining for some years, but this year I am pleased to return with two vehicles from opposite sides of the world: Holland and Brazil.

## Holland

Jan Keulemans bought his 1952 Channel Green E493A Prefect in 1996 and joined the club in 2003. Like a number of other members, he thought his Prefect was automatically put on the register. When Jan sent me his completed form, which included the original UK registration, I was able to check the list and found that it was already on the register under that registration.

Jan's Prefect first joined the register in July 1990 when under restoration by Bernie Humphris from Hullbridge, Essex, having purchased it in September 1989 in Ludlow Green, with a mileage of 52,000. He called her 'Thelma'. (Photo 1.)

First licensed in Coventry with registration LWK 874, the first owner is unknown. In May 1965 it was owned by Glyndwr David of Ashford, Middlesex. In October 1971 the owner



Photo 2



Photo 3

was Francise Ward of Feltham, Middlesex. At an unknown date it was sold to Michael Giles of Margate, Kent before being sold to Ronald Kelly of Chigwell, Essex in August 1975. Bernie bought Thelma from Roger after she had been in a lock-up garage for 14 years. At some time a re-spray had been undertaken and lots of body filler added, which Bernie was replacing with lead. Accessories fitted were described as 'lots of rust'. I never heard again from Bernie but Jan is now able to bring Thelma more up to date.

Jan attended the 1996 Enfield Pageant of Motoring, where Thelma was now restored with a mileage of 54,453 and for sale by James Blake, perhaps having purchased it from Bernie? After a short drive Jan was convinced. He purchased Thelma and an original workshop manual, which later got lost, but Jan was able to buy a reprinted copy from the club. Later that day Jan drove Thelma along the M25, over the Dartford Bridge and on to Sheerness for the ferry across the North Sea to Vlissingen, Holland. Jan's daughters instantly called her 'Little Olive', but Jan likes to call her Thelma as well.

Since 1996, Jan has made various improvements, most of them through buying parts from the club, plus fitting new roof material and headlining, and reconditioning the engine. In 2000 an original Dutch speedometer, kilometres instead of miles, was fitted. Since 1996 Jan has driven some 7,000 kilometres



Photo 1

(4,350 miles), so the original speedometer would have read some 58,800 miles by now.

In 2015, Jan used the Prefect to drive his neighbours to their wedding, and Thelma is photographed dressed for the occasion. (Photo 2, photo 3.)

### Brazil Part 1

Swami Faria De Silva is a new member to the club. On joining, he immediately registered his maroon and white 1946 E93A Prefect. (Photo 4.) Swami bought the Prefect on 30th May 2015, then coloured blue, in the city of Sao Sebastiao do Cai. It was then trailered home.

On 11th July the Prefect was loaded on to a vehicle transporter for its next journey – to a large workshop for the restoration to begin. After a complete strip-down, the chassis and body were sandblasted to reveal the extent of the work to be undertaken. (Photo 5.)

The usual areas that rot with age required replacing, with sections made by hand and welded into place. The engine, gearbox and back axle were stripped down and parts overhauled. The petrol tank was replaced with a new one on the premises, and the radiator was re-constructed too. Starter motor and dynamo were stripped and checked, and a complete re-wire of the Prefect was undertaken. Seats were dismantled with new squabs and coverings fitted along with new interior trim, headlining and carpets.

To be continued.

### Register 25 Years Ago – Sidevalve News, December 1992

1992 had been a good year for members with their vehicles joining the register, with eight being featured. 'Dutch Threesome' featured Bert Wiesfeld's restored E93A Prefect and Fred Hardenbol's 1955 103E Popular, whilst Dave Reys was restoring a 1958 Popular.

'German Twosome' featured Christof Jager restoring his 1953 E493A Prefect and Stefan Mass with his Australian imported 1949 A54A-75 Anglia Sports Tourer.

'Belgium Prefect' featured Steyls Serg's 1950 E493A/F Prefect complete with export side lights.

'Nearly Finnish Prefect' featured Pekka Jaafinen's 1952 E493A/F Prefect in the snow with the nearly finished restoration.

'American Thames' featured Cecil Gunter's 1949 E493OCF/A Thames 5 cwt van, now fully restored. I had featured the Thames in the previous end of year overseas feature when under restoration, with the parting comment



Photo 4



Photo 5

that, 'I look forward to featuring it again on completion.'

So often a vehicle is under restoration when it joins the register (condition on joining is not important) but very few photographs are sent following the restoration – or is it the owner has given up in the meantime and sold it on, or sold it for scrap, which may have happened in the earlier days of the register?

### Greetings

I would like to thank Chris Lambert-Dowell, for inspecting a vehicle for me this year as part of the process of obtaining an original registration,

and giving up his 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 2018.

### And finally

Time-travelling stars of *The Hitchhiker's Guide to the Galaxy* will journey to 2018 on Radio 4 as they celebrate the fortieth anniversary of its first broadcast in a new six part series. The original cast will return including Geoff McGivern as Ford Prefect.



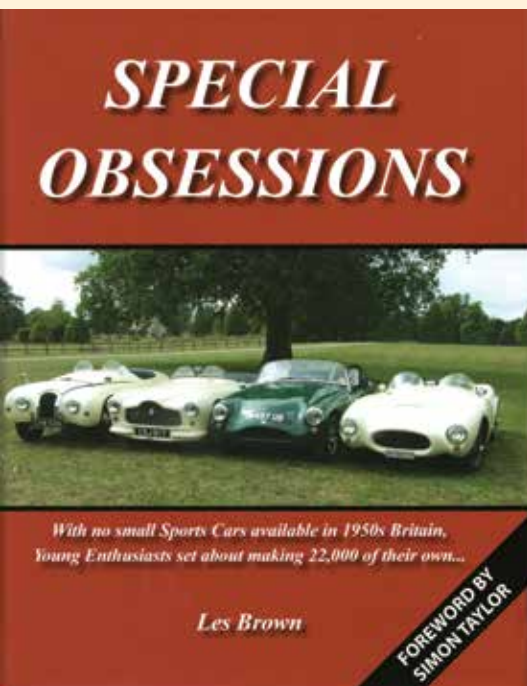
Ian Woodrow

# Specials & Sports Cars Register

## Special Obsessions

Les Brown's new book, *Special Obsessions*, looks at the Specials car developed in the post-war period, and investigates for the first time the reasons for the biggest explosion in Special building that the world has ever seen. *Special Obsessions* is intended as a companion volume to the earlier *Rochdale Sports Car Pioneers* by Les.

The book is in full colour throughout with over 400 photographs, 240 pages and hardback. It is priced at £30+£5 p/p.



As a young school boy in the 1950s, I had no idea about purchase tax that was charged at 50% on new cars and nil on spare parts or components. Les explains how the tax system was crucial in the development of Specials. What I do remember in the 1950s is how people would make do and mend things, compared with today's throw away practice. I also had school friends who sent away and collected various Specials catalogues; my

interest was making model electric slot car racing cars, as well as fitting a Trojan engine on my bicycle (which caused a problem with the police). Les's book also reminded me of how well my *Eagle* comic explained how machines worked, with the aid of cutaway drawings.

Later, I do recall, as each chancellor adjusted the tax system, in the 1960s a BMC Mini cost about £500, but you could buy a Minivan for about £360, excluding purchase tax which did not apply to commercial vehicles.

The book details how after WW2 the country found itself in debt to the tune of billions of pounds, and government strategies for dealing with this were to have a profound effect on all who lived through that period. Steel was available only to firms who could export their products, and cars remained almost totally unavailable on the home market for many years.

Even more pronounced was the total absence of any affordable sports cars, which led enthusiasts with the right skills to attempt their own designs, using pre-war cars from scrapyards and whatever materials came to hand. With no small sports cars available in 1950s Britain, young enthusiasts set about making 22,000 of their own.

The resulting quality of the cars which came out of the period varied enormously, but it is true to say that much of the country's dominance in motor sport can be traced back to those times: Lotus, Ginetta, Marcos, TVR, Elva, Lola and Cosworth being amongst the firms who made the most of their opportunities.

Improvements in the economy as the 1960s approached brought a new generation of cars from the major manufacturers, and the Specials industry fell apart almost as fast as it had sprung up – taking down some very fine cars with it.

Particularly well covered in the book are chapters on Buckler, Rochdale, Tornado, RGS, Microplas, Martin, Leonard, HG, Hepworth, Convair and Lotus. I believe there will be a second volume to include more details of some other very popular Specials.

Lots of interesting facts and figures are included: one that stood out to me was about Ruth Ellis, who was the last woman hanged (for murder) in Britain. Ruth Ellis became the manager of The Little Club, a nightclub where she met David Drummond Moffat Blakely, three years her junior, through racing driver Mike Hawthorn. Blakely was a well-mannered former public school boy, but also a hard-drinking racer. Within weeks he moved into her flat above the club, despite being engaged to another woman. After a violent, passionate relationship, Ruth shot Blakely on the 10th April 1955. 'Listen carefully the next time your wife complains about the amount of time you are spending in that garage!'



## Shirley for sale in France

Observant club member Peter Jones spotted a Shirley Mk 2, reg. no. PSL 187 (below), for sale in France through a dealer: price is 20,000 Euros! This isn't one that was on the Specials register and I don't think Geoff Hammond (Shirley guru and owner) was aware of it either. It is on the DVLA system as being maroon in colour, and date of manufacture is given as 1959 but first registration as August 1983. Geoff contacted the dealer but it had already been sold.

## Fairlite help required

About two years ago a 'Ginetta G3 Fairlite Barn Find Classic Car Project' was advertised on eBay. It stated that 'The chassis and number are from 1946 on a Standard chassis. In 1959, Gineta came up with the idea of selling the Fairlite conversion body to give you a sports car. The car has been inactive for a long time but the frame still seems good, the diff turns and the steering works. This is a big job to renovate but the base is there to work from. The engine is past it but is a Ford.'

Scott Baillie has acquired this Fairlite as a retirement project. It turned out to have a Standard 12hp engine, which apparently is pretty hard to find spares for. Scott would like to contact current or ex-owners of Fairlites: can you help?

## 2018

In May 2018 the 40-year rolling classic car MoT exemption should happen. There are questions surrounding the need to test modified cars. The proposal states that the cars that have been substantially changed 'in the technical characteristics of their main components' will not be exempt from MoT testing. But, what is substantial change? The DfT has proposed a points-based system, similar to that currently used by the DVLA, although at the time of writing the exact rules are yet to be finalised. I believe the original proposal of an increase in the power-to-weight ratio of over 15% being a substantial change has been dropped.

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

# Letters & Emails

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## Lest we forget

Dear Sidevalve,

I greatly enjoyed Stuart Battersby's article in the October 2017 *Sidevalve*, 'Give it Some Beans'. I was surprised and gratified to see mention of my uncle, Leslie Arthur Foster of Medicine Hat, Alberta, and his connection to RAF 77 Squadron at Elvington, York.

Although my uncle did not survive the war, he did not die with 77 Squadron. I apologise for not making that clear in my Facebook comments. In fact, he survived a complete tour with 77, quite a feat considering that he was on virtually all of the really big raids at the height of the Bomber Command offensive, including the infamous Nuremberg Raid and the raid on the V2 base at Peenemunde. He was in the RCAF but was posted to 77 RAF as a replacement rear gunner upon his arrival at a Manning Pool in Wales.

After 77 he instructed Gunnery for a few months at Warboys, then faced another tour. Having, by this time, no illusions about the dangers of Bomber Command, he chose to go to a posting with 405 Squadron RCAF and was mid-upper gunner in the Lanc of the Deputy Master Bomber as they were Pathfinders. I believe that offered "fewer missions and out", in exchange for accepting the added risk of pathfinding. On my uncle's fiftieth mission his plane was shot down by a German night-fighter over Montzoon, Belgium, on a pre-D-Day marshalling yard raid. It was the night of 27-28 April, 1944.

What happened next is the subject of a book, *The One Who Almost Made it Back*,

published in 2008 by Grub Street Publishing, London and written by a Belgian Air Force F-16 pilot, Peter Celis. He chronicles the career of the pilot, Teddy Blenkinsop, but much of the book is devoted to a chilling chapter on that last flight and its aftermath. The Lanc exploded and the pilot (who rarely escaped a Lanc) was blown clear and parachuted to earth unscathed. The rest of the crew attempted to bail out but the aircraft was too low for most of them. Several did survive, although injured, but at least two were thought to have been executed on the ground by zealous Belgian Nazis, and the bomb aimer was locked up in the hospital with a guard on the door and denied medical attention until he died three days later. My uncle's body was found in a farm yard not far from his turret, killed in the crash. A woman interviewed at the farm by Peter Celis remembered him as a big, handsome man in a roll-neck sweater lying on the ground. He apparently had emergency bandages on his body so was likely wounded in the attack.

The only survivor, ultimately, was the pilot, Teddy Blenkinsop, of Victoria, BC, who was taken in by the Resistance. Unfortunately, Teddy went out on a Resistance raid as an observer. The local Resistance was heavily infiltrated by spies and they were betrayed. Some were killed at the scene and others either imprisoned or executed later. As a reprisal, all the men from about 14 years to 80 in the little village that the incident took place in were sent off to slave labour in Germany. Only a handful returned. Teddy died at Bergen-Belsen concentration camp in January 1945.

I thank Stuart for recognising the airmen's great sacrifice.

Yours,  
Les Foster

## Letter from the Archivist

Dear Sidevalve,

As club archivist, I tend to get 'volunteered' to do certain jobs, so it has fallen into my remit

to dispose of the back copies of our *Sidevalve* magazines. The back copies are always listed in the regalia section.

When *Sidevalve* is printed, there is normally an over-run, so the excess copies are stored. Some back copies of the magazine are in short supply and others we have in excess. Although some of the material in the old mags is obsolete, there are a lot of good technical articles and tips, as well as some very amusing articles. They are available to view on the club website, but if you want any of the printed magazines then now is your opportunity. I personally find it hard work reading from a computer screen. You may wish to replace certain copies that you may have lost (or did the dog get them?), or are you a new member and your car is featured in some of the old copies. Whatever the reason, please get in contact with me (email [liam.cotton@btinternet.com](mailto:liam.cotton@btinternet.com) or 01283 219508) to state your requirements. They will be sold at a discounted rate.

Many thanks,  
Liam Cotton

## Exemption from roadworthiness testing

Dear Sidevalve,

Reading my October issue of *Sidevalve*, I was very concerned that two separate articles mentioned potentially fatal vehicle faults on cars covering considerable journeys. Both faults would have been picked up at an MoT test.

Our cars, and so many of a similar era, were designed to 'dissolve' rather than give protection to their passengers, like modern vehicles. Our cars do not have dual line braking systems. Limited use and damp garages all promote brake faults, not to mention body corrosion and tyre problems.

There are already several classes of MoT test. Surely a basic safety test could be devised for cars over 40 years old to check effective brake operation, steering, lights and body condition, at an appropriately reduced fee and tolerances to reflect original specifications? Spares secretaries in many classic car clubs have already highlighted the drop in sales of safety critical related parts since the exemption of pre-1960 vehicles, which must reflect the condition of some older cars on the road.

Yours,  
Roger Young





Andy Main

## Specialist Applications Register

### Pattisson

Since the October edition I have been informed of another two. How many more are there out on the rally circuit, or in use?

The first to be featured is a cricket club roller that Robin Thake has assisted with on occasion. Oliver Britton is a club member, and on behalf of Monken Hadley cricket club, which is situated near Enfield, he most kindly sent the following report which is reproduced in this and the February 2018 editions.

### Bertha

I was very interested in the article in the June issue about the Pattisson Tractor/roller of which our cricket club (Monken Hadley C.C) has a slightly different model, with a 100E engine, that is dedicated to rolling our cricket wicket. Without FSOC we would have struggled to maintain this strange vehicle, known by us rather unimaginatively but affectionately as Bertha. Some seven years ago our existing roller, a pedestrian-controlled road roller, finally breathed its last after nearly forty years of service to us – and it was second-hand when we got it. Looking round for a replacement suggested we would devastate the club's modest finances if we invested in anything approaching new. By chance we learned that a local cricket club was looking for a new home for a redundant roller, and after some negotiation we acquired it for £750 including delivery.

To be fair, we were told that Bertha had been served with her redundancy notice because her keeper wanted to be sure that she would start first time. It soon became clear what he meant. Caveat emptor. Fortunately there were a couple of us whose early motoring had been with sidevalve engines, so we knew some of the basics about cajoling life out of and maintaining our new girlfriend. Fortunately, soon after purchase we found FSOC online, and that discovery has proved to be a lifeline over the years as we needed to make a number of replacements and changes. With our eternal thanks to him we were guided in this by Robin Thake – and Jennie, too. Robin will no doubt

recall desperate emails from us, asking for his extensive advice on any number of issues including, in particular, starting, and a tendency for the engine to cut out after about thirty minutes use.

In the earliest days we had to install a new mechanical petrol pump and a new gear lever (supplied by the ever helpful Neil Patten in FSOC stores), the latter remedy with Robin's inestimably valuable assistance (photo 1). We also suffered flat batteries – partly because starting was problematic and drained juice (there being no provision for crank-starting, unlike the version pictured in the June issue) but partly because the alternator was not consistently doing its job. I cannot recall how we overcame that problem but Robin fitted us up with an ignition light, so that we had a monitor of the alternator's performance which alerts us to give alternator connections a jiggle, which usually does the trick (hi-tech we are not).

We struggled with the apparently insoluble cutting-out problem for four or five years, which meant that rolling had to be rationed. From her base to the cricket wicket is a five minute journey, on a good run, and includes crossing a busy road, so rolling had to be limited to a couple of cricket tracks at a time before hastening back to base. On one of the early trips we suffered an engine cut-out in the middle of the cricket square and Bertha persistently refused to budge. As the cricket ground is on common land and open to the world we needed to get Bertha back to base. Pushing was not an option, resulting in a desperate call to the AA: I can't think why we were surprised that they declined to attend, so we ended up hiring a recovery vehicle – at a cost of £200, a sum that still hurts so much that if the old girl even coughs politely the expensive episode is recalled.

In the quest to overcome the starting problems, we replaced components of the distributor and cleaned the plugs and rotor arm several times, but they never visibly appeared in need of attention. The coil was replaced in the hope that that would make a difference to starting and/or the cutting-out. But nothing noticeable arose. Eventually, we realised that



Photo 1



Photo 2

after a cut-out we could re-start Bertha if left for about fifteen to twenty minutes. This revival did not last long, but by a series of stops and re-starts we could get Bertha back home (a distance of about three hundred yards from the pitch). This pattern led to the conclusion that there was something in the electrics that was over-heating, with the result that something like a hairline fracture in a cable was opening and then, when the engine heat had reduced, closing, thus enabling the re-start, etc.

Someone then had the brainwave that the coil was the source of all evil, because it was bolted directly on to the engine block and was therefore becoming roasted by the engine heat. As can be seen in photo 2, a distinctly Heath Robinson device was created to hold the coil away from the engine. This move changed our and Bertha's lives and now, despite feeling slightly queasy when rolling for more than thirty minutes, we can go on rolling for much longer.



**Bob Wilkinson**

## Car Loan Project to Encourage the Next Generation

The Model A Ford Club GB has a successful, year long, Car Loan Project in operation, with all agreements and insurance in place. A 1929 Ford Model A Phaeton (Tourer) has been in the hands of a 26-year-old enthusiast, Richard Gordon Colebrooke, since March, after being offered for loan by MAFCGB member Peter Garrett. You may have seen the car on display at the Old Ford Rally. (See pic.)

Can you, or your club, offer a car for loan to a younger enthusiast ... say, a 25-plus-year-old? We have a scheme based on an agreement between owner/club and 'borrower' covering insurance, use of car, maintenance, and ongoing monitoring after handover. The car has to be well prepared before handover to a 'borrower', chosen by you, who meets important criteria such as having garage facilities, some mechanical understanding, family/friend support, and an obvious interest in the classic car world. We have a model selection process to follow.

Usage of the car and mileage limits can be set in the agreement. The car is, of course, maintained at the borrower's expense.

We are working in partnership with Peter James Insurance Co. to deliver a credible, viable scheme which safeguards the interests of all parties.

An important aspect is the ongoing monitoring of the car over the loan period. The owner/club is of course there to give technical and other support, and the borrower has to keep in touch on a regular basis and maintain a diary of family outings, shows attended, etc. All this can be fed into club magazines to



encourage others into the older car scene – one we all enjoy.

The project has grown! From next spring we have been offered cars by clubs in addition to the Ford Model A being available again. The Morris Register has bought a car (Morris 8 Series E Tourer) specifically to offer into the project; a Vauxhall Victor has been offered by the Victor OC; and an MGB will come from the MGOC. Several other (modern) car clubs are giving serious consideration to joining too.

There are many cars out there which, despite being in good condition, sadly rarely

see daylight. You or your club could use this as an opportunity to make a positive step forward in encouraging the next generation. Who else will do this?

We have a scheme which works. Please give this some serious thought if we want our prides and joys to live on into the future.

If you want more information, please contact me: bobwilkinson49@hotmail.co.uk or tel. 01832 734463.

*Bob Wilkinson: Chairman, Model A Ford Club GB; Vice Chairman, Ford Y&C Model Register.*

**Sally Litherland**

## Social Media

Nothing new from social media this December, because you are all no doubt socialising with

mince pies and friends rather than Facebook. However, just a reminder: the elves at the FSOC will be logging in and able to post your messages as usual with maybe only a little time lag. We will still welcome our members to join the Members Lounge for sidevalve chatter when your garage door is closed due to inclement weather or visitors!





Colin Pudge

## NEC 2017

I would like to say an enormous thank you to everyone who helped out during our time at the Lancaster classic car show.

Set-up day on Thursday is normally pretty stressful for me, but this year I had the assistance of the FSOC helper pixies Mick Hartley and Mark Harvey, who got stuck into figuring out the stand boundaries, laying and taping the carpet, and then setting up the rest of the stand, allowing me to meet and greet the display vehicles as they arrived.

Last to arrive was Gary Milner with his Pop who, after his own personal 'day from hell', breathed an audible sigh of relief when his car was driven into place. He had discovered at the last minute that 'normal' car transporter trailers have channels that are too wide for a Ford Popular!

The stand was well received and steadily busy on all three show days, with several new joiners and plenty of renewals and interest. The regalia sales went down really well: particular thanks to Liam, Carolyn and Sally for manning the sales tables all weekend. I think we were all pleasantly surprised how much money we took, and members who came to see us invariably made a purchase.

We also had a spark plug changing competition which was popular with Sally badgering, sorry persuading, anybody who went near to have a go. It's really surprising how competitive some folks can be.

So, a roll call of display car owners: John Wilding – 103E Popular; Chris Musson – 100E; Brian Bedford – E493A Prefect; Steve McKenna – Model Y van; Kelly Mobbs – E493A Prefect (as found); and Gary & Sharon Milner – 103E (featured in an earlier issue of *Sidevalve*).

Also, those who worked tirelessly to promote our club all weekend: John Porter, Sally Litherland, Liam Cotton and Carolyn, Geoff Hammond, Mark and Karen Fellows, and I'm bound to have missed somebody, so I apologise if so.

This year's show was again a success for the club, and a great time with like-minded enthusiasts.





Jim Norman

## Tales of BLC

When I collected the Prefect in October 2006, the interior was as new. 154,000 miles later, most of it still is, but that mileage had taken its toll on the front seats, not surprisingly the driver's seat especially. Soft trim is not my



Photo 1. The new seats back in the car.



Photo 2. The original and replacement snail cams and the lack of serrations.



Photo 3. The badly worn adjuster pad.

specialist area, but a young lad named James was entrusted with the job of replacing both front seat skins. He did a superb job; the materials were an exact match to the original, and I no longer feel guilt pangs when people look inside (photo 1). If you want similar work doing, contact me and I'll pass on the details.

The other issue tackled about this time was an increasingly noisy engine. One of the noises was a slightly blowing manifold gasket, easily fixed, but that left the mechanical noise. This was obviously the timing chain, and it is possible to replace this with the engine in situ. I decided to replace the head gasket at the same time due to a different problem.

At first, all went well: the head was quickly removed, as were the grille, radiator, water pump and timing cover, at which point things took a turn for the worse. The chain adjuster had no serrations on its snail cam (photo 2), and the pad was out of line, causing uneven wear (photo 3). Removing these requires the sump to come off, which is not a pleasant job unless the engine is removed, although possible if the engine is raised off its mountings.

Having jacked up the engine as far as possible, it was held there by a pair of long  $\frac{3}{8}$ " UNF bolts through the mountings with a pair of large sockets taking up the excess height (photo 4). A large washer and tightened nut on the end kept the sockets square, to prevent the engine dropping. The starter needed to come off to allow access to the sump bolts, all except the rear two being removed (these were merely loosened) and the front of the sump levered down. Surprisingly, this did not break either of the sump gaskets, so the sump didn't come out but was simply refitted with copious amounts of silicone sealer in between.

The damaged parts were now removable (photo 5), but the next problem arose. Early OHV engines had a hydraulic chain adjuster which proved to be a failure; it was replaced by the snail cam type. The mounting holes for this had to be about a quarter inch further apart than the hydraulic type allowed, and this was catered for by fitting a cranked stud and elongating the top of the hole in the snail cam housing. That was the case with the original adjuster, but the replacement simply had two round, vertical holes set at the wider pitch, so wouldn't fit. This dilemma was solved by first drilling a  $\frac{1}{8}$ " pilot hole at about the right location and about  $\frac{3}{4}$ " deep. This was followed through by a  $\frac{1}{4}$ " drill to the same depth, and the metal between the two holes filed away to give an arrangement similar to the original. It fitted (photo 6).

The next problem was the pin on which the pad's mounting sits, which was badly worn and out of true. This protrudes from the front of No. 1



Photo 4. The socket doing a job for which it was never intended: maintaining the engine at a height above the crossmember.



Photo 5. The original adjuster with the elongated hole. The serrations were intact on this part of the snail cam.



Photo 6. The adjuster removed. The cranked stud is to the left of the main bearing cap.

main bearing cap. It will not come out of the cap for replacement, nor can caps be interchanged between engines as they are line bored during manufacture, so each is different. I found that a short piece of  $\frac{1}{4}$ " O/D steel fuel pipe fitted the pad's mounting eye, and I was able to 'persuade' this to go over the pin. As a result, the snail cam works properly and the pad is in its rightful position and doing its job as intended.

After this, it was straightforward reassembly. The engine is now nice and quiet: I even keep thinking it has stalled when I stop at traffic lights!



**Geoff Hammond**

## Boot Straps for an Anglia E494A

The straps on my 1953 Anglia E494A were 64 years old and one of them had been fraying for many years.

I decided it was about time they were refurbished with new webbing. As the buckles and the strap ends were in good condition, these could be reused.

When searching online I found most of the modern webbing is nylon and comes in metric widths, whereas the original is 1¼" wide and made of cotton. I did find a supplier in the USA, 'i Craft for Less', via Amazon, who supplied me with five yards of black cotton webbing 1¼" wide for \$16, which included shipping to the UK.

The next requirement was for the rivets that hold the webbing to the buckle. After

discussions with a car interior restorer, I was advised that the closest available today were 'double cap rivets'. These have a head on each part of the rivet and can be easily assembled with a tap from a hammer.

The closest were 9mm Double Cap Antiqued Nickel Rivets. The head diameter is the same as the originals and the Antiqued Nickel was the closest colour. The length was 7mm, which would go through the 3 x 1/8" thicknesses of the new webbing when compressed. I purchased 20 sets from Artisan Leather for £2.60. (This was the smallest quantity I could purchase, although I only required two for each strap.)

I disassembled the buckle and the strap end, and cleaned and painted the buckle silver as it had some surface rust. Using the old

webbing as a guide, I cut the new webbing to the correct length, and to stop the ends from fraying I coated them with PVA glue. Once dry, the strap end was refitted and compressed on to the webbing. The webbing was fitted around the buckle and looped under to close off the end. Using a pointed tool I made two holes in the three layers without cutting the strands of the webbing, and with a bit of fiddling I got the stem part of the rivet to push through, compressing the webbing to allow the stem to be visible. The second head was gently pressed on by hand and given a light tap to engage the locking mechanism.

This was repeated for the second strap and both were refitted to the boot.



Photo 1. Old strap on left, new strap on right.



Photo 2. New webbing and rivets.



Photo 3. New webbing attached to the buckle, showing rivets going through three layers of webbing.

John Porter

# LED Replacement Bulbs and UK Legislation: Regulatory Position on the Use of LED Light Sources in Sidevalves (and Other Classics)

## Background

The use of LED light sources has been of interest to the historic vehicle community for as long as LEDs have been readily available, and not surprisingly many articles have been written on the subject in both club magazines and in the specialist press. Unfortunately, not all of the information provided has been accurate and FBHVC (the Federation of British Historic vehicle Clubs) felt it should research the subject to enable the provision of definitive guidance to its members.

In addition to research by the FBHVC Legislation Committee, an opinion was also sought from Department for Transport, and the Committee were gratified to find their conclusions confirmed. However, we should repeat a warning from the DfT reply: 'The guidance provided is based on the requirements of The Road Vehicle Lighting Regulations and all vehicles must comply when

used on the road. Ultimately interpretation of law is the sole prerogative of the courts.'

As the title implies, this article relates solely to the regulations surrounding the use of LEDs. Unfortunately, the relevant regulations are quite complex and there is no simple overall yes or no answer to the question, 'Is it legal to use LEDs in the existing lamps on my historic vehicle?' The situation is different for different lamps and also for different dates of first registration of the vehicle in question. This article will explain the background before summarising the conclusions at the end.

There is no regulation that specifically prohibits the use of LEDs in lamps first used prior to the e/E marking requirements. However, the applicable date varies for different lamps, but our sidevalves with their standard lighting fitments are inside these date ranges. The regulations also include a requirement applicable to all lamps that they shall not cause undue dazzle or discomfort to other persons

using the road – this is naturally in relation to headlamps. This should be borne in mind whenever a lamp is made to be brighter than it was originally designed to be. With particular reference to headlamps, a light source of a different type – and in consequence of different physical size and shape – is very unlikely to work correctly with the optical design of the lamp, and the risk of causing undue dazzle or discomfort becomes a very real one.

Another complicating factor is that the regulations quote minimum wattages for certain lamps. For dip-beam headlamps, these range from 10W for small motorcycles to 30W for four or more wheeled vehicles, and similarly 15W to 30W for main beam headlamps. Stop lamps on vehicles first used after 1st January 1971 and all direction indicators require a minimum of 15W. These minimum wattage limits were undoubtedly included originally to ensure adequate brightness of the lamps in question but now they provide a barrier to the





use of LEDs. This arises because of the greater efficiency of LEDs, i.e. more light from fewer watts, the result being that the LEDs are of too low a wattage to comply with the regulations, even though the actual light output may be entirely adequate.

## Conclusions

Lamps where the use of LEDs is legal subject to the conditions detailed earlier:

- **Front Position Lamps.** (Side lamps.) Vehicles first registered before 1st January 1972. LED light sources in the original lamps are compliant.
- **Rear Position Lamps.** (Tail lamps.) Vehicles first registered before 1st January 1974. LED light sources in the original lamps are compliant.
- **Rear Registration Plate Lamps.** Vehicles first registered before 1st April 1986. LED light sources in the original lamps are compliant.
- **Stop lamps.** Vehicles first registered before 1st January 1971. LED light sources in the original lamps are compliant

Lamps where the use of LEDs is not legal:

- **Stop lamps.** Vehicles first registered after 1st January 1971. LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.
- **Direction Indicators.** (Flashing type.) LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.
- **Headlamps.** LED light sources in the original lamps are generally non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations. However, in some particular cases it may be possible to locate LED light sources of compliant wattage.



LED photos by Stuart Ward.

Glenn Walton

# California Restoration

Thirty years ago, I met a fellow here in our town (Porterville, CA) that owned a Thames. We became friends, and I spent many evenings visiting with him while he worked on it. I always loved the truck and hoped to own one some day. This Thames comes back into the picture after the purchase of another Thames a few years ago. Twelve years ago I met a guy in Clovis, CA through my new wife's workplace who had owned a Thames since 1966. We became friends and so it was time to find one for us. Needless to say, it became a 'sickness' and we now own several English/Australian Fords.

Our first Thames consisted of body parts, period! I hauled the pieces home in the back of a pickup with room to spare. I have been working on it for around 6-7 years now, off and on, mostly off, it seems. (Photo 1.) My wife and I prefer stock vehicles but this truck didn't even have a frame so it is being built as a street rod. I'll include a picture just so you see what it looks like now. I paid far too much for it, but I had Thames fever and had to have it.

Wouldn't you know – immediately after buying the first Thames, another one came up for sale for less money, *and* it was complete except for the engine! I bought it from the estate of Gary Rand in Burbank after he passed and the family was selling his cars/parts. He had collected Anglias, Thames, Tourers and parts for many years, and they had several to sell. I bought the yellow Thames, then went back a few months later and bought two Tourers from the estate. The estate sale was being handled by a guy named Alan Haff who at the time had a television show called

*Auction Hunters*. Alan is a nice guy and he is the same in real life as he is on the show. Photo 2 shows the yellow Thames. It has been stored in my shop and is in the same condition now.

Our third Thames (beige colour) (photo 3) was much nicer than the first two. I found it for sale on Craigslist in Texas (we live in California) and eventually bought it. This Thames was purchased new by an actor here in CA by the name of Ken Berry. Ken's biggest show was called *F Troop*. He kept it several years and sold it to his neighbour's kid, Wil Herrera, who was 15 at the time. Wil became a successful sculptor and moved himself and the Thames to Hawaii. The Thames was in Hawaii for many years until the people in Texas purchased it. If you put '1952 Thames' in a Google search, it usually pops up in the top line of pictures. It looks white in the pictures and the license plate reads FOX JOY.

This Thames was restored in 1990 by a guy named Dennis Ercek, who is known for painting numerous cars that ran in the Indianapolis 500 race. It took him two years to complete the Thames. The same paint is still on the Thames today. We own a small moving company here in CA and wanted to promote the business with the Thames, so we added the business name to the side and back (photo 4). We didn't want to mess up the paint job so we used decals instead of paint. Most people don't know it's decals and are surprised when we tell them.

When Wil had the Thames fixed up, he added a few touches that aren't stock. The interior is much nicer than stock and he had the moveable top installed. Experienced eyes will see that the fabric top doesn't extend as



Photo 1



Photo 2

far towards the rear as a stock top does. I think the sliding mechanism is from a VW ragtop Beetle, but am not sure. Dean Kirsten of *Anglia Obsolete* probably knows, as he is friends with Wil and did some of the work on the Thames. The rear bumper is not stock either. The owners in Texas added a trailer hitch so they could pull a trailer in parades promoting their business. As far as I can think of, now it is stock other than the changes I mentioned.

Photo 3

Photo 4

