

# Sidevalve

Journal of the Ford Sidevalve Owners' Club

Stores  
Open Day  
28th April  
11.00am–  
3.00pm



## Features this issue

Destined to be Together

Building a Tool Kit – Part I | My First Car

Lubricants | German Fords



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AGM  
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NOTICE



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John Porter

## Editorial

Hopefully, you are reading this just before our Spares Day on the 28th April 2018. If you haven't been to the club stores in Abingdon before, I am sure that you will find it worthwhile. The club has a comprehensive range of new and second-hand spares. There is too much to list in the club magazine, and also there is the second-hand spares section for uprights and the 100E/107E range. These parts are in various conditions so it is worth having a look and making your choice. In particular, we are trying to clear a little breathing space in one of the garages that house mainly upright axles – both front and rear. So if you need a complete spare axle then let Neil Patten know, but you will need to collect as shipping would not be cheap!

We have a good selection of second-hand panels for uprights – two- and four-door. Again, if you need something then it will be worth a visit. There are also racks of 8 and 10hp engines, and gearboxes in varying states of repair and completeness. Likewise, 100E engines and gearboxes. If you are looking for an engine to recondition while still keeping your sidevalve mobile then we will have something suitable, including some of the more rare pre-war engines.

Some of the requests for parts can often be quite obscure and/or unclear when Neil gets the form or email, so please try to be clear – no excuse, if you have the relevant parts book. The parts book for your vehicle is available from the club stores and is a worthwhile investment, along with the workshop manual. If you are not sure of what you need then contact your model range technical advisor, whose contact details are in the club magazine. We will have technical advisors on hand throughout the open day at the stores, so we should have the answer to any question that you might have.

Please note that our longstanding membership secretary, Jennie Thake, will be retiring this month, and someone you know very well will be taking on the mantle. This will be a hard act to follow as Jennie has looked after membership for a considerable number

of years. She has seen many changes, with the direct debit system being one of the more challenging improvements in the early days, through to the opportunity for new members to join online in 2017. There will be a new postal address with the email address being forwarded to the new membership secretary. The new PO box number will be in this issue and on subsequent membership forms. No doubt there will be some changes as our new incumbent gets to grips with the post and what is involved. Hopefully, more of you will be able to renew online via the website at the end of the year, which will be especially useful for those of you not resident in the UK.

As a continuing update on registrations, some reminders would not go amiss. The first is that buying any sidevalve without a current V5C is a risk. Secondly, if it does not have an old logbook or old-style V5 then you have to apply for an age-related number, which relies on the accurate dating of the vehicle and its being roadworthy (such as in a condition to be MOTd, so as to prove that it is roadworthy). Thirdly, the worst case scenario is to acquire a sidevalve with no documents which does not have a Ford stamped chassis number. If you are contemplating any purchase which has any of the above complications, at the very least reflect that fact in the purchase price. Enlarging on the third point, if a vehicle does not have a stamped chassis number, it is current practice that DVLA will issue a VIN to be stamped into the chassis by a local garage. They will then demand an IVA test before the issue of a Q registration number. As we are all probably well aware, our sidevalves cannot possibly pass an IVA test designed for modern imports and recently constructed kit cars. Hopefully, the Federation will be able to work with DVLA to get this anomaly corrected. Lastly, if you have any questions regarding registration, please contact the relevant FSOC registrar for your model range for advice before doing anything, such as starting dismantling for restoration or making any mechanical changes or improvements.

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## Spares Focus

### Set of bulbs for 103E

Bulb set comprising 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a numberplate bulb. £23.00. (Photo 1.)



### Set of bulbs for Anglia 1953/1959, Prefect 1953/1959, Escort 1955/1961, Squire 1956/1959, Thames 5cwt Van 1954/1961, Thames 7cwt Van 1955/1961

Bulb set comprising 2 rear/brake light bulbs, 2 headlight pre focus bulbs, 2 sidelight front/indicator offset pin bulbs, 2 rear indicator straight pin bulb, 2 dash screw bayonet bulbs, 2 dash pin bayonet bulbs, 2 dash warning pin bayonet bulbs, 1 number plate bulb, 1 interior light bulb. £26.50. (Photo 2.)



### 100E heater hoses

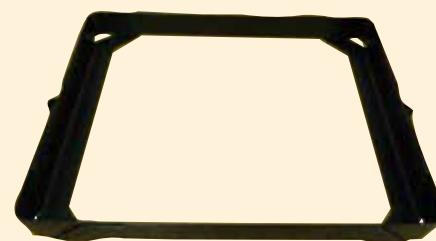
100E-18488-D hose heater to water valve (inc. hose clips: photo 3 top). £12.25.

100E-18488-B hose heater to cylinder head (inc. hose clips: Photo 3 bottom). £14.00.



### Upright battery clamp

Battery clamp for the UPRIGHTS available now – price TBA. (Photos 4-5.)





**Brian Cranswick**

## Events

For many classic cars owners, Drive It Day represents the start of the new season ahead, and for my local group this will be the tenth year of holding our Drive It Day event (see photo below of the first one held). Will your old sidevalve be up and ready to go?

A reminder to all the area groups: please keep the Events Co-ordinator notified at [events@fsoc.co.uk](mailto:events@fsoc.co.uk) for all your events that will have a club stand, as this a requirement for the FSOC insurance cover.

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

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

**22nd April, The Cambs Group Drive It Day.** Meet up 10.00am, Lakeside Lodge Golf Club car park, Fen Lane, Pidley, Nr Huntingdon, PE28 3DF. Further details from Brian Cranswick.

**22nd April, Kent All Ford Show, Aylesford Priory, Nr Maidstone.** Kent Group club stand. Details from Richard Greenaway.

**22nd April, Drive It Day – North Mids Group will be joining The Manchester Historic Vehicle Club, starting Nr Congleton.** More details from Julian Heath.

**28th April – FSOC Spares Day at the club stores in Abingdon.**

**6th May, Merton Vintage Show, Faversham.** Kent Group club stand. Details from Richard Greenaway.

**12th May, Dartford Steam Rally, Dartford**

### Three Counties Sidevalve are planning our annual getaway!

This year we are going to the Isle of Wight and have made reservations at Warners, Norton Grange for a week, starting Friday 8th June 2018.

If you are interested in joining us then please contact Richard or Shirley Healey on 07881 623619.



**Central Park.** Kent Group club stand. Details from Richard Greenaway.

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

**3rd June, Isle of Sheppy Classic Car show.** Kent Group club stand. Details from Richard Greenaway.

**8th June to 15th, Three Counties Group Sidevalve Holiday, Isle of Wight, staying at Warners, Norton Grange.** If you fancy taking your old motor on holiday, contact Richard or Shirley Healey on 07881 623619 for more information.

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

**17th June, Bewl Vintage Rally, Lamberhurst.** Kent Group club stand. Details from Richard Greenaway.

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

**24th June, Lymm Historic Transport Festival, Lymm Town Centre.** Club stand. Further details from Stuart Battersby or Julian Heath.

**30th June, FSOC AGM. See notice on page 34.**

**30th June & 1st July, Mid Shropshire Classic Car show, West Mids Showground,**

**Shrewsbury.** Support needed for a club stand. Info from Stuart Battersby or Julian Heath.

**1st July, Wrotham Steam Rally.** Kent Group club stand. Details from Richard Greenaway.

**15th July, Old Ford Rally, Heritage Motor Centre, Gaydon.** Club stand. Entry forms from [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk).

**5th August, Northern Sidevalve Day, Hebden Bridge.** Early booking is recommended. Entry forms from [www.hebdenbridge-vintageweekend.org.uk](http://www.hebdenbridge-vintageweekend.org.uk).

**5th August, Weald of Kent Steam rally, Nr Tenterden.** Kent Group club stand. Details from Richard Greenaway.

**12th August, Southern Sidevalve Day, Breamore House, SP6 2DF.** Further details from Sally Litherland, or download booking form from [www.classicmotorshows.co.uk/exhibitor-booking](http://www.classicmotorshows.co.uk/exhibitor-booking).

**18th & 19th August, Tatton Park Classic Car Show, Knutsford.** Club stand. More details from Joe Wheatley.

**19th August, Biddenden Tractor Fest, Biddenden.** Kent Group club stand. Details from Richard Greenaway.

**9th September, Kent Classic Car show, Aylesford Priory, Maidstone.** Kent Group club stand. Details from Richard Greenaway.

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



Joe Wheatley

## Merseyside

I'm sad to report that our friend Julian Ashworth died in February after suffering yet another stroke. I have prepared an obituary which appears elsewhere in the magazine.

Stuart Battersby is also leaving us, though just going to the other side of the world rather than another one. I shall miss his bluff humour at our shows, and his enthusiasm for our cars and 100Es in particular. Stuart has contributed a great deal to moving the club into the 21st century, with his improving the website, and the setting up and monitoring of our Facebook Groups. (If you have not joined these, do join in. Very interesting, informative, and a great way to meet new members.) I'm glad he will continue to be involved from New Zealand. Just hope he donates his Jag to me before he goes. (The 100E is of course going to NZ.)

Not a great deal to report as there has not been much car related activity of late. I did start building another 10hp engine for Freddy, after Nigel Hilling kindly sold me a crankshaft ground to fit the set of +020" con rods that my Dad gave me before he retired. I have the bottom end built up but work on the valves has been delayed by Christmas, a pantomime and, since 5 February, an eye operation. No hurry, as the engine in the car works fine apart from a little end knock.

By the time you read this we will have already started the season with our own get together at the Bottle & Glass on Saturday 7th April. We will be attending various individual booking shows (please drop me an email if you would like a list) but the next club event will be Culcheth Community Day on Monday 7th May (May Day Bank Holiday) – weather and ground conditions permitting. The first Tatton Park show is on Saturday 2nd and Sunday 3rd June. This is the biggest (and best?) show in the North West and well worth attending. If anyone who has not been before would like to attend, please drop me an email or give me a call with your vehicle details (model, year and reg no).

The pictures are from last June's Tatton Park show, showing a 100E Coupe on a nearby stand. Not a club member, but the car was created by Dave Rothwell several years ago and has been through a few hands since then. Dave once saw it advertised as 'the only one



Ford ever made', which made us laugh! The latest owner has had the car repainted and tidied up, and you must admit it is different.

As I write this, sleet is falling outside and I

still have the winter tyres on my Focus. Let's hope we get a proper summer and can enjoy using our cars without cursing the vacuum wipers!





**Richard & Trish Greenaway**

# Kent

Can we start by saying what a good start we've had to the year down in Kent, with our January monthly meeting having over 20 members plus a further five non-members/partners attending. Usually, January is one of the quieter months, which I put down to the cold weather. Let's hope this kind of support continues for the rest of the year. It's good that we had a good attendance, as it's at this meeting that we decide on which shows we attend as a group during the year, so at least we had a good input from our members. Twenty-plus was good but there is always room for more, so let's try to entice along some of the other 50 Kent members who have yet to attend a monthly meeting.

Talking of events, we said in the last magazine that we hoped to get our 2018 events list out by the end of February, which we managed barring a few days. For any member that hasn't received one, please email or phone us on [rntgreenaway@yahoo.co.uk](mailto:rntgreenaway@yahoo.co.uk) or 01580 892169.

I've mentioned this before, but being the Regional Contact it's always nice to make contact with all members, either at a show, monthly meetings or just a chat on the phone. So, if you are one of the ones that we have yet to catch up with, please get in touch to let us know about your sidevalveing history.

## Future events

Entries for our first three shows are looking good: we currently have 46 booked in for the Chatham, Heritage and the All Ford Shows. Let's hope this trend continues throughout the year.

Following on from the April shows, our next club stand will be at the Merton Vintage Rally on Sunday 6th May, held at the Faversham Showground, just off the A2, about two miles east of Faversham. It's an all-round show with vehicles of all shapes and sizes plus stalls a-plenty. It's the first time we've attended as a group, so let's hope we get a good turnout. Hopefully, a few of the East Kent members will join us for the day.

Next up is Steam in Dartford on Saturday 12th May. We already have about eight vehicles booked in, but if anyone else would like to join us, you can just turn up on the day – but

I would appreciate it if you would let us know if you are planning on attending as we have to book spaces for the club stand. If anyone from across the water in Essex would like to join us, you would be more than welcome. As far as I know, Clive Dove, your Essex contact, is planning on coming down so, why not get in touch with him and journey down together? As far as I can remember, we have only ever had two Essex members come across the water to join us in the past nine years, so it would be great to see a few more of you.

On Saturday 28th April a few of the Kent group are planning on going up to the spares day at Abingdon. Our plan is to go up in a couple or three cars with passengers paying a share of the fuel costs, so if you are interested in tagging along, please let us know at least a week beforehand. Then we can sort who's going with whom. Our plan is to stop off mid-way to get a bit of late breakfast.

Due to the Kent All Ford Show always falling on Drive It Day, we are holding our first road run in May this year. It takes place on Sunday 20th May. As usual, we will meet up in Mote Park, Maidstone at 9am. From here we will head down through East Kent, back along the coast road, stopping off for fish and chips at the new restaurant at the Romney, Hythe & Dymchurch Railway in Dungeness, with a trip up the lighthouse for any that fancy it. Then we will make our way back through the marshes to Appledore, Tenterden, Biddenden and finally Maidstone and beyond. We normally get only around eight cars, so if you fancy joining us for the day, we'll see you at Mote Park on the 20th May. For anyone living east of Maidstone, you are more than welcome to meet us en route: drop us a line and we will arrange for somewhere to meet up.

Heading into June, we start with the Isle of Sheppey Show, which takes place on Sunday 3rd June. Always a good display of vehicles, plus a good scattering of stalls to look around. Following this, we venture into Sussex for the Bewl Rally, at Bewl Water on Sunday 17th June. This event is always a good, relaxing day out. One good thing about this show is they always allow us plenty of space to park, which is often a problem at some shows. As well as a good number of vehicles, there are a few

stalls to look around, as well as the reservoir which does boat trips throughout the day. If you are feeling energetic then you can always walk round the entire reservoir, which I have done many years ago. As far as I'm aware, Fred Tutt from the Surrey group is planning on attending, hopefully with a couple of other Surrey members, so it would be great if a few of the Sussex Boys came up to join us as well. I know Fred would like to see us have a South East gathering in the future, so this would be a good starting point; then maybe next year, in the club's fiftieth year, we could get a good showing of sidevalves together down in the South East somewhere.

Into July, and we start with the Wrotham Rally on Sunday 1st July: always loads of cars and lots of stalls, plus arena displays.

Last up, can I just mention our annual Kent Group Fun Day? The idea started back in 2012 when the Kent group last held the AGM. As a bit of fun afterwards, we held a Sidevalve Driving Challenge. Ever since then we've had a Fun Day where we get together socially, and have a BBQ plus a few games, as well as a spin in our sidevalves round the fields in the Driving Challenge event. This all takes place on Sunday 15th July at Lynx Park, Colliers Green, near Goudhurst. So, wherever you live in the country, why not travel down to Kent and join in the fun? The more the merrier!

As always, if you require any further info on any of the events listed above, please don't hesitate to contact us, either by phone or email.

## Recent tales

I recently received an email from Marc in Belgium, who is planning on coming over to Kent for a week's holiday. While he is here, I think he is hoping to drop in and meet some of the Kent Group at the Isle of Sheppey Show. He drives a very nice 1957 100E Prefect which he has just finish restoring. When asked whether he was planning on bringing the Prefect over with him, his reply was, 'Maybe next year,' so here's looking forward to seeing it at a show in 2019.

Till next time, enjoy your sidevalves. Remember, they are there to be used, so let's see you all out and about in them throughout 2018.

**Stuart Battersby**

## North Midlands & Borders

Well, I am writing this, my last report, with mixed feelings. Helen and I have decided that the time is right to move back to New Zealand and settle near our son and his family, north of Auckland. I will be remaining a member of FSOC and, as the internet makes the world very, very small, will be keeping an eye on Facebook and acting as technical support for our webmaster, Sally Litherland. This won't be ideal, however, since if anything urgent happens in the UK daytime, I will be in bed. Indeed, if there are problems overnight then I might be on the beach! If anyone has any IT experience and would be able to offer some extra assistance to your club, then please drop a line to John Porter ([chairman@fsoc.co.uk](mailto:chairman@fsoc.co.uk)) or Sally ([webmaster@fsoc.co.uk](mailto:webmaster@fsoc.co.uk)) and we can have a chat.

Our small but perfectly formed Regional Group, covering South Cheshire, Shropshire, Staffordshire and the Welsh Borders, has been handed over to Julian Heath. I won't steal Julian's thunder, but suffice to say he has way more practical engineering experience than me and I'm sure, with the support of our regular members, will develop the region still further.

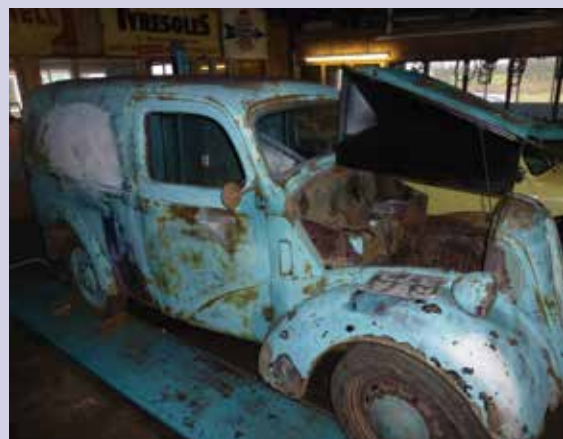
Julian and I have been putting together our programme for the season, and have

included some of our regular shows and rallies as well as adding some new venues. The most significant new show for us this year is the Mid Shropshire Vintage Car rally at the West Midlands Showground in Shrewsbury. ([midshropshirevintageclub.com/annual-show](http://midshropshirevintageclub.com/annual-show)) on 30th June and 1st July. We think that this is the first club stand that we have ever had in Shrewsbury, and so if you aren't going down south for the club AGM, we hope that you pop along and support us at this super looking event. Please book your entry yourself, but mention that you are part of FSOC and are joining our stand.

You will all have seen that The Flying Tortoise, ably supported by Ian Glass, completed the Monte Carlo Classique with an almost faultless performance. Thanks to Ian for promoting our special little cars, but more importantly for raising a huge amount of cash to help support the Pancreatic Cancer Fund.

Finally, a personal thanks to all the loyal local members who have supported and helped me over the past three years. I do hope that you have all enjoyed yourselves, and will continue to support Julian in the next stage of our development.

Haere Mai!



New member David Kiss has picked up this little beauty. Following an inspection by FSOC, David now has a new V5! On my last discussion with David, he said his intention was to make the vehicle (an E494C) mechanically safe and reliable but to keep as much of the 'patina' as possible. (A growing trend, I think.)



These things are like buses. You don't see one for years and then two come along together. This one just purchased by Scandinavian member Christian Moth Iverson.



This 1948 E93A caused a bit of a stir when it appeared on Facebook recently. E93A Drop Head Coupes are rarer than hens' teeth. It didn't take long, however, for an observant chap to point out that despite this being well engineered it is a four-door car: and thus, as all Coupes were two-door, this must have been a very accomplished 'chop job'.

My own car as an entry in an informal Facebook competition: 'Photograph your car in the Beast from the East.'





Joe Wheatley

## Charles Julian Ashworth: 30/09/1950 – 22/02/2018

It is with great sadness that I write of the death of our friend Julian, in the early hours of Thursday 22nd February. Julian was taken ill at his nursing home in Oldham. He was taken to hospital where he passed away a short time later after suffering another severe stroke.

Julian joined the FSOC at the end of 2009, after purchasing a Green 1949 E493A Prefect from longstanding member Ronnie De-Larue. The first time I recall meeting him was at the Thame Valley Vintage and Classic Car Club show at Uppermill, near Saddleworth in September that year. After this, Julian became a regular exhibitor at car shows in the north west and much further afield. Julian's good friend Neil Wildbore told me that, prior to his passion for sidevalves, Julian was a steam railway enthusiast, but this was eclipsed by his passion for our cars.

Many FSOC members are wary of using their cars, often reluctant to attend anything other than local shows or keeping their car in the garage. This was not how Julian enjoyed his hobby. He was not afraid to use his cars and did thousands of miles each year. As an example, each year he would attend the Prestatyn event on the bank holiday weekend at the end of May. On the Sunday he would drive from Oldham to Prestatyn (80 miles), complete a 120 mile road run, then drive home again. On the Monday he would drive back again for the static car show in the town centre, a mere 440 miles in one weekend. On another occasion, Julian and Neil took the Prefect to Ireland by ferry and completed the Gordon Bennet trial around the picturesque towns and villages of counties Kildare, Carlow and Laois. Another 1,000 miles over one week.

As with most enthusiasts, one car is not usually sufficient. In early 2010 Julian bought a second E493A, this time a 1951 model painted a lovely dark red or maroon. This became Julian's pride and joy and he won many prizes with this striking example, often becoming a little miffed if somebody else pipped him to the prize. He would be found at all shows with a bottle of Mer polish making sure the paintwork was gleaming. Neil would often drive whichever Prefect Julian was not using so he

could display both cars at shows. Towards the end of 2011, Julian bought a third Prefect from Dave Rothwell, this time a black 1945 E93A. He ran this for a year before selling it back to Dave for the original purchase price. Finally, in 2014 Julian sold the green E493A and replaced it with a black 1958 100E Prefect to use alongside his maroon E493A.

Though undoubtedly enthusiastic and fearless, Julian could be said to lack a little mechanical sympathy, perhaps pushing his cars a little too hard? Dave Rothwell recalls him coming to his workshop, complaining the clutch was slipping on the maroon Prefect and it was smoking 'a bit'. This was because every piston ring in the engine was broken and the back pressure was forcing oil out of the rear crank seal into the clutch. Dave rebuilt the engine and replaced the clutch, advising Julian to drive gently for a while. Julian very carefully drove out of the yard on to the road and then roared off back to Oldham. On another occasion Dave, Steve McKenna and Bruce Allan were in convoy on the M6 driving back from Gaydon at a steady 50mph, when Julian overtook them all at about the legal limit in his 100E, giving a cheery blast on the horn as he went past.

For seven years Julian, and often Neil, were present at most of our events. He always had a portable gas stove in the car to make brews

and cook his breakfast or lunch (though it was a bit cheeky cooking his own food outside the Bottle & Glass!), and was always ready to enjoy a beer or two with us. He was also a member of the Thame Valley Vintage and Classic Car Club (TVVCCC), and will be missed by all of us classic car nuts here in the north west.

Julian had had health problems since we first met him. He had suffered from throat cancer and had a laryngectomy, so had a plastic 'voice box' in his throat which enabled him to talk, though with some difficulty. This also affected his ability to eat solid food. Despite this I do not ever recall him complaining about his condition. In July 2016 he took his Prefect to the All Ford Rally in Gaydon with Steve McKenna and others. While having a nap in the back of the car, he suffered a stroke, which resulted in a loss of movement down his left side. After some months in hospital he was moved to Park Hills Nursing Home in Oldham. Though bedridden he was making some progress, getting a new phone to enable him to keep track of our activities. He sent Steve a text the afternoon before his second stroke in February.

We will miss Julian's adventures, tales, and personality at our shows. One of a kind and a true sidevalve enthusiast. Our thoughts are with his brothers and wider family and friends.



Julian at Tatton, June 2016.



John Duckenfield

## Regional Report

### Regional news

There is, as they say, some bad news and some good news to report regarding Regional Contacts! The bad news is that two Regional Contacts have recently resigned, but the good news is that they are to be replaced by two new Regional Contacts from their respective regional groups. If only all appointments were as easy as that!

#### *Gloucester, Hereford and Worcester*

##### *John Pole*

John has recently sold his car and is no longer a member of the club. He writes:

'I have been in the club for over 20 years, made many friends, and have restored two basket case cars, all which has given me a great deal of pleasure. Life however moves on ... and I am becoming extremely reluctant to work on a car outside the single garage on a sloping gravel drive!'

It is John's intention, however, to stay in touch with fellow group members and help out as and when required. He has made a great contribution to the club over the years, both as Technical Advisor, 8 & 10 hp, and as Regional Contact for Gloucester, Hereford and Worcester. I know members would wish to join with me in both thanking him for all he has done on our behalf and in wishing him well for the future.

##### *Brian Bedford*

Brian is a longstanding and well-known member of the Club who recently featured in the NEC 2017 Report by Colin Pudge (December 2017 magazine), where he is pictured 'arresting' Sally Litherland by the side of his E493A police car. He is not new to the role of Regional Contact, though. A few years ago he temporarily shared the job with former member Len Shorthouse while John Pole had a 'gap year' (or two), and I'm very pleased indeed to welcome him back to the Regional Contacts' group.

#### *NW Midlands and Welsh Borders*

##### *Stuart Battersby*

At the last committee meeting, Stuart informed

members that he and his wife have decided to return to New Zealand, and tendered his resignation as both committee member and Regional Contact. The good news is that he will be taking his beloved Prefect with him and will remain as an FSOC member. Just in case he doesn't know, the club doesn't have an International Contact in New Zealand – yet!

Better still from the Club's point of view is that Stuart has offered to continue to support the Facebook and website developments for the foreseeable future, so I'm pleased to say the FSOC will continue to benefit from his continued involvement – albeit from the other side of the world!

Stuart's contribution to the FSOC at national level has been enormous, but at a local level too he has made a terrific contribution as Regional Contact for the NW Midlands and Welsh Borders. I'm sure all members, especially those locally, would again want to join with me in thanking him for all he has done, and in wishing Stuart and his wife all the very best for their life down under.

##### *Julian Heath*

Stuart will be a difficult act to follow, but standing in the wings is Julian Heath, a group member with every intention of continuing Stuart's good work. Julian has a black 100E Prefect, and though only an FSOC member for some three or four years he was, I understand, previously a member of the Consul, Zephyr & Zodiac Owners Club.

Julian is workshop manager for a transport leasing company, and is a practical and knowledgeable man as far as cars are concerned. More importantly perhaps, having met him at last year's AGM in Barton-under-Needwood, I know he is very enthusiastic about our cars and a true supporter of the club, so it is with great pleasure that I welcome him as its non-elected representative in NW Midlands and Welsh Borders.

### When is a sidevalve not a sidevalve?

'When it's a 107E', I hear you respond – but that's not the answer I'm looking for! The

answer, it would seem, is when it's in Riga Motor Museum, Latvia! Let me explain.

Our daughter-in-law was in Latvia on a business trip at the beginning of February, and with time to kill, she and her colleagues were directed by their hosts to the Motor Museum in Riga that, apparently, is on the way to the airport. As you can imagine, she was so excited! Out of the blue I received a text from her: 'At the Riga Motor Museum. You'd love it here – though no Ford Pops!' I responded accordingly about such an omission and a short while later another text arrived. 'This is the nearest to a Pop that I've seen.' Several photographs followed, and I thought what she had discovered might be of the same interest to others, as it was to me.

The following information is extracted from photographs taken by her of information boards in the museum and of the car itself:



Ford – Variog Junior de Luxe	
Manufactured:	State Joint-Stock Company Variogs, Latvia, 1938
Model in Production:	From 1938 to 1940
Engine:	4 cylinders, 32 HP, 1172cc capacity, overhead valve (OHC)
Net weight:	850 kg
Top Speed:	100 km/h



*'America in miniature*

All of the largest car brands are present in 1930s Riga, with at least 90 makes of cars in the streets of the capital. Nevertheless,

the number of cars is low and the prices are high...

... In 1936 the government acquires the licence to build Ford cars and trucks. These are the exact same models as those produced in America.

Production is arranged at the enterprise Variogs... Pauls Barons... is appointed the director of the automobile department.

The first Ford-Variogs vehicle leaves the factory gates in September 1937. It is a three-ton truck with a V8 engine developing 85 horsepower.

Variogs develop so successfully that it soon produces vehicles of almost all segments – passenger cars and trucks, dump trucks, modern and comfortable buses on foreign chassis, as well as ambulances and fire trucks.

When Latvia loses independence in 1940, the factory is nationalised and production stopped. After the war, production is not

resumed and Rīgas Vagonu rūpnīca (Riga Railcar Factory) is created on the basis of the plant. In less than three years Ford-Variogs managed to build approximately 300 passenger cars and more than 1,000 trucks.'

Now, I'm not an expert in such matters but there are those in the club who are! So does the Ford-Variogs Junior de Luxe really have an overhead valve (OHC) engine and did Variogs only produce 300 cars in three years?! I look forward to finding out – perhaps in the next magazine?

Whatever the answers, should you ever be in Riga (Latvia) and going to or from the airport with time to kill, it sounds and looks like a museum well worth a visit – even for someone not particularly into such things! Wonder who that might include?

## Nigel Hilling

# Yorkshire

## News and events

Meetings at the Reindeer are regularly attracting a good attendance, so why not come and join us in your sidevalve or modern car? We even had a decent turnout amongst the snows of late February, when the 'Beast from the East' was trying its best to disrupt us

I have produced a list of events in our area (and beyond) and emailed this out to those members on my list. It also appears on the FSOC website in the Yorkshire Regional News. If you want a copy emailing or posting then let me know. In addition, if you want to be added to my email circulation list then let me know. We will be having a club stand at the following events this year:

- Monday 11th June: Hope Motor Show (evening event – entry forms available)
- Sunday 15th July: Newby Hall
- Sunday 6th August: Hebden Bridge (Northern Sidevalve Day – entry forms available)
- Sunday 23rd Sept: York Racecourse (entry forms available).

Drive It Day is on Sunday 22nd April and our usual option is the York Historic Vehicle Group run from the Knavesmire to Sherburn Airfield, where we normally just turn up at the airfield to join the others at the end. The clubhouse has a decent café with snacks or a full Sunday lunch.

## Julian Ashworth

Although Julian lived across the tops in Lancashire, he was a regular attendee at our Yorkshire pub meetings (as well as the Merseyside and East Lancs ones), and also at

some of our Yorkshire events. He was probably more active with his sidevalve than anyone else that I know, and clocked up thousands of miles each year. He suffered a major stroke at Gaydon in 2016 and never recovered, so was confined to a nursing home until a second stroke ended his life in February. I'm sure there will be fuller comment elsewhere in this issue. The photo shows Julian explaining the joys of sidevalves to a dumbstruck Norman Wisdom during a trip with his Prefect to the Isle of Man, only weeks before the first stroke. RIP Julian.





Sally Litherland

## Wiltshire

With great delight I can say that I missed out on all the snow and bad weather in February/ March, instead enjoying some sunshine on the other side of the world, so (sadly) I have nothing to report from Wiltshire. However, it will give me an opportunity to introduce the next Southern Sidevalve Day at Breamore House, Hampshire SP6 2DF on 12th August. Last year, six of us camped the night before in the event field and watched the Perseid shower storm in the heavens above – can't promise that this year, but in my mind each camping trip has its own unique adventure, especially if you intend to arrive in a sidevalve. Entry is £4 (covers two adults and two children) plus £1.50 booking fee, with camping at £5 per person. The best way to book, and see all the information, is directly through the organisers, Gemini, online at [www.classicmotorshows.co.uk](http://www.classicmotorshows.co.uk). However, if you don't like dealing on the internet,

please contact me and I will send you a form. Important thing to remember is to complete the **Club Vehicle Exhibitor Booking Form** (not the Vehicle Exhibitor booking form). The organisers will then know what space to allocate our club.

The first major show of the year near Salisbury for me will be the Vintage Nostalgia Festival at Stockton Park, where there were several sidevalves last year. It is a full weekend from 1st–3rd June, also with camping possibilities. I intend to make it a day trip on the Sunday due to work. An exhibitor day ticket is £5 (covers one adult) with camping/ glamping prices on the website. Booking early for camping (through the website, [www.vintagenostalgiafestival.co.uk](http://www.vintagenostalgiafestival.co.uk)) is important as there is dancing on Saturday evening. If you are interested in attending, please let me know so I can try to keep our cars together (phone and email on the inside pages).

Following on, 9th/10th June is the Dig for Victory Show at the North Somerset Showground ([digforvictoryshow.com](http://digforvictoryshow.com)), which is out of my area but a must if you live nearby. I am a volunteer 'land army girl' for the weekend, perhaps encouraging folk to 'knit for our troops' or giving information from the airship. There are live demonstrations of tanks/ planes/ enactments/farm/food/entertainment and dancing through the whole weekend. Ivor Bryant is organising our sidevalve display.

I am told that classic cars still meet at Old Sarum Airfield on the first Sunday of each month, but the website is not up to date. It would be a great place for any Salisbury locals to meet up and I will try to confirm this in April (having missed the meeting in March) on Facebook. Happy Spring and Summer days!

### Sidevalve Magazine Back Copies

If any member wishes to purchase back copies of *Sidevalve* magazine, please contact me in the first instance. I can offer magazines at £1 per copy, minimum three issues, with discounts for larger numbers posted to UK residents. I will reduce prices even further if the magazines are collected, or by prior arrangement I can bring specific orders to club events and meetings. Although the magazines are dated, they are still an interesting read and the technical advice is always helpful.

- Liam Cotton (East Midlands contact/ Archivist). Email: [liam.cotton@btinternet.com](mailto:liam.cotton@btinternet.com). Tel: 01283 219508.



**Robin & Jennie Thake**

# Three Counties

I am writing this report at the end of February. With snow on the ground and temperatures below zero, the show season seems a long way off. I am looking forward to getting out in the garage to service the Anglia with the normal oil change, grease-up, and check of the brakes and electrics ready for the road.

We all know how poor the lights are with 6 volt electrics, but the local council has done me a favour and changed our street lights. They are so poor it makes the Anglia's lights look like searchlights!

Early in February I had a challenge on my hands. A friend we have known for 30 years has an Anglia the same as mine. As her husband had passed away, she asked if I could get the car up and running after it had not been used for several years. I went armed with all the gear, hoping for an early start-up. After draining the stale fuel from the tank and feeding fresh fuel directly into the fuel pump, and cleaning the plugs and points and carburettor, the car would fire but not run. With a further two hours of tinkering, success! New petrol in the tank, checked the tyres, brakes, gear changes and lights, and all was well. The new owner taxed and insured the car next day and drove it the 135 miles home, including a short distance on the M25 motorway (brave man). He reckoned the car ran well and he is delighted with the purchase.

We have had a few car show invites so far this year, but at least four of our regular events are not taking place anymore and we have some clashes, so at the moment it is a case of juggling to sort out which suits us best. So far we have booked into the Rushden Cavalcade, Malden Museum of Power, Audley End on Father's Day and Hatfield Heath Festival the following Sunday; more details in the next magazine for shows later in the season. Enfield Pageant is on the Spring Bank Holiday weekend, although to date we have not had official details.

**Fred Tutt**

# Surrey

By the time this report appears, the Surrey Region will have held its first informal get together for a year or two – on the 10th April, at The Douglas Haig Inn in Effingham – to chat about our sidevalves and plans for 2018.

## Interest is developing

The early signs from the mail shot informing everyone about the meeting are encouraging. Thank you to Angela Hume, former Regional Contact, who has a Prefect E93A, which has been in her family since new, for her support. It was also good to hear from Martin & Kate Doughty, unfortunately with the frustrating news that their house move is not going as well as they had hoped, but we wish them well and will miss them and their Popular 103E if they move away from the area. Vic Allen has been in touch to let us know that he still has the 100E that he has owned for 50 years (is this something of a record?). Vic is due to retire soon and is looking forward to getting out and about more in his sidevalve. Colin Roaf sent an interesting email about a black 1958 Anglia 100E which is owned by his daughter, Grace, and is hoping to get involved in the Surrey Region when he can. We have also been in contact with John Underwood who, although he lives over the border in Sussex, we are hoping to see with his wife Dorothy in the summer, with their super 1959 Prefect. Nick and Shirley Hardey, acquaintances from our narrowboat days, are planning to get involved in some of the Surrey activities with their 100E Popular, in between taking on yet another restoration project in the form of a 1956 Sunbeam Mk111.

## New members

One of the interesting things about being Regional Contact is the number of times you get contacted, mainly by non-members, for help and guidance. Recently I have been trying to help a Nick Hassapis from Kingsdown to find someone to help him to restore his 1960 Popular, which has been stored in a garage for 25 years. We also have a number of new and potential members whom we are looking forward to meeting during the year. Andrew

Neal from Croydon is struggling to get his sidevalve van restored and on the road. Zac Stiung, also from Croydon, has joined the club with his 1955 100E Anglia. Alan Durbridge from Guildford is restoring a 1957 100E, and 100E/107E Registrar Tony Lloyd is helping him with the registration. Also from Guildford are Frances Lucas (5/7 cwt van) and Les Kemp (100E Anglia), and last but not least we will be catching up with Melvin Booth and his 1950 Meteor boat with its sidevalve engine.

## 2018 programme

We have a draft programme of events in place and these will be agreed at the 10th April meeting, then circulated to members and published in *Sidevalve*. The events will include The Surrey Hills Mid Summer Road Run, to be held on the afternoon of Saturday 23rd June, meeting at the KGV Playing Fields in Effingham; then a parade at Newlands Corner (with a photo shoot); and then driving through the leafy lanes of Surrey to a beer and barbecue at a location to be revealed on the day. The idea is to involve other classic cars, with as many Ford sidevalves as we can attract.

On the personal front, my recently acquired Percy – the 1952 Prefect E493A (NJJ714) that replaced my Popular 103E – runs well in the garage! I have had the front seats reupholstered and the bonnet motif rechromed (don't tell my wife how much that cost!), and – much to the surprise of my family – have managed to get hooked up to the FSOC Facebook Members Lounge. I have also found out from Andy Main that Percy is already on the Prefect Register, with a previous location of Bury St Edmunds, and I would be interested if a previous owner were to get in touch if they read these notes.

As you can see, the Surrey Regional Group is taking shape, and as it does so it is important for us to say thank you to Richard Greenaway (Kent) for his invaluable support. We have also been in touch with Regional Contacts David Pickett (Sussex) and Stan Bilous (London SE) to have a chat about how they run their groups. There are over 40 members on the Surrey list, so let's hope we can generate enough support this summer to make the effort worthwhile.



**Liam Cotton**

## East Midlands

Well, it is that time again to dust off the old motor and get ready for another year of fun and games! I was thinking that the East Midlands group was on its last legs as there were only three of us at the December meeting. However, it has recovered, and we have had a couple of good meetings since.

As a Regional Contact I get a few requests (some of them are clean enough to repeat). Recently I have been contacted by a gentleman who wishes to buy a convertible Ford Prefect E93A, as he has fond memories of the time that he owned one many years ago; if anybody has one of these for sale, please contact me and I will pass on the details. Another request came from a gentleman in Leicester. He has two 100Es for sale: an early Squire needing restoration, and an Escort in need of some work to put it back on the road but with a good bodysell. The cars are for sale and include an amount of new old stock parts to get them in roadworthy condition. Again, please contact me for details.

I have been kept busy in recent months (no rest for the wicked!) and I have done three vehicle inspections for number plate retention: a Siva and two E493A Prefects. Thanks to the efforts of John Porter and Ian Woodrow, the Siva has retained its number. The two Prefects are still ongoing: both belong to regular East Midlands member Steve Holmes. Steve has now started the restoration of his grey Prefect and is making good progress. Hopefully, we will get the full story via Andy Main's register pages in a future edition.

I was privileged to spend time on the club stand at the NEC show last November, and met with ex-club member Edwin Clarke, who I hadn't seen since 1992. It was great to catch up and Edwin has been really kind in lending his video of the 1992 FSOC holiday on the Isle of Wight. It was fantastic to relive these old memories. A similar chance meeting happened while I was Christmas shopping in Derby. This time I ran into my old mate, Mark Slack. In the early 1990s Mark started the old East Midlands regional group. Sadly, Mark sold his Model Y



many years ago, but it was nice to have a chat and hopefully he will join us at our club meets in the summer. If there are any more members who belonged to the old East Midlands club, or if there are any new members who have recently joined the FSOC, why not get in touch

or join us at our regular meetings? You are all welcome.

Photos this time are of Mark's Model Y and the Siva Special. If anyone wants back copies of *Sidevalve* magazine at knockdown prices, please contact me a.s.a.p.

**Yvon Precieux**

## Pre-War Register

### Registrar's comments

Another year, and hopefully a decent summer for 2018. The Morgan is running fine but my Cheetah needs the engine out as the oil pump seems to have now given up the ghost. The Pop 103E now has new rear light assemblies, and being brand new the 6 volts has a better connection via the new lamp units from the club. Nothing much happening at this time of the year, although our local group, Greenock Classic Cars (cars ranging from Morris Minors to a replica Bugatti), has a fair timetable of events that are near or 'across the water', starting Spring.

### A sales drive

I was sent this snippet from Sam Roberts of the Model Y&C Club and it relates to the Dagenham designed small Fords, and the larger V8 models sales drive at the time. Coming up to the outbreak of the Second World War, it is not surprising that the sales drive did not last that long, just six weeks. But then in those days 10 bob etc. was a good bonus and the incentive was there, even though the majority of customers at that time would normally be middle class for the small and larger Fords. The letter was sent from the Ford Motor Company, Dagenham, Essex and the transcript is as follows:

To Dealers' salesmen 13th April 1939  
Dear Sirs, Spring Sales Campaign

There is a natural tendency with all of us to follow the path of least resistance and the Ford salesman's inclination is to concentrate his selling activities amongst owners of Ford cars and commercial vehicles rather than seek prospects who own other makes. With a view to helping you to overcome this tendency, we have decided to inaugurate a simple bonus scheme which will offer you additional rewards for making sales to non Ford owners. For every Ford vehicle you sell between April 17th and May 31st where a car or truck of competitive make is taken in

part exchange, and provided the new Ford vehicle is delivered before June 3rd, we are prepared to pay you a special bonus as under.

- 10 Shillings per vehicle for every Ford Eight and Prefect, 5cwt or 10cwt.
- 20 Shillings per vehicle for every Ford V8, '22', V8 '30' or heavy commercial vehicle (15 cwt upwards).

You will realize that many users of other makes have never had the features of Ford cars explained or demonstrated to them. It is desirable that Ford ownership advantages should be brought to their notice and this can be achieved by concentrated attention on your part. If you would prepare a list of car and truck users of other makes in your district and call on them until you can interest them to the point of demonstrating a Ford vehicle, you are well on the way to making a sale. Every sale so made will not only enhance your value to your employer and bring you your normal remuneration, but you will qualify for the special bonus payable direct from us. To participate it is only necessary for you to have particulars of your sales recorded and submitted to us by your dealer. He has been supplied with forms for the purpose similar to the attached copy. Returns of sales should be made at fortnightly intervals i.e. the 1st, 16th and 31st May and a cheque for the appropriate amount will be forwarded to you direct from the Ford Motor Company Ltd as soon as the results have been compiled. In addition to the above bonus we shall offer three prizes of £10 each – one for each fortnightly period of the bonus competition – to the salesman who furnishes the best report of a successful sales approach to a non Ford owner, outlining the particular features of the Ford product and method of presentation which influences the customer to make his decision. To compete successfully for one of these prizes, you will appreciate the importance and necessity of familiarising yourself with the many attractive sales features of each of our products, and there is no model in our range of passenger and commercial vehicles which does not abound with such features. May we express the hope that you will be successful in winning one of these prizes and that in any event you will be able to augment appreciably your income during the next six weeks of effecting sales to non Ford users.

Ford Motor Company Sales Department

as signed by A Payne.

### Dagenham Motors

It is always difficult to identify the origin of the less well known Model Y and C based sports, tourer and coupe bodied cars; Dagenham Motors Ltd advertised themselves as 'Ford Distributors for the County of London specialising themselves exclusively in Ford Service, Sales, Spares and D.M. Special Coachwork'. Their main offices and showrooms were in Balderton Street, Mayfair, and in Oxford Street, with their workshop and spare parts department in Harrow Road, North West London, which is probably where they produced the special bodies on the rolling chassis purchased from the Ford Motor Company at Dagenham. From the archival material that we have, Dagenham Motors Ltd prided themselves in the range of special bodies, and I quote from the information given: 'Our draughtsmen will gladly submit designs and quotations.'

Today there is some difficulty in identifying DM coachwork as there were so many good varieties of body styles shown at various Ford Motor Exhibitions under the various dealerships, and their advertisements ranged from coupes through sports coupes to tourers of two- and four-seaters, and some rather very effective looking sports cars. DM Bodies were supplied on the 8hp Model Y chassis and the V8 chassis with commercial bodies also available to customers' own specification.

The DM special model shown in Photos 1 and 2 had a beautiful ash frame on which was stretched an alloy skin, giving the special a distinctive curved shaping along its length. It cost £175 new in April 1933. The seats were leather with optional air filled rubber cushions that could be pumped up or reduced via the air valve. Colour of the car varied from blue to black, and as far as I am aware an oval glove compartment was provided on the passenger side.

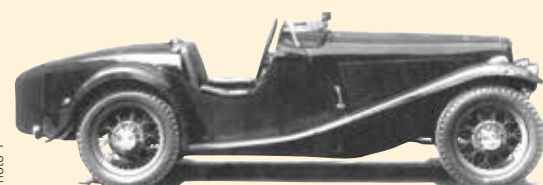


Photo 1

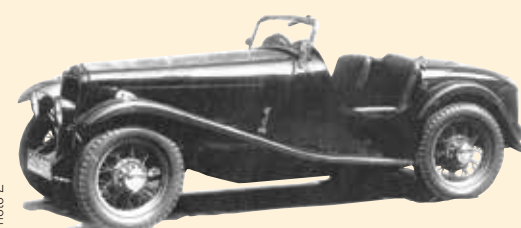


Photo 2



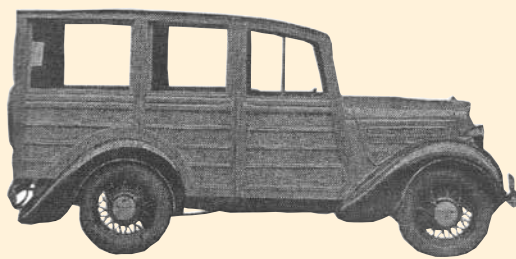


Photo 3 The DM was notable in having an engine with an overhead inlet valve conversion designed by W. A. Whatmough, whereby the original side exhaust valves were retained. This meant that the 30mm carburettor was retained at the rear of the engine, with the inlet manifold along the top of the cylinder head. The compression ratio was as that of the standard engine.

The two-seater open body had a lowered radiator and a sloping tail, and was capable of more than 70 mph. The same company, Dagenham Motors, also offered a close-coupled coupe in hard-top or soft-top form, and also a neat little tourer with a completely disappearing hood mechanism. Later in 1934, Dagenham Motors offered a two-seater sports car with modified styling, which cost £195 with standard engine, or £215 with the overhead inlet valve conversion. The radiator was not only 4.5" lower, but was further forward. As with sporting models, the steering column was heavily raked, and the seats arranged to give a lower driving position. Also included was a remote control gear change, with the tail of the body shaped to accommodate the spare wheel, and some luggage.

## Mode Y Brakenvan

I am in touch with the restorers of the 7W Brakenvan (Photo 3), who are doing a sterling job on the restoration. We all know about this 7W and its early history besides the E93A Brakenvan, and my article last year on Lord March and the company, Kevill-Davies & March Ltd. There was also an earlier version of this type of body on a Model C chassis. At the time the Model C Brakenvan was advertised as 'The Countryman's ideal all purpose vehicle'. Priced at £185, the publicity literature stated as follows:

'The versatility of the handsome covered brake makes it a splendid conveyance for the use of estate owner and sportsman. The Brakenvan seats 6, including driver and as the four interior seats fold flat into the floor, it is equally suitable for the transport of domestic staff, household goods, gamekeepers, dogs, guns, hunting equipment etc. With a natural

Photo 4



varnished wood body, mounted on 10hp chassis (Model C) the Brakenvan is a remarkably satisfying combination of smart appearance and low running costs.'

The transport of domestic staff would probably not go down too well today, especially if the vehicle also included the dogs, guns and household goods at the same time?

## New members

Glen Marcucio, our overseas member, hails from the state of New York, USA. Glen acquired the Fordor Model Y in August 2016 with its mileage of 87,000 miles. Another 13,000 and the 100,000 mark will be achieved. The colour is a nice combination of Brown/Black with a Briggs body number of 166/6326. (Photo 4.) The current condition is that it is under restoration, although this may be completed

by now. History is as follows: 1935 Ford Model Y Fordor Deluxe with factory sliding sunroof.

The car sat in the cellar under a house in the USA for 37 years before Glen came along and rescued it. Glen's occupation was an auto mechanics teacher for 28 years, and he purchased the Model Y as a last year project with his students, before retiring in June of 2017. Accordingly, in Glen's own words: 'Squirted some gas into the carburettor and she started right up. Runs good!'

Glen built a new garage to finish the restoration on this Model Y and a 1958 Morris Minor Traveller that he also owns.

## Model C tourers

There were other tourers besides the Dagenham C, and to end this register I picture a blue Mistral C Tourer to colour this page. (Photo 5.)

Photo 5



Ron Taylor

# E83W Register

Hello again, E83W people.

As I write this, we are all in the grip of the 'Beast from the East': not so much snow where I am, but a hard, bitter, cutting icy wind and minus several degrees of frost. Not the weather to be lying on your back under an E83W, or even riding in one without a heater. I hope you and our sidevalves have all kept warm and snug whilst the tempest passes. By the time you read this in April, of course, you'll all be saying 'Beast from the East? What was that? When was that?'

The Register has been quiet over the winter, but I expect new memberships will start to pick up again when the new season starts.

This time I am going to talk about high roof E83W vans. As Registrar, one of my resolutions is to get out to a good many more shows in different parts of the country. In fact there are many E83W types I have still not seen – high roof vans, 'woodies' and bincarts, for example. No, I tell a lie, I have seen one E83W bincart, in recent times, and that lives in the London area.

Of high roof vans there are several variants, but all in all they are quite rare. Of photographs, apart from what I have been sent recently, I have had to delve into the archives to see what I can find.

Photos 1 and 2 show a well-known high roof van, TPD 302, popularly described as a 'Gown van' and originally designed to carry and convey, amongst other things, long items of clothing without creasing. The photos were sent to me by Colin Read of Croydon who spotted TPD in Sloane Square in London. 'Rosemary Water' is a spring water containing rosemary extract and, like E83Ws, it's a health tonic – some of you probably know it. This is the most recent news of any high roof E83W van that I have, and, although the signwriting is of a relatively modern style, I think it and van complement each other magnificently. TPD is a 1955 van and Photo 3 shows it in an earlier guise, when owned by an antique dealer.

Photo 4 shows a similar van, 169 XUV, which currently lives in the Durham area and is believed to be a 1954 build. 169 XUV is a London mark issued in the 1960s. We have no details other than this, but it is likely that XUV replaces an earlier mark.

Photo 5 shows a 'Luton' type van, also of



Photo 1. (Colin Read.)



Photo 2. (Colin Read.)

Durham, and was sent c/o the E83W website by Peter Smith. The registration mark was OYC 717, which is a Somerset issue from November 1952. Lutons were popular as mobile shops and libraries, also with carpet and lino warehouses.

Photo 6 shows an extended development into a large volume removal van or 'pantechnicon'. GSU 478 has been seen in the magazine before and is a 1956 manufacture with chassis C875872. It was originally LBA 896 (Salford).

Photo 7 is of a NAAFI canteen van from the time of World War 2. These vans were probably the first high roof purpose-built E83W vans produced.

There are a few more known, but only two of the above are on the Club Register.

## DVLA

In the last October magazine I mentioned that DVLA would be willing to oblige those of you who wish to find out about the past history of your vehicle. This, I am told and am sorry to say, is no longer the case. The EU is bringing out their General Data Protection Directive in May this year. (Remember, we are as yet still in the EU.) Subsequently, and ahead of this, DVLA has decided that, in order to comply with the Data Protection Act already in force, release of information of former keepers cannot now be allowed unless there is very sound reason, e.g. a police inquiry.

So, sadly they will not be able to oblige for any future vehicle history enquiries. Speaking personally, whether this will change or be eased after Brexit remains to be seen, though at this point I would have thought it very unlikely.

On that note, I'll see you next time.



Photo 7. (Ex archives.)



Photo 3. (Ex archives.)



Photo 4. (Steve McKenna.)



Photo 5. (P. Smith/E83W website: OYC 717.)



Photo 6. (Ex archives, originally K. Devine.)



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

## Regalia List (\*\* denotes new item)

### Books

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

### Stickers

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

### Magazines

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

### Leaflets

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

### Models

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

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

### Other Regalia

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

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

### Wheels, Hubs and Drums

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

### Braking System

YE-2019A } Brake Shoes (set of 4 - not E83W -	
CE-2019B } return old shoes with order) .....	£59.95
7W-2019 } Brake Shoes (set of 4 - E83W only, return old shoes with order) ...	£69.95
E83W-2019 Spring (brake retracting) .....	£6.05
Y-2035 Spring (brake retracting) (set of four) Model Y .....	£20.00
Y-2035 Spring (brake retracting) not E83W .....	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W .....	£18.50
E83W-2035 Spring (brake retracting) E83W only .....	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only .....	£23.00
Y-2036 Spring (brake retracting) short .....	£6.50
7W-2116 Pair Front Brake Dust Covers including Thackery washers.	

7W-2205 Fits all models except Models Y and C. Please specify model .....	£10.20
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) .....	
119290 - ES2 Set of four 1/2" 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
Y-3123 Washer, spindle thrust 3/16" thick .....	£4.50**
King pin shim pack (axle set) qty 2 ea 0.005", 0.010", 0.020" .....	£5.00**
CE-33111 King Pin Set, complete (Model C) .....	£70.00
7W-33111 King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans) ..	£79.95
E83W-33111 King Pin Set, complete (E83W) .....	£59.00
Y-3446 Front axle A-frame Bush (fits all models) .....	£6.85
353031/353043 qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg .....	£8.50**
7W-3590-A Arm (steering gear) fits models 1937 to 1949 .....	£20.00
YE-3616B Horn Button and Nut (Y model) .....	£8.20
E93A-4020 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards ..	£8.55
E93A-4020 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four) .....	£29.00
YE-4035 Gasket (rear housing) - 6 thou or 10 thou - please specify size .....	£2.75
E493A 4050 Retainer (rear axle shaft grease) .....	£9.95
YE-4209-F Gear (rear axle) and driving pinion assembly .....	£340.00
Y-4217 Bolt (diff gear case) .....	£5.20
18-4217 Bolt (diff gear case) .....	£5.40
Y-4243 Key (rear axle shaft) .....	£6.00
EB-4245-A Retainer (rear axle shaft grease) .....	£10.25
Y-4507 Gasket (torque tube to differential housing cap) .....	£1.78
7W-4507 Gasket (torque tube to differential housing cap) .....	£1.78
Y-4515 Gasket (universal joint housing cap) .....	£1.69
E93A-4607 Pin (Drive Shaft) .....	£2.20
Y-4615-B Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636 Lock Washer (pinion bearing nut) all models except E83W .....	£2.55
Y-4637 Thrust Washer (pinion bearing) all models except E83W .....	£1.99
Y-4655 Torque tube bearing sleeve .....	£9.95
E62A-5713B Stud (rear axle shackle) E83W only .....	£8.20
E62A-5468B Bar (spring shackle) E83W .....	£3.90
Set of 4 E83W shackle bushes and 4 plates .....	£35.00
E93A-18055A Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
E93A-18055B Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.50
E83W-18055B Front Shock Absorber Link to fit E83W .....	£25.00
6E-18055B Rear Shock Absorber Link to fit E83W .....	£25.00
E93A-18045 Front Offside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E93A-18046 Front Nearside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E93A-18047 Rear Offside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E93A-18048 Rear Nearside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E83W-18045 Front Offside Shock absorber (E83W only) .....	£95.00
E83W-18050 Rear Offside Shock absorber (E83W only) .....	£95.00
E83W-18046 Front Nearside Shock absorber (E83W only) .....	£95.00
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	Y-7223	Gearbox lid gasket.....	£2.50
<b>Exhaust Systems</b>			Y-7523	Clutch return spring.....	£6.90
Y-5230	Model Y stainless steel exhaust system (collection only).....	£147.00	7W-7533	Clutch linkage clevis pin.....	£2.60
E04C-5230-A	5cwt stainless steel exhaust system (collection only).....	£129.00	Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
E83W-5230-A	E83W stainless steel exhaust system.....	£185.00	E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00	YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order).....	£72.00
E93A-5255-C			E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00
E93A-5230 /	Anglia, 103E and 7Y stainless steel exhaust system.....	£260.00**	E74-7580A	Clutch release bearing-All models.....	£15.50
E04A-5255-B			E70-7600-A	Clutch Pilot Bearing.....	£7.25
Y-5251	Manifold to exhaust clamp.....	£9.95	C-943070	Gear Lever Gaiter (except E83W).....	£25.50
CE-5230-B	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95	E83W-943070	E83W Gear Lever Gaiter.....	£24.99
E93A-5297	Model C stainless steel exhaust system.....	£280.00			
	Exhaust Mounting rubber insulator c/w nut, bolt & washer.....	£5.80**			
<b>Engine Parts</b>			<b>Cooling System</b>		
E493A-18666-A	Pipe (cleaner outlet) assembly and		E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20	Y-8109	Radiator cap (brass screw type).....	£8.50
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95	Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
Y-6023	Timing Pin.....	£11.50	8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£13.80	E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).....	£14.90	E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£25.00	E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount).....	£27.00	E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E).....	£22.00
	Front Engine Mounting bolt.....	£2.00	E493A-8260D	Radiator Hose (moulded-top,brass non-pressurised radiator cap).....	£18.60
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95	E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
	Insulator (Engine Rear Support) complete, per side.....	£21.95		Water Pump Repair Kit.....	£35.00
E93A-6250A	Camshaft (Chain Driven).....	£62.75	E493AFS-8509	Pulley (water pump).....	£35.00
E93A-6270	Timing Chain.....	£18.30	YE-8606B	Fan Blade (11").....	£17.90
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50	E494A-8610	Pulley (fan and generator 4.12" O.D.).....	£19.50
CE-6310	Crankshaft Oil Slinger.....	£2.85	E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
E93A-6310	Crankshaft Oil Slinger.....	£2.90	E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99
Y-6384	Starter Ring Gear (fits all engines).....	£47.95	103E-8005	Re-cored Radiator.....	£235.00**
E93A-6510B	Valve guide (per split guide).....	£25.00			
E93A-6510B	Pair Valve guides.....	£45.00			
E93A-6510B	Four Valve guides.....	£85.00			
E93A-6510B	Valve guide (per engine set).....	£170.00			
E93A-6505B/E	Short Length Valve (exhaust and inlet available).....	£7.00			
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35			
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60			
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00			
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50			
Y-6520	Valve Cover (fits all engines).....	£15.95			
100E-6521	Gasket, valve chamber cover.....	£5.00			
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25			
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25			
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15			
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30			
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95			
YE-6623	Oil Pump Screen (fits all engines).....	£9.77			
40-6754	Stainless steel dip stick tube.....	£30.20			
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£55.00			
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00			
	E93A 10hp Piston Set including rings (STD, +0.020", +0.030", +0.040").....	£205.00			
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50			
	3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00			
	Small end bushes (set of 4).....	£27.00			
Y-6051-C	8hp decoke gasket set (1932-34).....	£35.00			
E15-Z-1	8hp decoke gasket set (1935-1953).....	£45.00			
Y-24051	Manifold stud.....	£5.95			
Y-24051	Manifold stud (set of 4).....	£21.00			
E16-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.			



YE-11001C	8hp starter motor (exchange-send with order) .....	£125.00
E93A-11048	Screw (brush end plate retaining).....	£7.25
E83W-5165-A	Battery Clamp.....	£38.50**
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch.....	£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) (EO4A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair) .....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W.....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only) .....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00
<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 (cowl side panel to bonnet).....	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards) .....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards) .....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	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
<b>Miscellaneous Body Fittings</b>		
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
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E.....	£32.00**
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).....	£2.10
	Bakelite screws (enough for a complete Prefect) .....	£2.50
ENFO 24664	No 12 x ¾" long CSK head screw, qty 10.....	£6.00**
ENFO 26514	No 12 x ¾" long R/H screw, qty 10.....	£3.00**

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

### Front Brakes

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

### Rear Brakes

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

### Steering and Front Suspension

E55-DB1	Top suspension mount.....	£42.00
E55-DB1	Pair top suspension mount.....	£78.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1).....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert and top suspension mount.....	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension mounts & 2 sets mount bearings.....	£250.00**
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£35.50
105E-1201	Hub bearing inner 1".....	£35.50
Y-1216	Hub bearing outer.....	£35.50
E20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *).....	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *).....	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3591B	Steering box oil seal (early and late models).....	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60

	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00
100E-5310	Suspension coil spring (axle set).....	£110.00**
300E-5310	Suspension coil spring (axle set).....	£110.00**
<b>Rear Axle</b>		
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
<b>Exhaust</b>		
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
<b>Engine Parts</b>		
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**
<b>Clutch and Gearbox</b>		
	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
<b>Cooling System</b>		
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**
<b>Fuel System</b>		
	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
EOTA-9447-B	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**
<b>Electrical</b>		
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
EOA-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.....	£1.75
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
EOA-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
<b>Ignition System</b>		
	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
<b>Badges</b>		
100E-16185 / 9	Triangular wing motif .....	£20.50
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
<b>Miscellaneous</b>		
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
<b>107E Specific Items</b>		
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





This page contains a representative sample of our latest advertisements as of 10th March 2018. A greater and more up to date list (with photographs of vehicles for sale) is on our website under 'Benefits and Services' for vehicles for sale and wanted, and 'Member Services' for items for sale and wanted.

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

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

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

## Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

## Post War Cars for Sale

1948 Ford Anglia A494A. For sale in excellent condition for the year. Original Irish title and built Christmas December 1948, then registered in February 1949. LHD steering kit with car. Contact Amjad Ali. Email: [childwall1972@gmail.com](mailto:childwall1972@gmail.com). Tel: 07481612502. Wiltshire. (Non Member)

## Also for Sale (full details on website)

- 1945-47 E83W Van – vehicle/project £2,000 ono
- 1955 Ford Pop 103E – original registration + extras £3,000 ono
- Ford Zephyr Mark 2 1961 – £4,500 ono.
- 1952 Ford Prefect – 12v conversion £4,750 ono
- 1951 E83W with coach built Garner body
- 1956 100E Anglia D/L – full history £5,950
- 1952 Ford Prefect E493A saloon £4,750 ono

## Vehicles Wanted

Ford Popular 103E. Anything considered, but would prefer car in good condition. Contact Jeff Goodman. Email: [jeffreygoodman1956@gmail.com](mailto:jeffreygoodman1956@gmail.com). Tel: 07751764310. N. Yorkshire. (Non Member)

Ford Prefect, four door, fawn in colour, reg. NXA 227. Any information please to Ken Parsons. Email: [kenith418@btinternet.com](mailto:kenith418@btinternet.com) Tel: 07876348807. Lincs. (Non member)

Ford Prefect, reg. PNK 372. Looking for my first car, owned forty years ago. Any leads appreciated. Contact Bill. Email: [bill@bill-cleyndert.com](mailto:bill@bill-cleyndert.com) Tel: 07860 638422. Norfolk. (Non member)

## Also Wanted to Buy (full details on website)

- Sit up'n'beg Popular, Anglia, early Prefect. Must be running/decent condition.
- 50s or 60s Special as a complete car or restoration project.
- E493A Prefect in V good condition / not black!

## Items for Sale (many more on website)

Various parts for sale. Contact Tony Russell. Tel: 01306 631498. Email: [fat\\_rabbit54@hotmail.com](mailto:fat_rabbit54@hotmail.com). Collection only (Dorking, Surrey):

- 6 x E93A dynamos. complete but untested £40 ea.
- 2 x E93A starter motors £45 ea.
- 100E inlet/exhaust manifold complete with 100E Solex carburettor £50.
- Pair of inch and a quarter side draft SU carburettors, one missing float bowl lid £50 the pair.
- E93A pancake air filter £15.
- Ford E93A Gallay car cabin heater inlet manifold only. Complete N.O.S £45.
- 2 x NEW rare water pipe connectors for E93A car heater system £15 the pair.
- Ford sidevalve 19E 8hp cylinder head for early post mounted dynamo. Complete with water outlet pipe connector £75.
- Good condition E93A/103E radiator £150.
- 2 x complete rear axles with torque tubes £100 each.

Four doors and boot lid for a 493A, all in fair to good condition and usable. £150 the lot.

Can email photos. Best offer. Contact Rob Goodwin. Email: [rmgoodwin@tiscali.co.uk](mailto:rmgoodwin@tiscali.co.uk). Tel: 07905233636. Cambridgeshire. (Non member)

## Items Wanted

Full set of exterior mouldings for 1960 2 door 100E Popular. Six in total, good price paid. Contact Alan Shambrook. Tel: 07935 290 744. Email: [hairyal@live.co.uk](mailto:hairyal@live.co.uk). Saffron Walden, Essex.

Wanted for 1955 Ford 300E Van: 2 rear bumpers. Recessed or fluted type. Original to the van. Chrome or painted. Please contact Frank Stewart. Email: [frankstewart36@yahoo.co.uk](mailto:frankstewart36@yahoo.co.uk). Tel: 07931 578315. Falkirk, Central Scotland.

E93A Prefect 39-47 wanted – Boot door lock handle escutcheon/flash. The stainless steel one which fits under the locking handle retained by two studs. Also wanted: bonnet side panel badges with red ten emblem. Good condition or repairable. Dave Frost. Email: [lampwick99@virginmedia.com](mailto:lampwick99@virginmedia.com). Tel: 07930 305376. Essex.

Opening windscreen frame only or glazed to fit 5cwt van (sit up & beg style). Contact Terence Daley. Email: [terence.daley@sky.com](mailto:terence.daley@sky.com). Tel: 0208 300 7262. SE London/Kent. (Non Member)

## Also Wanted (full details on website)

- Ford Ten 7W (Y1937) 1 speedometer and 1 cover plate for the rear spare wheel location just below the trunk.
- To complete two cars: 1) Ancillary water pump. 2) 8hp front wings. 3) Pair of wipers with spindles and connecting rod 8hp.
- For a totally original 2 door 1934 Y Ford. 4 shock absorbers (round ones).
- 15" Ballamy Wheels urgently wanted.
- 1948 E04A Ford Anglia deluxe top grille badge flat spoon.
- E83W Flatbed for a project for a total restoration.





# 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:** Joe Wheatley, FSOC Ltd – Membership, PO Box 235, Warrington, Cheshire WA3 5RR. Tel: 07831 622075. Email: membershipsecretary@fsoc.co.uk.

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

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

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

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

**Regalia and Books:** 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)

<b>Pre-War</b>	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk.
<b>Assisted by</b>	Steve McKenna, 147 Burnley Road, East Rossendale, Lancashire, BB4 9DF. Tel: 07885 433496. Email: steve.mckenna@rocketmail.com.
<b>E83W</b>	Ron Taylor, 151 Victoria Road, Ashton-In-Makerfield, Nr Wigan, Lancashire WN4 0UH. Email: ron.rontaylor@googlemail.com
<b>Anglia, Prefect, Popular</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: sidevalveregistrar@yahoo.co.uk.
<b>Specialist Applications</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.
<b>Specials</b>	Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialaregistrar@fsoc.co.uk.
<b>100E/107E</b>	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. *Last Thursday: The Greyhound Inn, Woodville, Derbys. 8.00pm.*

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

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

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

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

**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, Grovewood Drive North, Weaving, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.*

**East Lancs:** Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. *3rd Wednesday: Duke of 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@btopenworld.com. *Please ring for details of local activities.*

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

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

**North West Midlands and Welsh Borders:** Julian Heath 07892 383483. Email: julianheath@rowleycontracts.co.uk. *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, WTF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.*

## International Contacts

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

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

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

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

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

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

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

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

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

Tony Lloyd

## 100E Register

### Milestone For Ujeen

A Major Milestone has been passed by Ujeen, the 100E Prefect owned by John Duckenfield. It has passed the 100,000 mile mark. This momentous event happened on 17th September 2017 at Billbrough Junction, just off the A64 York Bypass. Congratulations to Ujeen and John!

### Irish 100E Prefect

I received a register form recently (well, not so recently really: about 14 months ago) from Tony Downes of Co Clare, Ireland. Tony gave some history of the car on the register form, but there was quite a bit more in the register records.

The car in question is a black Prefect,

registration number IIF 557, that was first registered in Ireland on 27 August 1958. It had been assembled from a knocked down kit in the Ford Motor Works in Cork. Exporting cars in a knocked down form was a popular way in the 1950s to export vehicles. In the days before container ships, I suppose it was easier to handle a crate rather than a whole car. This of course is supposing that there was somewhere to assemble the cars when they reached their destination.

The first owner was Thomas Broderick of Doneraile, Co Cork. On his death in 1965 it passed to his wife, Brigid, and on her death, it was bequeathed, along with the rest of her estate, to a member of the Roman Catholic clergy, who sold it on. The first register form is from 1988 when it was owned by Mr Leahy of Blackrock, who had purchased the car on

18 May 1988 from the Catholic priest. On this form, dated 27 October 1988, the mileage was 36,887. Mr Leahy carried out a full restoration and kept the car until 29 April 2004 when he sold it to Kevin Conway of Blarney, with the mileage standing at 41,333. How long Mr Conway owned it is unknown, but it eventually arrived in the ownership of Harry Milward in 2007. When Mr Milward died, the present owner, Tony Downes (who was a good friend of Mr Milward), purchased the car from Mr Milward's widow in May 2016. Tony wrote on the register form that due to Mr Milward's ill health, the car was stored in the garage for five years. After fitting a new water pump, the car is now back on the road, and from the photographs that Tony sent with his register form, he is enjoying it immensely.





Tony Lloyd

# 107E Register

I have received the following from Jim Norman.

## The long road to the 107E's engine

The taxation system for the British motorist, based as it was from the earliest days of motoring on the RAC formula, was a major obstacle to the development of engines in that country. The formula was not based logically on the size of the car or even the cubic capacity of its engine; its basis was the cylinder bore alone. In practical terms, this meant that large cylinders attracted higher taxation rates, and since the average British citizen of the 1920s and onwards was no more inclined to contribute to the Government coffers than his modern day equivalent, cars with small bore engines were the only ones which would sell. Since Ford's vehicles were originally designed for the American market, where such considerations did not apply, they had great difficulties in selling their vehicles, and at one point the future of the newly opened Dagenham plant was in serious jeopardy.

The inhibition on engine development comes from the requirement to keep down piston speeds: high speeds give lubrication and balancing problems, so are undesirable. With the small bore, the engine's cubic capacity had to be made up by a long stroke, meaning that the piston had to move further up and down the bore, so would be travelling faster for any given rpm. The power output of an engine is a function of two values: torque (the turning effort applied by the pistons to the crankshaft); and angular velocity, or rpm to you and me. With the latter restricted by the piston speed, so too was the power output.

Salvation came to Dagenham in the form of the Model 19, better known as the Y. Although designed in the States at Dearborn, it was entirely in accord with British practice, having a very undersquare engine (the stroke was bigger than the bore) for its 933ccs. This engine had the bore enlarged slightly in 1934, but still very much undersquare, to produce 1172ccs for the Model C, rated 10 under the RAC rules as against 8 for the Model Y. This latter engine, with several redesigns, would serve the company well for 25 years, finally ceasing

production along with the 103E Popular in 1959.

The 1930s were not good years, accompanying as they did the Depression, and finishing with the outbreak of World War II on 3rd September 1939. Ford's work was concentrated on the war effort, and when it finished in 1945, production for the civil (but mostly export) market resumed. But like other manufacturers, Fords were building and trying to sell obsolete goods: the E93A Prefect and E04A Anglia could trace their origins back to 1932 and a different era. New designs were urgently needed.

The first of these arrived in 1950 in the shape of the Consul, the first of the Five Star range and completely new as far as Ford was concerned. The unitary bodysell enclosed a new OHV engine, hydraulic brakes, independent front suspension (by Macpherson struts, the first application of these in the world) and semi-elliptic rear springs. But this was a car for the medium / large range; the small Fords, by now E493A and E494A, rumbled on, and a replacement for these was also urgently needed.

Unfortunately, Fords of Britain's finances were not healthy after the problems of the 1930s and six years of war, and developing the Consul had been a costly exercise; there was little funding available for the new models. Undeterred, the design staff looked at what they had available. The bodysell was largely developed downwards from the Consuls, eliminating many of the stress calculations which were complex in pre-computer days. Likewise, hydraulic brakes derived from the Consul, as did the suspension and steering. Mechanically, Dave Turner (*Ford Popular and the Small Sidevalves*: available from Sally at £20.99, and thoroughly recommended) illustrates an OHV engine under test in 1947. Even from the photos, it appears tall, suggesting yet again an undersquare layout.

But it was not to be and Ford turned back to the 10hp engine for inspiration, producing another 1172cc sidevalve engine. The reason for staying with this size was because it allowed the use of existing – and expensive – machine tools since the bore, cylinder spacing, valve spacing, crank throw and various other dimensions were reused. But the new 100E engine was a far different from its predecessor, despite a similarity

in appearance. It was stronger, with bigger bearing surfaces, built-in water pump and an oil filtration system. By increasing the compression ratio, enlarging the inlet valves and altering the valve timing, an extra 6bhp was squeezed out of it, 20% more than the 10hp's 30bhp. But the changes were very fundamental: its similarity betrayed the fact that the only components common to both types were the timing chain and camshaft sprocket.

Behind the engine, the gearbox also was developed from the Upright models. Now without the need to transmit the thrust from the rear wheels into the chassis, the rear could be lengthened into an extension housing driving an open propeller shaft, as in the Consul. The rear of this bolted to a rear axle which was a direct descendent of that from the Uprights, only the final drive ratio being reduced from 5.5:1 to 4.429:1 in recognition of the 100E's 13" wheels instead of the earlier 16" and 17" types.

And so the 100E was launched, its mixed heritage betraying what turned out to be a very fine vehicle at that time. Its competition was the Morris Minor, Austin A30 and Standard 8; it looked far more modern than any of these due to its large glass area and lack of imitation mudguards. But on the road, things were far better: it would out-handle them, and its performance left them standing. (In fairness, it should be mentioned that all these had engines of only 803ccs!) It could reach 50mph in less than 20 seconds and achieve 70mph; none of the competition could approach these figures.

The 100E was a car of the 1950s, to which it was perfectly suited with the slow, winding roads of the day. By the end of that decade, motorways were being built and, in part, in use. The sustained high speed capability that these roads offered was not part of the designers' criteria when they produced long stroke engines.

Towards the end of 1959, a new motoring era was dawning, and all the manufacturers were forced to respond. BMC introduced the A40 Farina, Standard Triumph the Herald, and, additionally, BMC launched the revolutionary Mini. Ford's response was the 105E Anglia. As in 1953, this was in many ways a development of an existing vehicle— the 100E – but tackled its deficiencies in the drive train, including as it did an OHV engine, four-speed gearbox and hypoid

final drive. The new engine was very oversquare with a large bore / short stroke, the resulting low piston speed making it ideal for sustained high speed cruising on the new motorway network. The OHV configuration and increased available rpm shows in the power output: 39bhp from its 997cc instead of 36bhp from the additional 174cc available to the 100E.

Now, while Ford had every reason to be happy, there was one niggle: all the cars mentioned above were two-door only, so the 105E's following suit was fine. But besides the A40 and Mini, BMC had retained the aging Morris Minor in production and it came with a four-door option; Ford felt the need to compete in this market. The original plan to market the Classic, a far bigger car anyway, in 1959 fell to development problems and would not appear until June 1961. The second option, of fitting the 105E with four doors, also died when this proved impossible, and the designers took another approach. They already had a small four-door saloon in the 100E Prefect; could this be made to accept the new drive train?

In practice, it could be done easily as there was sufficient space under the bonnet to accommodate it, but Ford took a different and more expensive approach. The new engine and gearbox were heavier than the sidevalve / three-speed unit, and simply dropping in the combination in this way would move the centre of gravity forward. One reason for the 100E's good handling and roadholding was its front to rear weight distribution of 55% to 45%. To maintain something close to this, the engine was moved back a couple of inches or so, altering the ratio only slightly to 56% to 44%. This required new tooling for the bulkhead and gearbox tunnel, but the reality is that the 107E's handling is as good as its 100E predecessor.

The 107E proved to be an excellent car, combining all the best parts of the 100E with those of the 105E. Despite this, it had a short production run, ending in March 1961 with 38,157 units built.

In some ways, this was a great shame as developments of the 105E engine were about to begin. The large Classic would be very underpowered with only 997cc available, so this was increased to 1342cc by lengthening the stroke. Although the three main bearing configuration was retained, the block and

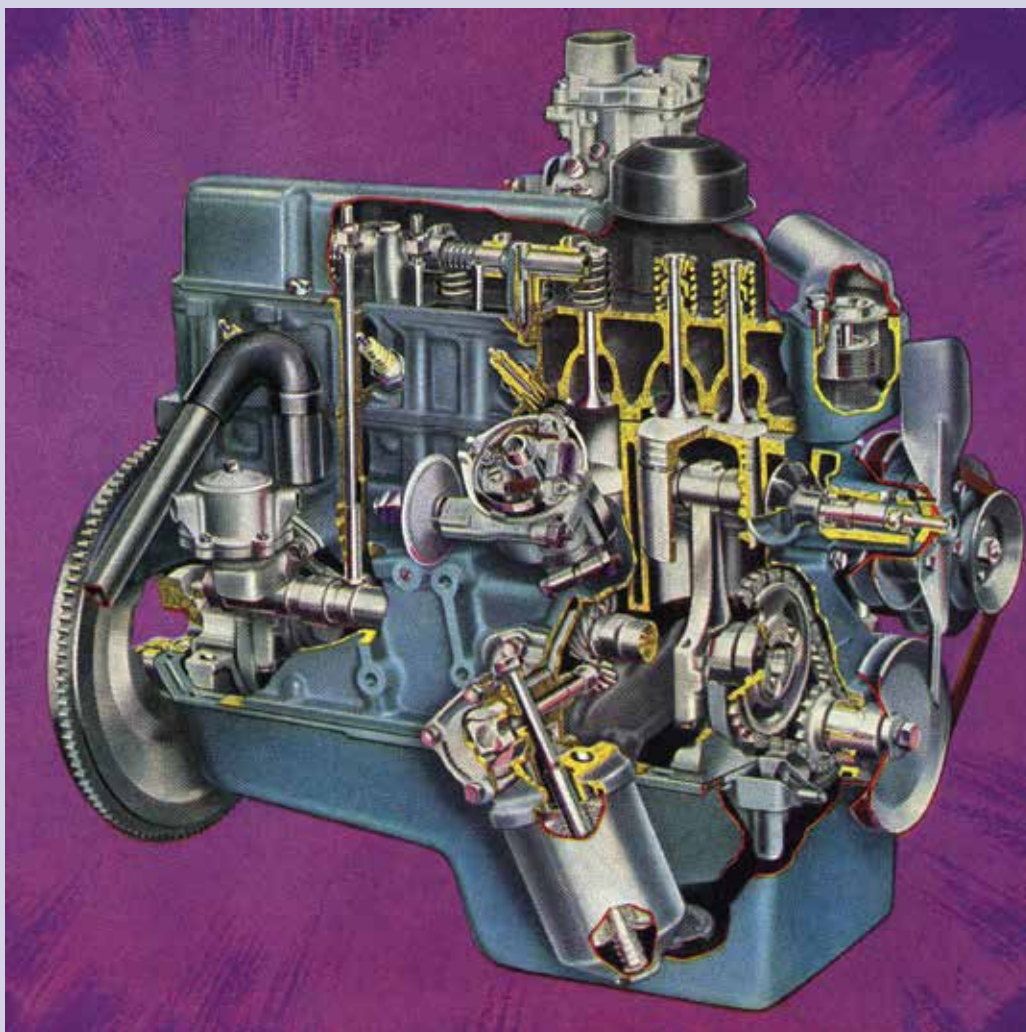
crankcase were strengthened and given a new number: 109E. The 105E block was withdrawn, and all 997 engines from this time on used to 109E block. At the end of the following year, Ford introduced the Cortina, this time with the 109E block and a shorter stroke to give 1198cc.

These two later engines, especially the 1342, eventually developed a reputation for weak main bearings due to the three bearing layout. I have no experience with a 1342 engine, but a lot with the 1198. In my experience, there is no problem with this engine provided it is treated with respect, and I have travelled over 500,000 miles using it. Now this might sound just a bit like the angler's yarn; it's further than a trip to the moon and back. But I've been driving for 44 years, all but about twelve of them behind a 1198. I averaged about 18,000 miles per year, so work it out for yourselves! Generally, I

get 85,000 miles out of one of them, and if the engine failed, it was invariably down to a piston problem. On stripping, the mains and big and shells were invariably as new.

So why do I use this engine instead of the 997? For enthusiast use – the odd car show or Sunday drive to a picnic – the 997 is fine. I was regularly using the car in heavy commuter traffic and over long distances with some very long and steep hills en route. The 1198 gave the car that edge to enable it to keep up with modern traffic and not get in people's way. By no means could it compete in the traffic light grand prix, nor would I want to partake, but I believe that having a car which does not frustrate following drivers is actually safer.

And so I have a 1198c 107E as my only transport. We go everywhere together, and as daily transport, I believe it has a lot going for it.



Andy Main

# Anglia, Prefect & Pop Register

## Registrar's comment

It is pleasing that register forms continue to arrive, after a long decline. I am always most grateful to receive articles on past sidevalves owned, and photographs if available. This edition features photographs from members' archives.

As volunteers, we give our spare time freely, but I do wonder how I found the time over those past years when in full time employment?

## New members

It is equal numbers, with an increase of six new vehicles and six changing owners in the last two months.

We welcome two E494A Anglia owners: Mike and Pat from Iowa, USA in tan from 1948, and John O'Connor from London in black from 1953. Also Christopher Ross from Highland with an E493A Prefect; and three E494C 5 cwt van owners: David Kiss from Shropshire in blue from 1953, and two from 1954 and both in green and black, Marilyn Gale from Dorset and Steve Seymour from Kent.

Changing to new owners: Laurie Menear from Norfolk with a black 1946 E04A Anglia; Graeme Bryce from West Lothian with a 1946 E04C 5 cwt van; Fred Tutt from Surrey with a black 1952 E493A Prefect; and two 103E Populars: Kevin Wickenden from Northamptonshire in grey from 1954, and Michael Patterson from North Yorkshire in green from 1957.

Whilst the 103E Popular is often the most popular (sorry for the pun) for joining or changing owners, it is a record number of E04C/E494C 5 cwt vans that make the headlines for these last two months, and more than the total in any one year since the Register was started in 1980.

## Stranded

We were warned that it was coming, but when the 'Beast from the East' dumped that large amount of snow, the country ground to a halt, with scenes of drivers digging out their vehicles and places cut off.



Photo 1. TPF 376, 30th December 1962. Photograph courtesy of John Skinner.

Those drivers digging reminded me of the photograph of a Thames 5 cwt van being dug out the snow on the cover of *Sidevalve News*, December 1981. (Photo 1.)

TPF 376 was first registered on 20th July 1953 and bought by John Skinner's father in January 1955, for delivering groceries, paraffin and newspapers from his shop, the Village Shop and Post Office in Thakeham, West Sussex. Previously, deliveries had been made by motorbike.

On Boxing Day 1962, heavy snow fell, and four days later on the 30th John's father, then aged 53, was on a farm road between Warminghurst and Thakeham, West Sussex, returning home after a newspaper delivery round in the surrounding countryside.

John was 13 then and took the photograph on his Kodak Brownie 127 camera purchased two years earlier. Fortunately, a farm worker came along on his tractor to tow them out of the snow, but first John had to trudge half a mile to the farm and back to get a tow rope from the cab of a Fordson Thames ET6 lorry.

(Registrar's comment: I remember that Boxing Day as we could not get out our 103E Popular from the garage, and so had to walk to my mother's parents about a mile away as they had the Christmas food.)

## The times they are a-changin'

The song that captured the social and political upheaval of the 1960s was released by American singer-songwriter Bob Dylan in January 1964. It was perhaps in this decade that a number of us got behind the wheel of our first car, or were able to borrow from Dad.

I could not wait until I was 17 so that I could learn to drive our 103E Popular, which my Dad had taught my mother previously in. My seventeenth birthday fell on a Wednesday, and with Dad working in London I had to wait until the Saturday before the L plates went on and I sat in the driver's seat for real. He was not a driving instructor but I followed my mother by passing first time. Later I was able to borrow it on 'special occasions', before I became the proud owner as Dad had bought his second new car, a red Simca 1000. It was more modern, and had an extra gear, but the red top coat soon became a rusty red as it quickly started to rust away. Vauxhall cars were well known to rust away, but this Simca beat them all, and very few now appear to survive if classic car shows are anything to go by.

Over the decades, lifestyles have changed for various reasons and younger people are now travelling less. A Department of Transport



commissioned study showed that during the early 1990s, approx. 50% of 17 to 20 year olds and 75% of 21 to 29 year olds held a driving licence. By 2014 this had dropped to just under 30% of 17 to 20 year olds and 63% of 21 to 29 year olds. Those living in cities often have little requirement to learn to drive, as public transport can often be frequent with parking difficult and expensive. A big deterrent is the high cost of insurance.

The days are gone of picking up that £20 sidevalve and running it until the next MOT, and if it did not pass or was too expensive then another cheap runner was bought. Looking back through the register files from over the years, a number of owners have commented that their first cheap runner was either an E494A Anglia or 103E Popular, and kept for a year or two. The four-door E93A and E493A Prefect models appeared to have been more expensive for those younger drivers as there is little mention.

## Youngest sidevalve owner, part 1

*David Kiss from Shropshire was a sidevalve owner six years before he could legally drive on the public highway, then living in Kent. David has most kindly supplied the following article.*

I was given a car on my eleventh birthday. Initially I was somewhat disappointed as I had my heart set on a pushbike, but I soon came round to this car ownership lark. The car was a 1949 E494A Ford Anglia, KLL 429, first licensed in London.

I called the Anglia 'Emma' after Emma Peel of *The Avengers* (now Dame Diana Rigg), who I rather liked. (Registrar's comment: I also was a very regular viewer of the programme for the same reason.) After a few months of driving Emma up and down the driveway, as much in reverse as forwards, I asked the local farmer if I could drive Emma in his field next to our house. He agreed without any hesitation, with the proviso I should watch out for his sheep if they were in the field. I was soon zooming around the field; friends would come over and share the fun.

One day a French student was visiting, and he and my brother were watching me driving up the field. Showing off, I totally miscalculated my speed while turning to go back down the field, and the old Ford lost its 'upright' stance and rolled over – a complete 360 degrees and back onto its wheels. The French student thought this was an intentional stunt and said, 'Again?' I was unhurt, despite not having any hint of seatbelts or other form of safety device apart from hanging onto the steering wheel, but I was a bit shaken up by the roll, especially as I had been doused

in petrol due to the poorly fitting fuel cap. On reflection, I suppose I was very lucky as things could have turned out so differently. (Photo 2.)

Undaunted by the roll, when friends came over we would take it in turns to stand on the rear bumper or hold on to the roof while the driver would try to shake the other off. What could possibly go wrong...? I think about a year or so later, my brother also got a car, a 1954 Ford Popular, and I do recall we would often have both cars running at the same time. Driving in a field can make them a little unreliable, and after 'racing' for a while we took up playing 'chicken', driving at each other to see who would give way first. Thankfully we never came to grief.

Driving in a field from an early age gave me a great insight and experience of basic car control on slippery surfaces, not made any easier by the fact that I always struggled to see over the steering wheel due to my age.

I did have two more Ford Pops later on as a teenager, one of which I drove on the road when I eventually got my driving licence. Before I got my licence, one of the Pops I had was in pretty good condition: a 1954 Popular 118 DHX first licensed in Middlesex. (Photo 3.)

I decided that driving it in the field was not a good idea. A school friend, Ja, lived about five miles away in a house with a private lane to it. It was about half a mile long and perfect for the old Ford. I asked my Dad if he could take my car there on his garage trade plates. He agreed, and after work Mum would follow in their car so they could get home for tea. On arriving at my friends, unexpectedly his parents asked my Mum and Dad in for a drink. Ja and I got to grips with some driving up and down the lane. After a couple of hours we went to see what our parents were doing, and discovered they had all been drinking and were in no fit state to drive, so I ended up driving my Mum and Dad home! Things were a bit different back then.

Continued in June edition.

## Register 25 Years Ago – Sidevalve News, April 1993

Two Populares were being used to attract customers. Near Strathaven in Scotland, one had stood for 25 years and was looking very tired, minus a rear wing and painted in a stripy livery, and was due to be replaced. The registration was BUY ME 2 and the price in the windscreen £1,000,000! I assume it was scrapped soon after but I wonder what replaced it?

On the roof of a car showroom two miles east of Esbjerg in Denmark was one painted pink. Even more unusual was that the garage sold anything except Fords! With the garage



Photo 2. David Kiss, tinkering aged 11, after rolling Emma over, hence no windscreen and modified bodywork.

closed and the Popular inaccessible it was not ascertained if it was a 103E or left-hand drive 104E.

In Brighton, Mrs Storrie was taking a break from removing old paint from MCR 995, the 1954 103E Popular that she and her husband John were restoring after purchasing it locally, after 20 years of storage.

A Huddersfield member had converted his 103E Popular to accept an oil filter.

An E93A Prefect was featured about to be loaded/unloaded on a one car aeroplane of Ulster Aviation Ltd.

Corgi Classic brochure for January-June was for two model sidevalves due out in March, a black 103E Popular and, adding to the E494C 5 cwt van liveries, Sunlight Soap.



Photo 3. 118 DHX.

Ian Woodrow

## Specials & Sports Cars Register

As I write this at the beginning of March, the snow is falling and it's bitterly cold outside (it's supposed to be the first day of spring). I can't imagine any work is being done on Specials in these conditions. For me it's the ideal opportunity to make sure that all the records in the Specials Register are up to date. If you haven't registered your Special or Sports Car, please let me have the details or any change of contact details or vehicle changes; this can now be done online through the FSOC website. In order to be able to try to record a vehicle's history, the register records are categorised in manufacturers' order; this can sometimes cause problems as to where to file a vehicle's details when a body is changed to a different manufacturer, or if a vehicle has for instance a Buckler chassis with a Falcon body.

I also try to keep records from people with their experiences of Specials, which is not so easy to categorize. One such letter from Ken Roberts was enquiring about the ownership of quite a famous Special, The Delaney Delta (which was at the Burford Specials Day about 20 years ago). Ken was particularly interested in this car as it had a Marshall Nordec Supercharger installed. Ken may have designed the installation in 1947; during the war years Ken worked for L. M. Ballamy Ltd.,



Delaney engine.

at Godstone Road, Whyteleafe, and after the war was promoted to chief draughtsman, working directly under Leslie Ballamy. Ken recalls driving an E04A Anglia, modified with LMB's IFS, which was supercharged and had an overdrive gearbox behind the Ford box, thus giving six forward speeds and two reverse. When Leslie Ballamy reorganised the company under the name of the Northdowns Engineering Company, or NORDEC, Ken designed the NORDEC car based on the lines of the Allard. The standard supercharger installation required a high bonnet, which was OK for Anglia/Prefect saloons, but for the NORDEC Ken designed a more compact set-up in order to accommodate a lower bonnet, and that installation is shown on The Delaney Delta. Ken departed Northdowns Engineering at the end of 1947

and became one of the founding members of Wade Engineering, where the aim was to design and manufacture the best Roots-type Supercharger.

### Front wheel drive Ford Special

In February's *Sidevalve* I mentioned that I didn't have any 3-wheelers on the Specials Register other than Morgan's F series. On the BSA Car Club website, John Skinner pointed out to me a 1933 BSA 3-wheeler fitted with a tuned Ford 1172cc engine. The car is currently registered with the DVLA but unfortunately the BSA club doesn't have any information about it. Have you seen KV6513, possibly the only front wheel drive Ford sidevalve-powered car?



BSA KV6513

### Another Siva back on the road

Richard Sims bought a Siva last year that had probably been laid up for more than 30 years, as it came without a V5C but with an old style log book. Richard has now received a V5C and has nearly finished a magnificent restoration job, ready for some summer and some open air motoring.



Delaney Delta.



Richard Sims' Siva



Andy Main

## Specialist Applications Register

### Mechanical Horses

Motor manufacturers from the early days have produced commercial derivatives of their cars, but these had limitations for handling larger and heavier items. With numerous factories, both large and small, served off narrow roads, vehicles that could turn in tight spaces and carry a good payload of goods were required. With the ability to turn 360 degrees in little over their overall length, they were also used within factory buildings and small depots.

In 1933 Scammell Lorries purchased the three-wheeled tractor unit design from the Napier Company to become the Mechanical Horse. In 1948, Scammell introduced their next model, the Scarab, which became very common on the roads in the 1950/60s, with British Railways having a large fleet to deliver from railway goods depots to the customer. The Scarab was replaced by the Townsman until production ceased in 1968, after around 30,000 were built over the 35-year period.

In 1935 a three-wheeled derivative of the 8hp Ford Model Y was introduced, called the Fordson Tug, with a payload of up to two tons. Production ceased after two years with a production of less than 130, with one surviving.

In-depth articles on the Fordson Tug have been published in *Sidevalve News* and *Sidevalve* by Yvon Precieux, the Pre-War Registrar.

Over the years, one or two sidevalves have been modified to accommodate a trailer fitment by removing bodywork after the 'B' post but still keeping their four wheels.

### Jensen Jen-Tug

Jensen Motors Limited was founded in the mid-1930s by Alan and Richard Jensen in West Bromwich, and is perhaps known for expensive, high performance cars, but they also built lorries and coaches. In 1947 the company introduced the Jen-Tug, which was designed to be comparable to the Mechanical Horse, of robust construction but using four wheels.

The Jen-Tug, with an alloy cabin, was powered by the Ford 10hp sidevalve engine mounted on a subframe of 5" pressed steel channel section and suitably cross braced. The Ford three-speed gearbox was fitted along with the thermo-syphon cooling system with the radiator mounted behind the cab. An 11" diameter four bladed fan driven by the v-belt connected the dynamo and engine. A Solex carburettor was fed by a mechanical fuel pump

from the 8.5 gallon tank that was mounted forward of the radiator, beneath the driver's seat.

Girling hydraulic brakes were fitted on all four wheels, plus mechanical operation to the rear wheels, and a separate parking brake at the front of the trailer chassis. Tyre size was 25" x 6".

The overall dimensions were: length 19' 8"; maximum width 6' 6"; platform height 3' 2"; and a payload capacity between 30 and 40 cwt. Jensen offered a great variety of trailers.

I first paid attention to the Jen-Tug when KOM 419 was photographed before the 1985 HCVC London – Brighton run on Sunday 5th May, for the August *Sidevalve News*. John Skinner has kindly been able to supply the information from the 1985 programme that it was entered by R J Smith from Hailsham, Sussex. (Photo below.)

The lettering on the cab door is for Bishops Garage. I believe the door also contains Hailsham? If this is correct then there was a Bishops Garage in Vicarage Lane, Hailsham which was demolished following a fire in 1992 in a nearby supermarket. The site of the garage is now part of a large car park for a new supermarket.

KOM 419 was registered in 1950 by Birmingham Borough Council, but to whom?

To be continued ...





Laurie Menear

## Destined to be Together

It would probably have been at my first All-Ford Rally back in 1990 that I first encountered Joy and Dave Taylor. I was a recent FSOC member, having just bought Emily, my 1959 107E. Joy and Dave had been members two years longer, acquiring their 1946 E04A in 1988.

The Prefect and Anglia got to know each other well as we'd regularly park up together at shows. They were pictured together on the banking at Brooklands, at the 1991 club photoshoot on a snowy December day at Hainault, and on the 1992 Dagenham Pilgrimage which celebrated 60 years of small Fords.

### Old banger

On one infamous occasion at a show at Dummer, my then three-year-old daughter, Claire, was about to take a first bite out of a huge hot dog. Joy and Dave's dog, Lucky (also a constant presence at the shows), grabbed the sausage before it reached her mouth. Dave was still apologising to Claire many years later.

I was the second owner of the Prefect and have never done much more than clean it. Apart from dropping in a secondhand engine in 1995, Emily is original down to the paintwork – slightly worn through with polishing. Dave, on the other hand, did a thorough job of stripping out and repainting the Anglia's running gear. Joy claims he was always in the garage and she never saw him at weekends, and there are similarly worn down areas of paint on the Anglia to prove it.

### Joining the fleet

As noted in *Sidevalve*, we sadly lost Dave a couple of years ago, but it was only just before Christmas 2017 that Joy included a note on our Christmas card asking if we knew anyone who'd be interested in the Anglia. After about five minutes' deliberation we rang her up.

At the beginning of February this year, Jennie and Robin Thake joined us at Joy's to help get the Anglia restarted. Armed with Robin's battery, she completed a faultless journey from west London to the middle of Norfolk. The Anglia and Prefect now share a garage together, with communal use of



Photo 1. Laurie's 107E and E04A enjoying some winter sunshine in Norfolk.



Dave's E04A and Laurie's 107E, Romford Market Place 1992 – about to set off on the Dagenham Pilgrimage.

a 6V/12V battery charger. The Anglia has acquired the name 'Lucky' after the sausage-snaffling hound.

If both cars are out in front of our house, our neighbours claim it looks like Beaulieu. If they see me getting into the Anglia then they rush to go out first, 'So we don't get stuck behind Laurie!'

It's great that Joy was so pleased for us to have the car, and we'd like to think Dave would be delighted too.



Claire and Lucky in the E04A on the day of the sausage incident, 1992.

**Jim Norman**

## Building a Tool Kit – Part 1

If you intend to work on your car, you will need the tools to allow this. In this article we will mostly consider hand tools, but in this issue we start with a couple of other essentials or, at least, desirables.

Many jobs will require either the removal of the roadwheels and / or working underneath the car, so the means of raising it to and supporting it at a working height are essential. The car's own jack as supplied by Ford is for emergency use only, e.g. a roadside puncture, and is not intended for routine maintenance or repair work. Ideally, you need a hydraulic trolley jack, and these are easily available. The cars weigh less than a ton, so weight lifting capacity isn't an issue, but it needs to be low enough to go below the lifting point, but lift high enough to clear the wheels from the ground. The problem here is the front end of the 100E range, as the suspension drops a very long way: fully six inches. The jack needs to be able to accommodate this; most don't, so you must check the specifications.

To go with the jack, you also need at least one pair, and preferably two pairs, of axle stands. Positioning the jack for the actual lift is easy enough: with Uprights and the rear of 100Es it can be placed under the middle of the axles. At the front of the 100E is a substantial crossmember below the engine, which is equally suitable. The stands, likewise, can be placed below the outer ends of the axles, except at the front of the 100E. Placing them under the track control arms is not recommended: these will be at an angle, and this will cause the stands to slip inwards. Here the stands must be placed under the chassis rails: likewise in all other cases if you need the suspension to be at full drop. This is quite acceptable, but make sure that the chassis in the area where you are positioning the stand is free from corrosion and not likely to collapse.

The other item you will need should you decide to examine and / or replace the rear brakes is a hub puller. These are the same for all models except the 107E, which doesn't

need one. There are two main variants: the official Ford item, which locates around the flange machined into the centre of the drum specifically for the purpose; and the Sykes Pickavance type, which attaches to the wheel studs. Both will do the job.

The next major item is a container for your new possessions. I have seen all variations, from a wooden bedside cabinet to a full Snap-On roll-cab, which ten years ago cost £1,800 – empty! Many people go for a cantilever box, and in my time in the trade, I too had one of these. It was not to keep tools in, though; a selection would be thrown in whenever I was called out on a breakdown.

Far better, but much more expensive, is a proper cabinet; the cheapest Halfords one comes out at £45. (This outlet is quoted as they have branches in most of the UK and their prices are readily available. This does not imply any recommendation or otherwise of their products.) These have shallow drawers, which might or might not come with foam rubber inserts. The foam rubber, easily available if not included, can have a receptacle cut out in the shape of and to hold each individual tool. The advantages are: (i) the tools are kept tidy and in



Photos 1 and 2: My own Bradbury 1½ Ton trolley jack, acquired secondhand many years ago and still giving good service. This is a professional standard jack, and its modern equivalent will be beyond the DIY mechanic. It has a lifting range of 4½" to 19".

Photo 3: A pair of axle stands, fully closed down and fully extended.





order; (ii) you always know where each size of tool is in the row; (ii) after work, it is obvious if anything is missing; (iv) the cabinet is lockable. Basically, you make your own decisions on this one.

Not everything mentioned above is essential; much will depend on the level of work you intend to do yourself. Next issue, we will look at the actual handtools themselves: screwdrivers, pliers, spanners, sockets, and miscellaneous.

Photo 4 (left): A not untypical mechanic's tool chest, showing the shallow drawers. I have a few more spanners than most people, such that they won't all fit in it!



Photos 5 and 6 (right): The Ford hub puller, with its claw end around a 100E brake drum, and the Sykes Pickavance version with the legs which attach to the wheel studs. Ideally, you need five of these for Uprights.



## AGM 2018: Calling Notice

The 27th Annual General Meeting of the Ford Sidevalve Owners' Club Ltd will be held on Saturday 30th June 2018 starting at 1.00pm. A buffet lunch will be held before the meeting at 12.00pm. The AGM will be held at **Atwell-Wilson Motor Museum, Stockley Lane, Calne, Wiltshire, SN11 0NF**.

The museum is located in the Wiltshire countryside, just off the A4 in Calne. It's within reach of many ancient attractions including Avebury, Silbury Hill and Stonehenge. It's also within easy reach of Bristol, Bath and Swindon. It is a small, friendly museum and the majority of their 100+ exhibits are cars from the 1920s onwards. They also have a collection of motorcycles, mopeds and bicycles. You can also see interesting motoring memorabilia and their Jack Spittle Model Lorry Collection, plus a reconstructed 1930s-style garage, complete with vehicles.

The local group are organising a road run

immediately after the AGM, therefore, you will have the attraction of the museum, a road run and the AGM itself! Please do come along, as this is your opportunity to voice your views on the running of the club and hear our plans for the future. There are vacancies on the committee, so please contact either John Porter or Tony Young for further details if you would like to become involved.

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Ltd to be held at 1.00pm on Saturday 30th June 2018 at **Atwell-Wilson Motor Museum, Stockley Lane, Calne, Wiltshire, SN11 0NF**.

Membership cards will be checked at the door. Motions for discussion at the AGM must be sent to the Company Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda. Nominations of candidates for election to the Committee must also be received by the Company Secretary not

less than fourteen days before the AGM, with an intimation in writing signed by each Member nominated that they are willing to stand. Nominations of candidates must be signed by the Member proposing them. A candidate may nominate themselves but shall require the signature of another Member as their seconder. All nominations correctly received by the Company Secretary shall be included on the Agenda.

### Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners' Club Limited held on the 24th June 2017.
3. Matters Arising from the Minutes.
4. Chairman's update and future prospects

*Continued on page 35*



Continued from page 34

for the club.

5. To receive the report of the Directors and the independently examined Financial Statements (Accounts) for the year ended 31 December 2017:

- Membership Secretary – Joe Wheatley.
- Regional Co-ordinator's Report – John Duckenfield.
- Spares and re-manufacturing – Neil Patten.
- Treasurer – Present Accounts and Club Cashier's Report – Tony Young.
- Regalia Officer – Sally Litherland.
- Chairman – John Porter.

6. To appoint or re-elect the Officers of the Company as appropriate:

- Following the resignation of Jennie Thake, Membership Secretary, it is proposed that Joe Wheatley be appointed as a Director with immediate effect.
- To re-elect Andy Main as a Director (retiring by rotation).
- To re-elect Tony Young as a Director (retiring by rotation).

7. To appoint or re-elect the Committee members of the Company as appropriate.

- Mike Brocklehurst – FBHVC Liaison.

- Mark Bradbury – Technical Editor.
- Brian Cranswick – Events Co-ordinator.
- Liam Cotton – Archivist.
- John Duckenfield – Regional Co-ordinator.
- Nigel Hilling – 8 & 10hp Technical Advisor.
- Sally Litherland – Website/Pop Shopper.
- Tony Lloyd – 100E & 107E Registrar.
- Andy Main – Anglia, Prefect & Popular Registrar.
- Andy Main – Specialist Applications.
- Steve McKenna – Pre-War Registrar (Joint).
- Jim Norman – 100E & 107E Technical Advisor.
- Yvon Precieux – Pre-War Registrar (Joint).
- Ron Taylor – E83W Registrar.
- Joe Wheatley – Membership Secretary
- Ian Woodrow – Specials Registrar.

Positions Vacant:

- Regalia Officer.
- Publicity and Social Media Co-ordinator.

- Club Secretary (for committee meetings and general administrative duties).

8. To appoint JCA Chartered Accountants, Dawcombe House, Pebble Hill Road, Betchworth, Surrey, RH3 7BP, as independent reporters for the company.

9. To authorise the Officers and Committee to fix the remuneration of the independent reporters.

10. To transact any other ordinary business of the Company.

## Proxies

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

*Tony Young*

*Company Secretary*

*31st March 2018*

# Letters & Emails

Sidevalve Editor, PO Box 9228,  
Wimborne BH21 9HY

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

## Mechanical v hydraulic brakes

Dear Sidevalve,

I read the item on mechanical brakes v hydraulic in the February issue with some interest.

Twenty years ago I had a 1948 Austin 16, which I had restored meticulously over the previous few years. It had Girling rod brakes all round and leading shoe actuation on the front. The front expanders had a pushrod arrangement connecting to their opposite numbers so that leading shoe advantage was obtained. Other contemporary makes and models doubtless had this feature too, although, even in 1948, rod brakes were starting to look a bit obsolescent.

I overhauled all of it as described in the

article, and where necessary made some minor modifications to the swivels and levers. The result was extremely efficient brakes.

The brakes needed fairly regular lubrication and adjustment to maintain efficiency. That had always been a requirement. However, this is not a problem in the case of a lightly used, preserved old car. The handbrake, incidentally, worked on all four wheels! Sometimes the axle movements could be felt through the pedal (in-line semi-elliptics all round) but I never had any anxiety driving the car, which was a superb drive, having a 2.2 litre OHV engine later used unmodified in the LD series BMC vans right up to the early 1970s. But I digress...

Hydraulic brakes are no doubt a better proposition in all respects, as stated, in the case of a car used regularly. That said, in the situation we have now with most of our sidevalves having an easy life, low miles and kept in better conditions, mechanical brakes are a bonus. No leaks, no ruined linings (fluid leaks), no seized cylinders, no problems with flexibles, no corroded pipes, no need to change

fluid, no problems with bleeding system after repairs, and no need for expensive replacement components. Your upright mechanical braking system will for most of us need fixing once and once only, with minor adjustment and simple lubrication thereafter.

Doubtless neglected cars back in the day were a nightmare as regards the mechanical brakes, but so too would hydraulically braked cars have been, of course.

Regards,

Chris Banister

## Happy customer

Dear Sidevalve,

I write to say how much I enjoyed the latest edition of the magazine. All the articles are so interesting and the whole magazine is attractive, starting with the cover.

Well done.

Regards,

Richard Hamilton

John Smith

## My First Car

My first car was a Ford Taunus 12M, acquired at the age of 17 in 1964 after completing my first year as an apprentice in the motor trade, starting a career that has lasted 55 years, here and overseas. Unlike many of my peers, I went straight to cars rather than motorbikes; however, my well-known passion for these began in my late 20s with reasonable success in motocross, then known as scrambling. The car was made in Germany, and left-hand drive, imported from Libya by an ex-serviceman returning home in 1953, and was something quite different from the norm at the time. I knew the car well before purchase as it belonged to one of my mentors. Even so, it did need a lot of work to bring it up to the standard that has been a requirement for anything I have owned since. It was quite a challenge as there were no parts for it in the UK; everything had to come from Germany.

After about a year of juggling with time to do repairs to it, and college homework in the evenings, it was ready for an MOT test and, with its fresh coats of paint, looked great. The sense of pride I felt was immense, especially as I had also managed to pay off the loan to buy it. I could not wait to drive it to college, having passed my driving test, particularly as I knew that only one other of my fellow students had a car.

I went on to have many hours of fun and pleasure with the Taunus and, after a while, it seemed to know its own way to Brighton where I ended up on Friday or Saturday nights back then. Sadly, and suddenly, this period was cut all too short. Driving home from work one night, an Austin Westminster ploughed straight into me head on, writing off both cars. Luckily, nobody was badly injured. For some months I felt a deep sense of loss and was unable to afford another car: it was buses and push bikes from then.

It transpired later that the driver of the Westminster, who denied liability, was a well-known company director desperate to keep his whereabouts and the identity of the lady friend passenger secret. This emerged when a witness confirmed my statement to the effect that a young lady was in the front seat of the other car and promptly left the scene. A



Photo 1. The Ford Taunus 12M before its respray.



Photo 2.

settlement was made out of court by the other driver, due to some clever work by my solicitor, and I was completely cleared of any blame. There had been many attempts to suggest I was at fault because I was a new driver with no experience and an unorthodox vehicle.

Despite being able to buy something more upmarket with the money, it did not take away

the disappointment I felt, and still do feel, at the loss of the old car. I have gone on to own and race some wonderful cars, but the affection we feel for our first cars will, I'm sure, prevail,

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Jim Norman

# Lubricants

Ford wrote handbooks to accompany their cars when they were sold brand new, and these gave the specifications of all lubricants and fluids to be used for topping up and replacement of the original fluid as it became time- or mileage-expired. This, though, was between 85 and 55 years ago, so many of these specifications no longer exist, or are available only from limited sources at an excessive price, having been superseded by later and more advanced replacements.

Many people get hung up about the 'correct' type of lubricants to use, and this is hardly surprising: in the days these cars were current, there were very few choices in specification, and it was easy to match the right one to the car or component. Today's mechanical components need a lubricant tailored to their specifications, and if you use an alternative, even though a high quality product, the results can be catastrophic and any warranty is invalidated. Uprights and 100Es are far more tolerant.

Ford's engine oil specifications for the 8hp and 10hp types are:

- Summer S.A.E. 30 (Society of Automobile Engineers, America)
- Winter S.A.E. 20
- Severe Winter S.A.E. 10W (W = winter)
- Very Severe S.A.E. 5W (or 10W + 10% kerosene).

For the 100E Popular, the last of the sidevalves, S.A.E. 20 or S.A.E. 20W is the normal recommendation; 10W down to -10°C; below that, the same grade plus 10% kerosene or S.A.E. 5W if available. I'd suggest none of these are now available – not easily, anyway; they were all displaced by multigrades. Why didn't Ford specify these? They weren't available at the time.

So what does a multigrade do? Oil 'thins', as it were, i.e. loses viscosity as temperature rises, so flows through the bearings faster. With a single grade oil, if it is thin enough at low temperatures, it will become too thin at high temperature to the extent that it flows through the bearings too quickly to keep the surfaces apart. If 'thick' enough to prevent this, it will be too thick to flow at low temperatures, so won't reach the bearings, which then run dry with obvious consequences. A multigrade oil

maintains its viscosity over a wide temperature range, so is thin enough to flow when cold, but thick enough to provide the necessary protection when hot.

Throughout my near fifty motoring years, I – and, I understand, your Chairman, himself an ex-mechanic – have always used a 20W/50 multigrade in Uprights, 100Es and 107Es. I do high mileages, as does John with the Siva: I managed over 23,000 miles one year – and that in a 100E! Almost all the engine problems I have suffered in that time were piston related; when taken apart, the bottom end was generally as new. You need a good quality product and regular changes, but a modern multigrade will outperform those available when the cars were new.

One word of warning: these cars use mineral oils only. If it says 'Synthetic' or 'Semi-synthetic' on the tin, put it back; your engine won't run for very long with that in it. Synthetics and semi-synthetics are designed for today's engines with much closer tolerances than our engines use. They would act as the 'thin' oil described above, and pass through the bearings without affording them the necessary protection.

All our engines are liquid cooled, the liquid being essentially water. Water as a substance is unique: like everything else, if heat is applied, it expands in proportion to the rise in temperature. Conversely, if the temperature reduces, it contracts, but this applies only down to 4°C. Any further temperature reduction causes it to begin to expand again.

Between 4°C and 0°C, this is immaterial: the additional volume is allowed by raising the water level. Below this, the water will freeze and become a solid, cutting off that means of expansion. The ice will pressurise and push on the cylinder walls and block as a means of expanding; the former being circular means that they are stronger than the flat sides, so the ice pushes on the cylinder block until it cracks or pieces are pushed out. Do not believe the old story that the core plugs are there to relieve this pressure; their sole purpose in life was to block the holes that allowed the removal of the core sand used to form the internal water ways when the block was cast. They *might* act in this way, if you're very lucky, but don't depend

on it.

In very cold weather, you therefore have two alternatives: completely drain the system, including the heater if fitted; or add the required amount of antifreeze.

Antifreeze is another area where you largely get what's available. There are different types of antifreeze and they all do a similar job – several similar jobs, in fact. There are two main types: ethylene glycol or propylene glycol. The latter is generally red and used in more modern cars; I don't know if it's suitable for sidevalves. The former type is usually blue, yellow or green and is the 'traditional' sort, and what I use.

As the name implies, antifreeze lowers the freezing point of the water in the system, and the greater the concentration, the lower the freezing point. Diagram 1 (overleaf) explains. Additionally, antifreeze raises the water's boiling point, allowing the engine to run at a higher temperature without coolant loss; and it contains corrosion inhibitors, especially useful in the OHV engines where their alloy water pumps and thermostat housings are protected, although still a very good idea in a sidevalve.

Modern 'ready mixed' antifreeze will be around a 50:50 mixture of antifreeze and water, and I'd suggest this to be too concentrated for a vehicle of this age. Despite its wonderful properties, antifreeze is very 'searching' and will soon discover any weak points in your cooling system. I would recommend between 15% and 25% antifreeze, but watch the weather forecasts in case the temperature is likely to get down around the -10° mark.

Gear oils, generally, come as EP (Extreme Pressure) 80, EP 90 or Hypoid. The 80 and 90 are simply the viscosity ratings as devised by the S.A.E. and in simple terms state how 'thick' it is at a given temperature. Hypoid oil is essential in hypoid final drives: the Uprights and 100Es have spiral bevel so don't need it; the 107E has a hypoid drive, so does. Hypoid oil is made to a higher specification as it must deal with rolling and sliding surfaces; EP oils deal with rolling surfaces only. It is acceptable to use EP 90 throughout the car; having a 107E, I use Hypoid throughout the car. The higher spec oil in the lower spec places has no detrimental effect.

Likewise with grease. Throughout all my



years, I've used general or multi-purpose grease everywhere, although I check the tin to ensure that it is suitable for wheel bearings. When I bought the Prefect, I decided to start from scratch and replace every suspension and steering joint on the car. Eleven years and over 150,000 miles later, I have had to replace only *one* track rod end. And while I don't actually recommend this, I grease the car at about 3,000 mile intervals rather than the 1,000 specified by Ford.

Diagram 2 gives the 100E Lubrication Chart; the 107E is basically the same, except that there is no provision to lubricate the handbrake cable.

Brake fluid is a different matter altogether and you do need the right type. There were no DoT (Department of Transportation, also American) specifications in the days the cars were current, but the fluid at the time might, at best, conform to DoT 2. If you can find DoT 3 then use it, but I think you'll struggle. DoT 4 is a direct replacement for DoT 3 (you can use it in place of 3, but you can't use 3 where 4 is specified), but my understanding was always that DoT 4 was glycol-based and not synthetic; I've since heard of synthetic DoT 4. If the bottle states 'synthetic', I'd put it back and look for one that doesn't, and preferably refers to glycol. The synthetic DoT 4 *might* be perfectly acceptable but I don't know, and wouldn't take the risk. *Do not* use DoT 5.

Altering the temperature transition points of water

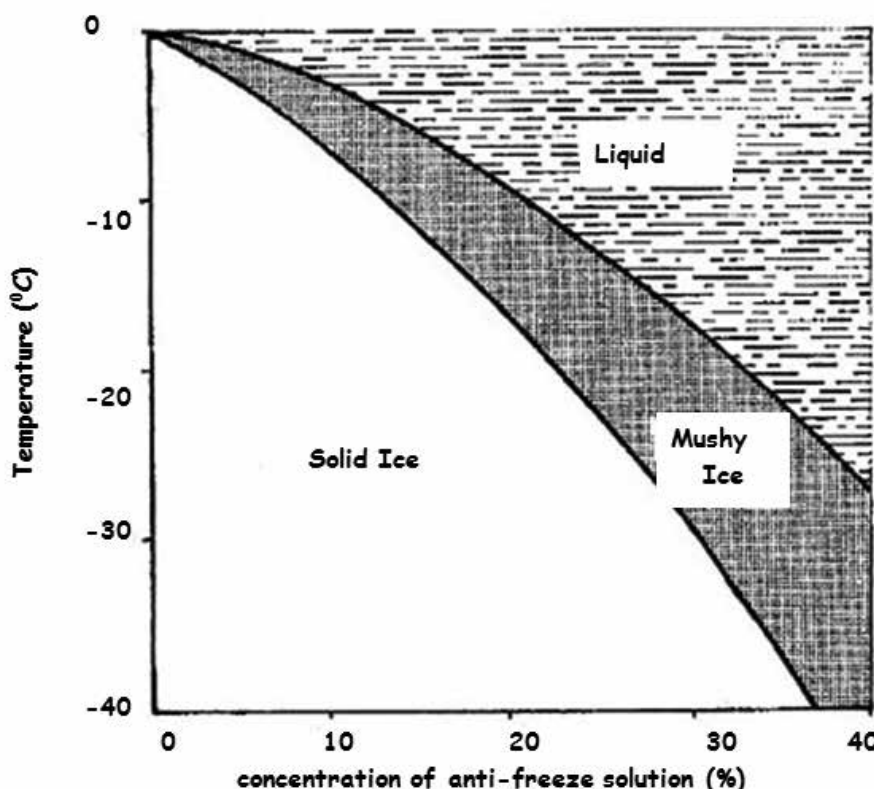


Diagram 1. Antifreeze effectiveness.

Where to buy? I generally get engine oil from Halfords, mostly because it's convenient and the specification is right. For gear oils and grease, I use a motor factors, one that has a

fleet of vans and delivers to the trade; most towns have at least one. The trade does not like customers returning complaining of poor quality components, so quality should be good.

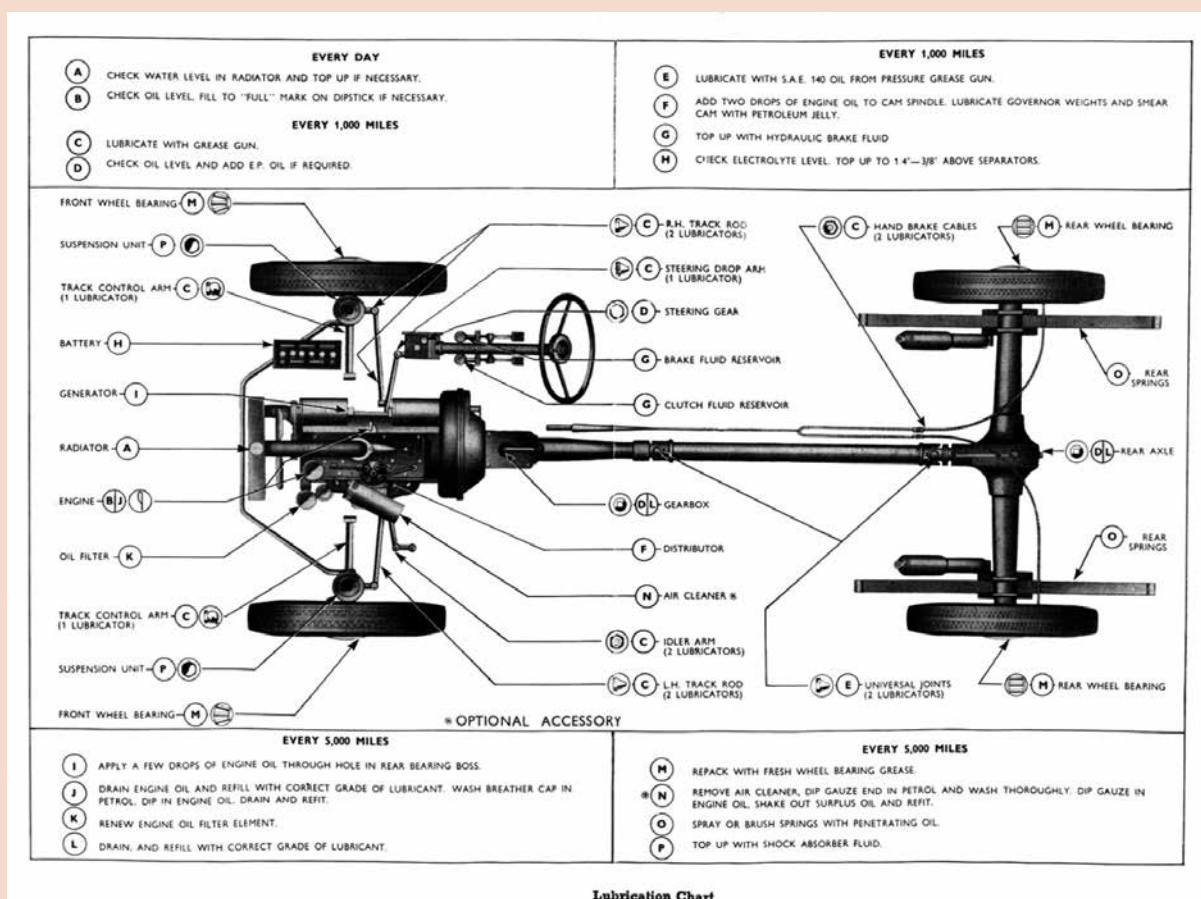


Diagram 2.  
100E Popular  
lubrication  
chart.

John Porter

## German Fords

The Taunus 12M (designated G3) was launched in January 1952, well before Ford UK released the 100E Anglia in October 1953. Ford UK and Ford Germany were both subsidiaries of the parent company in the US. There appears to have been very little collaboration between the UK and Germany at this time, which followed on from the pre-WWII days. The Upright Fords (1937 onwards) shared a similar mechanical specification with the Taunus G13, but very little else, as the bodywork was entirely different. Our much-loved 100E followed what had become an increasingly out-dated range of small cars that were based on early 1930s design. The early fifties was a time of shaking off the post-war austerity, and every family was looking forward to better times. A large part of that expectation was a family car, and the 100E looked modern, being in the style of the larger Fords released a couple of years earlier. No longer were there bolted-on mudguards and old style chassis with transverse suspension. The 100E boasted a sturdy monocoque body, independent front suspension and hydraulic brakes. Both cars featured the modern slab sided body styling that was all the rage in the US a few years before. The windows were much larger, giving better vision for all sizes of drivers, and the cabin was much better sealed against draughts and water ingress than the previous models. It had a proper sized boot, suitable for families going on holiday, and gone were the days of strapping suitcases on to the dropped boot lid which then hung the extra weight out behind the bumper. Heaters were a realistic factory- or dealer-fitted option, as both ranges had a water pump as an integral part of the engine. Ford still clung onto the vacuum wiper system that was never going to be successful in a car with a small capacity engine.

The Taunus 12M was launched and received by the German public with the same enthusiasm as the UK Ford. Again, the German car was very similar but with some major differences. Independent front suspension, but of the coil and double wishbone type. A broadly similar monocoque body and hydraulic brakes were also featured, but whereas the 100E utilised 12 volt electrics, the German sister car retained the earlier model's 6 volt system, as



was the practice in Europe with small cars.

The sidevalve 1172cc engine was retained on both sides of the Channel, as was the three-speed gearbox, presumably because both were able to be manufactured on the same machinery as the previous range: perhaps a short-sighted decision by both Ford companies, when nearly all the opposition was overhead valve and four speed transmission, or planning to do so by this time. The Taunus differed in having a column gear change, which enabled cosy seating for three in the front as the front seats were very close together. The 100E retained the same shift pattern as the old models, which has always confused the novice and, nowadays, the MOT tester!

Both Ford cars kept the same unsophisticated rear leaf suspension with telescopic dampers. Again, the European opposition was moving to more modern systems of independent rear suspension with lateral torsion bars and the like. This was possible because front wheel drive was coming into the design offices across many of the continental ranges – Citroën, Peugeot with FIAT, Simca and Renault having a dalliance with rear engines in their small cars. Volkswagen had led



the way for small cars with fully independent suspension all round, along with the Citroen 2CV. Having said that, the combination of independent front and leaf sprung rear was a step up from the previous small Ford's transverse leaf spring that gave an entertaining ride on uneven surfaces. The MacPherson strut was a Ford first in the UK that was not really taken up over the Channel, where Taunus used a full twin wishbone layout with telescopic damper mounted between, all installed on a large pressed steel cross-member. This design





did not require the reinforced suspension tower of the 100E. It is difficult to say one way or another which was best, but the strut type was cheaper and used fewer moving parts. Both front suspension systems are used today at both ends with front, rear or four wheel drive.

When the 100E was launched, there were two models carrying over the old established names of Anglia and Prefect – two- and four-door respectively. There was standard and deluxe trim to differentiate the steps in the range that was to become a major factor in the huge range of options in the later Ford ranges of the sixties and seventies. The Taunus appears to have been built in only two-door form, but there were also the trim variations to differentiate the buyers' investment and status. Other body styles soon followed, with the van and estates in the 100E range and the Taunus van and Kombi (also written as Combi - both being the equivalent of our estate). Oddly, these two variants used a shorter door (as did the Taunus pick-up) than the two-door saloon. The German factory also went on to build convertible and pick-up versions of their small family car – something that our UK company never did. Both van and estates utilised the same major panels as the equivalent cars wherever possible, and especially those large roof and side rear panels. The 100E estate (Escort with Anglia trim and Squire with Prefect trim) featured horizontal split rear doors and the vans conventional twin vertical opening

doors. The Taunus Lieferwagen (van) and Kombi used the same single rear side opening door, as was the practise with many small light commercials on the continent. Where Dagenham stuck to tiny rear windows in their vans, the German commercial driver enjoyed full visibility in the rear of the Lieferwagen. Both UK and German estate cars had fully folding rear seats to give a flat loading area, with the spare wheel out of the way under the load platform. The convertible Taunus was still a full four-seater, usually appearing in deluxe form with plenty of bright-work. There was also a standard convertible with no bright-work that was available for the police and other services. This was the same trim level as the early 100E, with black rubber window trim, and painted bumpers and hubcaps (on the Taunus).

One other feature offered by Cologne (Köln) was a factory fabric sunroof, which was something that Ford never offered in the UK. In fact there do not seem to be (m)any 100Es with aftermarket sunroofs either. This was in the days before the relatively cheap all-glass sunroofs, so a Webasto style fabric roof was a large additional cost on a small family saloon.

In 1955, Taunus introduced the 15M (G4) with an overhead valve 1500cc engine and the option of a four-speed gearbox, still with column change. Later, in 1957, the Taunus 12M (1172cc engine) was offered with the option of the same column change four-speed gearbox – something that many sidevalve Ford



owners in the UK have always wished for when approaching a hill! The new 1500cc engine looked very much like the new Anglia engine that went on to power the 107E and, in larger capacities, the Cortina, Classic and Corsair models.

The 100E/107E ranges soldiered on to 1962 with a trimmed down 100E Popular, the OHV 107E Prefect and the 300E van, as did the Taunus range with all variants. The 105E Anglia and Cortina replaced the UK range of 100E/107E and, in Germany, the 12M (designated P4 with the new V4 engine) and the 17M (P3) replaced the previous 15M range. As a matter of interest the German V4 shared no components with the UK Transit and Corsair V4 – the rivalry continued... Much later, the UK inherited the German V6 in various sizes to replace to heavyweight Essex V6.

Two very similar markets, with two distinct models from two subsidiaries of the US Ford Motor Company. Whatever happened to economy of scale with two very large markets? One major observation is that there are many 100E models surviving, while the corresponding number of sidevalve Taunus 12Ms is very small by comparison. Perhaps there was a higher attrition rate in Germany and surrounding markets compared with the UK? Both ranges were shipped to previous dependencies and perceived new markets – Canada was unsuccessfully targeted by both UK and Germany. A small capacity saloon from the older countries was never going to succeed in countries where fuel was cheap and cars big. We have seen the same situation with the UK uprights being sold in the US and Canada as a compact shopping car – not a great success then, either.

Does anyone have a 12M Taunus in the UK to go head to head with a 100E? Now, that would be an interesting road test.