

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Oil Leaks on E93A Types | Replacing Rear Spring Eye Bushes

Fitting A 100E Engine To An Upright

Semaphores (for Beginners?)

NXW 730: Story of a Van



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The Club's insurance policy now includes sales of new or second hand parts to residents of the USA and Canada or UK members intending to export cars to which FSOC parts have been fitted, to the USA or Canada.

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Cover photo by Jim Norman.

John Porter

Editorial

Quite a different season this year, what with no events and restrictions in place for travel. Even as I write this editorial in early July, just as the pubs have reopened and the hairdressers open their doors, there are many unknowns. My local hairdresser had 14 guys queued at 6:30 in the morning – they must have been desperate.

As everyone is aware, most if not all events are cancelled or postponed for this season including the FSOC AGM that was to be in East Anglia in June. Naturally, that could not go ahead. At the moment we are looking at holding a restricted AGM at the Coventry Transport Museum, or if not available at the last minute then the club premises in Abingdon. Due to government restrictions as they are at the moment, we would not be able to host the usual 50 members. More detail on this elsewhere in *Sidevalve*.

Hopefully, everyone has done all of the preventative maintenance that was necessary to their sidevalve, and probably a bit more besides. It is often the way that you start one job and it develops into something a bit more involved. Certainly, the FSOC spares service has been busy throughout the period of enforced inactivity. Neil Patten has done a tremendous job fulfilling orders. No excuse for not being in the garage, with the only problem being household DIY jobs – what a pain it was when the big DIY stores opened, as there was no excuse! There has never been a better time to say that all those bits that you kept for a rainy day really have come in useful.

Planned replacements and service items,

if held in stock at home, make the routine overhauls much more immediate, which is better than pulling everything to pieces, then ordering and waiting for the parts. Sometimes you might encounter a surprise, but if for example you are checking the brakes, and perhaps have put this off, then having a relined set ready speeds up the whole process. This is why you kept eight worn-out brake shoes, just so that you could get the order off for exchange brake shoes before you start the job. It is the same with an engine service: get the ignition parts, fan belt, etc., before you start and the whole job can be done in one go. It also means that dismantling and reassembling in one day is better than trying to remember after a few days. Obviously, it is worth having a workshop manual and parts list to hand, but our technical advisors can always assist – Jim Norman for 100E/107E and Nigel Hilling for Uprights. They can both advise on what you are likely to need before you start the job so that everything can go smoothly.

This includes tools – as simple as our cars may be compared with moderns, you can't just rely on your home DIY kit. For a start, all our sidevalves use what are generally called imperial sizes – 3/8 through to 15/16 across the flats. So the readily available set of metric spanners that you get in a home-use tool kit just will not do! This naturally applies to your socket set as well, and using the wrong fit tools on nuts and bolts can cause all sorts of avoidable drama when you do the job.

Going back to the brakes, and in particular



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the rears, you will struggle without a rear hub puller. Every owner either needs one or, at least, access to one to service the back brakes. Back in the day, every local garage had one of these hefty brutes, but no more. Please do not attempt to use general service pullers on the outer rim of the drum or bolted to the wheel studs as this can be unproductive and

potentially dangerous.

Two of the more common types are pictured here – heavy duty on the left and the lighter service type on the right. The heavy duty type will get the most stubborn hub off whereas the lighter duty puller is fine for general service where the hubs are removed annually. FSOC stores has a selection for sale.

Going green

FSOC has taken the opportunity to switch from the traditional plastic wrapper for your mailing to a new potato starch wrapper that's fully compostable and can be put in food or garden bins. This is one small part that we can play in reducing the amount of non-recyclable plastic going into landfill.



FSOC Membership Secretary Report – August 2020

Though we are only halfway through the year, I am already thinking about the renewal process for 2021. Enclosed with this edition of *Sidevalve* you should find a letter from me with a Direct Debit mandate on the back. Please take the time to read this letter and consider completing the DD mandate for painless membership renewal for 2021 and beyond.

New membership applications, and lapsed members returning to the fold, have held up very well during the Covid-19 lockdown. As of 1st July we had 1,072 members compared

with 1,080 at the same time last year. We still have 158 people who were members in 2019 but have not renewed for 2020. This is usual as about 15% of members do not renew and are gradually replaced by new members joining through the year.

Please look out for short reports from me in the October and December magazines about the renewal process for 2021.

Joe Wheatley – FSOC Membership Secretary

Brian Cranswick

Events

A very short report, but it's good news that I have received notifications for two events in August which seem to be back on: **The Historic Specials Day** on the 9th August, which should have taken place before you are likely to receive this issue of the magazine; and **The Old Ford Rally**, to be held at the British Motor Museum in Gaydon on 23rd August. Further information from www.britishmotormuseum.co.uk/whats-on/old-ford-rally.

Please keep me informed of any other activities that are going to take place and I will try to update the website, although we have had some recent gremlins with the Events section. This now seems to be working again but I recommend you use the drop-down diary of events from the menu at the top of the home page.

I don't like to see our classic sidevalves made into hot-rods, but I came across this really smart looking kit car last year with a Ford grille.



Joe Wheatley

Merseyside

As I write this in early July I am sitting in front of a fan in our apartment in Cyprus (32°C today), having not been able to get a flight back to the UK. Hopefully, we will be able to return later this month.

As you will appreciate, there is little for me to report. All shows and events have been cancelled up to now although there are one or two still scheduled for August (All Ford Rally at Gaydon and Ormskirk Motor Fest a week later). However, like my flight back to the UK, these may be cancelled at the last minute. No monthly group meetings, so no news from that source either.

However, one piece of news has reached me. You would have seen in my last report a short obituary of Dave Levay Snr with mention of his cars. I'm pleased to hear that Ken Latham in Staffordshire has bought Dave's black 107E Prefect from Dave Jnr. Ken is a most particular classic car enthusiast, who will appreciate the care Dave took over the restoration, and will continue to improve and cherish the car. A happy result from a sad circumstance.

Another relocation has appeared in the Facebook group, 'Ford Prefects UK'. The dark red E493A which used to belong to Julian Ashworth was rescued from a damp lock-up

by Dave Rothwell, sold to a chap in Southport – who has cars to hire for film and TV – and has been purchased by a Kellie Driscoll in Ely. (I have asked Kellie to join us, but no reply yet!) The car looks very good in the Facebook pictures but some of the comments indicate a repaint is on the cards. In another comment, Kellie says the Prefect will be her daily driver, replacing a Range Rover! Looks like the car will continue to lead a hard life, as it did when Julian was alive.

If you have anything to report from the North West, please drop me a mail or give me a call so I might have something to report in October!

Fred Tutt

Surrey

Little to report, for obvious reasons, on a lost summer of sidevalve fun, frolics and breakdowns from the Surrey Regional Group.

However, not all is lost. A few members have been in touch asking for information and help and we have a self-help emailing system that has been useful in networking people. It is amazing how many spare parts sidevalvers have accumulated over the years and how they are prepared to help out other enthusiasts.

We have also circulated three fascinating films to Surrey members featuring the building and development of Ford's of Dagenham and the Model T Ford. These were found by Angela Hume on the British Film Library website.

Angela is a well-known classic car enthusiast. She was previously the Regional Contact for Surrey and is the owner of a super Prefect E93A (known as Babs) that has been in her family from new. She is also a volunteer for the Brooklands Museum, a motoring and aviation museum that occupies part of the Brooklands motor racing track in Weybridge.

For those who are interested in having a look at the films, the links are below:

- [https://player.bfi.org.uk/free/film/watch-](https://player.bfi.org.uk/free/film/watch-ford-at-dagenham-1935-online)

[ford-at-dagenham-1935-online](https://player.bfi.org.uk/free/film/watch-ford-at-dagenham-1935-online)

- <https://player.bfi.org.uk/free/film/watch-scrapbook-of-ford-in-england-1959-online>
- <https://safeshare.tv/x/ShbgvwazCZ>

We keep in contact with the Kent Group, but this year has been a wash-out for us travelling over the border to support some of their events. However, in the next edition of the magazine we might be able to report on a Surrey sidevalve presence at the Great British Picnic at Goudhurst, Kent in late July – which, if it takes place, will be our only outing this year.

Finally, a personal story of the grief that was caused when the nut came off the Bendix shaft of my E493A Prefect and disappeared into the flywheel housing. On the positive side, being a member of the club really came into its own, for someone with little knowledge of how these things actually work!

A few telephone calls and a couple of emails:

How can a split pin shear, which allowed the nut to come off? (See photo.*)

Don't start the engine in case the nut mashes the flywheel, then you will have big problems!

Buy a flexible magnet, but this did not work, and is now available second-hand!

You can get at the nut through the sump, if it is in front of the flywheel, but if it is behind then it is probably a major recovery job!

To the rescue came a couple of friends who removed the sump; a length of thin wire; a bright shining light (the nut was behind the flywheel); and two bottles of beer. They recovered the nut with a shout of 'eureka!', and



the rescue mission was completed with a new starter motor provided by Neil Patten.

Really not sure why I own a sidevalve at my age?!

Our best wishes to all FSOC members. Stay safe, with the news that Surrey is looking forward to our Parrot pub meetings, with social distancing, sidevalves in the car park, and a beer in the hand before too long.

** Looking at the photo, it's more likely the worn threads of the shaft allowed the pinion to push the nut straight off the shaft, shearing the split pin en-route. – JN*

AGM 2020 NOTICE

NOTICE IS HEREBY GIVEN of the 29th Annual General Meeting of the Ford Sidevalve Owners' Club Ltd. to be held on Saturday 24th October 2020, starting at 1.00 pm. The AGM will be held at:

Coventry Transport Museum, Millennium Way, Hales Street, Coventry, CV1 1JD

- Please note that due to Covid-19 we may have to relocate or cancel this meeting at short notice.
- Please check our website before travelling to the meeting.
- Due to social distancing regulations, we are asking members to vote by proxy rather than attend the meeting in person. This is disappointing but necessary for everyone's health and safety.
- The Proxy Form is mailed with this issue and should be either posted or emailed to the Company Secretary, details as quoted on the Proxy Form.
- Lunch and refreshments are unlikely to be provided in the meeting room at the museum.

However, if you do want to attend (numbers will be limited) please confirm your attendance by post or email to Tony Young, Company Secretary, 23 Pepingstraw Close, Offham, West Malling, Kent, ME19 5PB or: treasurer@fsoc.co.uk, quoting your membership number please. We reserve the right to limit attendance numbers to comply with social distancing regulations.

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.

Robin and Jennie Thake

Three Counties

I'm writing this report at the beginning of July, with the Anglia having done zero miles this year. At the moment I cannot see any change coming so the car is covered up, ready for the winter.

Three of our last shows for the season were going to be at Heritage Railways and none of these are open, and again I'm not sure when this will change. I am a volunteer at one of our local railways and they keep trying to find ways to open, but it is not happening; I am on the restoration side and most of us are in the vulnerable age group or some have health problems, so we are not making it back to the workshop yet.

One of our young neighbours now owns a very nice 100E Pop which he bought just before lockdown and was looking forward to taking part in shows. As shows have been cancelled, he has had to park his car at his Granddad's, as he is the one with a garage. The lad spends his spare time driving around the nearby villages getting the hang of the three-speed gearbox, etc. He said to me how pleased he was to be able to adapt to the difference from his modern car.

I have been busy in the garage finishing off the repairs to my spare engine and all the auxiliary parts on the Anglia, hoping that I will not need them.

Laura Cecil

With sadness we report that Laura passed away at the end of June after a short illness. Laura joined the FSOC, along with Stuart, when she bought a 100E Pop as a surprise for Stuart in 2000 so that they could enjoy car shows and sidevalve holidays with us. Jennie had been friends with Laura from primary school days. Our thoughts are with Stuart, Deborah, Robert and her three grandsons.

Classic car enthusiasts are easy to spot...

...you can see it in their soles.

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

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

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Nigel Hilling

Yorkshire

News and events

As I write this in early July, the Covid restrictions are beginning to be lifted, but who knows how things will have progressed by the time you read this? Even though the pubs have opened, I decided that the restrictions and general Covid situation were not suitable to restart the monthly pub meets in July. They may return from August if things improve.

All July shows were cancelled along with most of those that we regularly attend in August. If you are thinking of going to any shows, check that they are still on beforehand. The YHVG York Racecourse event on September 20th was still on at the time of writing, so that may be the first opportunity for a decent gathering.

Edwina gives up her Poppy

Our man in York has recently rescued a 1958 Doncaster-built Pop from a lady in that city. He had a call from her about helping to dispose of it, so went across to see if they could start it. A quick clean of the plugs and points and some fresh petrol was enough to get it to burst into life after 33 years. He had gone across with no intention of actually buying it, but you know how these things go! He takes up the story:

'Bought in Manchester in 1983. Edwina drove it home to York to share with her dad. She came across it on one of her jobs as a motorcycle cop (riding a 750 Honda!) back in the day. They used it for a few years and last had it MOT tested at Foxton's in York in 1987, with mileage 69,717. It now stands with 69,721 on the clock, so has been idle since then.

They always kept it in a council garage, where it became entombed. Many cars came and went: first a Morris Minor, then a Mini, all kept outdoors, leaving Poppy safe and dry indoors.

Showing some very creative body repairs – her dad was a foreman joiner for the Council – the plan is to restore it mechanically and show it as it is, because this is how I remember Pops in the sixties and seventies, when you could spot one on most street corners and marvel at their longevity.' (See photos.)



John Duckenfield

Regional Report

Durham and NE: Darren Bell

In April's magazine, members were informed that Darren Bell had not yet renewed his FSOC membership for the current year and, consequently, could no longer be a Regional Contact for the club. Members in the area, were then invited to get in touch with me if they were interested in taking over from Darren.

On 25 May I received an email from a member courteously expressing his concern at the manner in which Darren's non-renewal of his membership had been reported and, in particular, that there was 'no acknowledgement of the time and effort he presumably put in while he acted as a Regional Contact.'

I was surprised and concerned at the email's contents. The April edition of *Sidevalve* was immediately opened and the relevant paragraph read. Regrettably, I found myself sharing the member's concern, for the reference to Darren was not as I would have wanted it to be.

So, why was there no acknowledgement of Darren's efforts on the club's behalf? I believe there were two main reasons why such an unintentional omission occurred. Firstly, having not heard from Darren, I was half expecting that he would renew his membership – hence the opening sentence: 'At the time of writing, Darren Bell has not yet renewed his membership ...' In retrospect, an appropriate proviso should have been included in the wording that followed. Secondly, for reasons I am still at a loss to understand, when re-structuring the paragraph (to link it to other recent appointments), the copied words of thanks in the draft document – in the event of Darren not renewing his membership – were not pasted in to the final report. Only on 25 May did I discover that to be the case.

I have tried to contact Darren to find out whether he intended to renew his membership and, if not, to thank him personally for his efforts on behalf of members in the Durham area. To date, I have not met with success. However, I was assured by his father that Darren is well – so that was a relief, given all



that is happening. Regrettably, therefore, the assumption must now be made that Darren is not renewing his FSOC membership this year. I will, therefore, take this opportunity to thank him properly and sincerely for the contribution he made to the club during his time as Durham and NE Regional Contact.

Personal Profile: Steve McKenna – East Lancs

Steve McKenna took over as Regional Contact in May 2012 and since then has gradually increased his involvement with the club. In 2015 he became E83W Registrar, then, two years later, relinquished that post to become Assistant Pre-War Registrar. As well as his official FSOC committee and Regional Contact responsibilities, Steve is an extremely active enthusiast, owning a variety of classic vehicles, several of which he has displayed at prestigious events throughout the country, including the NEC Classic Car and Restoration Shows. His love of sidevalves is obvious as is his commitment to the FSOC – be it in attending meetings, collecting spares, helping whenever asked or involving himself in the activities of his own and adjacent Regional Groups. He writes:

'I first joined the club in approximately 1983, but because of life's dramas I left and rejoined a few times. I have always owned a Ford Pop

103! My first car – registration WMB 45 – was purchased for £15 when I was still at school but as we were short of space on the drive, the car had to be scrapped.

I have had a number of Pops since then, but the car I have now I purchased in 2009 after it had a complete restoration by its previous owner. Unfortunately, the engine and gearbox were not up to scratch, so I replaced the engine with a reconditioned one and built a good gearbox from parts from other boxes – the old box jumped out of second gear. Apart from the starter motor problem on the Somerset tour in 2019, the car is very reliable and I will take it anywhere. I also have a couple of pre-War Fords including a Model Y that are just as reliable and will travel anywhere.

Although I have collected a number of parts over the years, the club is a great source for spares and the members are a great bunch of friends.'

Hopefully, some degree of normality will eventually return when the Coronavirus crisis is over and when it does, and whatever the new 'normal' may be, I know Steve will be delighted to welcome existing members, recently joined members and former members to the East Lancs Regional Group. For details, please refer to the centre coloured pages.

Very best wishes to all in these continuing difficult times.

Richard & Trish Greenaway

Kent

As I write this article mid-July, it now looks very unlikely that we will be attending any shows this year. The only one left we had planned to go to is the Kent Classic on 13th September. We have sent sixteen entries in, hoping it goes ahead, but I'm not convinced.

Road runs

Due to the lack of shows, we have arranged a couple of extra road runs into our schedule for the latter part of the year. The dates for your diary are:

- **Sunday August 2nd.** Meet at the Woolpack in Benover near Yalding for their monthly car meet at around 10.30 a.m., then we will go on a road run from there, leaving around midday, weather permitting. Please bring along a picnic for the road run.
- **Sunday 23rd August.** Meet at Riverside Country Park at 9.30 a.m. From there we will head off for a run around the Isle of Sheppy, as per events list (miniature railway visit pending).
- **Sunday 27th September.** Not sure where we are heading at this stage, but we will be meeting at the Notcutts Garden Centre, Maidstone at 9.30 a.m.

We will keep you updated on the above events nearer the time via our monthly news email / text message.

Christmas meal

Assuming it's allowed to go ahead, as it's obviously an indoor event, our annual Christmas meal is scheduled for 16th December at the Weald of Kent Golf Club. We currently have 26 booked, but if you haven't got your name down and would like to join us, please let us know a.s.a.p.

Keeping in touch

Due to no contact with members this year, we've tried to keep you up to date with what's going on via emails and texts, plus the odd phone call. You are always welcome to email or

phone us to tell us what's happening with you and your sidevalves. You never know, it could make a story for the magazine.

Looking back

As we missed out on our main event, the Kent All Ford Show in 2020, here are a few photos from the 2019 event (below).

Looking forward

It seems a long way off, but due to what happened this year, let's hope that we will all make the effort and make 2021 a great year.



Sally Litherland

Wiltshire

Nothing really to report from Wiltshire – everything cancelled or just ‘forgotten’ – but Facebook chatter indicates that lots more has been done in garages across the country. With my Pop Shopper hat on, there do seem to have been more cars for sale, and several wanted, with the usual turnover of parts for sale and wanted. One shame is that there seem to be many more scammers after your cars and money than ever before – not just on our site, as all websites and banks are putting out prominent messages and warnings, and we now have a warning above all our classified sections. Some seem credible to start with, especially if you are anxious to sell and delighted to get a reply. However, our advice remains clearly, ‘Do not part with your money, or item, unless you have the item in your hands or money *fully* cleared at your bank (do check that carefully)’.

I expect many of us have had to make ‘essential’ journeys in our classic cars, and I loved seeing the sign ‘NOT SHOWING, JUST

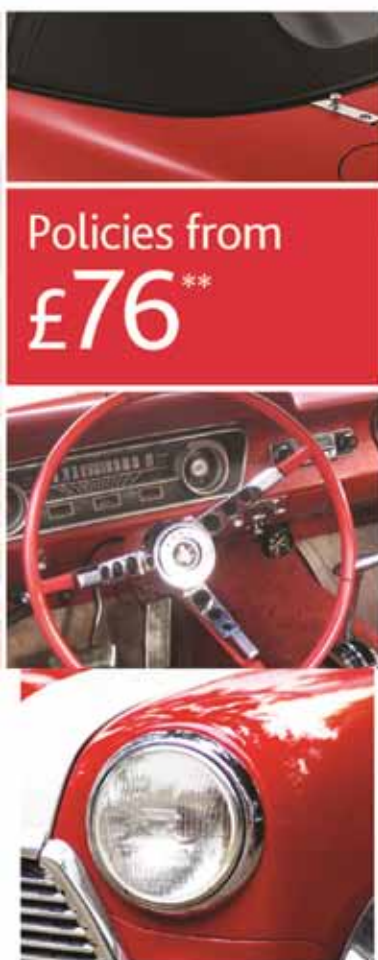
SHOPPING’ in the back of one car at the height of the lockdown. I thought it was appropriate to have my Pop out on VE Day, where we had a socially distanced street gathering. It was only a one-mile round trip, but we managed to burn out the indicator wiring. As a non-techie, I put out a ‘help’ plea on the Members Lounge and had heaps of really valuable advice, enabling me to take Molly to be repaired with all the necessary details, saving investigative time (and money). Thank you all for these contributions – I understand those who prefer not to join social media like this, but I often see many useful pods of knowledge from all our experts.

Some local shows in our area have changed dates to later in the summer and as I hear of these, I will post details in EVENTS on Facebook. It still remains unclear whether we will want to attend and use public facilities, so club stands probably won’t materialise. In our area we are beginning to organise our own socially distanced field events amongst friends;



Sally and Molly.

perhaps this is how our cars will meet this year! Meanwhile, I hope you and your families have stayed well, and would be delighted to hear about your sidevalve lockdown experiences, so please email me at salitherland@hotmail.com. Pictures tell so much too!



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Yvon Precieux

Pre-War Register

Registrar's comments

Although I mentioned that I had installed a Silvertop head on the Morgan, this turned out to be slightly problematic as although the overall head itself was OK, it had been Helicoiled at the spark plugs with one of the threads slightly mis-screwed. The consequence being that the Helicoil screwed out further into the valve area, causing the gasket to fail and the coolant to leak into the oil. I had taken the Morgan only for a short run for some five miles initially with this head. I only identified the problem a week later when I started it up and instantly noted the noise as hydraulic. The dipstick confirmed the problem.

With a new gasket and cast iron head, I changed the oil and water, put in new oil, ran it, changed it again and thought I had saved it, but with still slight water seepage I decided to take the head off again and use an early type of gasket of a more cardboard content that takes up any inconsistency with these very early engine blocks due to age. However, a stud broke in torquing up and typically it broke off just at the block. Prior to sending this copy off, I have removed the stud cleanly from the block and am just having the Silvertop head checked over.

As we remain with Covid at present, it's given me the time to do up some engines and steering boxes that have been sitting inside my 'Man Cave'. This means I have another tuned engine for the Cheetah and from six steering boxes I now have four good ones. See Photo 1, then Photos 2 and 3.

The prototype Model Y: some facts you may or may not know

Despite the glowing reports on the prototype and when the car was manufactured, there were still very major problems with the Model Y when it became available to the motoring public. Besides the various issues on major component parts that included the engine, the main problem was the rear axle. This was not the 5.5:1 axle we all know of 33 teeth and 6 at the pinion but a 5.43:1 ratio in having 38 teeth and pinion of 7. This does mean that one

may come across two types of speedometer drive, stamped either 7.38 or 6.33 on the back of the speedo unit. The 7.38 is for the initial and problematic axle and the 6.33 is for all models up to the 100E. Although the Ford bulletin gives a date of 1934 for the fix, this is retrospective only to the time when all new and earlier cars had been fitted with the new axle. The Dependability Run that took place was absolutely necessary as confidence in the Model Y had taken a very serious tumble due to the model's many teething problems, with the axle problem a very major headache: in one instance one Model Y had more than three axles installed with all failing on hill climbing.

Another fact not that particularly known when the prototype was introduced in February 1932 at the Albert Hall Motor Show, Olympia was that the engine capacity of the Model Y 8hp was not rated at 933cc but at 940cc, with a four-point mounting for the engine and gearbox rather than the use of the one-piece rubber at the gearbox end. Furthermore, the capacity of the petrol tank was far too diminutive at 4½ gallons and the tyres some ungainly 18" in size.

One does wonder why the rear spring on the Model Y had to be circular. It literally was a throwback to the larger American car it was modelled on, the Model A, with the need to bring the rear wheel further forward integral to a body that had no boot and a very flat rear. Had it been extended with a boot, the flat spring would have been more appropriate.

Battery-wise, the prototype was made negative earth and probably, when one thinks of today's vehicle polarity, they should have stuck to negative earth as it would have been a first and, again, ahead of its time.

The adjustments made to the prototype show just how much effort was needed to get the model into a working, reliable car, especially when initially it looked more like a downsized version of the Model A that really aped the 1920s rather than the new 1930s, yet in retrospect the Dagenham-designed cars were really something special in never really having any problems, and just showed what British engineering and design could do then. They, as with the European factories, knew their stuff more so than the Yanks. As an



Photo 1.



Photo 2.



Photo 3.

example, Dearborn had to be shown that most if not all manufactured engines coming from major British manufacturers were using chain drive rather than camshaft gears that eliminated the rattling noise emanating from the use of such gears, which was problematic at both the Dagenham and Cologne factories. American engineers had assumed this noise was coming from the piston pins.

7W radiator mouldings.

All British-built 7W saloons and tourers had three-section radiator grilles. With delays and difficulties with tooling for the grille, the first models had three separate mouldings to surround the holes, with a one-piece grille behind. Later, the grilles were incorporated into the mouldings, the part numbers being 7W 8249 centre, and 7W 8253. The 7Y and 7W models were similar but quite different from the previous 'C' model. How this type of car body was able to continue up to 1959 with just cosmetic touches is a story that would be totally unbelievable in today's car manufacture, and I'll see if I can conjure up the reasons why for the next issue – unless you, the membership, wish to sling in some stories of your vehicle?

The most versatile engine ever made

Some may laugh at the horsepower of the 10 engine when one acknowledges the capacity of engines today, but what today's motorists forget is that the Ford 10 at the time could outpace many cars of a much higher capacity, especially as motorways were yet to be established. The Ford motorist needed only to get to a point of speed – say, 45-50mph – to overtake and pass many of the British cars of the period, with over 60 possible, even with the Model Y. The ten horse especially could accelerate better with its three-speed gearing and it was let down only by the antiquated steering, as anything over 65-70 got a bit hairy with the uneven roads at the time, although the roads were probably far better than today re maintenance. As we know with modern engines, anything with more horse power requires more engineering, more weight, lighter materials, more capacity, more fuel and more room to fit a supersize engine just to get those further miles per hour.

Where the 10 engine gains is in its simplicity, size, weight and capacity for tuning, even with its being a cast iron lump. Unlike the Austin Seven with split crankcase, etc., the Ford sidevalve engine is more compact than all of them and is literally unburstable, except when one breaks a stud. The oil system is simplicity itself with the oil channels inside and integral to the block, with the valve chamber held with bolts in the right places and all around, unlike the Morris engine with just two wing nuts in the middle. What the Ford 10 could have done with was a breather like the 100E, as the engine does require the need to vent oil fumes from the crankcase at higher revs, being prone to crankcase pressure that can spill into the vehicle.

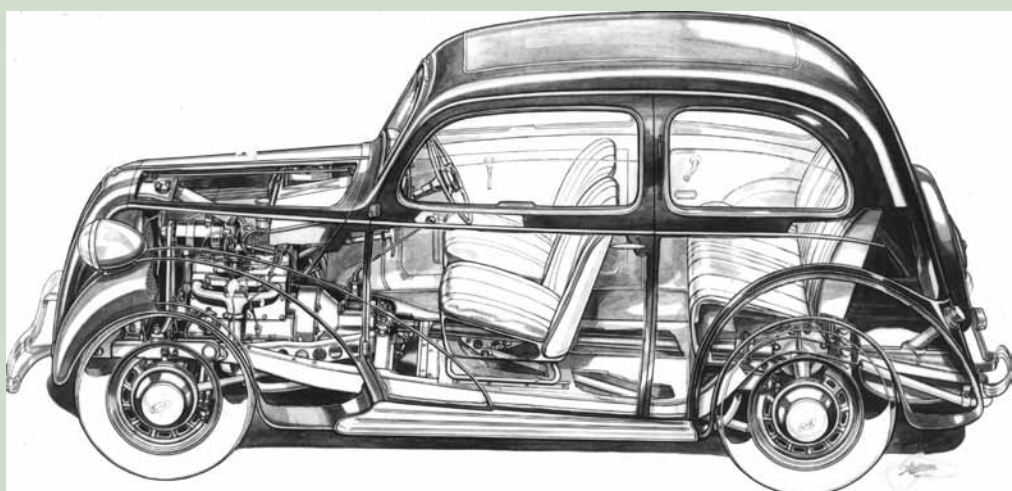


Photo 4.

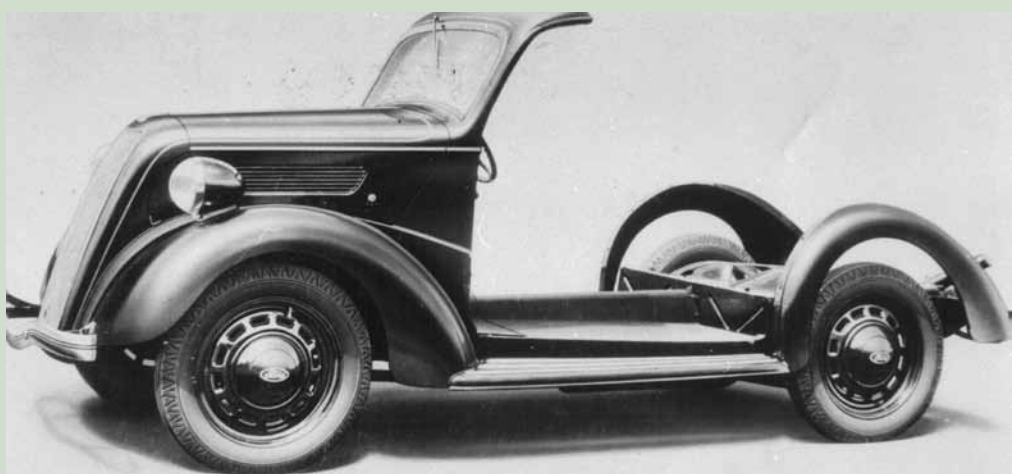


Photo 5.

Patrick Hennessy and Ralph Roberts, the designers of the 7W and 7Y

Patrick Hennessy was born in Co. Cork and started his career in the foundry of the tractor plant at Henry Ford & Son Ltd. Here his managerial skills were identified in his fulfilling a large tractor order for Russia against all odds, which brought him to the attention of Sir Percival Perry, the new Chairman of the Ford Motor Company in England, and Henry Ford's right hand man in Dearborn, Charles Sorensen. During this period, Perry asked Hennessy to join the new team at Dagenham to implement 'The 1928 Plan' for Ford in Europe.

However, with the Wall Street Crash in 1929 continuing into the early thirties and with its economic turmoil causing havoc in Europe, there was an automatic dislike during this period of America, especially as France and Germany were still paying reparations and Britain was still paying the major loans for the so-called 'help' the Americans gave to us in the First World War. They did the

same in the Second World War with Lend Lease, etc., and we still call it the 'Special Relationship'. The early thirties for the Ford Motor Company at Dagenham were sparse. Charles Sorensen (Dearborn) had insisted on too much major infrastructure at Dagenham that was not needed at the time and when, more importantly, there was a need for a body works that Dagenham did not have – the Briggs Body Works being a separate company from Ford. The company was also borrowing money and had difficulty paying its suppliers, paying suppliers one at a time.

Hennessy's job as Purchasing Manager was to bring buying and purchasing costs down, and he did this so effectively that by October 1935, Dagenham could produce the £100 car, the cheapest car on the market, taking some 22% share of the 8hp market in Britain, and by 1936 seeing this increase to 41%. Dearborn from the start had assumed that Europe and Britain would automatically continue to accept all their American-designed products with the success of the Model Y, but the Model C and CX that aped the larger American Fords were not that well liked, and Dagenham and the

European factories did want something that was satisfactory to their customers, their towns and their roads. Dearborn still insisted they did the designing with Sorensen holding on to this point very strongly, yet changes were slowly taking place, which is where the 7W and 7Y models come in as Hennessy at this time was working at Briggs Bodies with a stylist from Dearborn called Ralph Roberts.

From his artwork, mock-ups were made of the two new cars that were physically the same with slight variation. As with the economic manufacture of the 8 engines coming via the same 10hp mould, the same application was made to make two cars out of one. The Dagenham management was well aware that nothing could go ahead regarding production that Henry Ford and, most importantly, Sorensen had not seen, especially as the cars had been designed secretly at Dagenham and had violated Dearborn's very conservative rules. Whoever went over to Dearborn to get them approved would most likely be fired. Perry, however, decided on Hennessy and he was despatched to Dearborn with the two prototypes in late 1935. He arrived in Dearborn

and on meeting with Sorensen was asked, 'What the hell are you doing here?'

Hennessy told him about the cars. Sorensen exploded and told Hennessy to go back to England. Hennessy did not go. He borrowed a company car, went up to the north of Michigan for a week and then returned to speak to Sorensen again. Hennessy again asked him to examine the cars, arguing that they supplied the finite requirements of the British market. Sorensen again boiled over but this time simmered down and, thankfully for all of us, went to see for himself the two new models.

'Take an axe and chop them up. You're fired,' was his first answer. Then with a grin he quipped, 'Now we can go to the football game.'

The next day, after lunch, Hennessy found himself with Sorensen and Edsel Ford. Edsel, unlike his father Henry and Sorensen, always had time for Hennessy and Hennessy explained that he wanted Edsel to look at some cars. He led him to the mock-ups. The cars were approved by Henry and in 1937 were manufactured at Dagenham.

This was the first notable contribution of British automobile design for an all-American



Photo 6.

company, although it was made clear this was not a reversal of policy. British activity in car design was still sternly forbidden, and although an advance had been made with the setting up of a small engineering design department, it still did not have a voice. This is one of the reasons why the 'Sit up and Beg' design, although well liked, continued well past its sell by-date. It was not until 1950 that a further British-designed Ford appeared in the shape of the Zephyr / Consul range. Hennessy was promoted to General Manager in January 1939. (Photos 4-7.)

FOR STYLE AND COMFORT THE NEW FORD "TEN"

AN UNUSUALLY BIG CAR INSIDE

The new Ford "Ten" is one of the largest of four-seater cars. The long, 94-inches wheelbase, and advanced design of body and frame, permit maximum leg-room, elbow-room, and head-room to be provided in all seats. The floor is low and flat (without footwells) making for ease of entry and extra riding comfort.

IT CARRIES ALL YOUR LUGGAGE

The large enclosed luggage compartment—easily loaded and unloaded from outside the car through the wide, deep lid—carries normal luggage. The spare wheel is enclosed in a separate locker below the luggage compartment.

HAS NEW STANDARDS OF COMFORT

All seats are "centre-poised" between the axles, so that all passengers, including those at the rear, sit toward the centre of the car. Ford chassis design permits the use of specially soft, flexible springs, which are mounted outside the wheelbase, providing an unusually long riding base. This combination of features gives comfort of a quite exceptional kind—riding smoothness equalled only by far larger cars.

COMPLETE MODERN APPOINTMENTS

Newly designed seating adds still further to riding comfort. It is soft, restful and in a car of such generous dimensions eliminates stiffness and fatigue on the longest runs. The front bucket type seats are instantly adjustable. Comfortable arm

rests are fitted at the rear. Closely fitting carpets to exclude draughts, a wide package tray, and glove locker, sun visor and dual windscreen wipers are typical of the complete equipment. Entirely new dashboard design emphasises the modern note so evident throughout the car.

OTHER FEATURES

which are fully described in the New Ford "Ten" Catalogue (free on request), include:—

- ◆ Four-cylinder 22 h.p. engine (valued at 20 h.p. for taxation purposes), silent, smooth, and of proved dependability and economy. ◆ Improved braking, with new shoe actuating mechanism giving smooth, powerful stopping action with light pedal pressure.
- ◆ Welded steel bodywork for safety and silence.
- ◆ Double-drop type frame, with drop side members integral with body. ◆ Torque tube and coil-over drive (found in no other inexpensive car except Ford).
- ◆ Light steering with 16-inch diameter wheel. ◆ Simple over-change, with special synchronising design. ◆ Automatic ignition.
- ◆ Self-cancelling direction indicators with steering-wheel switch. ◆ Opening windows with centre control. ◆ Ventilators in dash sides.

In the Ford "Ten" all seats are between the axles. This design, with unusually efficient suspension, ensures remarkable riding smoothness for all passengers—stability, ease of control, and all-round safety.

All the luggage for a long trip can be carried. The locker is loaded from outside the car.

Every Ford owner is assured long-lasting satisfaction and economy by Ford Service—the most complete "after-sale" organisation in the motor industry.

"THERE IS NO COMPARISON"

Photo 7.

SIDEVALVE AUGUST 2020

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Ron Taylor

E83W Register

Hello Folks,

It's been quite a setback, hasn't it, this coronavirus? With all those shows being closed and events cancelled. However, it will pass eventually. There's many an E83W that has made gigantic strides in the restoration whilst there has been so much spare time available.

Register-wise, I have only two additions to make this time. Welcome to both Mr Charles Dee of Hull, with his 1955 pick-up RYO 151 on chassis no. C866841; and Mr Rick Gleeson of Marlborough in New Zealand, who joins us with his blue pick-up PF 4194 on chassis no. C420510. This would be right for a 1949 build year. It is under restoration and has had seven previous owners.

With all the shows being cancelled, we are left to reminisce about past events and what we saw. Here's a snap (Photo 1) of a 1954 E83W pick-up complete with fairground organ seen at the Malpass Yesterday Rally in Cheshire in 2010. The registration as far as I can make out is JZ 9785, a Co. Down, Northern Ireland mark, but carried in the UK since 2003. Kindly sent in by Arthur of the Merseyside group. The owner appears to be R.C. Oliver & Co. It just goes to show that there ain't nothin' an E83W didn't do.

Here's another pick-up, TRO 495 (Photo 2), in the pre-rally to the 1991 HCVS Trans Pennine Run. A 1955 vehicle, it is still in the same livery today as far as is known, but with an added canopy to the truck space. Many of us will recognise it. It has made many appearances in recent years at events up and down.

And finally, one which has not been seen in the magazine for a long time – 1955 green van NCA 22 (Denbighshire) seen at the Woodvale Classic Car show in 1985. (Photo 3.) At the time, it was owned and beautifully restored by one of our earlier E83W Registrars – the late George Mather of North Wales, who gave a detailed account of its restoration in the magazine at the time. He actually sold this van on to his successor Registrar, Malcolm Wells, who had it for several years before he resigned. Since then the original registration number has been taken off and its current whereabouts are unknown.



Photo 1.



Photo 2.



Photo 3.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

A socially distancing conversation with an elderly neighbour. She told me that as a young child she was aware of the enemy by the sound of the V1 missile, launched from miles away: you knew you were in danger when the engine cut out, but then not always knowing where it would hit, explode and kill people. In a different millennium we know the name of the enemy, but we cannot see it and it is killing thousands in the process, and not just in our country.

One railway preservation society that I am a member of made the last edition of the magazine available as a download only, and has indicated the next edition will also be this way. Those of us that like to handle a paper copy have had to print it off, and the quality is nothing like the published copy we had paid for previously. As we know, the last *Sidevalve* was a printed bumper lockdown issue. After a three month lull the junk mail has returned, so the 'old' normal has survived here.

New members

An increase of two: Colin Bloomfield in Hertfordshire, a 1953 E494A Anglia, and Steve Holmes in Leicestershire, a 1953 E493A Prefect.

Changing to new owners: Leslie Jenkins in South Wales, a 1953 E493A Prefect, and Digby Saunders in Essex, a 1959 103E Popular.

Briggs Body Number

Following my request, J.S. was the first to respond followed by V.K. and S.F., all owning

different models, seven days before my copy of *Sidevalve* landed on the mat. It was most pleasing to read that the magazine was so much enjoyed that they went straight to the garage and began searching. There is no time limit for forwarding the body number, so whenever it is safe to do so, please do, as detailed in the June edition.

VE Day

I went for my daily health walk and passed a few houses with bunting and flags. There was nobody in these front gardens apart from many parked cars and vans, so all very quiet. I must admit I did nothing to celebrate the occasion, but Richard and Shirley Healey, members since the mid-1980s, put on their own VE Day Car Show and sent me the following:

'Because of lockdown on VE Day we put three of our cars in our front garden: our 103E Popular, E493A Prefect and, lastly, our Wolseley 4/44. It seemed a good idea to show our cars to the Close we live in as we have been staying in for weeks, and are missing using our cars to go to a number of car shows.

We decided, as a Close of about 50 houses, to make it a day to remember with each house having a table outside and having a picnic for lunch and a glass of wine or more, and walking around meeting the neighbours at a safe distance. A lot of houses put up bunting and flags, also playing music of the time. A great day was had by all and we were proud to show our classics to our friends and neighbours.

But it will be good to get back to the classic car shows again.' (Photo 1.)

Prefect in bloom

Garden centres were able to re-open before many other non-essential businesses and with lots of gardening undertaken by many households during the lockdown and since, so it could have been a good place to visit, depending on the queues.

Tony Young visited Coolings Garden Centre, Knockholt, Kent back in 2013, and found this 1947 E93A Prefect in fine bloom. (Photo 2.)

EWN 221 was first licenced on 9th June 1947 by Swansea Borough Council and remained in Swansea in its earlier years. Over the years, a reconditioned engine replaced the original and the back axle was replaced a few years ago. The original Henry black paintwork was in un-restored condition when photographed.

It was sold on 20th April 2004 by Affordable Classics of Great Yeldham, Essex, and moved to Kent with the member living locally to the garden centre. The Prefect joined the Register in the November. The owner remained a club member until 2016.

EWN 221 was spotted by a gentleman that worked in Wales with one of the original owners, who couldn't believe he had found the Prefect after many years. He was keen to restore the car, having been friends with the old owner, so it was then sold to him. Coolings Garden Centre is still in contact with the new owner and the Prefect is improving all the time.

Cooling Garden Centre owns a Morris 1000 pick-up which is in regular use.

Many thanks to Ian Hazon, Production & Operations Director, for supplying information on the purchase and return to Wales.

Photo 1. VE Day car show.



Photo 2. Prefect at Coolings Garden Centre.





Photo 3. KRP 951.



Photo 4. LOW 189.

Little cousins and bigger cousin

Roger Birdseye in Suffolk joined the club around 1985 and registered DRP 557, a black 1947 E93A Prefect licenced in Northamptonshire that he had purchased in 1983 and was restoring. Unfortunately, Roger was unable to finish the restoration as he lost the garage and was in the process of moving, so sold it as an unfinished restoration. The Prefect's new home was in Norfolk and Roger tried to find out if the restoration was completed, but to no avail. The new owner/s has never updated the Register file so I have no idea what condition it is in now or if still resides in Norfolk. Do you own DRP 557?

Roger also registered KRP 951, a 103E Popular licensed on 19th October 1954, again in Northamptonshire and purchased from a member on 21st January 1991. (Photo 3.)

Converted to 12 volt, it was sold to H. Muller in Norfolk on 18th February 1998 but again, no more recent information is known. Do you own KRP 951?

Roger quickly purchased another sidevalve on 1st March 1998, his second Prefect, a later model E493A licensed on 23rd October 1953 by Southampton Borough Council. LOW 189



Photo 5. Pilot extracted from garage.



Photo 6. Pilot restored.

was already on the Register, having joined on 1st October 1991 when owned by N. Cooper in Essex. Roger knew the owner and Prefect well as he had undertaken some minor jobs on it. Since owning it, further jobs have included rebuilding the engine, converting to 12 volt, fitting electronic ignition, export water pump, electronic fuel pump, electric washers, halogen headlight bulbs, and new interior roof lining and seat upholstery. Paintwork at the rear has been resprayed but the rest is original. (Photo 4.)

This year the front and rear suspension were removed and an original set of Panhard rods fitted that had been owned for many years. At the same time, and with more space underneath the floor pan, it was under sealed in black Waxoyl.

In March 2006, Roger purchased on eBay a larger sidevalve cousin, a Ford V8 model E71A

Pilot from Chichester in West Sussex. It was dry-stored in a lock-up garage for twenty-six years and is photographed after extraction and loading before the journey to Suffolk. (Photo 5.)

A four-year complete body-off bare metal restoration then followed. (Photo 6.)

The Prefect has won the Best Car in Show Award twice whilst the Pilot, quite understandably, has won the award four times.

Registrar's comment: A late friend of mine undertook a complete body-off restoration on his E93A Prefect and had undertaken all the work himself. He then won the Best Car in Show Award at the first show he attended. He reported that being beaten by a Ford Prefect upset a few owners with more up-market models that had had cheque book restorations and thought they should have won.

Stay safe!

Liam Cotton

100E Register

'Thank you' – just two small words that mean so much. It has always been my experience that the vast majority of our club members are really kind and polite. Certainly, correspondence of late proves this, both to the club in general and to me. In turn, I would like to say thank you to all of you who have been in contact and all who have submitted articles or information to assist with the registers. One example of the goodwill in the FSOC is of a gentleman who took the time to write with information about the registration number of a Ford Pop featured in the last issue: thank you, sir. It is this good attitude that sets our club apart from many others.

I have been rambling on for too long so let's get on. In this issue, first we have the concluding part of a series of articles by David Pearce. David's Ford Popular KVS 409 was featured in the February and April magazines earlier this year; I hope you enjoy his recollections.

The Ford Popular Deluxe Time Machine (aka Trigger's Broom), by David Pearce

I love the idea that my car has history: owners who used and abused it, who crashed it, who had great family memories in it, who regularly swore at it when it wouldn't start in the long winter of 1962 / 63, who sat by the roadside after it overheated in the long hot summer of 1976, etc., etc.

But how original is my car? Which bits are still original, fitted by a Ford production line worker in mid-1960 on two quid a week? I'm lucky enough to currently own KVS 409, but only for 0.3% of its 60-year life; it's had numerous owners and lives. I wonder whether, with rare exceptions, most classic cars are like Trigger's Broom (and if you're not familiar with Trigger's Broom, Google 'Only Fools and Horses'). Trigger has had the same original broom for the last twenty years, although it's had seventeen new heads and fourteen new handles!

So, how original is my Pop? I know it's had at least three different registration numbers and three different engines, and has clearly, at some stage, been extensively restored. Are the front



wings original? It seemed that back then all fifties / sixties cars had at least one new front wing every two / three years as a service item, just like brakes, exhaust, and shock absorbers, etc.

I'm starting to look at the history of it. Liam has been so helpful in providing the archive info that the club has, and this has just helped stoke the fire to find out more.

Am I the only one who, on the way back in from locking the shed at night, just pops into the garage to look and admire the Pop: 'Just going out to the shed, love, won't be long'? Just as an aside, has anyone ever slept in their shed? The current Mrs P. went away for the weekend a while back, and I couldn't be bothered disturbing the bed scatter cushions and throws, so I got the bedding out of the camper and slept in the shed ... Absolute heaven! Beer, fridge, vinyl, Scalextric, 1951 James Comet motorbike, jukebox, etc., all within easy reach from the bed on the floor ... Deep joy.

The Pop is my time machine. It's a way back in time to 1967 / 68 / 69, a time of transition from scruffy boys riding bikes, football in the park until dark and mucking about with your mates, moving into a time of caring about what you looked like, what you smelled like and trying to figure out why that girl Beverly W. (who just two years previously was just the bright girl who got all the house points and that I was forced to sit next to at Southborough Juniors) had changed shape a bit, in places that hadn't previously registered in a twelve-year-old lad's thinking. In 1967 I would rather be under the front of the Pop with my Dad, but by 1969 I would rather be in the back of the Pop with Beverly... in my dreams. This car is



proving to be more than just fun driving.

Registrar's comment: food for thought there: if only we could go back in time. As the song says, 'Operator, please connect me to 1982'.

Next we have a splendid article by Derek Lewis. From the pictures on this page and the next it looks like he has done an excellent job in restoring his Prefect.

My Prefect story, by Derek Lewis

Having spent my working life as a mechanic, with retirement approaching, I decided a classic car might be a suitable hobby for a petrol head. A 100E fitted the bill as, you guessed it, my Dad had one. I have clear memories of family holidays. Every year we would travel from home in Lancashire to south-west Wales. Driving 210 miles through mid-Wales used to take about seven hours: the A483 was even more twisty then than now. It must have been quite a challenge for Dad and the 100E with three children, Mum and Dad plus luggage for a fortnight away, yet I can't remember a single breakdown.

Eventually, I found SSJ in Stockton-on-Tees, which is a very long way from West Wales where I live, so I bought it unseen. Probably not a good idea, with the benefit of hindsight. Initially all seemed well, looked OK and sounded OK. It had apparently been restored in the eighties but it was obvious that a lot of body filler was present. The outer sills looked good but there was corrosion where they meet the floorpan, and so it began: total strip down, new full sills, rear valance, front and rear wheel-arch repair panels, rear door closing arches, front inner wing, various bits of welding and a full respray.

The interior was pretty good; the seats had been recovered and the carpet wasn't too bad although I did renew the headlining.

Plan A was to strip the engine while it was out, but having gone over budget somewhat I decided to run it as it was for a while; after all, it didn't sound too bad. The car finally hit the road in March 2017, passing its MOT with no advisories, and a trip over to Ireland was planned for April. This was a social trip organised by our local classic car club, an annual event that my wife and I had attended the previous year as passengers in our friends' Triumph Dolomite. Irish hospitality and lots of Guinness made this a superb trip.

With the trip only three weeks away and no shakedown miles on the clock, I was a little uneasy about taking the Prefect abroad. Still working for a living at that time, I didn't have a lot of time to drive it, but the more journeys I did, the less happy I was with the way the engine sounded. So with only ten days to go I pulled the engine out and stripped it to find the crank bearings looking less than perfect and all four pistons with at least one broken ring. Neil Patten had been most helpful with spares during the rebuild so I picked up the phone and, lo and behold, new bearings and rings arrived in no time. Top man!



The engine was in a well worn state so I was hoping the rings and shells would keep it going for a while. So its first real run was to Fishguard for the ferry (30 miles), then to Dungarven (about 70 miles). The only problem wasn't mine: our friend's Autobianchi refused to start and had to be pushed off the ferry. We then towed him out of the terminal with the Prefect, much to the amusement of the Irish customs officers. Two hours later, with the light fading, we leave Rosslare; 100E headlamps aren't great, are they? By this time the rest of the group are in the hotel bar. The Autobianchi is now on a trailer disappearing into the dusk ahead of us so we are on our own. Strange roads and an untried motor made me feel a little nervous, to

say the least, but the more miles that passed, the more relaxed I became.

By the time we got home we had covered about 500 miles and the Prefect never missed a beat. I told myself I would sort the engine properly that winter. Guess what: 6,000 miles and three years later, I still haven't touched it. Must get around to that, maybe this winter.

Living in deepest West Wales (Saundersfoot), there isn't a local group, and going to local shows there seem to be no sidevalves around. Lots of people come to the Tenby area for holidays, so if any members find themselves over here (post-virus, obviously), it would be nice to meet for a sidevalve natter.

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

FOR ORDER FORM, SEE REVERSE OF THE ADDRESS SHEET THAT CAME WITH THIS ISSUE

Regalia List (** denotes new item)

Books

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

Stickers

Running In Instruction Sticker (Upright)	£1.75
Running In Instruction Sticker (100E)	£1.75
Running In Instruction Sticker: First 500 miles (100E)	£1.75
Window Sticker-FSOC design	£1.75
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each	£2.00

Magazines

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

Leaflets

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

Models

Ceramic Cream Model of 103E Popular	£7.75
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Badges

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

Other Regalia

FSOC Licence Disc Holder	£1.15
DVD of Ford Archive material and FSOC events	£6.00
Leather Keyfob; Popular / Anglia / Prefect (please state which)	£5.00

FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs)	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00

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)	£7.00
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 & 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W)	£180.00
353027-S7/8	Lubricator (grease nipple)	
	Rear Wheel Bearing, set of 2	£1.80

Braking System

YE-2019A	Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
CE-2019B	Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
7W-2019	Brake Shoes, axle set (not E83W, return old shoes with order)	£59.95
E83W-2019	Brake Shoes, axle set, E83W only, (return old shoes with order)	£69.95
Y-2035	Spring (brake retracting)	£6.05
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036	Spring (brake retracting) short	£6.50
7W-2116	Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.	£10.20
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.95
E93A-2248	Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.80

Y-7523	Brake pedal return spring.....	£6.90
E83W-2498A/B	Rear brake cables (Pair E83W).....	£79.95
7W-2562	Bush (set of 2) Brake cross rod lever.....	£6.50**
E83W-2580/1B	Front brake cables (Pair E83W).....	£34.00
7W-2580-C	Front offside brake cable (E93A).....	£28.75
7W-2581-C	Front nearside brake cable (E93A).....	£28.75
7W-2580/1	Pair front brake cables (E93A).....	£53.98
7W-2584-B	Rear offside brake cable (E93A).....	£28.75
7W-2585-B	Rear nearside brake cable (E93A).....	£28.75
7W-2584/5	Pair rear brake cables (E93A).....	£53.98
7W-2580/1/4/5	Set of brake cables (E93A).....	£104.66
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long.....	£6.90
YE-2793	Spring (handbrake lever pawl).....	£2.95
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
73931-S	Hand Brake Cable & Compensator Clevis Pin.....	£3.00
119485-S7/8	Clevis pin	£3.20**
E83W-2853B	Hand Brake Cable (fits E83W)	£27.40
Y-7523	Brake Pedal return spring 108mm long.....	£6.90
119276-ES2	Set of four 1/4" Thackery (double coil spring) washers (not E83W).....	£2.66
119290-ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only.....	£2.22

Steering and Suspension

	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Splined steering wheel drive only.....	£525.00
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
YE-3036A	Perch bolt nut (for CE-3030B)	£6.00**
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
YE-3290E/		
E93A-3290	Track Rod Ends (pair) 1949 on	£65.00
E93A-3289/90	Track Rod Ends (pair) 1939-1949	£65.00
E83W-3289/90	Track Rod Ends (pair) E83W.....	£70.00
YE-3304C	Draglink (Y model)	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50
YE-33111	King Pin Set, complete (Model Y)	£70.00
Y-3123	Washer, spindle thrust 3/16" thick	£4.50
	King pin shimpack (axle set) qty 2 ea 0.005", 0.010", 0.020".....	£5.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefects, 5cwt vans).....	£82.00
	King Pin shimpack for 7W-33111	£5.00
E83W-33111	King Pin Set, complete (E83W)	£85.00
Y-3446	Front axle A-frame Bush (fits all models)...	£6.85
353031/	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg.....	£8.50
353043	qty 10 Lubricators (grease) nipple caps.....	£4.50
7W-3590-A	Arm(steering gear) fits models 1937 to	

	1949	£20.00
E493A-3581	Gasket (Steering gear housing cover).....	£1.00
E493A-3582	Seal (Steering box rocker shaft)	£2.25
YE-3592	Gasket (Steering gear housing end plate)....	£1.00
	Steering Box gasket & seal set.....	£3.50
E83W	Steering box gasket set	£2.60**
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£8.55
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£29.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£9.95
YE-4209-F	Gear (rear axle) and driving pinion assembly.....	£340.00
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y4221/4222	Differential Bearing (not E83W)	£28.50
Y4221/4222	Qty 1 pair Differential Bearings (not E83W).....	£54.00
Y-4243	Key (rear axle shaft)	£6.00
EB-4245-A	Retainer (rear axle shaft grease)	£10.25
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin, long (Drive Shaft).....	£3.25
Y-4615-B	Bearing (drive pinion) assembly Model Y.	£25.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E62A-5713B	Stud (rear axle shackle) E83W only	£8.20
E62A-5468B	Bar (spring shackle) E83W	£3.90
	Set of 4 E83W shackle bushes and 4 plates.	£35.00
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E93A-18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W..	£25.00
62E-18055B	Rear Shock Absorber Link to fit E83W....	£25.00
E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
E83W-18045	Front Offside Shock absorber (E83W only)	£105.00
E83W-18050	Rear Offside Shock absorber (E83W only)	£105.00
E83W-18046	Front Nearside Shock absorber (E83W only)	£105.00
E83W-18051	Rear Nearside Shock absorber (E83W only)	£105.00
CE-5783	Suspension Buffer (fits all models except Model Y)	£25.00

Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£175.00

Exhaust Systems

Y-5230 Model Y stainless steel exhaust system ...	£185.00
E04C-5230-A 5cwt stainless steel exhaust system.....	£165.00
E83W-5230-AE83W stainless steel exhaust system.....	£205.00
E93A-5230/ Prefect and 7W stainless steel exhaust system.....	£278.00
E93A-5255-C	
E93A-5230 / Anglia, 103E and 7Y stainless steel exhaust E04A-5255-B system.....	£266.00
Y-5251 Manifold to exhaust clamp	£11.95
Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£56.00
CE-5230-B Model C stainless steel exhaust system....	£290.00
7W-5283 Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80
E93A-5297 Fabric Insulator exhaust mounting (qty 2)..	£3.20

Engine Parts

Reground crankshaft and white metaled conrods (4) supplied complete with small ends and main bearings (exchange items only)	POA**
E493A- Pipe (cleaner outlet) assembly and Pipe 18666-A/B (cleaner inlet) assy.....	£59.00
E93A-18670 Oil Cleaner outlet pipe to gear cover (inc sealing washer)	£7.00
E98T-18674-A Oil Cleaner outlet (inc sealing washer)	£7.00
E98T-18672-B Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer)	£7.00
E98T-18672-A Oil Cleaner cleaner inlet (inc sealing washer) .	£5.50
Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00
Replacement spin on filter for modified oil cleaner housing assy.....	£5.70
E93A-6018 Gasket, cylinder timing gear side cover	£1.10
E93A-6020 Gasket, cylinder front cover	£1.85
Y-6023 Timing Pin.....	£11.50
Y-6038 Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£13.80
Y-6038 Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038 Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038 Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount).....	£27.00
Front Engine Mounting bolt.....	£2.00
E93A-6135-A Piston pin STD (set of 4).....	£35.00
E93A-6258 Camshaft locking retainer	£4.00
E93A-6270 Timing Chain	£18.30
YE-6280A Washer (camshaft thrust) all engines from 1936 onwards	£3.50
CE-6310 Crankshaft Oil Slinger	£2.85

E93A-6310 Crankshaft Oil Slinger	£2.90
Y-6384 Starter Ring Gear (fits all engines)	£52.00
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 Short Length Valve (exhaust and inlet /E available).....	£7.00
E93A-6505F Long Exhaust Valve (Can also be used as inlet)	£19.35
E93A-6505F Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513 Valve Springs (set of eight) (fits all engines)	£25.50
Y-6520 Valve Cover (fits all engines)	£15.95
100E-6521 Gasket, valve chamber cover.....	£4.00
Y-6560 Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561 Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566 Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670 Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
103E-7609 Retainer (Flywheel dowel, set of 2).....	£4.75**
Y-6610B Oil Pump Gear (fits all engines)	£4.95
YE-6623 Oil Pump Screen (fits all engines)	£9.77
EB-6730 Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730 Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
EB-6734 Sump plug sealing washer.....	£1.00
40-6754 Stainless steel dip stick tube.....	£30.20
Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£69.00
Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
E93A 10hp Piston Set including rings (STD, +0.010", +0.020", +0.030", +0.040").....	£210.00
E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
Small end bushes (set of 4)	£27.00
Y-6051-C 8hp decoke gasket set (1932-34).....	£35.00
E15-Z-1 8hp decoke gasket set (1935-1953).....	£45.00
Y-24051 Manifold stud	£5.95
Y-24051 Manifold stud (set of 4)	£21.00
33798-S7/8 Manifold Nuts, brass, (set of 4)	£3.30
33798-S7/8 Manifold Nuts, steel, (set of 4).....	£1.75
E16-Z-1 Decoke gasket set (E93A 10hp engine).....	£29.95
E50-Z-1 Conversion gasket set (E494A 8hp & E93A 10hp engine)	£29.95
HC 011 Sump Gasket Set Payen SS10505	£25.00**
E16-Z-1/ 10hp decoke gasket set and E50-Z-1 Conversion gasket set	£56.90
7W-6051-A 10hp cylinder head gasket.....	£19.95
Y-6051 8hp cylinder head gasket 1932-1934	£15.00
YE-6051-B 8hp cylinder head gasket 1935-1953	£28.00
YE-24052C Studs (Cylinder head) set.....	£34.99
33800-S7/8 Set nuts for cylinder head studs.....	£4.00

E93A-6212	Nut (connecting rod) set of 8.....	£6.00
119074-ESB	Bolt (sprocket to camshaft) set of 3.....	£3.25**
119074-ESB	Bolt (flywheel to crankshaft) set of 4.....	£3.75**

Clutch and Gearbox Parts

	Gearbox seal & gasket set.....	£5.82
Y-2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
78-6039A	Insulator (Gearbox Rear Support) rebound	£10.30
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95
	Insulator (Engine Rear Support) complete, per side	£22.50
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle rear (thin)	£5.85
7W-7050	Retainer (main drive gear bearing).....	£17.50
Y-7051	Gasket (Main drive gear bearing retainer) ...	£1.10
7W-7052	Front oil seal	£5.00
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly ..	£21.95
YE-7071B	Washer intermediate gear thrust washer.....	£7.60
Y-7080	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer	£19.75
Y-7086	Gearbox rear gasket	£1.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp)	£76.95
Y-7119	Washer (Counter shaft gear thrust)	£6.35
CE-7141	Reverse Gear	£29.95
YE-7222	Selector Housing	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring 108mm long.....	£6.90
7W-7533	Clutch linkage clevis pin.....	£2.60
Y-7550	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50
	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order) ..	£110.00
E83W-7550	E83W Clutch Plate (exchange and send with order).....	£31.50
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order)	£116.00
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£72.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00
E74-7580A	Clutch release bearing – All models.....	£22.00
E70-7600-A	Clutch Pilot Bearing – All models.....	£7.25
C-943070	Gear Lever Gaiter (except E83W)	£25.50
E83W-943070	Gear Lever Gaiter	£24.99
20346-S7/8	Screw (clutch cover to flywheel) set of 6.....	£4.50**
Y-23830	Pin (clutch release arm & fork to shaft).....	£1.25**

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£7.70
Y-8109	Radiator cap (brass screw type)	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines,	

	bottom)	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top)	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom) ..	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£20.50
E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order)	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump)	£35.00
YE-8606B	Fan Blade (11”).....	£17.90
E494A-8610	Pulley (fan and generator 4.12” O.D.)	£19.50
103E-8005	Re-cored Radiator (exchange item)	£240.00
E93A-8005	Re-cored Radiator (exchange item)	£255.00**
7W-8005	Re-cored Radiator (exchange item)	£255.00**

Fuel System

	Fuel Pump with spacer (no primer)	£45.50
	Reconditioned Fuel Pump with priming lever (exchange item)	£45.50**
	Fuel Pump repair kit.....	£14.50
88717-ES	Fuel pump stud.....	£6.75
88717-ES	Fuel pump stud (set of two)	£11.60
	Fuel Pump extension nut, set of 2 (replacement for 33798-S)	£15.00**
91A-9030	Cap – painted (petrol cap) assembly	£9.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
	Locking stainless steel petrol cap.....	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet	£10.85
7W-9276	Gasket fuel tank sender.....	£1.60
BE-9288-A	Flexible Petrol Pipe (except E83W)	£22.00
YE-9355	Fuel Pump Cover (all models)	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models)	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburetor)	£11.75
YE-9374	Gasket (fuel pump to cylinder)	£1.60
YE-9541	Airscrew	£9.50
YE-9585	Plate (Throttle).....	£6.75
48-9735	Accelerator Pedal.....	£13.95
YE-9414	Washer (petrol pump pull rod oil seal)	£0.95
7W-9425	Inlet Manifold new old stock (10hp)	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts	£65.50
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished)	£90.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models).....	£3.60
	2 x “hot spot gaskets” plus 4 manifold bolts ..	£6.50
YE-9448	8hp manifold gasket.....	£7.50
CE-9448-A	10hp manifold gasket.....	£7.75
	Rebuilt 8 hp Carburettor (exchange-send with order)	£91.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£96.00
Y-9447	8hp Gasket (carburettor to inlet manifold) ..	£1.50

CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.35
YE-9502	Carburettor Gasket Kit	£7.95
YE-9555	Carburettor Float (all models).....	£16.50
YE-9660	Connector (Starter Valve) Assembly.....	£6.00
CE-9666	Starter Valve and wire assy	£13.50
YE-9564	Fuel Inlet Needle Valve	£13.25
E83W-9795A	Throttle Cable.....	£26.00**
BBE-9810X	Spring (throttle arm to mudguard bolt)....	£6.50**

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£44.00
	Set E93A ignition leads, state coil type (screw or push connection)	£19.00
	Rebuilt ignition switch (exchange item – send with order).....	£42.00
E83W		
12024A	6V Ignition Coil (All models-not original)	£32.00
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£59.50
YE-12116B	Distributor Cap (All models 1935 onwards)	£17.00
YE-12185B	Toggle (All models 1935 onwards).....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards)	£10.00
YE-12200C	Rotor Black (All models 1935 onwards).....	£5.85
YE-12200C	Rotor Red moulded (All models 1935 onwards).....	£5.85**
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E)....	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00
995952-ES	Distributor base plate screw set.....	£1.60**

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only.....	£29.95
	Voltage regulator (rebuilt, exchange send with order)	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00
YE-11001C	8hp starter motor (exchange-send with order).....	£125.00
E93A-11048	Screw (brush end plate retaining)	£7.25
E83W-5165-A	Battery Clamp	£38.50
7W-11359	Spring (starter pinion retaining)	£1.70
BE-11450	Starter Switch	£30.00
AE-20202-S7/8	Screw (Lever spring)	£1.30**
20758-S7/8	Screw & washer set (switch to starter frame).....	£3.35**
11930-ES7/8	Rivet (Generator drive end bearing retainer plate)	£1.10
E1ADKN13047	Bolt (Head lamp doo catch swivel) and	
E1ADKN13050	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
E93A-13079	Sidelight Bulb Holder	£12.50**
YE-13081	Spring (front sidelight socket 1934 onwards except E493A)	£1.42
CE-13101	Spring (headlamp focusing)	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1103E	Rear Lamp Rubber Base Pads (pair)	£19.95
103E-13450/1103E	Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin ...	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only)	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A) .	£5.20
7W-13480A	Brake Light Switch (not E83W).....	£25.00
7W-13480B	Brake Light Switch (E83W).....	£25.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
CE-13740A	Toggle Switch (panel lamp)	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each)	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange)	£95.00
	Ignition barrel and 2 keys	£17.50**

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C,	

103E Bonnet Corner Pads (pair)	£4.95	Starting handle	£46.00
E83W Bonnet Corner Pads (Pair)	£15.45	CE-17046 Spring Clip Starting Handle/Wiring Loom	£8.00**
E83W Bonnet Corner Pads (Full set)	£19.25	CE-17046 Spring Clip, set of 3 (car set)	£17.20**
81A-16754 Bumper (bonnet side panel), E493A, E494A and 103E	£0.99	103E-17261 /2-B Speedo Cable (not E83W)	£26.00
81A-16760 Bumper (bonnet dowel locating) fits E493A	£4.40	Speedo Cable (E83W)	£23.95
Grommet-gearbox cover	£4.60	Y-17275 Gasket (Speedo drive cap)	£1.95
Set of three grommets-gearbox cover	£12.20	C46412AR Dovetail (female)	£5.30
CE-17515A Grommet (windscreen wiper)	£3.50	E93A-7022400-A Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£68.00
E93A-17528F Wiper blade	£12.00**	Locking door handle and escutcheon (shaft and barrel not included)	£35.00
E04A-17612B Grommet, wiper arm to blade (set of 2)	£1.45**	Anglia/103E/5cwt van	£35.00
E93A-17772 E93A Prefect / Anglia / 103E Bumper /3	£19.99	E493A-7022400 E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£35.00
E493A-17772 /3	£25.50	E93A-7043500-C Locking Boot Handle, chrome plated, with keys	£24.00
E93A-35184 Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99	C-943658 Grille Trim Retaining Clip x 10 (7W, E494A, E494C, 103E)	£5.30
E83W-111172 Opening windscreen rubber for E83W	£27.00	7W-949202/3 Window Regulator (reconditioned) exchange, send with order	£65.00
E93A-7002060 Bumper (cowl side panel to bonnet)	£1.80	7W-944202/3 /4/5 Window Regulator (reconditioned) exchange, send with order	£65.00**
E93A-7002060 Two bumpers (cowl side panel to bonnet)	£2.90	7W961208-B Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E)	£19.00
E04A-7040318 Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.20	7W961208-B Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E)	£37.00
100E-7043531 Boot T Handle Escutcheon rubber seal	£5.25	BE-964280-H Window Winder Handle	£21.80
40-700546A Blind Grommet (fits under 103E/E494A bonnet)	£1.76	7Y-949624 Door Hinge Pin (All saloons 1938 onwards)	£14.30
40-700546A Two Blind Grommets (fits under 103E/E494A bonnet)	£3.00	Y-949967A Striker Plate (Rear door 4 door Y model 1932-1934)	£6.00
40-700546A Four Blind Grommets (fits under 103E/E494A bonnet)	£4.50	C-949967C Striker Plate (C and CX, 1934-1936)	£6.50
40-700546A Six Blind Grommets fits under 103E/E494A bonnet)	£6.20	Bootlid Script Badge (Popular, Prefect and Anglia)	£18.00
48-702610A Door post rubber bumper (one per door post 1937 onwards)	£6.00	E83W wing mirror	£19.99
48-702610A Door post rubber bumper – pair bumpers	£11.00	Set of screws for 103E floor	£9.95
48-702610A Door post rubber bumper – four bumpers	£20.50	52358 Bakelite screws (enough for a complete E494A/103E)	£3.60
62E-731942 E83W Door Rubber seal (enough for both doors)	£19.95	52358 Bakelite screws (enough for a complete Prefect)	£4.65
7W-940502 Opening windscreen rubber for Prefect and 5cwt van	£23.50	ENFO 24664 No 12 x 3/4" long CSK head screw, qty 10	£6.00
7Y-940502-B Front screen rubber for 103E/E494A/E04A	£19.50	ENFO 26514 No 12 x 3/4" long R/H screw, qty 10	£3.00
7W-941480/1 Weatherstrip door bottom (per ft) all saloons 1937 onwards	£4.00		
7W-970700 Roof weatherstrip (per foot) All models except Y and C	£3.00		
Roof weatherstrip (enough for 103E or E494A roof)	£28.50		
103E-7025856 Rear screen rubber for all saloons (not E93A or 7Y deluxe)	£15.50		

Miscellaneous Body Fittings

E93A-5036 Tube (starting handle guide) assembly – 103E Popular	£28.99
E493A-5036 Tube (starting handle guide) assembly – E493A Prefect	£30.99
E03CF/A-8213 Grille Badge, "Thames" (blue enamel) (E83W)	£16.00
103E-8213-A Ford Popular Grille Badge (103E Popular)	£16.00
E494A-8215 E494A/E494C/103E Grille Badge Mount	£28.00
E83W-8215-AE83W Grille Badge Mount	£28.00
E04A-16719-B E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£11.00
YE-16750B Bonnet Clip (Y model)	£19.95

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 (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).....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8" (57-62).....	£22.00
	Rear wheel cylinder fitting kit axle set (55-62)	£10.50
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
204E-2068 /71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis	£1.70
100E-2487	Brake spring clip	£2.05

Steering and Front Suspension

E55-DB1	Top suspension mount inc 2 gaskets	£42.50
E55-DB1	Pair top suspension mount inc 4 gaskets..	£79.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts, 2 sets mount brgs & 4 gaskets	£116.00
	Suspension insert.....	£65.00
	Suspension insert and top suspension mount & 2 gaskets	£101.50
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts	
	2 sets mount brgs & 4 gaskets	£251.00
E60-DB-1	Gasket, Suspension Leg, set of 2	£1.50
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E19-LB-1	Washer (Idler arm stud tab, set of 2).....	£3.40**
E20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm/cross member/anti roll bar).....	£9.00
100E-3073	Track control arm repair kit	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00

100E-3289-B	Right hand track rod end (old style)	£26.95
100E-3304	Drag link (exchange £10 surcharge *)	£59.00
100E-3332	Track rod end dust cover	£2.30
	Track rod end dust cover (set of 4)	£7.20
100E-3359	Steering Idler dust boot.....	£3.20**
100E-3581	Gasket (cover to steering gear housing)	£2.00
	Steering Box seal & Gasket set	£4.25
100E-3591B	Steering box oil seal (early and late models)£3.50	
	Wheel bearing set (per wheel for 0.0983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle)	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle)	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00
100E-5310	Suspension coil spring (axle set)	£110.00
300E-5310	Suspension coil spring (axle set)	£110.00

Rear Axle

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

Exhaust

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

Engine Parts

100E-6038	Engine mount (exchange £10 surcharge* – remove rubber from mount)	£30.85
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").....	£225.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060")	£66.00
E1ADDN-6258	Retainer (Camshaft sprocket & dowel).....	£3.50**
100E-6261/2/3	Camshaft bearing set STD.....	£45.00
	Camshaft bearing set -.010"	£59.50

E93A-6270	Timing Chain	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£53.00
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£5.25
100E-6521	Gasket valve chamber cover.....	£4.00
100E-6505	Exhaust valve	£8.60
100E-6505	Exhaust valves (per set of 4).....	£38.00
100E-6507	Inlet valves (per set of 4).....	£39.50
100E-6510	Valve guide	£4.50
100E-6510	Valve guides (set of eight)	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
100E-6734	Sump plug sealing washer	£1.00
100E-6763B	Oil filler tube	£15.00
100E-7609	Retainer (Camshaft sprocket & dowel).....	£3.75**
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only	£6.50
	Manifold stud	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set	£27.00
	Conversion and decoke gasket sets	£51.00
353000ESA	Core Plug	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£40.00
	Big end shell bearing set (std, -0.010", -0.020").....	£48.00
	Small end bushes (set of 4)	£27.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00
119074-ESB	Bolt (sprocket to camshaft) set of 3.....	£3.25**
119074-ESB	Bolt (flywheel to crankshaft) set of 4.....	£3.75**
	Engine mount brackets to engine fitting kit (88364-S2/20368-S7/8).....	£7.50**

Clutch and Gearbox

	Gearbox seals & gasket set.....	£14.00
	Master cylinder, repair kit etc, see front brakes	
E22-GD-1	Clutch release arm rubber gaiter.....	£19.00**
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£22.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E	£24.95
100E-7039	U / J repair kit	£14.95
Y-7051	Gasket (Main drive gear bearing retainer) ..	£1.10
7W-7052	Front oil seal	£5.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft	£31.40
Y-7119	Washer (counter shaft gearbox thrust)	£6.35
100E-7223	Gearbox lid gasket.....	£2.20

100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal.....	£9.50
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£68.00
	Clutch kit – comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order)	£110.00
100E-17286	Ring speedo gear retainer.....	£4.30
100E-7523	Clutch Return Spring	£5.00
E15-GA-1	Circlip	£4.60**

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only)	£210.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only) ..	£210.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£7.70
100E-8115	Radiator drain tap (not original)	£6.00
100E-8275	Water inlet tube.....	£14.00
100E-8260A	Early top radiator hose, 100E only	£18.35
100E-8260B	Late top radiator hose, 100E only	£16.60
100E-8286	Bottom radiator hose, 100E only	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order)	£58.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat	£7.50
EOTA-8620-C	Fan belt, 100E only	£7.00
204E-10884-B	Temperature sender unit	£20.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips)	£14.00
100E-18488-D	Hose, heater to water valve (inc hose clips)	£12.25
	Re-cored Heater matrix (exchange item)	£125.00**

Fuel System

	Fuel pipe kit (all req'd items, tank to pump). £49.95**	
	Locking petrol cap (stainless)	£14.95
	Fuel pump with spacer (no primer)	£45.50
	Fuel pipe (pump to carburetor)	£11.80
	Petrol filler grommet.....	£12.50
	Fuel Pump repair kit.....	£14.50
100E-9276	Gasket (fuel tank sender)	£1.60
100E-9288	Flexible fuel pipe	£16.90
Y-9374	Fuel pump gasket	£1.60
100E-9437	Hot spot gasket.....	£3.75
EOTA-9447-B	Carburettor flange gasket.....	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9510	Rebuilt Carburettor (exchange-send with order)	£95.00
100E-9627-A	Rubber (air cleaner).....	£13.30
100E-9959	Gasket carburettor float chamber.....	£1.95
100E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx)	£2.75
100E-9564	Valve (Carb needle) assy.....	£22.00

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00

105E-10043	Brush set.....	£4.75
E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£39.00
E0A-10505-D	Voltage regulator (screw type terminals) ...	£42.00
100E-11001-C	Starter Motor (please send old unit with order)	£65.00
105E-11057	Brush set starter motor	£4.75
E0TA-11135	Bush starter motor drive end	£4.25
E0TA-11375	Starter pinion spring	£6.00
ET6-11450-B	Starter Switch	£25.00
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
	Stop/tail bulb, 12v, 21/5 watt	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch	£8.50
E1050-NC-1	Rear red tail light lens complete with	
100E-134641-C	gasket and fixing screws for Anglia, Prefect 1957 onwards	£10.00
50563-S	Pair of rear red tail light lamp lenses	£17.50
	Ignition barrel and 2 keys	£17.50**

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (D Type).....	£53.00
	Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (round type).....	£43.50
	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£38.00
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
	D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type)	£17.00
100E-12199	Contact set (D type distributor only).....	£10.00
E0TA-12199-C	Contact set (round type distributor only) ..	£14.50
100E-12200	Rotor arm black.....	£5.85
100E-12200	Rotor arm red moulded.....	£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
995952-ES	Distributor base plate screw set.....	£1.60**

Badges

100E-16185/9	Triangular wing motif	£22.50
E6AJ-1	Prefect boot script.....	£19.00

100E-16606	Prefect bonnet	£18.50
E5AJ-1	Anglia boot script.....	£19.00
100E-16606	Anglia bonnet	£18.50
100E-16606-G	Popular bonnet	£18.50
100E-16850	Bonnet 'V' motif	£36.50
100E-7042514	Popular boot script.....	£18.00
	Deluxe boot script.....	£18.00

Miscellaneous

E30-PB-1	Bonnet lock cover	£11.85**
E40GB1	Gear lever gaiter	£25.50
100E-16625/6	Bonnet corner pads (pair).....	£13.50**
100E-17262	Speedo cable.....	£24.00
100E-7029744	Rear side window rubber per side (2 door model)	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.25
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95
100E-7322630-B	Base, Interior Door & Winder Handle Escutcheon, set of 2.....	£13.00

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only	£12.00
107E-6020	Timing chain cover gasket	£2.50
	Oil filter short	£6.50
	Oil filter long.....	£6.50**
105E-6038	Engine Mounting (pair).....	£38.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
105E-7580-B	Clutch release bearing.....	£27.00
107E-8260	Top radiator hose, 107E only	£14.20
107E-8286B	Bottom radiator hose, 107E only	£17.25
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only	£7.00
107E-9959B	Float chamber gasket.....	£2.45
107E-17262-A	Speedo Cable.....	£26.50
107E 5246/5225/5255	107E stainless steel exhaust system.....	£255.00**
	Conversion gasket set	£17.00**
E173-Z-I	Head Gasket set	£17.00**

Tools

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

Full ordering details are on the Order Form on the reverse of the address sheet that came with this issue.

Spares orders: please contact Neil Patten. Email :neilpatten@btinternet.com.

Regalia orders: please contact Mark Harvey. Email: harve65@hotmail.co.uk

Advertising is a free service for members and non-members alike. Adverts are posted on the club website (www.fsoc.co.uk) as soon as possible after receipt and published in the next issue of *Sidevalve* (subject to space). Classified adverts appear at the editor's discretion.

To submit an advert:

- go to www.fsoc.co.uk/online-advert-submission, or
- email FSOC at pop.shopper@fsoc.co.uk, or
- phone Sally Litherland (early evening only) on **07811 576233**.

This page contains a representative sample of our latest adverts. A greater and more up-to-date list (with photographs) 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.

Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Vehicles for Sale (more on our website)

100E squire. Very sorry to move on my pretty Squire, well known in Midlands centre, seen on club stands at NEC, etc., and featured car on Wikipedia. £10,000 (ono, terms to club member). Contact Geoffrey Crowther. Email: Geoff.crowther@virginmedia.com. Tel: 07932624540. Warwickshire.

Ford Prefect 107E. Registered July 1960. Black, police car (police insignia removable). MOT

till 08.02.21, OHV, 4 gears. Fully serviced. Show winner, interior and exterior in good order. £7,995. Contact Bruce Allan. Email: bruce.allan@yahoo.co.uk. Tel: 01995 601041. Preston, Lancashire

Small car transporter. Single axle. 1500Kg, with ramps, winch and lights. Used to transport 1937 Ford 8 Saloon. VGC. Nearest offer to £600. Contact Eric Umpleby. Email: edmumpleby@gmail.com. Tel: 07852 778735. Yorkshire.

Ford 1937 CX – unfinished project. Much work completed incl. chassis / axles. Interior seats beautifully re-upholstered. Most parts to finish included, requires only bodywork completing. Full details on our website. £2,400 ono. Contact Mark Harvey. Email: harve65@hotmail.co.uk. Tel: 07876 634881. East Midlands.

Ford Prefect 1953 project. Body and chassis in good condition for age. Spare fuel tank, rear doors and some fibreglass wings. V5 in my name. £1,200 ono. Contact Daniel Hatfield. Email: danny896.dh@gmail.com. Tel: 07811133275. (Non-member)

1953 Ford Prefect E493A. 68,000 miles, 2 previous owners, spares included, brilliant condition throughout – £5,495. Contact Craig Hamilton. Email cb.hamilton@live.co.uk. Tel: 07944468554. East Renfrewshire / Glasgow. (Non-member)

Vehicles Wanted

Type C / CX saloon required by elderly enthusiast. Must be complete and roadworthy, not requiring renovation / mechanical rework or restoration. Please contact David Johnson, Email: david404johnson@btinternet.com. Tel: 01787477480. Essex. (Non-member)

Also wanted (more on our website)

- 100E Escort – willing to renovate
- Ford Popular 103 – running project

Parts for sale (more on our website)

Prefect E93A / E493A wind deflectors, genuine Auster, refurbished, new chrome plating complete with chrome brackets / nuts / gaskets, ready to fit. A rare item. £250. Contact Roger Birdseye. Email: rogerbirdseye@hotmail.co.uk. Tel: 07889950582. Suffolk.

3 x 520 x 13, wheels and tyres, crossply tubeless, good treads, £20 each, ono. 1 x 300E carburettor s/hand but ok, £45 ono, buyer collects. Contact: Richard Garratt. Email: prefect1955@gmail.com. Tel: 07919982448. Somerset.

E93A engine bores and bearings. Stood in my shed over forty years; turned after oil in bores every few months; would like it to go to somebody who needs it. Any price over scrap value accepted. Contact Joe Unsworth. Email: joe.unsworth43@btinternet.com. Tel: 01254706517. Darwen, Lancs. (Non-member)

Parts Wanted (more on our website)

1960 Ford Prefect 107E instrument panel (the one that holds the speedo and fuel gauge). Contact Arthur Stewart. Email: arthrstwrt@tiscali.co.uk. Tel: 01292 470929. Prestwick.

Parts needed to convert 103E front suspension from lever arm to conventional. Small Ford Spares did a Woodhead kit, but this is no longer available. Any info appreciated. Contact Ian Ross. Email: iross2209@gmail.com. Tel: 01787280134. Suffolk.

Elva OHIV Cylinder Head for 100E engine. Please help keep my Dellow trialing with a period 1172 engine set-up. Contact Steve Lister. Email: stevelist6421@btinternet.com. Tel: 01629 650933. Derbyshire.

Running Boards for E493A Prefect wanted. Good condition please. Contact Mike Buckingham. Email: normick32@yahoo.co.uk. Tel: 07939 433763. Manchester.

Spares for 1956 Anglia wanted, window rubbers, chrome hub caps and chrome bumpers. Contact Kevin Botham. Email: kevinnbotham@gmail.com. Tel: 01708 221870. Essex.



Club Officials

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

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

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

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

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

Technical Editor: Peter Tinsley, Riverside, Mill Street, St Asaph LL17 0SP. Email: p.tinsley@tiscali.co.uk.

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

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

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

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

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

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

IT Support: Stuart Battersby. Email: battersby56nz@gmail.com.

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

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

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

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

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

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

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

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

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

100E/107E: Liam Cotton. Tel: 01283 219508. Email: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00 p.m. and 9.00 p.m. 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. 8.30 p.m..*

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

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

Please contact for information.

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

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

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

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

Regional Contacts and Regional Groups continued

com. Meet 3rd Thursday of the month, location TBA. Please call for information.

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

East Lancs: Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. 3rd Wednesday: Ashworth Arms, 325 Bacup Road, Rossendale BB4 7PA. Start time 7.30–8.00 p.m.

Lincolnshire SW and The Vale of Belvoir: Paul Nicholson, 'Cloverdale', Water Lane, Little Humby, Grantham, Lincolnshire. NG33 4HW. Landline 01476 585259 (verbal messages only); mobile 07858 835444 (text messages or to talk). No calls after 7.30 p.m. please. Email: tim.tiddler@gmail.com. Please contact for details.

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

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

Norfolk: Colin Read, 26 Park Close, Wymondham, Norfolk. NR18 9BA. Landline 01953 605411; mobile 07753 318959. Email: fordprefect1953@yahoo.com or norviccol@yahoo.co.uk. Please contact for details.

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

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

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

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

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

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

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

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

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

South Wales: Matt and Dawn Callaghan 01633 380273. Email: matt.callaghan1980@gmail.com. Please contact for information. Please,

only call between 7.00pm and 8.00pm – thanks.

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

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

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 07811 576233. Email: salitherland@hotmail.com.

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. Last Tuesday at the Reindeer Inn, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00 p.m..

International Contacts

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

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

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

Canada: Les Foster, #101- 210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel. +1 604-999-4936. Email: fosterlesliew@gmail.com.

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Ireland: Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin A94 EC59, Ireland. Tel: 01 288 7173. Email: williamconeill1@gmail.com.

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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.

Liam Cotton

107E Register

Before we start I would just like to give a word of warning about scams. There was a letter in the April magazine from Graham Walker, warning of a scam on eBay, and it has been brought to my attention that a member advertising his 100E recently had a scam email. I would advise the utmost care when buying or selling classic cars: if the buyer / seller makes an offer that seems too good to be true then it is a scam. Please think it through before you release any contact details and particularly bank details. If a buyer is genuine then he / she will be willing to view your car on your terms and also pay in full before the car is released. Fortunately, our member had the good sense to delete the email.

For this issue we have the last part of Jim Norman's 'Life with Sidevalve Fords', following on from last time when he had taken DFF off the road in October 2000 and bought 926 BOA from Paul Reddell.

Life with Sidevalve Fords, Part 5, by Jim Norman

The black 107E, 926 BOA, was never to be a long-term vehicle, although as the depth of DFF's problems emerged, it stayed much longer than intended. The outside had been resprayed in two-pack and was very shiny, but the interior was not dissimilar to when the Popular was bought and a big disappointment after DFF. Mechanically, major components were good but the drive was terrible – even to the end, DFF was very pleasant on the road – and fettling this took about four months, but eventually it settled down to give good and, like DFF and FLV, utterly



I do attend shows occasionally and as this one at Wigan Pier on 21st April 2001 was only three miles from home, as well as being the Club's AGM, I couldn't think of a valid excuse to avoid it! BOA was a very shiny example, but the shine hid a few problems.



Still nice and shiny on 27th June 2004, but a closer look will reveal the rust starting in various places.





BOA's next owner added the external spare wheel carrier and boot rack (I had kept mine) and had the lower half resprayed light blue. It is seen here at Tatton Park, 31st May 2009.



The next owner after him obviously did some work to it, including returning it to all black, but retaining the external spare wheel. I was told that it was on eBay and took this screen grab of one of the photos.



I collected BLC from exhibition at the NEC Classic car show on 29th October 2006, and we had a short ceremony when Graham Carr, right, handed over the keys, I'm not sure he really wanted to let the car go, but the deal had been struck.

reliable service. We again used it as before, reaching the northern-most tip of Skye, and with journeys over most of Britain. Possibly the hardest use was when I borrowed the college's four-wheel trailer (I left the trade in 1994 to go to university, eventually teaching Engineering and Motor Vehicle for the last 14 years of my working life) to take an immense lifting gantry, about 1¾ tons all up, to Bridgnorth. The car managed it well enough, but snaking would begin if speeds above 45 mph were attempted. I later learned that this happened also with the trailer's usual motive power, the college's twin-wheel Sherpa.

The story of the sill and floor repairs to BOA was told from the April 2019 magazine onwards. I had grown to respect rather than like this Prefect, but had no issues when another friend had another 107E for sale, 718 BLC. It was maroon and grey, but a darker grey than Ford intended. I was unsure of this paint scheme at first, but eventually grew to prefer it to the intended colour. The intention was to give BLC, which was in sound condition although looking better than it actually was, a thorough going over before turning it loose on the road and selling BOA. Strange how things work out: a week after collecting it (from display on a stand at the NEC Classic Car Show) there came a knock at the front door, where a complete stranger said, 'I hear you have a classic car for sale!' So BOA went very quickly to a new home, from where a few years later it was resold and appeared looking very good on eBay. It was last heard of in use in, I think, Norfolk. If the current owner reads this, I still have some history of the car, including the original bill of sale.

So, once again I had to put a new Prefect straight into everyday service, while trying to

catch up on the preventative maintenance on the hoof, as it were. Despite looking good, the car did not drive well; it was rather like BOA in that respect. It was, though, successfully fettled, although reliability was an issue for some time, with ignition parts failing one after another. A replacement complete electronic ignition system was purchased and fitted, as detailed in the February 2019 magazine, and the 100% reliability I have come to expect from a 107E returned. The various magazines since December 2006 tell the car's story since I bought her, having driven over 170,000 miles to the time of writing: July 2019.

So, there it is. In almost fifty years of driving I have never owned any car that was not a 100E or 107E. Average annual mileage up to retirement was about 18,000-20,000, 10-12,000 since, and I reckon to have driven around 600,000 miles in 107Es plus those in the Popular and first Prefect. Sound a lot? More than to the moon and back. But work out that average mileage over fifty years. I've always said that the cars are there to be used, which might explain why photos of them standing in a line-up in a field are few and far between ...

As well as BLC I still have FLV, possibly the longest restoration in history! But while retirement had brought time, it has also brought health issues. But who knows, maybe one day. And DFF is still with us, although logic says that is too far gone. But it's rather like taking a beloved pet to the vets for the final visit: you put off the inevitable as long as you can.

There have been many ups and downs with my sidevalve ownership, fortunately far more ups than downs. I've made many friends, some with two legs and some with four wheels, and through almost all of that time, the FSOC has been the inspiration to keep the faith.

Registrar's comment: Thank you for that excellent series, Jim. I hope you all have enjoyed reading it as much as I have. Of course that is not the end of the story as Jim will have plenty more adventures in his latest 107E, SFO 418. That's all for now, folks.



The 10.00 a.m. Llangollen-Carog passenger train passes over the level crossing at Glyndwrydyw. This isn't the 1960s but 25th April 2010 on the Llangollen Railway. I've been associated with this engine, Stanier Mogul 42968, since 1970, being one of the four founding members of its preservation society.

Ian Woodrow

Specials & Sports Cars Register

Although some Covid-19 restrictions have been eased, most of the motoring events for this year have been cancelled or postponed. Any motor-sport that is going ahead is restricted to events where there is only one person in the car.

In December 2019's *Sidevalve*, Martyn Halliday proposed a Heritage Sporting Trial in 2020 suitable for early 1950s trials cars that do not have fiddle brakes, like Dellows. Martyn had a fantastic response and should have had 42 cars taking part (32 of the 42 cars having sidevalve engines), and it probably would have been the largest gathering of Dellows since the 1950s or 1960s. The trial, which was due to have taken place on the 14th June, had to be postponed. Sadly it looks as though most of the Historic Sporting Trials will be cancelled this year although the matter will be reviewed in November to see if the situation has improved.

Martyn is still looking for early sporting trials cars, so if you know of a car or want further information on the Heritage Trial, please email Martyn at martyn_halliday@msn.com (Photo 1).



Photo 1.

The Historic Sporting Trials did get a good plug on TV when Tim Shaw and Fuzz Townshend undertook the restoration of the Goldfinger Cannon for Dean Yarranton on *Car S.O.S.* Dean had a stroke at the age of 49. As a classic trials car enthusiast, Dean was working alone in his garage one evening when, unbeknown to his family who were in the house at the time, he suffered a stroke. Thankfully, a visitor noticed that the light was on and as he walked in to see if Dean was around, he noticed him lying on the floor, unable to talk or move.

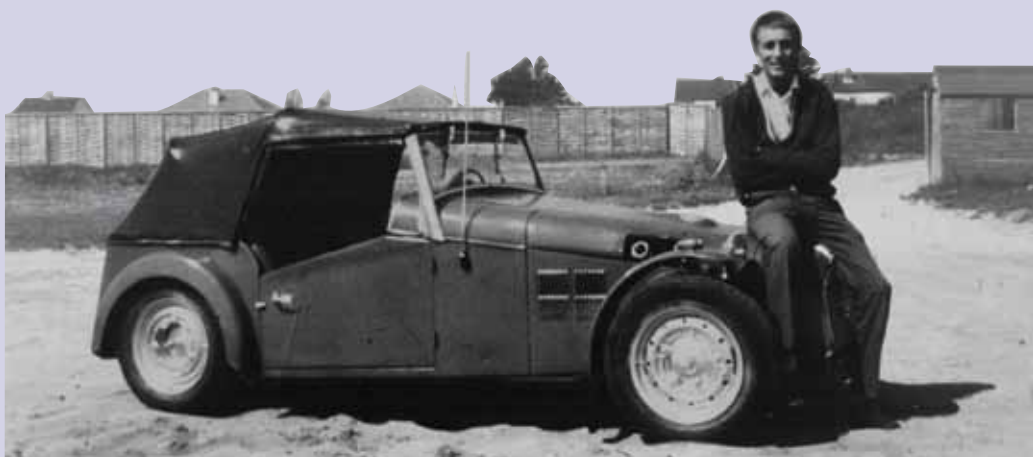


Photo 2.

Dean's stroke left him with right side weakness, severe aphasia and no speech in the early days. Years later he has made progress but struggles with communication and everyday life.

Do you recognise this Special?

I received an enquiry from Adrian Bott about a Special that his brother had owned. Does anybody recognise this Special (Photo 2), pictured in Jersey about 1960? It looks to me like a one-off Ford 10 chassis with timber or steel-tube body-frame clad in aluminium. The wheels look like rare Ballamy 15". A Ford sidevalve engine would have had the carburettor on the left, so the air intake on the right could indicate that the engine has been fitted with an OHIV (overhead inlet valve) cylinder head, which would have doubled its power. Apparently, it was very low geared but quite quick off the mark, so perhaps it used the standard Ford back axle with the small wheels.

Morgan F-Series three-wheelers (1933–1952), by Yvon Precieux

(Thanks to Yvon for this contribution.) The over-production of the mass-produced Ford 8 engine during the early years of the Model Y was a major factor in the Morgan company's choosing this engine for its new three-wheeler models, as over-production made the 8hp engine units in bulk far cheaper than other manufacturers' (although when the Ford 10hp unit was launched in 1934, it came at a fixed cost).

With the use of a mass-produced engine for the new model F, a major change was made to chassis construction, from a tubular frame to a more conventional Z channel flange with top hat chassis members.

There were three types of Ford Sidevalve Morgan three-wheelers, the F4, the F2 and the F Super. All can be identified from the initial date of their introduction on to the motoring scene, with the four-seater F4 (Photo 3) being the first Ford-engined Morgan appearing at the Motor Show of 1933 for 1934. The last three-wheelers to leave the Malvern factory in 1952 initially used the final batches of the early 8hp engine, but soon after used the wider block that was being processed during 1934 for the production of both the 8 and 10hp engines.

The wheelbase was 8ft 3in with a length of 11ft 6in and width roughly 5ft.

The four-seater was fitted with valanced cycle wings with the spare wheel carried on the end of the tail overlapping the tail panels. Later models had the tail panels partially covering the spare tyre and flowing wings. Until about 1937 the windscreen was square topped with two pegs protruding above the screen. After this, the top of the screen was rounded. Metal framed side screens were fitted into the doors with removable side screens to the rear passenger compartment on some later models. In 1938 the radiator had a restyled cowl and the radiator guard of stone guard mesh was replaced with vertical slats. Girling brakes, similar to the Fords, were used and if properly maintained were more effective. Hoods could be quite claustrophobic



Photo 3.



Photo 4.



Photo 5.

with just a small rear window stitched into the hood. Colours could be green, black, blue or blue with black wings, with wheels coloured black, cream or aluminium. The F4 was fitted with two rear-hinged doors with cutaway tops and internal door handles, although after 1945 fitted with pull cords. Some of the Deluxe models featured external chrome-plated door handles and all chrome-plated headlamps rather than just the rims normally fitted. Cars were also finished with coach lines, and headlamps were always installed on top of the wings.

The F2 (Photo 4) was introduced at the 1935 Motor Show for the year 1936, but now with the wider-block 8hp engine, and also available in the Deluxe styling. It was a two-seater on the F4 chassis, restyled to enclose the spare wheel, with a luggage compartment behind the seat. Doors were optional and one or both could be supplied as required. Flowing wings were in the



Photo 6.

usual two-tone colour scheme with a curved top foldaway full-width windscreen. Engine-wise, the Ford 8 or Ford 10 engine could be fitted, with the 10hp engine pricing the model higher. Colours were similar to the F4 but with a blue that was a combination of Saxe Blue over Nile Blue.

The F2 was finally annulled from the range in 1938 and superseded by the F Super (Photo 5), introduced in the same year. The F Super was again a two-seater fitted to a chassis that was wider, lower and slightly shorter. Girling brakes were standard and louvers were the full length of the sides of the bonnet. Again, as with the F2, the doors were optional, since with doors the three-wheeler bodies on all models were prone to flex, although in its wisdom, from 1945 Morgan installed doors with the 10 engine as standard, along with cycle wings with the headlights mounted on the crossheads (the diagonal struts used to brace the sliding pillar suspension).

After 1945 the headlights were placed on the wings. Ash was used in the body frame of all F-types, and to reduce weight aluminium was used for the doors and the bonnet, with some 19-gauge steel used for other panels. All the F-type Morgans were made up to be within the 8cwt weight restriction on tricycles registered in Britain on the basis of reduced road tax, hence various gauges of steel and Ali panels were used. Body frames were initially screwed together with no glue in the joints. The metal panels were held on to the body frame with tacks and were generally given a casual coat of paint on the unexposed surfaces. An original body in regular use out in all weathers had a design life of approximately ten years.

These days, marine ply replaces the wooden floor. This similarly applies to our Ford sidevalve

cars, as originally the F-type floors were made from tongue and groove.

Transmission was via the normal Ford clutch via a prop shaft à la torque tube down to the gearbox, which is an interesting contraption made up of gears, sprockets and a fragile worm wheel. Appropriate gear oil is a necessity as in my F2 the gearbox leaks like a sieve with SAE 140 oil the requirement. Trunnions and forks make up the rear with a chain dangling in the middle. Yet it all works very satisfactorily, despite the gearbox having leaks and straight gears that require double declutching when going down in gear. (Photo 6.)

Hills can be a problem with the 8hp engine, but luckily there was the Silvertop Ali cylinder head that I have on my engine. Being half as light as the Ford head and of a higher compression, this helps when daunting slight inclines in Wemyss Bay are faced.

The epicyclic steering box gives the F-types a 2 to 1 reduction, providing three quarters of a turn from lock to lock, and is very good. Brakes are basic and reasonably reliable, and as long as one takes care of the distance of what is in front of one's Morgan, one can survive.

As a conclusion, the Ford-engined F-type Morgans, being very simple machines, are easy to fix and are indeed fun to drive, especially around corners at speed.

Details via the Morgan three-wheeler club and my own information have formed the basis for this article.

Finally

The Cotswold Wild Life Park has reopened, so by the time you read this I hope to have attended the Historic Specials and Sports Car event – perhaps the only event this year that I will be able to attend.

Andy Main

Specialist Applications Register

Registrar's comment

One of the enjoyments of this register is the subjects featured that illustrate the versatility of the 8 and 10hp engines. In this edition we take to the water with the Albatross. There will be a further nautical feature in a future edition. Sandy Glen most kindly supplied the following article and photographs.

Sidevalve engine in a boat, by Sandy Glen

Among many varied applications of the venerable Ford sidevalve engine were uses in boats. The well-known Aquaplane tuning firm originally came about as a result of the founder wanting to go faster in his speedboat, which was sidevalve Ford-powered.

One of the companies that used the 1172 Ford engine was Albatross Marine, based at St Olaves, Great Yarmouth, Norfolk. The first boat was a racer powered by an E93A engine, and after various other one-off boats, with various engines, in 1950 a two-seat boat was designed that was to become the start of a series of similar craft. This first boat was also E93A-powered, adapted to the application by Albatross Marine themselves, with new cast sump, manifolds and front cover. The Runabout Mk 1 used the E93A in standard tune, with the fitment of an SU carb. The Mk 2 used the E93A engine with an Aquaplane cylinder head.

The Mk 3 was introduced in 1956 and a few hundred were made until 1961 (Photo 1). This used a modified 100E engine, although no Aquaplane cylinder head appears to have been used (Photo 2). Owners of these boats included Prince Rainier of Monaco, who had several; Grace Kelly; Aristotle Onassis; Prince Philip; Brigitte Bardot; and George Formby.

This is the version I got involved with. Several years ago, in one of the buildings where I have my workshop, a chap was storing two Albatross boats. One was a later model, fitted with a Ford 1500 pre-cross flow engine. The other was originally fitted with a 100E engine but had been converted to a Ford Pinto engine. He wanted this returned to original specification. Fortunately, the hull had not been

altered for the Pinto, so a 100E engine was sourced by the owner. Unfortunately, it had been very badly stored, was seized and was basically scrap. I managed to find an engine being sold by a stock car racer for £250 that fortunately turned out to be in superb shape inside.

The boat's owner had been able to acquire nearly all the special Albatross conversion parts, so it was a case of assembling the engine with these items, including an Aquaplane cylinder head. The base engine is very much as per standard 100E. To adapt it for the boat, it has a large cast aluminium sump, which incorporates a tube of copper pipe which has water circulated through it as an oil cooler. There is a machined adaptor which fits over the crankshaft nose. This adaptor protrudes through a cast aluminium front cover which carries a large single-row ball bearing. The bearing takes the thrust from the propeller, the shaft of which is attached to the crankshaft adaptor using left-hand threads (Photo 3).

The front cover is a completely different shape to the original, so a new gasket has to be made here. For the rest of the engine, standard gaskets can be used, trimmed to fit. New inlet manifold and water-cooled exhaust manifold are made in cast aluminium, and a cast ally header tank for the cooling system replaces the original thermostat housing. A pair of steel bars front and rear run across the engine, and mount on E93A-type engine mounting rubbers to the hull (Photos 4 and 5).

Building this engine up was pretty straightforward, although at the time we did not have the Albatross cast ally timing cover / oil filter adaptor. This meant that the 100E filter housing had to be cut right down, otherwise it would have stuck through the hull! If you look at the photos, you can see that the sump has a wedge shape, and the carb adaptor on the inlet manifold sits at an angle to what would be the normal attitude for the engine to sit at. This is because the engine sits in the boat with the flywheel to the bow and timing cover to the stern. That's front and back, to you landlubbers. It sits at an angle as it needs to be in line with the propeller shaft. Small point of interest: there is no drain plug in the sump, as there is only



Photo 1.



Photo 2.



Photo 3.



Photo 4.



Photo 5.



Photo 6.

an inch between it and the hull, so oil has to be sucked out of the plug on an upper face of one of the sump's 'wings' at service time.

A normal 100E starter motor is used, plus a Lucas dynamo, but this is of a type fitted with a rev counter cable drive. Boats don't normally have a speedo, so the rev counter is what you use to judge your speed. The mechanical fuel pump is done away with and an SU electric item is mounted above the petrol tank. On this boat, the wiring had been butchered, so muggins here had to make a new harness and fit up the dashboard. If you think getting under a car dashboard is awkward, try doing it in a small boat! (Photo 6.) A new, correct spec battery was obtained from Lincoln Batteries of Southend. There was a fair bit more to be done to the boat, but that is outside the scope of this article.

A bit of trivia: these boats also used a 100E steering wheel.

Fitting the engine was straightforward, although a lot of care was taken to avoid damaging the restored hull. Fortunately, the engine started and, after fiddling, ran well, using a new old-stock Albatross Marine exhaust system. It has subsequently had overheating issues on full power, but that has been narrowed down to problems in the boat's cooling system. There are two heat exchangers which use the outer skin of the hull to lose heat to the water the boat floats in. I suspect they are badly calcified, coupled with poor circulation. Fortunately not my problem, as it means de-riveting the inner skin from the hull, and putting it back.

Early in 2019, the owner subsequently obtained another set of Albatross parts, including the oil filter adaptor which sticks the filter out sideways from the block, plus some of a hydraulically-operated gearbox. On normal applications, while the engine is running, the propeller is turning and it only propels the boat forward. The gearbox allows the engine to idle in neutral or turn the prop backwards for manoeuvring. Unfortunately, the gearbox was incomplete and they are very rare / expensive (Photo 7).

This engine was built up on a spare rebuilt block that came with my 300E van, which I will hopefully never need now. This engine did not get an Aquaplane head but is ready to be used, if needed, just needing the mounts and rotating electrics fitting to it. As far as I know, this engine sits in his living room!

In August 2019, he bought another Albatross boat. It came with an Albatross-equipped



Photo 7.



Photo 8.

engine that had been rebuilt 15 years previously but not used. The engine was tight, and would I take a look at it? Like a mug I said yes, having done a couple before. What a bodge. Some of you will have seen my posts on Facebook regarding this engine. Just as well it had never been run. Crankshaft oil ways full of debris (Photo 8); cylinder head bolts too short and not tightened correctly; bodged bolts in flywheel and cam sprocket; dirt in the piston ring grooves; old carbon all through the engine, damaged head gasket and valve seats; and more. An alloy flywheel was fitted, plus a racing camshaft. This I replaced with a standard one as I doubt the racing one would have suited the propeller.

The engine has been saved but at a greater cost than anticipated. As it currently stands, it needs a flywheel, which the owner has, as the alloy racing item it came with has a corroded ring gear, and it really does not suit the boat. Other than that, it is ready to go – when the owner has paid the bill! I'll not be doing another, although I do still have to finish the new wiring harness I made for the 1500 powered boat, when the petrol tank and pump are refitted.

Letters & Emails

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

Email: editor@fsoc.co.uk

Tax discs galore

Dear Sidevalve,

I thought some of our members may be interested in obtaining a tax disc specific to age and model.

If you would like to display an authentic reproduction tax disc, have a look at creativetaxdiscs.co.uk. They are very good value, nicely printed and, I believe, hand written.



I have attached a photo of my tax disc and a copy of their website home page.

Yours sincerely,

Mike Jillians

Bumper Lockdown Issue

Dear Sidevalve,

I enjoy receiving and reading *Sidevalve* every time it comes through my front door.

The latest June Bumper Lockdown Issue was especially interesting and enjoyable. The articles that I found especially fascinating were Tony Russell's 'Overdrive Gearbox'



for an upright; the section drawing, drawn from memory, is exceptional. The 'Sidevalve story', by Tommy Kalber, about trialling was amazing. I hesitate to modify my car due to lack of mechanical know-how but Tommy seems to have an endless optimism and passion to try the unorthodox to make his car, or cars, perform even better. I liked the family references in this article too. Jim Norman's article about his 107E, DFF 823, was surprising after looking at the picture of it, following a bad smash, then later towing a caravan. The photographs throughout the magazine are terrific. The tales from each region are so positive, especially so in the feature article 'FSOC Somerset Trip 2019' multi-page piece.

Please pass on my thanks to all the authors and your good self for editing a splendid magazine. Well done for editing such an encouraging and constructive publication in these difficult times.

Yours faithfully,

Richard Hamilton

We also heard from ...

'My brother-in-law (who is house sitting and managing my post, etc.), who is not into old cars, said he enjoyed reading it.' *Joe Wheatley.*

'Just a short note to thank you for the last two editions of *Sidevalve*. The content is excellent, especially the Technical items. Keep up the good work.' *Jerry Ray.*

'June issue of *Sidevalve* arrived yesterday. Well done everybody who contributed, providing an interesting read when there are no events to attend.' *Ivor Bryant.*

'Brilliant magazine and a good read as I am shielded and can't go anywhere!' *Tony Allen.*

'Big well done to everyone involved with the new magazine out now. Great contributions from our members. The yellow pages are brilliant in bigger text. Without the members' support we wouldn't be as good as we are.' *Mark Harvey.*

'Just a quick note to say I think the recent June 2020 magazine is one of the best, not just quantity but quality too. Please pass on my thanks to all concerned.' *Phil Birch.*

'There is something odd about the bumper editions we have been having recently. I can't find any articles about bumpers, and all the photos of bumpers seem to have cars attached.' *Jim Norman.*

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Peter Tinsley

Another Oil Leak Solved On E93A Types

The leak was on the rear output shaft of the gearbox. This is a modification I have carried out a few times. It involves fitting a modern nitrile lip seal with spring. This does involve some machining work at your local engineering shop. The seal (45mm outside diameter, 35mm inside diameter, 4mm thick) is available from Simply Bearings at less than £3 + postage.

The gearbox on the E93A doesn't have a conventional seal on the rear output shaft but does have two shim type oil throwers. I have found this to be unsuccessful on occasions with the oil leaking past the rear bearing, probably due to some wear in the gearbox or minor damage to the oil throwers. This can be overcome by fitting a modern seal.

You will need to remove the gearbox from the vehicle and then remove the universal joint and back plate from the gear box – no need to remove the rear bearing from the shaft. See the workshop manual for details. These are the two parts that need modifying so clean them up and find an engineering shop to do the work.

From the outside of the back plate, a counter bore of 45mm diameter should be machined concentric to the centre hole to suit the seal. The counter bore should be only 2.0-2.5mm deep, so as not to break through to the bore the other side. Also, and because the counter bore is shallow, it will be necessary to drill and tap 4 x M4 holes on 50mm PCD (pitch circle diameter) to later fit some counter sunk screws, which will better hold the seal in the

shallow counter bore. (Photo 1.)

Now for the universal joint. A mandrel will need to be turned on a lathe to fit the bore of the universal joint, almost long enough to go through the full length. The joint should then be clamped on to the mandrel using a bolt and thick washer. I used an 8mm cap screw. The short end of the joint should be turned and polished with fine emery cloth to 35mm diameter for a length of about 10mm. The 35mm is to fit the inside of the seal. (Photos 2, 3 and 4.)

Photo 5 shows the fitting of the seal into the back plate. You should be able to press the seal into the counter bore with your fingers. Put a little silicon sealant or Hylomar around the counter bore and then press the seal fully in with the spring of the seal towards the inside of the gearbox. Because the counter bore is relatively shallow, you will need to lightly clamp the seal with 4 x M4 countersunk screws which will need shortening so they do not protrude into the counter bore the other side. The screws should be held in with some screw lock liquid.

You are now ready to reassemble the gearbox. Ensure the two shims are in place and use a new gasket. When you come to replace the universal joint, make sure there is plenty of gearbox oil just inside and on the seal. Do not damage the seal as you fit the joint.

Your gearbox is now ready to fit into the car. Do not forget to fill the gearbox with oil.



Photo 1.



Photo 2.



Photo 3.



Photo 4.



Photo 5.

Jim Norman

Replacing Rear Spring Eye Bushes

The rear springs attach to the chassis by a Metalastic bush at their front ends and four rubber bushes at the rear, shackle, end. These are available for saloons from the club as 100E-5781-B and 100E-5719 respectively. The saloon and very early van springs are 1.5 inches wide. From 09/55, van springs were 1.75 inches wide so these parts do not fit.

The shackle bushes are usually easy to fit, but like all such jobs soak nuts and bolts with penetrating oil at least a day before starting work. Support the rear of the car on axle stands; I position these at the rear end of the middle longitudinal chassis section – make sure it is structurally sound first! The shackles are in two halves, inner and outer, and there is a $\frac{5}{16}$ " UNF ($\frac{1}{2}$ " AF) nut on the inside face at top and bottom. Once these are removed, the inside shackle plate can be pulled or levered off; the outside one usually adheres to the old rubbers and can need much levering to persuade it to come free. Generally, levering alternately at the top and bottom will convince it. On the left hand side, things are complicated by the fuel pipe from the tank being in the line of movement (Photo 1). Think carefully before trying to bend it out of the way as, if still the

original steel pipe, it might be rather fragile and can snap. Have as little fuel in the tank as possible before starting, just in case, and a suitable container readily to hand. (By the way, the liquid on the fuel pipe in the photo is penetrating oil, not petrol, for a different job. The shackle bushes had already been replaced; note that I took the opportunity to fit the shackle the other way around with the nuts to the outside, so future removal does not impinge on the fuel pipe.)

The eye bush at the front end can be a little more challenging. This is a $\frac{3}{8}$ " UNF ($\frac{9}{16}$ " AF) nut and bolt holding it all together. Metalastic bushes are notorious for the bolt seizing to the inside tube. If this has happened, you might be best using an angle grinder (with all relevant PPE: goggles, heavy duty gloves) with a cutting disc between the hanger bracket and spring to cut through the bolt at each side. You will, of course, need a replacement $\frac{3}{8}$ " x 2.5" UNF bolt and self-locking nut. In my experience, these bolts don't usually seize, in which case the job can be done without removing the spring from the car. If it has seized you will need to remove the spring and use either a press or large vice to force the old bush out.

Assuming the bolt has come out, Photo 2 shows the spring's leading end pulled down and a block of wood inserted above to keep the eye below the hanger bracket. A socket with a slightly smaller outside diameter than the bush is at one end and another with a slightly larger inner size sufficient that the bush will enter it as at the other. A long stud – as large as possible but fitting through the sockets' drive squares – has a nut and heavy washer at each end. As the nuts are tightened the bush is forced into the large socket (once the bush was fully inside, I changed this to a deep socket, but with the bush still in the eye the stud was not originally long enough to use this at the start). Photo 3 shows the sockets having moved the bush part way, and Photo 4 the change-over stage to the deep socket.

Photo 5 shows the new bush fully home, having used the sockets as described but in reverse (depending on the length of the stud you might need to leave out the small socket and use just the washer to get the bush started, using the socket only for the final quarter inch or so). As I've mentioned before, I use an additional leaf below the main leaf with my cars, and this is visible here below the spring eye.



Photo 1. Under the rear of BLC, showing the spring shackle, wider at the top than the bottom. The dampness on the fuel pipe is releasing oil prior to a different job. The shackle has been fitted the opposite way around so that in future it can be removed inwards without fouling the fuel pipe.



Photo 2. The front spring eye lowered and held down by a block of wood. The press tool consists of two sockets, two washers, one suitable stud and two nuts. Simple but effective!



Photo 3. The bush about half way out, at which point it reached the end of the large socket, which was replaced by a deeper one.



Photo 4. The bush at that intermediate stage.



Photo 5. The new bush fully home. The inside tube is longer than the outer so the two-socket method must be used for installation as well as removal.

Peter Tinsley

Technical Editor, Sidevalve

I have been appointed by the Committee to be the Technical Editor for *Sidevalve*. We are hoping to encourage members to submit articles of a technical nature – either members' own experiences or other articles of a suitable nature. It will be my job to assess the accuracy, suitability and safety of the article and make sure we are not infringing any copyrights.

A little about me, now. I am 70 years old and spent all my life living in the St Asaph area of North Wales. For most of my adult life I

have worked as a precision engineer, although for eight years I did teach Design, Craft and Technology at a local high school. My sidevalve experience is with the upright cars: I passed my driving test in a 103E. In my time I have owned four 103Es, one E493A, one E494A, three 7Ws, an E93A and a 103E Siva for about a week. I still have a 1938 7W and a 1938 E93A. With these two cars my wife and I drive all over this country and have taken both cars touring France and Spain.

Don't be put off by my experience with uprights as I do have a good understanding of 100Es, commercial vehicles and all road vehicles from the thirties to sixties.

Now please, get your camera out, take some photos of what you are doing, make some notes and submit your articles to me. You will have seen such articles in *Sidevalve*. My contact details can be found in the Club Officials section.

Nigel Hilling

Fitting A 100E Engine To An Upright

It is possible to fit the 100E power unit in exchange for the 10hp (or 8hp) type in an Upright but a number of modifications, many of them to the new engine, are required. The 100E uses a 12V starter motor so it will also be necessary to convert the vehicle to 12 volts, mostly by replacing the bulbs, coil, dynamo and voltage regulator, etc. A resistor or voltage dropper would need to be included in the fuel gauge circuit if this is to work. The existing wiring loom, **if in good condition**, is more than capable of withstanding the extra voltage. A guide to the 12V conversion was published in the December 2016 *Sidevalve*.

The 100E gives the following advantages:

- higher power output
- higher torque
- mechanically stronger construction
- con-rods may be safely machined out to accept shell bearings
- integral water pump
- adjustable tappets.

Careful consideration of the work involved should be given before proceeding. 8hp owners might find that fitting the 10hp unit gives sufficient extra performance and the 8hp to 10hp is a straight swap.

If the 10hp owner is simply after extra performance then mild tuning can exceed the power and torque of the 100E engine with less effort and possibly less expense than obtaining and converting a 100E unit.

A Ford export water pump is available to improve the cooling of the 8/10hp unit. There are also aftermarket products available for adjustable tappets and shell bearing conversion for con-rods, but these get very mixed reviews.

It should be borne in mind that not all the following modifications may be required if the conversion is to a non-Ford chassis, since the impinging steering / suspension / chassis members may not be present and the cooling arrangements may be different.

Fitting the 100E engine to an E83W is also possible, but has a few extra challenges due to space constraints. These were detailed in the article '100E into E83W' published in the April 2010 *Sidevalve*.

Modifications

Sump and oil pump

The major item to be changed is the sump; the 100E's has its well at the front while the Upright's is at the rear (Photo 1). Needless to say, the Upright sump will not fit the 100E block.

The traditional advice is to cut the top two inches (50mm) off each sump, then weld the lower part of the Upright's to the upper part of the 100E's, which should still contain the flywheel cover (Photo 2). Great care must be taken to avoid distortion, and the upper part should be firmly bolted to a 100E engine block and a bellhousing during all of this operation, including the cutting. Whether MIG, TIG or gas welding is used, it should be done a little at a time to avoid heat build-up, allowing plenty of time to cool between each welding session. When completed, the 'new' sump should be left bolted to its make-shift jig until it is thoroughly cool. It should also be noted that some filler plates will be required as the two parts are not an exact match. Needless to say, the welding must be continuous to avoid leakage. It is well worth testing with paraffin before painting the sump to check for leaks.

Other methods have been used including simply cutting the 100E sump and refabricating to suit (Photo 3). Whichever method is chosen, the advice on distortion and leakage above must be followed.

The 100E oil pump bowl must be moved so that it picks up from the rear. The suction pipe would need to be cut and re-welded into a new shape to allow this or additional fittings may be used. It must:

- pick up from as near the bottom of the sump as possible
- not foul the crank / big-ends as they pass.

Getting the shape exactly right can take some time and missing the big ends can be tricky (Photos 4 and 5).

It is possible to rotate the whole oil pump through 180 degrees, which might simplify moving the oil pipe and pan, which would still be



Photo 1.



Photo 2.



Photo 3.



Photo 4.

required. However, a much larger bulge would then be required in the fabricated sump to clear the pump so this option is not recommended.



Photo 5.



Photo 6.



Photo 7.



Photo 8.

Gearbox interface, clutch, starter motor and starter switch

The Upright gearbox interface to the engine is the same (apart from one bolt) as that of the 100E so that the Upright gearbox will bolt directly on to the 100E engine. One offside bolt from the 8 / 10hp gearbox does not line up with the 100E sump so the gearbox should be offered up, the position of the missing hole marked, then the sump drilled and tapped $\frac{5}{16}$ " UNC. Note the sump has additional plates where tapped holes are located to improve the length of the thread.

The 100E sprung clutch disc and pressure plate assembly must be used as the Upright assembly will not locate correctly on the 100E flywheel. The Upright release assembly is used as normal.

The 100E starter motor extends through the bellhousing of the gearbox, unlike the Upright one, so a hole must be cut in the bellhousing to accommodate it. The position is plainly visible (Photo 6) and once a hole has been cut it is preferable to make up a cover for the protruding pinion and spring (Photo 7). 100Es had a cover over this hole, but nothing detrimental occurred when it fell off! If a cover is used then it will foul the centre floor plate when the gearbox is installed. A hole can be cut in the floor plate and a simple domed cover fabricated (Photo 8).

A 100E starter switch is needed to operate the 100E starter motor. This can be mounted by drilling a hole in the bulkhead (Photo 9). The original starter pull cable can then be shortened to connect with the part of the starter solenoid pull inside the car. A 100E starter cable connector or E93A choke cable connector can be used to link the starter cable to the switch (Photo 10). If the original battery to E93A starter cable is to be used then it can be cut in half and new connectors fitted for each side of the starter switch. Alternatively, the 100E starter cables can be adapted to the required length.

A more modern starter solenoid can be used in place of the 100E starter switch if required, which would allow the use of a push-button starter on the dash. This would involve additional wiring from the solenoid to a switch and to an ignition-side live feed.

The earth lead that normally goes to a cylinder head stud on an E93A engine will need relocating. One of the starter fixing bolts is a suitable option.

Engine mounting and timing cover

The Upright engine mounting bar and engine mounts are kept. The Upright timing chain



Photo 9.



Photo 10.



Photo 11.



Photo 12.

cover must be used on the 100E block as this contains the bolt holes and support for the Upright engine mounting bar (Photo 11 shows the two covers). A small amount of metal must be ground off the E93A timing cover to clear the 100E water pump (Photo 12). This cover does not have the 100E's timing marks, but most (not all) 100E cam sprockets have the indentation for the upright timing pin. Mark the cover and crank pulley in the TDC position for future reference, whether or not you have a sprocket with the dimple.

The engine tie bars must be used but need to be modified to suit the new positioning of the holes in the 100E sump (Photo 13).

Oil filter assembly

The 100E filter bowl will fit into the space constraints of the Upright engine bay but the clearance from the bottom of the bowl to the front axle beam is small. Any excessive movement of the axle could cause the filter bowl to be hit and cause an oil spill with the subsequent environmental impact, not to mention the engine running out of oil! The filter assembly should therefore be modified in some way.

- An HA/HB Viva bowl and filter was the traditional solution as it is shorter than the 100E and will work, but they are now difficult to find. The 100E bowl and bolt could be machined down to suit the Viva filter (Fram CH2800 or equivalent), which is still available. Compare the filter lengths to determine the machining required. A slight opening up of the Viva filter element end plates is also required to allow the Ford bolt to pass through. Other filters may also suit.
- The 100E filter is a by-pass type with the restrictor in the engine filter cover. Although not recommended, the filter element could be dispensed with completely leaving no filtration (as per a standard E93A engine), but the 100E oil filter bowl must still be shortened to prevent potential fouling.
- The 100E filter can be replaced by the E93A by-pass filter assembly. Replace the 100E oil filter cover (100E-6017) with the Upright cover (E93A-6017) which will reveal the filter inlet and return holes in the block. The upper hole is the redundant blind fixing hole, the centre hole is the oil feed and the lower is the oil return. The feed and return holes should be drilled and

tapped 1/8" NPS. The feed hole takes the standard E93A bypass fitting, the return hole should be plugged with the standard E93A plug, and the top cover fixing used as the return as per the E93A set up (Photo 14). The standard E93A bypass flexible pipes will then connect and the filter can be placed in a suitable location. The engine should be stripped for any drilling in order that the passageways can be cleaned of any swarf.

- The oil filter cover (100E-6017) can be replaced by the Upright cover (E93A-6017) as above and the filter inlet and return holes drilled, tapped and plugged. This will leave no filtration in the system (as per a standard E93A engine) but again, the engine needs to be stripped to maintain cleanliness.
- The engine can be converted to full flow filtration with modifications to the block and valve chest cover which would allow a shorter spin-on filter conversion for the 100E filter assembly or a remote filter. In either case, the existing filter inlet and return holes in the block would need to be plugged as above.

Cooling

The Upright radiator is used. Coolant hoses must be made up to suit since the inlet and outlet necks differ between the two types. Replacing the 100E cylinder head water connection with a short vertical stub will allow the use of the shorter version of the E93A top hose if a pressurised type radiator is used (Photo 15). The bottom hose is particularly difficult with a short, tight bend needed, but a 100E bottom hose can be cut down to fit. Take care that the fan belt does not foul the bottom hose.

Manifolds and carburettor

The 10hp manifolds and carburettor will fit directly on to the 100E block and work adequately, despite the smaller inlet ports.

To get the full benefit of the 100E conversion, it is possible to use the 100E items, although a slight bending of the exhaust downpipe is needed to cater for the angled output of the 100E exhaust manifold. This is likely to move the whole exhaust system slightly rearwards so other adjustments may be required. Check that nothing fouls and the exhaust pipe lines up.



Photo 13.



Photo 14.



Photo 15.

If the 100E manifolds and carburettor are used then the throttle link will need to be adjusted to connect to the Solex carburettor, and a longer choke cable would also be required.

Jim Norman

Tales of SFO

We finished the first 'Tales of SFO' (February 2020) where the car had been brought up to a usable standard, but ended with the words, 'There are still things to be done and there always will be.' Well, they've been done and, as I write, there isn't anything left still to be done, but time will tell.

The grille and both bumpers were poor with worn chrome and the rear bumper in particular was a rather odd shape. A much better grille was unearthed from the garage, together with one bumper. These were fitted, to the front in the latter case, and the original front bumper transferred to the rear as it was a big improvement on the previous occupant. This removed the purely ornamental fog and spot lamps, these being replaced by a pair of period fog lamps as available as Ford accessories for the 105E and 107E. They were wired up and work. To keep them company, a rear fog lamp, similar in style to a period reversing lamp, was added and also correctly wired. And while playing with the electrics, hazard warning lights were fitted, along with a vacuum gauge to accompany the oil pressure gauge and voltmeter. Also at the rear, the medallion covering the boot lock, whatever its parentage, was replaced by the genuine article, complete with the correct medallion. Other upgrades include changing door handles for others with slightly better chrome and other such details.

Despite what I said last time, the 107E carburettor was obviously struggling to feed an engine 35% larger than it was designed to accommodate. I had a 1200 Solex carburettor in the garage, not correct for a 1342cc engine but much closer, which I have used to fire up engines for test purposes on the floor. They ran with it, but not very well. I filled the float chamber with cellulose thinners and left it for a day or so, then completely dismantled it, cleaned and blew out all jets and orifices, reassembled and fitted it. There was a definite improvement in how the car ran, but fuel was leaking from the accelerator pump, suggesting a hole in the diaphragm. There were three scrap Solex carburettor bodies in the garage, but the first two diaphragms had visible holes.



The car on 12th March 2020, following a wash after all the rain of February. The Ford accessory fog lamps are to the fore; the tax disc is dated MAR 62 (I knew there was something I meant to do!).

The third looked all right and was fitted; no fuel leaked.

The following morning found a strong smell of petrol in the drive. With words that cannot be repeated in this journal, the bonnet was opened to a perfectly dry carburettor. Following the smell brought me to the boot, and fuel was emerging from behind the card cover to the tank float unit. Removing this immediately revealed the problem: at some time the float unit had been removed, but on replacement one of the six screws and copper washers must have disappeared, so was replaced with a self-tapping screw. The wonder isn't that it leaked, but that it hadn't done so in the previous three months I'd had the car. A correct screw and washer were found and fitted, and – despite fears of damaged threads in the tank – did the job.

I always feel that the 100E's rear suspension is a little weak and so add another leaf below

the main leaf to assist it. SFO seemed a bit low whenever any weight was put in the boot so its turn came on 10th March. The job was thoroughly planned and went, with one minor exception, exactly to plan; even the nuts on the 'U' bolts all came straight off easily (details of 'how to ...' in *The Book, Technical Tips for the 100E*). The non-planned part came when the centre bolt for the offside spring was loosened and about a third of the second leaf fell out, explaining the reluctance to carry a load. Yet another hunt in the garage found a replacement (there isn't much I don't have in the way of spares!); it and the extra leaves were fitted and the springs replaced. The car now sits at what I consider an acceptable height, and handling is improved as body roll is much reduced.

And there we are. Nothing else is planned, but I'm sure SFO will find something for me to do and you to read about. Meanwhile, it is running very well and doing its job as Henry intended, and I had hoped.

Mike Jillians

Semaphores (for Beginners?): Lazy / Presumed Dead?

The semaphore consists, effectively, of two electrical circuits. When selecting left or right signal, power operates the actuator (an armature sliding within a solenoid) whereby the armature pushes up and holds the semaphore in the horizontal position until power is cut by your returning your switch to its middle position, or by the action of a self-cancelling mechanism. As the arm reaches its horizontal position, the lamp's electrical contacts allow power to flow, thus illuminating the lamp.

Before being resigned to buying reconditioned units, try these simple steps:

1. Disconnect the positive (originally earth) terminal from the battery and remove the semaphores.
2. Apply a good amount of WD40 or similar to all moving parts (including the armature) and leave for a few minutes.
3. *Gently* pull the arm away from, and push back to, the actuator – i.e. mimicking on / off – and check for free movement and return. There will be some resistance to this action.
4. Thoroughly clean and lightly roughen the lamp contacts (a brass stud connecting with a copper leaf – or similar) that operate the lamp circuit, using emery cloth or fine 'wet & dry' paper (see Photo 1); similarly to the power feed connector and its contact.

Very important warning: if you need to bend / manipulate the copper leaf in order to attain a good contact, you **must** ensure this leaf *does not*, during any aspect of the semaphore's travel, connect with *anything* other than the brass stud, otherwise you *will* create a short circuit which *will* burn out the unit and possibly set fire to your car!

5. To ensure the lamp will light, remove the lens and ensure that where the bulb's holding spring contacts the metal arm that holds the lens, this area also has a good scrub with emery cloth. (See Photo 2, which also shows

original and LED bulbs). Re-attach lens.

Note: any brass / iron / steel contact should have special attention as brass generally has less than 30% of the conductivity of copper – iron and steel even less than that. Also, although unlikely, if you find any broken (or you have broken any!) contacts, do not fix with standard superglue – it is non-conductive.

Attach a power lead to the semaphore. Hold the frame of the semaphore on the earth battery terminal and hold the loose end of your lead on the live terminal. (See Photo 3.) Most probably, it will be 'wow, what a difference!' (but be alert to the warning described above).

Before re-fitting, check the semaphore fitting screws and the threads in the semaphore frame for corrosion, and clean to ensure a good earth. If in doubt, fix a lead from the semaphore actuator securing screw to somewhere on the car's inner frame. In the case of my E493A, this is just above the semaphore's internal aperture.

Of course, having tested your semaphores and before re-fitting, you could consider the replacement LED bulbs supplied through the club, part no. E04a-118004b (flashing LED). I have fitted them and they work very well.

Note: the LEDs seem to be voltage-sensitive. My battery at tickover is producing c. 5.9 volts, which works the semaphores but the LED bulbs 'quiver'. At a higher tickover (allowing the dynamo to kick in) – at, say, 6.5 volts – my LEDs work perfectly. I guess much depends on the condition of the battery and the dynamo.

For the sake of bridging the left and right indicator feed wires via a toggle switch, you could have flashing (static) hazards! (I have, just for a bit of fun!)

One day perhaps, I could share my experience of re-assembling the self-cancelling unit – but the text would be peppered with unsavoury expletives!



Photo 1.



Photo 2.



Photo 3.

David Heard

NXW 730: Story of a Van

My parents came from different ends of England, Mum (Winnie) coming from Macclesfield in Cheshire and Dad (Derek) from Enfield in North London. They had met during WW2. When they were demobbed, Dad used to travel up to Cheshire after work on a Friday night to see Mum and travel back in the early hours of Monday morning for work again. He had a motorbike to do this journey and after they were married they lived in Enfield, near to where Dad worked. Mum's family were visited using the motorbike, but they soon became fed up with the constant soakings that they got during the trip. Mum's brother-in-law had a three-wheeler Reliant 10cwt van and was singing its praises – drivable with a motorbike licence, low road tax, only three tyres, low running costs – so Dad decided to buy one. He hated it and after only one week sold it and bought an E494C van: NXW 730. It was second-hand and had originally been owned by a TV and radio rental company; in a certain light from a certain angle, you could still see the company name on the side, though I cannot remember what it was now.

Dad had this van when I was born and used it daily to commute to work, and for the usual family outings and holidays. During Mum and Dad's early years (pre me) they used it for camping. They particularly liked the New Forest and West Country. Dad had made the back of the front seats removable so that they could sleep in it. I was born in 1957 and was transported about: no doubt my carry cot wedged up against the front seats. I later remember sitting in a Lloyd loom chair in the back, usually hemmed in with the luggage on our trips to see Mum's family in Cheshire. This trip incidentally took seven hours; it now takes about half that (on a good day) with most of it on the M1 and M6. This little van took us everywhere with very little fuss, although to be fair, Dad was in REME during the war, and servicing was religiously undertaken when required.

When I was three, Mum and Dad bought a new bungalow out in the country on the A10 north of Hertford. This meant that Dad's daily commute to Edmonton was now 40 miles a day, this during the thick fog and bleak winters that were prevalent during the sixties.



Winnie and David with NXW 730 at Milford on Sea.

During the 1963 winter (I was 5) I remember it would not start when we were off to visit my grandparents in Enfield; eventually a tow start from a local farmer with his tractor got it going. We always had a hot water bottle on our laps during the winter and I remember the engine was warmed up before the journey began. I also remember that misting up was a problem, so Dad had the windscreen open – oh, deep joy!

There was a lot that needed doing to the new bungalow and Dad built a driveway, garage and fences, as well as cupboards and wardrobes indoors. All of the raw materials came in via the little Ford. It was during the transportation of hard-core and cement that a half shaft broke. It's perhaps worth mentioning that the bungalow was up a steep slope, which the shaft could not cope with.

My grandparents did not have a car and so every year they would borrow the van and use it for camping, as Mum and Dad had done years



Derek with NXW 730.

earlier. During this time, Dad used to commute on Granddad's Autocycle (40 miles a day). It was during one of my grandparents' holidays



Winnie with NXW 730.



Derek with NXW 730.

that Granddad got up in the night to turn the van round, as the weather was so windy either he couldn't sleep because of the weather or he was worried that it would blow over.

One Saturday morning when Dad was at work, and the van was parked outside the factory, a lorry couldn't make the bend and collided with the vehicle parked behind it, which in turn went into the back of the van. It was still drivable but obviously needed sorting out. The local Ford garage suggested that a

realistic quote would not be accepted by the insurance company and it would be written off, so they gave Dad a quote that would be acceptable and Dad repaired it himself, using a wooden frame with alloy sheeting. Although it looked OK, it no longer had opening rear doors, so everything went in via the front.

Around the mid-sixties, Dad decided that it was time to go upmarket and buy an Anglia (100E, 5169 AH). This was of course another world of travel with all-round vision,

comfortable seats, suspension, heater, and all mod cons. However the little van stayed in the family.

My grandparents then had it until my grandfather died in 1968. Granddad reconditioned the engine when he first got it. He didn't have a garage so the van was brought back to Mum and Dad's where the engine was removed. Granddad took it home and rebuilt it in his shed, then, some weeks later, it was reinstalled. After my Granddad died it then passed to my uncle who had an unreliable car and needed something better. Speaking to my uncle recently, I have discovered that when he moved, back in the early 1970s, the van was left in the garage. It would be lovely to think it was still there waiting to be discovered, but only being a small semi-detached house with the garage adjacent, surely it would have been disposed of long ago. Internet searches bring back a nil return.

The 100E gave sterling service, the only problem that I remember being when the gearbox failed and a reconditioned box was fitted. Rust too became a problem, and eventually Dad sold it to a work mate and replaced it with a Series VI Morris Oxford. The 100E was stolen by joy riders several weeks after it was sold, and it was smashed into a tree.

I had great affection for the little Ford van, and when I got to a point in time where I had the time and money, I set out to purchase a Pop. I felt it would be more practical having a car as I wanted my daughter to be able to accompany us on our adventures. I scoured the adverts for a suitable vehicle and finally purchased JDY 792, a 1956 103E, in January 2003. All the memories came flooding back and I knew I had made the right decision.



NXW 730 at Rosebank.