

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

AGM 2020 Notice | Gearbox Conversion

Replacing the Drop Arm Seal on a Ford E93A Steering Box

Small Sidevalves – Motorkits

Me and My 1952 Ford Anglia Sports Tourer



www.fsoc.co.uk

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Exports

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 Matt Callaghan: see Regional Report.

Federation of British Historic Vehicle Clubs Updated Statement on Drive it Day 2020

#DriveitDayMemories

The FBHVC is committed to following the latest UK Government advice on events and public gatherings pertinent to our member clubs and as such, the following statement replaces all previous correspondence regarding National Drive it Day during this fast-moving situation.

In response to the updated guidance and restrictions issued by UK Government, the Federation recommends that all activities that involve taking a historic vehicle out on the road specifically for the purposes of Drive it Day, now be abandoned. All enthusiasts are now urged to stay at home on 26 April 2020 and not partake in any non-essential travel for Drive it Day, and instead, get involved in a nationwide social media campaign to spread positivity around historic vehicles during this difficult time.

Currently, UK Government are advising against all non-essential social contact. Our current general guidance to car clubs, that can be found on our website www.fbhvc.co.uk, encourages the cancellation or postponement of meets, events and gatherings of people. Additional advice has now placed restrictions on non-essential travel of any kind.

However, enthusiasts of historic vehicles are

still encouraged to participate on 26 April 2020 in the mass sharing, via social media, of images and memories of themselves and their families out and about in their historic vehicles during a previous year's Drive it Day.

Use your chosen social media platform to share images and stories of memorable trips with your historic vehicles or, indeed, what you might be working on within the 'self-isolation' of your garage or shed.

The FBHVC is asking for all enthusiasts to share pictures using the hashtag #DriveitDayMemories.

Post your picture on to the FBHVC social media feeds or those of your member clubs. We will be monitoring those social feeds and public posts published with the #DriveitDayMemories hashtag will be gathered on to a special area within the FBHVC website galleries in the future.

As previously stated, with such a crowded event calendar, the possibility of achieving consensus for a revised Drive it Day date later in the year will be virtually impossible. Therefore, Drive it Day 2020 will not be re-scheduled for later this year, but will resume its normal format on 25 April 2021.

For the latest advice for car clubs, events and other news, keep up to date via the Federation news pages at www.fbhvc.co.uk.



Coventry Group Drive It Day 2013.

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Notice About Coronavirus and Events

As this April issue is being written, the latest news is that, to all intents and purposes, all FSOC club supported events are cancelled in accordance with government advice. This is for social distancing and the fact that many of us have underlying health complications and are of a certain age. There is no way of knowing when the situation will return to normal. The Spares Day on the 18th April is therefore cancelled.

We will not be allowing members to collect spares from the Abingdon stores in person. Neil Patten is hoping to continue with the normal postal service but this will depend on the local Post Office and couriers.

No news about the Old Rally at Gaydon, so please check the FSOC website or Facebook pages for future updates. The AGM at Peterborough has been postponed until the Autumn.

Brian Cranswick

Events

Shortly before we went to press, the UK Government advised amongst other things the cancellation of all public events in response to the coronavirus crisis. On that basis, we are not listing any events scheduled before May 31st.

However, we cannot yet say if any events after this date will be permitted to go ahead either. Therefore check with the organisers before going to ANY event.

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

7th June, Isle of Sheppy Show. Kent group club stand. Contact Richard Greenaway for more details.

13th & 14th June, Dig for Victory Show, Bristol. Club stand. Further information from Ivor or Sally. www.digforvictoryshow.com.

20th June, FSOC AGM: POSTPONED. See notice on Page 38.

22nd June, Hope Valley Motor Show. Evening event. Info from Nigel Hilling, or details and entry forms on the Sheffield & Hallamshire Motor Club website.

28th June, Hatfield Heath Festival. Club stand. Further details from Robin Thake.

28th June, Wrotham Steam Rally, Wrotham Hill. Kent group club stand. Contact Richard Greenaway for more details.

11th & 12th July, Glamis Scottish Transport Extravaganza, Glamis Castle. Robin Barlow recommends this large classic vehicle show to our members in Scotland.

19th July, South East Regional Sidevalve Day, Aylesford Priory, Nr Maidstone. Club stand. Contact Richard Greenaway for more details.

19th July, Newby Hall Classic Event, Ripon. Club stand. Further details from Nigel Hilling.

2nd August, Hebden Bridge Vintage Weekend, Northern Sidevalve Day. Early booking recommended.

2nd August, Weald of Kent Steam Rally, Nr Tenterden. Kent group club stand. Contact Richard Greenaway for more details.

15th & 16th August, Tatton Park Classic Motor Show. Club stand. Further details from Joe Wheatley.

16th August, Hampshire Classic Motor Show, Breamore House, Breamore. Wiltshire group club stand. Book quoting the FSOC stand via www.classicmotorshows.co.uk, or contact Sally Litherland.

23rd August, Isle of Sheppy Kent Group Road Run. Contact Richard Greenaway for more details.

13th September, Kent Classic Show, Aylesford Priory, Nr Maidstone. Kent group club stand. Contact Richard Greenaway for more details.

20th September, York Historic Vehicle Group, Knavesmire. Club stand. Further details from Nigel Hilling.

Richard & Trish Greenaway

Kent

Future events

Due to the awful situation regarding the coronavirus we have been forced to cancel the first ten events of the 2020 season. To date, all events on our list up to and including the Wrotham Steam Rally, which was due to take place on 28th June, have been cancelled. We will keep members updated on future cancellations via our monthly email/text.

Assuming the current situation has settled down by then, hopefully we can kick start our year at the start of July where we have a very busy period, with eight events planned during July/August. Hopefully you will all be out to join us with no excuses after having had an extra three months to carry out car maintenance.

Please see the advert, right, for our main 2020 event here in Kent. Any members are welcome to join us, the more the merrier.

As I mentioned in our last article, if you would like to join us at either the All Ford Rally or the Kent Classic (at Aylesford Priory), can you please book in through us, by request of the organisers.

Monthly meetings

Currently all monthly meetings are cancelled until further notice. If any member wishes to contact us regarding any sidevalve-related item then please don't hesitate. We will let you know via email or text when we plan to resume our meetings.

The future

Here's hoping you all stay safe. If we all pull together we should come through this awful situation.

This year, Glen and I have decided to hit the road again, but not as far this time. Another place Glen's always wanted to visit in his 100E is the Cotswolds, so we are spending a long weekend in the middle of June to catch up on that part of the country. En route we are taking

KENT'S ALL FORD SHOW SUNDAY 19th JULY 2020
@ Aylesford Priory, near Maidstone (ME206BX)

Why not join the Kent Group for the "SOUTH-EAST SIDEVALVE DAY EVENT 2020"
Last year we had 28 vehicles: let's see if in 2020 we can get past the 30 mark!!!!



Free Tea, Coffee, Bacon Rolls on arrival.

Bring along something for the Buffet Lunch for all to share at Mid-day (as last year)

Trophy 4 Furthest Travelled Sidevalve

ABOVE PHOTO SHOWS LAST YEAR'S EVENT: WHY NOT JOIN US IN 2020

ALL BOOKINGS TO BE MADE VIA RICHARD GREENAWAY Phone or Email
RNTGREENAWAY@YAHOO.CO.UK (Please use lower case) 01580892169 (even)

in the Stoker Row Steam Rally, northwest of Reading, on the Saturday, then attending the Churchill Classic Car Show in the Cotswolds on the Sunday. We decided on this trip only a couple of weeks before I wrote this article and a couple of other Kent members have shown an interest in joining us. If any other members from the south would like to tag along then drop us a line for more info. Likewise, if any members living in the said area are planning on attending either of the events then get in touch and we will be glad to meet up with you.

Please see advert for our main 2020 event here in Kent. Any members are welcome to join us, the more the merrier.

As I mentioned in our last article, if you would like to join us at any of the three Aylesford Shows throughout the year then can you please book in through us (by request of the organisers).

Bits & pieces

On the vehicle front, Bernie Hull – one of our ever-present Kent members – is currently

having his Prefect engine overhauled by Glen. Another one of our group who very rarely misses an event is Ian Armstrong, who now has his second Siva up and running so will have a choice between a two- or four-door version. He had promised to bring both along to our first show; we will wait and see. Barry Lucking sold his 300E last year and brought himself a 105E, but has re-joined our club so will be bringing it along for a few shows. Another Kent member who has been very busy over the winter months is Derek Warner who owns – I'm now told – a very nice-looking Ford Model A. And finally, after several years Andy Main has got his 103E Pop back on the road after another engine overhaul by Glen Woolway.

New members

Although it's slightly late, can I give a warm welcome to Alan Maybin who joins us in Kent with two Sidevalves. He has an early Model Y and a 103E Pop which he hopes to put in by the spring after a few minor issues. Also David Andrews, from whom we've yet to hear back.

Joe Wheatley

Merseyside

First, apologies for not submitting a report for the February magazine. I was very busy with membership renewals and reminders in January and missed the deadline. As the show season has not yet started I have not a lot to write for the April magazine! Freddy is safely tucked up in the garage at home and I'm writing this at our apartment in Cyprus, where the weather is a lot warmer and dryer than in the UK.

We are finding that some shows where we have been regular attendees in the past are no longer being run. The Leisure Lakes Steam Fair near Southport is no longer happening because of difficulty with weather and ground conditions in recent years. I hope that 2020 is a lot dryer than 2019 or we will be losing more events.

Longer standing members may remember our late friend Julian Ashworth, who died in February 2018 after suffering a severe stroke at Gaydon in August 2017. Julian had several sidevalves but when he died, he had his maroon-coloured E493A, which had won many prizes for him, and a black 100E which he used for longer journeys. It was not unusual for Julian to cover 5,000 miles or more in his cars during the season. After his stroke his cars went back into rented lock-up garages in Oldham. Several times after Julian's funeral we offered to help his brothers to dispose of the cars, but being very busy (and not really into old cars) they did not get around to it, just continuing to pay the rent on the garages.

Finally, in February this year Steve McKenna heard that one of his members had been to view the cars but had declined to buy them. I passed contact details on to Dave Rothwell, who was finally able to rescue the cars from their long hibernation. It is sad how the condition of a very good car deteriorates if not used, looked after or even stored sympathetically.

The prize-winning E493A's paintwork was



Julian and Prefect at Tatton Park, 2016.

covered in micro-blisters (Dave said it is like a young lad's acne), all the chrome (bumpers, headlamp surrounds, etc.) has gone rusty, and the interior was covered in black mould. Dave has cleaned the interior with Strike, a commercial mould remover, and tidied up the interior. The car would not run properly, which turned out to be due to a badly burnt exhaust valve (Julian was not known for cossetting his cars, so this was probably the result of his last run down the motorway to Gaydon), and so the Prefect is back on the road, although will no longer be winning any prizes.

The 100E had also fared badly. Condensation from the asbestos garage roof

had dripped on to the car, causing rust spots all over the upper surfaces. Again, all the chrome was rusty and the interior mouldy. Of course, the brakes were all seized and required complete refurbishment. At least, the cars will not now deteriorate further and will be returned to the road rather than being scrapped or broken for parts.

On a happier note, Dave has bought an immaculate 1945 E04C from Matthewson's February auction in Thornton-le-Dale (look out for him on next year's *Bangers & Cash?*) and a 1951 E83W Pick-up from Brightwell's in Leominster in March. Hopefully we will see these out at shows this summer!

Robin & Jennie Thake

Three Counties

Eleven of our group attended Ken Finch's funeral at the beginning of February. We met up with the group members from the Whitewebbs Museum, which was one of Ken's other interests.

Our group members have been busy over the winter on their sidevalves. David H overhauled his Pop gearbox. Richard H has bought a 1951 Prefect which needs some mechanical work to improve the engine problems. Alf is busy welding new parts to his

100E Pop, which is a big project so it will be some time before he is back on the road. Terry T is rebuilding another engine for his 100E Pop and John W is going to start on his engine rebuild when the weather gets warmer.

My car has had its cover removed and the oil changed and greased all round. The other morning while we were having breakfast, Jennie was looking towards the garage at the bottom of the garden where the car sat with its cover removed. She said, 'There is something

in the garage.' I thought she was seeing things, and as I make the tea in the morning I knew I had put only milk in it, but I went to investigate. Lo and behold, a sparrow had got into the garage and it had left a message in the middle of the roof. So, with all the maintenance going on with our members' cars, according to folklore tales we should have a trouble-free season.

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.

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Fred Tutt

Surrey

Registration enquiries

One of the most interesting responsibilities for a Regional Contact is the enquiries we get to help with the registration of sidevalves, which often entails an inspection supported by a Club Registrar and a new member joining the club and our group.

In our last Surrey report we reported on Martin Palmer's request for help to register his newly acquired left-hand drive Anglia, probably



Martin Palmer's modified Popular 958 XUR.



Tim O'Neil's DHS Special.

imported from Majorca. In the course of the inspection Martin took Andy Main and Fred Tutt to see his Popular (958 XUR), a restoration so interesting that we asked if he would allow us to feature the car in our next report.

Martin brought 958 XUR back in 2007 as an original car. It was drivable and had an MOT, although he did not know how because it needed a lot of work. Martin fully restored the Popular and upgraded all the running gear, fitting a 1700cc crossflow engine. The car featured on the front cover of the *Classic Ford* magazine in October 2009.

Then in 2011, and in the search for more power, he started the second engine conversion and decided to do something that he had never seen done before, by fitting a 5-cylinder Ford Focus ST/RS engine (essentially a Volvo engine) but in rear wheel drive configuration. That required extensive bulkhead rework, along with a transmission tunnel, something he had already done when restoring it the first time round. He had to cut it all out again to fit the new engine and gearbox and then set about upgrading all of the running gear to take the extra power (around 300hp), utilising a Cosworth gearbox, heavy duty axle and a dry sump system. Nine years later, Martin finally had the Popular back on the road and, whilst there are still a few things he wants to do to it, it is now ready to enjoy for the summer and is a real show stopper.

To complete Martin's story, he was very pleased to receive confirmation from the DVLA that the left-hand drive Anglia has been allocated an age-related registration (817 XVJ), and sends his thanks to the club and especially Liam Cotton and Andy Main. We look forward to seeing it out and about this summer if he manages to finish the restoration.

We have also received a request for registration support from Tim O'Neill, who owns a DHS Special, based on a 1930s Prefect and built in the late 1940s / early 1950s as a race car by a David Small, who ran a garage in Farnham in Surrey. He built several cars and raced at Ibsley and elsewhere, quite successfully, often beating period Lotus cars. The car then went on to be used as a road car and was then stored and left to deteriorate. Tim is hoping to restore it to race specification and would like to get the period registration back. Specials Registrar Ian

Woodrow is supporting Tim and we will report progress in future editions.

Regional meetings

By the time this drops through the letter box we will have held the third of our 2020 Regional meetings at the Parrot Pub in Forest Green (south of Dorking, just off the Horsham by-pass – RH5 5RZ), which we planned to help to generate support for the Surrey group and to kick start our summer season. They are intended to be social occasions for members to get together for a drink and a chat. The pub serves good food, and wives and partners are most welcome.



March Surrey regional meeting.

We had an encouraging turn-out for the March meeting, as well as a number of apologies, which are indications that support for the club is growing in Surrey.

All Ford Show

One firm commitment that came out of our March meeting was to support the Kent Group at the All Ford Show at Aylesford, Maidstone on Sunday 19th July, which will double up as the club's South East Regional Day. Last year there were 28 vehicles on show and the Kent boys and girls are planning to beat the 30 mark this year. We will be organising a sidevalve convoy for Surrey members who would like to attend what should be a memorable day, including an offer for those without their sidevalves on the road to join up as passengers.

Ray & Vanetta Geach

Cornwall

Rob Palmer has provided us with this trip down memory lane.

My early motoring memories, by Rob Palmer

The other evening I did what many of us have done by jotting down the number of cars owned since passing my driving test in November 1964. The answer came back as 21, including one 100E and one 103E, both sold to new owners but for genuine reasons returned to me, which I suppose makes a new total of 23.

Two of the remaining nineteen were very unusual, being a 1961 Skoda Octavia Combi (yes, the one with the 1221cc front in-line engine) and a 1935 Austin Hertford saloon, with the 1861cc engine designed in 1927 and the cowled radiator updated body brought out in 1934. I was very disappointed when it had to be sold last year following our house move to Cornwall. It was a very rare model with only about three left in the UK.

We all tend to change our cars for genuine reasons as our life patterns dictate our aims and priorities. My first car was a 1958 Pop 103E, reg. no. 571 BHW in Ludlow Green. I bought it from a back-street dealer in Bedminster, Bristol. In November 1966 it cost me £39 and remarkably there is still a similar business selling cars on that site. A previous owner had cut the wiper vacuum pipe and diverted it through the bulkhead where its cut end was soldered just through the lid of a cocoa tin. A hole had been punched in the tin base to which the other end of the wiper pipe was soldered and then re-connected to the wiper motor. This was no doubt an attempt to improve and prolong the action of the wiper in the absence of the vacuum tank previously fitted on earlier upright cars!

The MOT certificate was certainly a selling point for the car – but did I say that I bought it from a back-street garage? I found that out to my cost when I lost control on the A38 just south of Bristol, driving down a winding hill with three passengers. It was almost impossible to

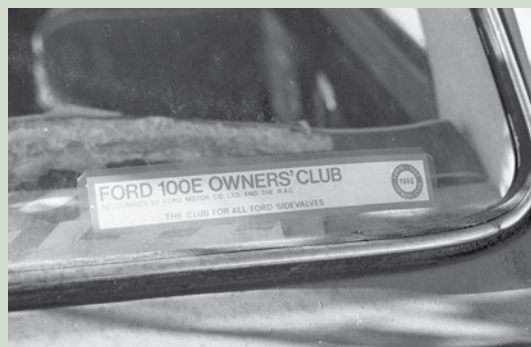
control the steering and the brake pedal was shaking violently when I attempted to slow down.

Eventually we stopped on the grass verge and then I limped home. The local Ford dealer diagnosed brake shoes worn to the rivets and dangerously worn track rod ends. Strong complaints were made to the car dealer but as many of our members will remember from the 1960s, they were dismissed as, 'Well, the car was perfect when it left here – we do not accept responsibility.' How many times have we heard of similar stories clearly showing fraud and blatant dishonesty?

And now a plug for our new Cornwall group. Radio Cornwall has announced that Cornwall is now the undisputed most popular holiday destination for camping and caravan holidays. If you are heading this way, don't forget to ring Ray or Vanetta Geach for details of our meetings or rallies. We will give you a good Cornish welcome.

Obituary: John Gater

Sandy Glen informs us that John Gater, who was Regional Group contact **Essex NE and South Suffolk**, died on the 1st of March. Sandy found out at the East Anglian group meeting of the Historic Commercial Vehicle Society as John had been a member of the HCVS for many years, although he had not attended meetings in the last few years. John had been an FSOC member for many years and owned an impressive stable of sidevalves: E493A Prefect, E494C van and 300E van. We offer our sincere condolences to John's family and friends.



A blast from the past, discovered by Jim Norman while scanning old black & white negatives ...



Nigel Hilling

Yorkshire

News and events

As usual I have produced a list of events in our area (and beyond) for 2020 and emailed this out to those members on my list; it also appears on the FSOC website in the Yorkshire Regional News (click on Regions/UK, then click on my picture). If you want a copy emailing or posting then let me know. In addition, if you want to be added to my email circulation list then let me know. We will be having a club stand at the following events this year (entry forms now available for all):

- Monday 22nd June: Hope Motor Show (evening event)
- Sunday 19th July: Newby Hall
- Sunday 2nd August: Hebden Bridge (Northern Sidevalve Day)
- Sunday 20th September: York Racecourse.

Hope Motor Show is a large evening event and we will no doubt be arranging a pub lunch and afternoon road run, finishing at the event. Let me know if you are interested in joining us.

Newby Hall must be one of the largest classic events in the North. Entry forms can be downloaded online from the NECPWA site (<http://necpwa.org/>) or are available from me. Put 'Ford Sidevalve Owners Club' in the relevant box to join us in our parking area.

Brian Cranswick

Cambridgeshire

A rather short report this time. The post codes for this group are changing again, following Colin Read's trying to form a new group in Wymondham to generate club activity in the Norfolk area (see Page 10, February magazine). Members can support both groups if they wish as the Peterborough area may be much closer for them.

It would be good to see some new sidevalvers attending our Drive It Day meet-up to be held at The Lakeside Lodge Golf Club, Pidley, Huntingdon.

The photo below shows a well-attended joint meet-up with the Three Counties Group held a few years ago in Huntingdon.



A pair of hard-working E83W vans, from the archives.



John Duckenfield

Regional Report

Regional news

I am very pleased indeed to inform members that the club has another new Regional Contact – well, two, as a matter of fact – and potentially another new Regional Group! The latter, of course, depends entirely on whether members in the area are willing to get involved!

South Wales

After reading February's Regional Report, two recently joined FSOC members, Matt and Dawn Callaghan, contacted me to find out more about becoming joint Regional Contacts. I explained what the role entailed and the simple but necessary process involved. After considering the information they received, they decided to go ahead and become joint FSOC Regional Contacts in South Wales. In response to my request for a few details about themselves they wrote:

'We are Dawn and Matthew and we live in Caerleon, a village on the outskirts of Newport, South Wales. We are the proud owners of a 1956-registered Ford Anglia (with the 1172cc sidevalve), which is called Lizzie. We have owned Lizzie since September 2019 and are only the third owners of the car. It has always been Dawn's ambition to own a classic car of some description and much pondering was undertaken before we settled on Lizzie. One of the noticeable items on the table during the purchase negotiations was a large amount of documentation, including the original purchase invoice, stating that she cost the original owner £623/13/2. She was first registered on the 9th of February 1956, making her 64 years old.

Lizzie is pretty much restored with only some minor jobs that we would like to undertake. She has had a number of modifications, such as the fitting of electronic points and an electric fuel pump with regulator and cut-off switch as well as some electrical modifications, all carried out by the previous owners. The level of completeness means we have been able to enjoy driving Lizzie, and despite missing the bulk of the show period we have managed to show her off a couple of times, namely at the Cefn Mably Arms meet in September and also



Photo 1.

at the celebration of the sixtieth anniversary of Cwmbran Shopping Centre opening at the beginning of December. We have also attended the breakfast meets of the local car club of which we are members. In January she did her best to upstage the bride at a friend's wedding, where she was used to transport the groom (and with a bit of a squeeze, the groom's father) to the wedding venue. (Photo 1.)

Dawn works in the railway industry and Matt works as a Quality Assurance Manager at a software company. We have two children, William (11) and Evelyn-Rose (5). William is very keen on helping with any work we do on Lizzie and is hoping to be our budding cameraman when we do any videos for the blog that we keep, <https://lizzie-the-anglia.wales/>.

Dawn and Matt would be delighted to hear from any members in the area interested in forming a Regional Group. They can be contacted most evenings between 7.00 p.m. and 8.00 p.m. (*please respect the fact that Dawn and Matt have young children and*

lead busy working lives by telephoning between these times only. Thanks. – John D.) on telephone number 01633 380273 or by email at matt.callaghan1980@gmail.com.

Durham and NE

Unfortunately, there is some disappointing Regional News to report!

At the time of writing Darren Bell has not yet renewed his membership of the FSOC for the current year and can therefore no longer be a Regional Contact for the club. Should any member be interested in following the example of Dawn and Matt (above) and (at the start of the year) Colin Read (Norfolk) and Paul Nicholson (SW Lincolnshire and Vale of Belvoir) in becoming a Regional Contact and taking over from Darren, please get in touch. All contact details are to be found on the centre coloured pages.

Wiltshire – South: Change of contact details

Sally Litherland has informed me that her contact details have changed. She can no

longer be contacted on her landline, only her mobile on: 07811 576233.

Norfolk: correction of email address

Please note that one of Colin Read's email addresses ends in '.com', NOT '.co.uk' as published in February's magazine. It is: fordprefect1953@yahoo.com. Colin's other email address was correct.

Regional contact personal profiles: Mark Harvey (East Midlands)

Here is the second presentation in the current series of Regional Contact Personal Profiles – JD:

My love affair with the small Fords started on exactly 27th March 2010! I was racing full contact stock cars, and had a big crash and damaged my back. I went to a non-contact formula. It was during this time my mate had a Mk 2 Zodiac which he was going to prep and use in the pre-68 Banger race at Hednesford Hills. I couldn't bear to see such a solid example go round the track and get wrecked. Deal done! Then reality set in – this was far too big for me! I didn't know where to start. It filled my unit! I put it on a swaps site that used to be active in Birmingham. A guy got in touch who had a 1958 100E. (Photo 2.)



Photo 2.

He'd stripped it to hot rod it but, like most of these guys, he didn't know what to do, so I thought I'd take it and maybe race it in classic hot rods. Nope! I carried on racing in my old race car, Ant the E, but every now and then my lad Jake and I did a bit on it. I gave it to Jake for his 16th birthday in 2012. He carried on a bit when he could but relied on me to get over to the unit.

Roll on to 2015! I was on holiday when Jake messaged me about another E he'd seen on eBay, completely standard, on the road and



Photo 3.



Photo 4.

ready to use. (Photos 3 and 4.)

Lots of texting later I had done the deal; I went the day after returning from Majorca and bought it there and then. Probably not the best way to buy a car! I had lots of plans to Zetec it, etc., but then I drove it and a love affair began. After that there was no way I was going to change it. As many people know, it's had some issues, but I keep it going. It's a rolling restoration and still in use.

To be honest, I'm just using it until it *really* needs to come off the road to be done.

I wanted to find a local car club. One for old Fords was preferable, where I could get some help and advice. Little did I know how much support was coming my way. I was at a car show about two weeks after buying the car when I was approached by Liam Cotton and Colin Pudge. They introduced me to the Ford Sidevalve Owners' Club. Liam was then heading up the East Midlands group and invited me to the next meeting. Due to my shifts – I'm a Neonatal I.T.U. nurse – I didn't go but went to the next one. I couldn't believe how friendly they all were! It was like we'd been friends for years! Since then Liam has taken on more committee duties and asked me to take over the East Midlands group. Luckily for me the group were all happy about it, although it pretty much runs itself.

I think Jake and I need a bigger unit, for it's snowballed from there! I just love old Fords!

Next came a 1937 CX for restoration that



Photo 5.



Photo 6: Me and the truck.

I bought to do in a few years' time (this is for sale now) but my new baby is my 1955 E83W still-bed truck. We've really cracked on with the restoration of this. In fact, all the time and money are going into this and I can't wait to get it out on the road. It will be out this year for sure!

Unfortunately for Jake, it seems the disease is hereditary and he's got the bug too, with a collection of four Fords – '33, '47, '57, '59 – and a VW caddy pick-up of his own.

I'd like to take this opportunity to thank everyone involved in the club, especially Colin Pudge and Mick Harley for their endless support and knowledge in helping me and Jake; Sally Litherland for her help and support with my role as Regalia Officer for the club; and John Duckenfield for his support of all the area contacts

To everyone who has managed to keep reading and get to the end of this, you are more than welcome to join us on a club night – no pressure or expectations, just a group of car enthusiasts sharing stories and helping each other whenever it's needed.

Yvon Precieux

Pre-War Register

Registrar's comments

Spring seems to have brought some interesting weather that doesn't seem able to make up its mind. Hopefully summer will be better with some good periods of sunshine for rallies, etc. Locally (Greenock Classic Cars) we have a good selection of events without having to go too many miles, even across the Clyde, and I hope to use each of my vehicles at some stage during this year.

Register forms appear now to be redundant due to their absence so it would be nice if we can have some two-way traffic for accurate, up-to-date records. There are so many benefits in joining a club such as ours, especially with a quality magazine, the benefit via registrars of technical advice and an excellent spares department. So why not volunteer your services and get to know your local group? I have been in office as registrar for too many years, so below I have refurbished some of the copy written years back that newer and older members might wish to read.

Original specification

We may all try to identify our small Fords in the manner in which they each were individually built by the Ford Motor Company. Certainly the deluxe pre-war cars were built with a higher spec to the standard and later post-war models, but with extras that, despite coming in at an additional cost, meant one could update one's model to deluxe without too much of an effort. Today, insurance companies tend to ask what additions from standard are on our cars, purely on the basis of boosting their profit margins, where simple safety requirements such as changing to winter tyres can require extra premium. This situation is tending to creep into classic cars in reference to mechanical alterations. However, I think the companies would have a bit of a legal headache if they were asked to define a standard Ford Model Y, C, pre-war upright



Photo 1.

or post-war model, be it a deluxe or standard vehicle, as most extras – unlike today – even with the post-war models up to the 100E were associated with the Ford Motor Company as official Ford merchandise.

Importantly for today's insurance questions we can state that these accessory items are standard Ford parts as each was properly referenced with an official Ford part number. So, vanity mirrors are 204E 18208; heaters E493A 18463C; parcel tray E25-WP-1; petrol locking caps E493A 9030; and radiator blinds 103E 18690. There are so many to list that I could go on forever. Extras then included body polish part number M230A; car shampoo E0A 19524C; foot pump part number N17052A; rubber floor mat E4/5/6/20WF-2; safety belts E4 -WP-1 (all extras). Many items were extremely useful in prolonging the life of engines with the oil filter canister E493A 18658 and the safety aspects of semaphore / flashing indicators, stabiliser bars, dual windscreen wipers and fog lamps to name just a few. (Again, all with Ford references.) Some, like the indicators, were required by law in 1954 so one may ask what is standard in legal terms in applying this question to insurance companies.

Luckily, most classic car insurers are more assuring in what they term as extras / modifications from standard, but never take such assurances for granted as insurers like taking your money but not paying out. However, at least we can state quite categorically that many additional parts – even down to those mechanical extras that form part of our vehicles' safety re suspension and steering – have been and were approved by the



Photo 2.

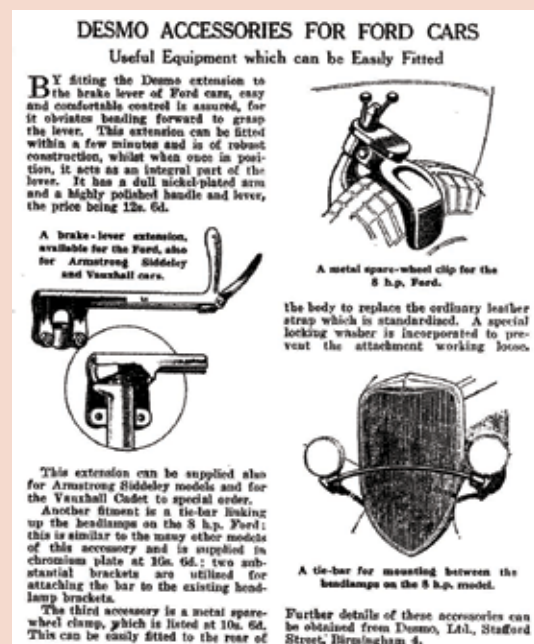


Photo 3.

Ford Motor Company when incorporated on their vehicles. (Photos 1-3.)

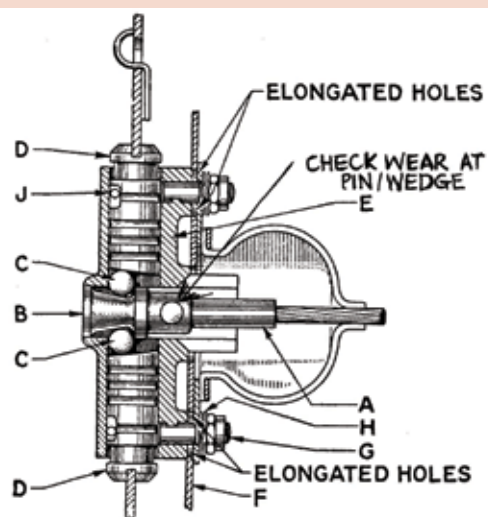


Photo 4.

Brake set-up

Adjusting mechanical brakes on the Model Ys and Cs can be a time consuming affair should owners not be aware of how to adjust them correctly. Also, with today's need to keep to a modern braking standard the braking bias needs to be more at the front with the rear coming on a fraction after, to give ultimate efficiency on what is quite a primitive system compared with the post-1937 Fords. The most important aspect is to ensure all the angles in the various links are correct. In order to do this, all connections, bushes and brake parts should show no play.

Brake linings should be first looked at. The shoe linings need to press directly on the drum over the full length of the linings, not just at the tip or centre as this will not be sufficient to generate good braking. The brake shoes should be adjusted to just touch the drums with the rods adjusted on each side separately, so that when the brake pedal is all the way down to the floor the angle between the rod and the arm on the brake mechanism is at 90 degrees at its maximum, with both rods at the same length. Provided all play has been eliminated, the force at the pedal should be the same on both rods. The only exception to this rule is where more wear is relevant to one side, and here just a very slight adjustment may be necessary – after which, take a test drive on a quiet part of a road. With the brakes set as mentioned, press the pedal and hold the pedal down so that the brakes start to drag, while still able to drive. Hold the brakes in this situation for a couple of minutes, release and let the brakes cool. This should be repeated twice or three times, after which one should adjust the shoes yet again to bring them back as close as is feasible without touching the drums. Once

done, further adjustment should be made only at the back plate to compensate wear on the linings. On post-1937 Fords, provided play is eliminated and angles and gaps set correctly, there should be no problem with the brakes. However, it is worth dismantling the expander units and checking the pin has not elongated inside the hardened cone (Photo 4).

That convertible Model Y

When the Model 19 was initiated, Sir Percival Perry, Chairman of the Ford Motor Company at Dagenham, did not consider the Model Y chassis sufficiently rigid or strong enough in its existing form to be able to support open bodywork in any touring design. However, against this reasoning an experimental tourer was built but, due to an error in the wording of a transatlantic cablegram initiated by Sir Percival during one of his frequent visits to Dearborn, this open-topped car was transferred across the Atlantic instead of the requested European tourer manufactured by the Opel company. After having been tested and evaluated, it is reputed that an American who liked the pleasing lines of the little open car asked and put in a bid to purchase it. Having now no interest in the open design manufacture on the Model Y chassis, Dearborn sought permission to sell it to the interested buyer. However, Perry disapproved and intervened personally in the sale by writing and stating his personal objections to the manner in which the car was to be disposed of, especially as the vehicle was not destined for the American market. In his letter of disapproval he construed that the vehicle would give trouble as the body could literally open and shut owing to its frame construction. His concerns were soundly based on observations in the construction of the Model 19, as in earlier letters sent to Sorensen, Perry had forcibly remarked, 'You will appreciate the Model Y frame necessitates a closed body in order to hold the car together.'

Not surprisingly, Ford of Britain never manufactured a Model Y of any open description for general sale from Briggs, although it still does make one wonder why, with such grave concerns, was it permitted for the chassis to be sold on its own via dealerships and coach builders to arrange for open models to be sold as part of the Ford Model range? Certainly a wide variety of open coachwork Model Y touring cars were built, and many have survived. Maybe like today it was a nice little earner with then little to no liabilities if things went awry, and it was probably easier for the car market itself then to

dictate and prove the merits of a convertible small Ford, even with a susceptible chassis, at least in Britain. I wonder what the insurance companies' stance was then on these models, knowing the history?

Under the bonnet

With so many vehicles being catered for under the umbrella of the Pre-War Register, from the Model Y to the pre-war E04A and E93A, it can be difficult to identify what specification is deemed correct for your car, especially if they came in deluxe or standard form. Model Y owners certainly need to know, especially as so many component parts were altered during the period 1932 to 1937. Models 7Y and 7W owners can similarly have a few headaches as most component parts are similar to the later cars (1937-1959) and, not surprisingly, some cars have adopted some post-war body fittings and mechanical components besides specialist parts outside the Ford Motor Company when under restoration. Pre-war cars were provided with a larger panelled area at the bulkhead that included a tool box. Yet with some standard 7Y models, a lid was provided as with the 7Y Deluxe and 7W class. The starting handle was carried on this front panel (held by three clips) and followed the earlier cars' example, with the coil inverted downwards so as not to foul the electrics. Yet, some cars have the coil mounted on the central panel à la Model C and CX, but again with the starting handle carried in this area.

The year 1938 carried a modification to the cut-out and dynamo. Whereas prior to this the dynamo carried the cut-out piggy back, the post-1938 dynamo took its harness back to a new cut-out that was placed on top of the central flat surface adjacent to the tool box. Some standard 7Y models carried the starting handle directly on to the bulkhead with the grip part of the handle dipping into the tool box, as no lid was current.

Vehicles prior to restoration can give some idea of where the starting handle clips were, although any holes left help with positioning. Finally, I would warn that on post-war cars that are provided with a flat bulkhead with no toolbox, as with the Ford 103E, the flat panel where the accelerator pedal and rod are situated takes much stress and will eventually flex at this point every time the accelerator is depressed. This panel weakens, and unless reinforced will require heavier pedal movement that further weakens the panel, impeding the amount of movement from the accelerator to the carburettor, especially when acceleration is needed.

Ron Taylor

E83W Register

It's been a cold and wild winter with its storms and this and that, but generally in the UK we escaped the snows, although some folk did not fare so luckily. As I write (mid-March) coronavirus is the topic of the moment and we shall probably have discovered when you read this what it eventually leads to; but, what we can say is that, whilst it could conceivably polish us all off, it will never polish off our E83Ws!

Now it's April we can hopefully expect some more clement weather for the show season which is just about to start, and forget all these winter horrors.

The Register has been quietly simmering over the weeks and we say hello to a couple of new or rejoining members. Mr Tony Faithful of Bristol rejoins us with his 1942 Box van GKR 921 on chassis C224737 (Photo 1) – E83Ws of this vintage are very rare, and this is the second of only three of that year listed on the Register. We have only one photo of GKR which was taken in its pre-restoration days.

Mr Luke Powell of Huddersfield rejoins with his 1956 panel van OCJ 947, chassis C726949 (Photos 2, 3). OCJ is a Herefordshire registration issued in 1956 which, from the chassis number denoting a 1953 build, suggests the van may not have been registered until then. Luke is wishing to reclaim the registration mark.

Don't these E83Ws look well in their 'as found' condition!

Also joining us are James and Andy Morgan



Photo 1.

of Chelmsford with their January 1953 van VNO 596, chassis number C694089. From our records, this van has been resident in Chelmsford for most of its life and been on the Register since 1989. Sorry, no photo. Any chance of a photo, lads, James and Andy?

The club stores are still waiting for a final response to how many steering box brackets are wanted by the membership. This was mentioned in the last magazine. We have had a quote and ideally need to reach a figure of 20 before the manufacturer would be prepared to produce any. Like all these remanufactured spares, they are not cheap but the brackets are difficult to make or get hold of undamaged to copy. So, if you want one, let Neil Patten in the Stores know. Just a comment – if you do get one and are fitting it yourself, you will need to remove the drop-arm from the steering box to the drag link in order to remove / refit the bracket. Drop-arms are on a tight splined shaft and will need a puller, or warming up and tapping off with a mallet and punch. But they are on tight. (*I doubt you'll remove one without a puller – JN*).

E83Ws in the Isle of Man

The Isle of Man is famous for its TT Event every May / June when thousands of people, even including a number of our members, some with motorbikes, visit the island to watch or take part. Other than that, although classic and vintage car shows are held there they are much less well known. Nevertheless E83Ws are not unknown to the island, indeed being found there in numbers up to the seventies. I've had a glean around in our records for what I can find amongst what members have sent me.

First, some of our longer standing members might remember this van in the April 1991 magazine pictured at its home in Douglas (Photo 4) but later owned by member William Kelly of Dublin, to where he then removed it. WMN 26 (chassis C913263) was an April 1957 issue which makes the van one of the late builds. It is on the Register, but after it went to Ireland it was allocated the new number ZV 5845 in 1992. Photo 5 shows it now, after restoration, and Photos 6 and 7 show the restoration progress. WMN 26 was the only Manx E83W known on the register at the time.



Photo 2.



Photo 3.



Photo 4 (W. Kelly).

Photo 8 is a period shot of a Manx van (though with a London registration) waiting at one of the level crossings of the tramway north of Groulle. The tramway is still operating, exactly as seen, and the picture could be reproduced today.

Lastly, Photo 9 is the van owned by the late Donald Collister, the only E83W now known surviving bearing its original mark MMN 393, which is a 1950 issue (chassis C529669) and has been beautifully restored by member Andrew Farragher of the Manx Transport Trust. It is seen



Photo 5 (W. Kelly).



Photo 6 (W. Kelly).



Photo 7 (W. Kelly).

here at the Transport Museum at Jurby. There is a very fine account of the restoration on Facebook. As far as I know the Isle had two registration marks – MAN and MN. If you are ever in the Isle of Man, the museum is always worth a visit.

See you in June.



Photo 8 (Travel Lens Photographic, Laxey).



Photo 9 (Manx Transport Trust).

Andy Main

Anglia, Prefect & Popular + Specialist Applications Register

An apology

There is no copy produced for either of these Registers this issue, due to computer problems. Regretfully, members that have made contact will have waited some time for a reply.

Liam Cotton

100E Register

Thank you for the kind comments on Facebook about the last issue. I can't take the credit but it is good for the people who contributed to feel that their efforts have been appreciated. I am sure you are desperate to know the result of all my problems highlighted last time: computer is fixed, Mondeo spring replaced, the telly came back to life after 24 hours rest (I think the phrase 'new flat screen' was used). As for the mouse in my toolbox, he has been successfully evicted – but he did leave me a deposit! Very unsporting.

For this issue we have a follow-up from David Pearce. I have taken the liberty of attaching an old picture of David's Pop with its original number plate.

KVS 409: now for reality, by David Pearce

Now that the dream of owning a Pop has finally been realised, the reality of owning a 60-year-old classic car has kicked in. This is not new territory for me: my classic car history over the last thirty years has been two Stags, two Heralds, a Vitesse, two Series Two Landrovers and a 1969 T2 Veedub camper, so searching for extinct parts and services in odd places is not new to me.

So, why a Pop now? Simple: all my other classics have been great to own, but

bought mostly based on superficial looks, performance, desirability, cool and just always wanted one.

Great though all those cars were, the Pop is different, I didn't realise how different until sitting in it brought back so many memories from the late 60s. Anyway, enough of this hippy 60s psycho-babble rubbish ...

The first serious run in the Pop after purchasing it (I had test driven it before purchase) was a real journey of discovery! What on earth have I done? Can there really be such a wide ratio difference between second and third; surely there's room for at least one more gear in there; has it gone missing? The engine is either screaming in second or lurching in third, and I'm getting looks from people in town: 'Ah, bless him, he must be a very old learner driver.'

Inevitably, when you buy a new (old) car, the first few days are spent discovering all the small – and not so small – things you hadn't noticed initially, whilst the previous owner was giving you the honesty speech. In my case, that was: 'Dave, I'd quite happily drive to Scotland today in it.' As it turned out, the clutch wouldn't have got him north of Nuneaton.

My 'To Do' list is currently: prop shaft vibration at 40 mph and above; second gear synchro crunch; driver's window rubber missing; heater fan not working; seat belt holes; wipers are, at best, eccentric; clutch master cylinder leaking.

Now, in fairness, my initial inspection of the car was pretty thorough, both in checking history and the DVLA MOT website, and talking to the previous owner, and looking at the documentation he had.

The paintwork is in generally good nick, panels are solid, very little evidence of filler, chassis solid, and chrome excellent.

I had asked the previous owner NOT to start it before I arrived, so I saw a cold start (although I felt guilty asking him to pop the bonnet when I arrived so I could put my hand on the manifold just to check). There were no knocks, no smoke, fired first time and settled to a smoothish tickover.

The interior is clean and tidy. I'm not wild

about the cheap aftermarket carpets, but they'll be ok for now: it's a car, not a hotel lobby!

So far I've fitted front lap belts, an eBay purchase which were easily fitted into the old holes. I've always been paranoid about engine temperature (it must be a veedub air-cooled thing) and my Pop doesn't have a gauge, so I fitted a new aftermarket Smiths gauge, plumbed into the top hose. On a 25 mile run, with temp outside at 10°C, the gauge never went over 80°C, so I'm happy.

The clutch master cylinder didn't last long, and failed on Christmas Eve, so that sorted my Christmas present from the current Mrs P. and a new one was ordered. I did consider a new seal kit as well, but I had already bought her a present.

Fitting it was a bleeding pain ... Sorry, that should read, 'Fitting it and bleeding it was a pain.' I'm not sure I've been in that position in a car – well, not since ... best not go there!!

The wipers just needed the opportunity to run, and with some WD40, new hoses and that stuff from Halfords that makes water run off anything, they started to work, so I parked the car outside in the pouring rain and just let them run for half an hour. Sorted!

So, what's next? Well, I would like to get the heater fan working: the heater is fine, it gets hot but just doesn't push heat through. The vibration above 40 mph is annoying, and can't be doing the drive train any good, so possibly get the prop shaft balanced. The second gear synchro issue isn't too bad, as long as I'm gentle and don't change from third to second at any more than about 15 mph, so I might leave that for a while and just enjoy driving it. Finally, and this is just cosmetic, the lower half of the car might benefit from a respray, and I've always liked two tone (both as a paint job, and a musical genre), so the lower half may go maroon, or a pastel leafy green, if I can source the short chrome return strips for the front wing.

So, that's the immediate future, but what owning this car has also done is take me back fifty odd years, and it seems to be bringing back lots of memories, all good ones. I will be interested to see where it takes me!



Liam Cotton

107E Register

I'm not sure how to start this one so I'm just going to jump straight in! As Registrar, it can be difficult to decide what to use for the register pages (100E and 107E) but, hand on heart, I can truly say that I have been blessed by the amount of high quality material submitted. I will use everything that I have received as soon as I can; the only fair way was to print the articles in the order that they were submitted.

As promised in the last issue, we are going back to Jim Norman's 'Life with Sidevalve Fords'. In the last instalment Jim had just purchased 984 FLV, a maroon 1960 Prefect.

Life with Sidevalve Fords, Part 3 by Jim Norman

A couple of weeks after buying FLV, I started going out with a new girlfriend, coincidentally from the next street from the car's previous home. We decided on a touring holiday of the Lake District and Scotland, getting as far as the Isle of Skye in a car I'd had for a mere few weeks. It was a journey I would never have considered with the old Prefect, but we had not the slightest trouble with the new one in the over a thousand miles that we managed.

The car served us well and we went all over the country in it. 1976 saw us tour Scotland, this time reaching John o'Groats. The only problem encountered was not of the car's making: leaving Ullapool heading north, I noticed we had just over half a tank of fuel on board, so plenty available. Sixty miles later and I don't think we'd seen so much as a house, let alone a filling station. We still had quite a bit left, but concerns were growing. We arrived at the north coast and soon came to the town of Durness, where there was a filling station with a sizeable queue to get into it; we obviously weren't alone! It was a nice enough spot for a half hour break while we waited our turn. That tour consumed 2,107 miles over nine days.

August 1977 saw us honeymoon in Oban, a little less adventurous than the previous year. In 1978, and for a change, we went to Ireland where we had hired a touring caravan to see the country. The Prefect had a 1500cc engine but the original 4.429:1 axle ratio – not fast but ideal for towing. Once there we kept wondering why everyone waved to us, eventually realising

that there was nothing wrong: Irish people were just incredibly friendly!

Irish roads are, and certainly in comparison with their English equivalents, remarkably straight, so maintaining 45-50 mph with the 10-foot Monza caravan was quite relaxing. Then we were overtaken by a Rover 2000 pulling a somewhat bigger caravan. A few miles further and climbing a long hill, we caught up and overtook him. Then on the next down slope he passed us, until the next upwards slope where we again took the lead. By the fourth time he was obviously getting annoyed, but we had a car better geared for the job.

By now the car was getting rather rough. Despite good intentions, it is very difficult to make good a car that is less than pristine when being used the way I use mine: in five years the car had covered almost 100,000 miles and it was time to take it off the road to do the major work. Fortunately, I already had a spare ...

XTP 107, a 1961 100E Popular Deluxe in Sapphire Blue, was totally unplanned. I saw it in 1975 as I passed a dealer's on the Southport Road, so stopped, 'Just to have a look.' The dealer said that he had an offer of £50 from the trade; if I matched it, the car was mine. I did!

Body-wise, the car was very solid with only

Continued on Page 18



1978 saw a change of scenery and a trip around Ireland with a Monza caravan. We were able to stop for impromptu tea breaks, as here. The car was in serious need of a wash by this time.



The following year, FLV went into honorary retirement to have some serious remedial work undertaken. Maybe one day it will be finished; they've finished painting the Forth Bridge ...



Work underway on FLV – not for the faint hearted!

Continued from Page 17



XTP not long after purchase; the variety of colours shows up less in black and white.

a small amount of corrosion to the bottoms of the front wings. This is not the same as saying that it was in good condition: rust-free the body might have been but it had more dents than a sheet of corrugated iron, and many previous dents had been repaired and painted. It would have been nice if the paint had been the same shade as the rest of the car, but the panels boasted three different colours, and while the new paint was shiny, any remaining original panels had faded badly. Nor was the interior brilliant: the headlining sported the usual brown patches, the seats and mats had minor



XTP well into its period in everyday use, about the mid-1980s. I was foreman at a Lada dealership at the time; we all have our cross to bear! The dent in the offside front wing was the result of a driver coming the other way and deciding that he had right of way passing the parked car.

tears, and the backs of the front seats were badly torn. But with about 32,000 miles on the clock, it was still a bargain. It was also a bit of a problem as we were then saving up every penny we could to get married. I got around that one by explaining that this car would be my future wife's, once she passed the test. In the end, the pass never came, but I'd got away with it!

It had not been the intention to use this car, despite what I'd said, but it was pressed into service until FLV's repairs were complete. They're not complete to this day: I found that working in a garage all day, including much overtime, was not conducive to doing major work on a car when I got home, so XTP was to be used for the next nine years, during which the mileage rose by around 180,000.

The common perception of the 100E is that it is slow, but I was always surprised at how fast they were for a 1950s cooking saloon. In their day they were far, far faster than any of the competition, with a genuine 70 mph top speed and a 0-60 mph time around thirty seconds; others in their category did not even have a published 0-60 time. Things were even better when Aquaplane manifolds and twin SU carburettors were fitted, and while the performance was excellent, fuel consumption of 17 mpg was not. Sadly, the standard system was restored and the Aquaplane stuff found a very eager buyer.

We used this car just as we had the Prefect, and it saw Land's End and John o'Groats. This last involved towing a caravan from Wigan as far north as Inverness and back. Things were a lot different when the power came from a standard sidevalve engine, but we made it there and back. The problem was not, as might be expected, steep hills. The car would take these, even if in first gear, but strong headwinds on the way home brought speed down to 30 mph, even on the flat.

Many of the miles listed above were to Committee meetings in Abingdon, 176 miles from Wigan where we had moved once married, and are still. So that was a round trip of 350 miles in a day, five and sometimes six times a year. And I learned that 100Es do not like motorways. It wasn't high speed – 47-50 mph isn't high for a 100E – but I suspect that the long stroke engine took exception to the constant speed / constant throttle opening which motorways promote. Whatever, piston rings would last a mere 16,000 miles, which equated to less than a year's driving.



Yet further but more serious accident damage, this time requiring a new sill and quarter panel. The hazards of everyday use, I suppose.



Cornwall is a beautiful county but we preferred the grandeur of Scotland, so XTP was the only car to visit Land's End.



XTP with the caravan. Pulling it was considerably more challenging than FLV had been in Ireland, but it did get there and back successfully.

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)	£7.10
48-1190-A	Retainer (front wheel grease) assembly	£5.90
	Front wheel bearing (per wheel, not E83W)	£70.60
	Front wheel bearing (per axle set, not E83W)	£137.90
	Front wheel bearing (per wheel, E83W) ...	£56.50
	Front wheel bearing (per axle set, E83W)	£107.00
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.50
68-1225-A & 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	E493A-3582	Seal (Steering box rocker shaft)	£2.25
E83W-2498A/B	Rear brake cables (Pair E83W).....	£79.95	YE-3592	Gasket (Steering gear housing end plate)....	£1.00
E83W-2580/1B	Front brake cables (Pair E83W).....	£34.00		Steering Box gasket & seal set.....	£3.50
7W-2580-C	Front offside brake cable (E93A).....	£28.75	YE-3616B	Horn Button and Nut (Y model)	£8.20
7W-2581-C	Front nearside brake cable (E93A).....	£28.75	E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£8.55
7W-2580/1	Pair front brake cables (E93A).....	£53.98	E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£29.00
7W-2584-B	Rear offside brake cable (E93A).....	£28.75	YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
7W-2585-B	Rear nearside brake cable (E93A).....	£28.75	E493A 4050	Retainer (rear axle shaft grease)	£9.95
7W-2584/5	Pair rear brake cables (E93A).....	£53.98	YE-4209-F	Gear (rear axle) and driving pinion assembly.....	£340.00
7W-2580/1/4/5	Set of brake cables (E93A).....	£104.66	Y-4217	Bolt (diff gear case)	£5.20
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long.....	£6.90	18-4217	Bolt (diff gear case)	£5.40
YE-2793	Spring (handbrake lever pawl).....	£2.95	Y4221/4222	Differential Bearing (not E83W)	£28.50
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95	Y4221/4222	Qty 1 pair Differential Bearings (not E83W).....	£54.00
73931-S	Hand Brake Cable & Compensator Clevis Pin.....	£3.00	Y-4243	Key (rear axle shaft)	£6.00
E83W-2853B	Hand Brake Cable (fits E83W)	£27.40	EB-4245-A	Retainer (rear axle shaft grease)	£10.25
Y-7523	Brake Pedal return spring 108mm long.....	£6.90	Y-4507	Gasket (torque tube to differential housing cap)	£1.78
119276-ES2	Set of four 1/4" Thackery (double coil spring) washers (not E83W).....	£2.66	7W-4507	Gasket (torque tube to differential housing cap)	£1.78
119290-ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only.....	£2.22	Y-4515	Gasket (universal joint housing cap)	£1.69
Steering and Suspension			E93A-4607	Pin, long (Drive Shaft).....	£3.25
	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Specify type (splined or keyway steering wheel drive) .	£525.00	Y-4607	Pin, short (Drive Shaft)	£3.25**
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50	7W-4607	Pin, intermediate (Drive Shaft)	£3.25**
YE-3036A	Perch bolt nut (for CE-3030B)	£6.00**	Y-4615-B	Bearing (drive pinion) assembly Model Y.	£25.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50	Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
YE-3290E/	Track Rod Ends (pair) 1949 on	£65.00	Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
E93A-3290			Y-4655	Torque tube bearing sleeve	£9.95
E93A-3289/	Track Rod Ends (pair) 1939-1949	£65.00	E62A-5713B	Stud (rear axle shackle) E83W only	£8.20
E93A-3290	Track Rod Ends (pair) E83W.....	£70.00	E62A-5468B	Bar (spring shackle) E83W	£3.90
YE-3304C	Draglink (Y model)	£74.75		Set of 4 E83W shackle bushes and 4 plates.	£35.00
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£80.00	E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95	E93A-18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	E83W-18055B	Front Shock Absorber Link to fit E83W..	£25.00
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50	62E-18055B	Rear Shock Absorber Link to fit E83W....	£25.00
YE-33111	King Pin Set, complete (Model Y)	£70.00	E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
Y-3123	Washer, spindle thrust 3/16" thick	£4.50	E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
	King pin shimpack (axle set) qty 2 ea 0.005", 0.010", 0.020".....	£5.00	E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
CE-33111	King Pin Set, complete (Model C)	£70.00	E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£82.00	E83W-18045	Front Offside Shock absorber (E83W only)	£105.00
	King Pin shimpack for 7W-33111	£5.00	E83W-18050	Rear Offside Shock absorber (E83W only)	£105.00
E83W-33111	King Pin Set, complete (E83W)	£85.00	E83W-18046	Front Nearside Shock absorber (E83W only)	£105.00
Y-3446	Front axle A-frame Bush (fits all models)....	£6.85	E83W-18051	Rear Nearside Shock absorber (E83W only)	£105.00
353031/	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg	£8.50	CE-5783	Suspension Buffer (fits all models except Model Y)	£25.00
353043	qty 10 Lubricators (grease) nipple caps.....	£4.50		Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and	
7W-3590-A	Arm(steering gear) fits models 1937 to 1949	£20.00			
E493A-3581	Gasket (Steering gear housing cover).....	£1.00			

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

Engine Parts

E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy.....	£59.00
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer)	£7.00
E98T-18674-A	Oil Cleaner outlet (inc sealing washer)	£7.00
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer)	£7.00
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer) .	£5.50
	Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00
	Replacement spin on filter for modified oil cleaner housing assy	£5.70
E93A-6018	Gasket, cylinder timing gear side cover	£1.10
E93A-6020	Gasket, cylinder front cover	£1.85
Y-6023	Timing Pin	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt.....	£2.00
E93A-6135-A	Piston pin STD (set of 4).....	£35.00
E93A-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 /E	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£25.50
Y-6520	Valve Cover (fits all engines)	£15.95
100E-6521	Gasket, valve chamber cover.....	£4.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-6623	Oil Pump Screen (fits all engines)	£9.77
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
EB-6734	Sump plug sealing washer.....	£1.00
40-6754	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£69.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Set including rings (STD, +0.020", +0.030", +0.040")	£210.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
	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	E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£18.60
78-6039A	Insulator (Gearbox Rear Support) rebound.....	£10.30	E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95		Water Pump Repair Kit.....	£35.00
	Insulator (Engine Rear Support) complete, per side.....	£22.50	E493AFS-8509	Pulley (water pump).....	£35.00
Y-7015	Main Drive Gear (8hp).....	£35.75	YE-8606B	Fan Blade (11").....	£17.90
YE-7015	Main Drive Gear (10hp).....	£38.50	E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
Y-7040	Baffle rear (thin).....	£5.85	103E-8005	Re-cored Radiator (exchange item)	£240.00
7W-7050	Retainer (main drive gear bearing).....	£17.50	E493A-8005	Re-cored Radiator (exchange item)	£255.00**
Y-7051	Gasket (Main drive gear bearing retainer)...	£1.10	Fuel System		
7W-7052	Front oil seal	£5.00		Fuel Pump with spacer (no primer)	£45.50
YE-7059B	Mainshaft and Bush	£35.50		Reconditioned Fuel Pump with priming lever (exchange item)	£45.50**
Y-7065	Bearing (main shaft) drive gearball assembly..	£21.95		Fuel Pump repair kit.....	£14.50
YE-7071B	Washer intermediate gear thrust washer.....	£7.60	88717-ES	Fuel pump stud.....	£6.75
Y-7080	Baffle (main shaft oil)-front.....	£1.25	88717-ES	Fuel pump stud (set of two)	£11.60
E93A-7085	Rear Bearing Retainer	£19.75		Fuel Pump extension nut, set of 2 (replacement for 33798-S)	£15.00**
Y-7086	Gearbox rear gasket	£1.50	91A-9030	Cap – painted (petrol cap) assembly.....	£9.50
Y-7111	Layshaft.....	£42.40	91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
103E-7114	Counter Gear (10hp)	£76.95		Locking stainless steel petrol cap.....	£14.95
Y-7119	Washer (Counter shaft gear thrust)	£6.35	E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
CE-7141	Reverse Gear	£29.95	7W-9080	7W / E93A /E493A Petrol Filler Grommet	£10.85
YE-7222	Selector Housing	£19.50	7W-9276	Gasket fuel tank sender.....	£1.60
Y-7223	Gearbox lid gasket.....	£2.50	BE-9288-A	Flexible Petrol Pipe (except E83W)	£22.00
Y-7523	Clutch return spring 108mm long.....	£6.90	YE-9355	Fuel Pump Cover (all models)	£3.60
7W-7533	Clutch linkage clevis pin.....	£2.60	YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
Y-7550	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50	YE-9365	Fuel Pump Cover Screen (all models)	£2.50
	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order)..	£110.00	E93A-9369	Fuel Pipe (petrol pump to carburetor)	£11.75
E83W-7550	E83W Clutch Plate (exchange and send with order).....	£31.50	YE-9374	Gasket (fuel pump to cylinder)	£1.60
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order)	£116.00	YE-9541	Aircrew	£9.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£72.00	YE-9585	Plate (Throttle).....	£6.75
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00	48-9735	Accelerator Pedal.....	£13.95
E74-7580A	Clutch release bearing – All models.....	£22.00	YE-9414	Washer (petrol pump pull rod oil seal)	£0.95
E70-7600-A	Clutch Pilot Bearing – All models.....	£7.25	7W-9425	Inlet Manifold new old stock (10hp)	£29.00
C-943070	Gear Lever Gaiter (except E83W)	£25.50	E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts	£65.50
E83W-943070	E83W Gear Lever Gaiter.....	£24.99	E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished)	£90.00
20346-S7/8	Screw (clutch cover to flywheel) set of 6.....	£4.50**	E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00
Y-23830	Pin (clutch release arm & fork to shaft).....	£1.25**	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
Cooling System			YE-9448	8hp manifold gasket.....	£7.50
E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£7.70	CE-9448-A	10hp manifold gasket.....	£7.75
Y-8109	Radiator cap (brass screw type)	£8.50		Rebuilt 8 hp Carburettor (exchange-send with order)	£91.00
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00		Rebuilt 10 hp Carburettor (exchange-send with order)	£96.00
8286	Radiator Hose (straight for pre-war engines, bottom)	£7.80	Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.50
E83W-8260	Radiator Hose (moulded-E83W, top)	£22.60	CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.35
E83W-8286	Radiator Hose (moulded-E83W, bottom)	£21.95	YE-9502	Carburettor Gasket Kit	£7.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40	YE-9555	Carburettor Float (all models).....	£16.50
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£20.50	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

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
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
	Semaphore flashing LED 6 volt (pair) ..	£29.50**
	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
	E83W Bonnet Corner Pads (Pair)	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-17515A	Grommet (windscreen wiper)	£3.50
E93A-17528F	Wiper blade	£12.00**

E04A-17612-B	Grommet, Wiper Arm (qty 2).....	£1.45**
E93A-17772 /3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772 /3	E493A Bumper Grommets (pair).....	£25.50
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£27.00
E93A-7002060	Bumper (cowl side panel to bonnet).....	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£6.20
48-702838	Bumper, door check arm.....	£6.90**
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£23.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480/1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

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.....	£20.00
E83W-8215-A	E83W Grille Badge Mount.....	£20.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£11.00
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00
CE-17046	Spring Clip Starting Handle/Wiring Loom.....	£8.00**
CE-17046	Spring Clip, set of 3 (car set).....	£17.20**
103E-17261 /2-B	Speedo Cable (not E83W).....	£26.00
	Speedo Cable (E83W).....	£23.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels	

	not included).....	£68.00
	Locking door handle and escutcheon (shaft and barrel not included).....	
	Anglia/103E/5cwt van.....	£35.00
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£35.00
E93A-7043500-C	Locking Boot Handle, chrome plated, with keys.....	£24.00
C-943658	Grille Trim Retaining Clip x 10 (7W, E494A, E494C, 103E).....	£5.30
949202/3	Window Regulator (reconditioned) exchange, send with order.....	£65.00
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£19.00
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£37.00
BE-964280-H	Window Winder Handle.....	£21.80
7Y-949624	Door Hinge Pin (All saloons 1938 onwards).....	£14.30
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£18.00
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor.....	£9.95
52358	Bakelite screws (enough for a complete E494A/103E).....	£3.60
52358	Bakelite screws (enough for a complete Prefect).....	£4.65
ENFO 24664	No 12 x ¾” long CSK head screw, qty 10..	£6.00
ENFO 26514	No 12 x ¾” long R/H screw, qty 10.....	£3.00

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

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

Rear Brakes

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

Steering and Front Suspension

E55-DB1	Top suspension mount inc 2 gaskets	£42.50
E55-DB1	Pair top suspension mount inc 4 gaskets ..	£79.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts, 2 sets mount brgs & 4 gaskets	£116.00
	Suspension insert.....	£65.00
	Suspension insert and top suspension mount & 2 gaskets	£101.50
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts	
	2 sets mount brgs & 4 gaskets	£251.00
E60-DB-1	Gasket, Suspension Leg, set of 2	£1.50
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer.....	£35.50
E20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm/cross member/anti roll bar).....	£9.00
100E-3073	Track control arm repair kit	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style)	£26.95
100E-3304	Drag link (exchange £10 surcharge *)	£59.00
100E-3332	Track rod end dust cover	£2.30
	Track rod end dust cover (set of 4)	£7.20
100E-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
100E-6261/2/3	Camshaft bearing set STD.....	£45.00
	Camshaft bearing set -.010"	£59.50
E93A-6270	Timing Chain	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£4.00
100E-6521	Gasket valve chamber cover.....	£4.00
100E-6505	Exhaust valve	£8.60
100E-6505	Exhaust valves (per set of 4).....	£38.00
100E-6507	Inlet valves (per set of 4)	£39.50
100E-6510	Valve guide	£4.50

100E-6510	Valve guides (set of eight)	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
100E-6734	Sump plug sealing washer	£1.00
100E-6763B	Oil filler tube.....	£15.00
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£6.50
	Manifold stud.....	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set.....	£27.00
	Conversion and decoke gasket sets	£51.00
353000ESA	Core Plug	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£29.50
	Big end shell bearing set (std, -0.010", -0.020").....	£48.00
	Small end bushes (set of 4)	£27.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00
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	
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£22.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit	£14.95
Y-7051	Gasket (Main drive gear bearing retainer) ...	£1.10
7W-7052	Front oil seal	£5.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft	£31.40
Y-7119	Washer (counter shaft gearbox thrust)	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal.....	£9.50
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£68.00
	Clutch kit – comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00
100E-17286	Ring speedo gear retainer.....	£3.20
100E-7523	Clutch Return Spring.....	£5.00

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only)	£205.00

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

	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
EOTA-11135	Bush starter motor drive end	£4.25
EOTA-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
EOA-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

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£24.00
100E-7029744	Rear side window rubber per side	
	(2 door model)	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£42.00
100E-7043531	Boot T handle escutcheon rubber seal	£5.95
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle	£8.95
100E-7322630-B	Base, Interior Door & Winder Handle	
	Escutcheon, set of 2	£13.00

107E Specific Items

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

Classified Advertisements

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

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

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

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

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

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Vehicles for Sale

Ford Popular 100E, registered June 1962. Genuine one family ownership from new. Original example in good condition, original Panama Yellow paintwork. 103,000 miles, very little mileage in recent years, some additional spares come with car. £3,950. Contact Paul Beard. Tel: 07771 885542. Langley, Berkshire.

Garage find Ford Prefect stored in garage for 40 years, totally original, no rust. Original logbook. 46k miles. Needs enthusiast's appreciation. Contact Michael Scott for information. Tel: 07841575756. Email: scott2@hotmail.com. South London.

1953 E493A Ford Prefect. In single ownership since 1960s with original registration ('H' county identifier). Meticulously maintained

(fully recorded), this 'pride and joy' reluctantly now to be sold. Re-sprayed / re-chromed in 1987. Original interior with just the right amount of patina. Full details from Brian on tel: 07811582082 or email: briancrabb@talktalk.net.

1937 Ford CX. Unfinished project. Chassis soda blasted and galvanised. Body has been previously soda blasted. Both axles stripped, rebuilt and painted. Interior front and rear seats re-upholstered in a gorgeous green marbling fabric at a cost of over £1,000. Most parts to finish included in sale including 10hp engine and gearbox. Only requires bodywork completing. NB there is no V5. Original number plate present and chassis number known to club but not on DVLA, however the FSOC are able to advise with registration. Asking price £2,750 o.n.o. Please contact Mark Harvey. Email: harve65@hotmail.co.uk. Tel: 07876 634881. East Midlands.

Vehicles Wanted

Ford Popular or Prefect 'sit-up-and-beg' model wanted. Must be black and in original condition inside and outside. Must be in mint condition. Only interested in car as described. Please contact Thomas Mulholland. Email: ymulholland@outlook.com. Tel: 07706 692588 or 02830 850084. Northern Ireland.

Parts for Sale

4 x door cards for 100E or 107E. Red. Require a good clean, all fastenings intact. Make me an offer. Contact Bruce Allan. Email: bruce.allan@yahoo.co.uk. Tel: 01995 601041. Lancashire.

All listed spares are in good order:

- Parts for E83W: rear axle assy, not including brakes. 2 x headlamp glasses. 1 x number plate oval lamp.
- Parts for E493A Prefect: 2 x new old stock running boards. Carburettor with air cleaner bowl. Starter motor.
- Distributor.
- Rear hub puller for Pilot. Rear hub puller for 493A.
- Repro workshop manual for 1953-59 Prefect / Anglia. 10hp engine tuning book. Book of the Ford.

Please contact Derek Powell. Tel: 01568 708588. Hertfordshire.

103E spares for sale. Radiator £85. Doors £75 each. Pair inner wings £60. Pair of bonnets £100. Pedal box £60. Steering column £45. Plus many more. Please contact Cliff Spooner. Email: cliffordspooner49@gmail.com. Tel: 07860153438. Surrey.

- Model C Grille badge mount, bolt-on fitting for the bottom hose of an early engine and A braces for Model Y rear axle.
- Pair of CX headlamps with the fittings to the wing, correct diamond glasses and chrome magnifex (?) bars.
- CX four door glass, 2 pieces for doors, Model Y. Fitting for bonnet hinge strip for a Model Y or C, differs from the later models, 4 bolt holes. Front axle that will need work. Steering column.
- 7Y front bumper brackets, windscreen.

Please contact Ivor Bryant. Email: ivor_bryant@msn.com. Tel: 01454 411028. N. Bristol, M4/M5 interchange.

Parts Wanted

Prefect E493A 1951 locking door handle with key. Black / red / brown carpet set. Please contact Richard Healey. Email: richard.healey@talk21.com. Tel: 07881 623 619. Hertfordshire.

- '10' badge as fitted to grille of model 7W, or those fitted to bonnet side panels of E93A Prefect.
- Electric clock, as fitted in the dashboard / instrument panel of E93A Prefect and the E04A Anglia De Luxe.

Please contact Mark Tolman. Tel: 01234 267885. Email: lynda.tolman@btinternet.com.

39 Upright 7Y bumper jack required. Please contact Graham Scott. Tel: 01525 372757. Email: gscott.mf@gmail.com. Leighton Buzzard.

Good price paid for Ballamy wheels. I need one or two to finish my car. Please contact Chris Williams. Email: cjwilliams@btinternet.com. Tel: 01825890866. East Sussex.



Club Officials

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

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

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

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

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

Spares 8 & 10hp, 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. 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: prewreg-ister@yahoo.co.uk.

Assisted by: Steve McKenna, 147 Burnley Road, East Ros-sendale, 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, Wig-more, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

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

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

100E/107E: Liam Cotton. Tel: 01283 219508. Email: 100ERegis-trar@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 Re-gional 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: robertwtownsend@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@hot-mail.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 activi-ties.*

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, Grovenood 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 Aartseelaar, 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.

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

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

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

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

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

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

Ian Woodrow

Specials & Sports Cars Register

Last year I received an enquiry from Italy about the history of a Convaire. The enquiry was from Luigi Berra, on behalf of the owner Simone Calosi, who is not fluent in English. After several emails backwards and forwards I was able to help Simone with some history, even including a 'For Sale' advert for the car from a 1959 *Motor Sport* magazine. As a thank-you, Simone sent me a copy of his beautiful booklet about the Convaire which he kindly agreed to my sharing with you. (Photos 1- 6)

Raced, Restored, And Raced Some More, This Convaire Mk 1 Has Become An Heirloom

Story by Laura Ferriccioli

Would you believe that this incredibly rare beauty (that used to be raced at Silverstone) was once 'the ugliest car you had ever seen?' That's what its last British owner narrates in a letter from 2004 addressed to the first Italian collector who bought it. 'It' being this sleek little 1959 Convaire Mk 1.

Back then it was painted red and silver and 'there was a gullwing hardtop on it, while the headlamps had been blanked off and a pair of spot lamps mounted atop the bonnet instead.' However, beneath these rather ungainly additions was the superb shape we see today, and a sympathetic restoration was performed to uncover its original form. With low-volume cars like these (built in Britain's quite literally

cottage sports racer industry, made to be thrashed on track, etc.), it can often be the case that the difficult part of the restoration is not the work itself, but determining what's been added over the years so just the right amount of layers are peeled back, with the restoration leaving as much of the original components as possible.

'It was re-sprayed with Jaguar's Dark British Racing Green paint, too.' The former owner used the Convaire on the road occasionally, but it was primarily a racing car under his custodianship.

As such, the car is equipped with a Ford Sidevalve (an E93A), which doesn't make a lot of power in an absolute measure, but is more than enough to have fun with on track in this application. The 1172cc four-cylinder is attached to a three-speed manual gearbox. Of the handful of Mk 1s known to have survived over the years, this one seems to be the only car complete with a chassis made by Convaire. Founded in London in 1957, Convaire Developments provided low-cost club racing cars directly for the Seven Fifty Motor Club's 1172 Formula, a regulated series that was introduced in 1953.

Convaire chassis were multi-tube constructions, with fibreglass bodyshells available separately, in accordance with the aerodynamic esprit of the period. After the war, sports cars were too expensive for most club racers, and this heralded the era of the so-called 'Specials,' which had its peak in the late 1950s. A Special was a hand-built car, assembled by the purchaser himself, and usually based extensively on the running gear of production road cars.

1172 Formula (1172 referring to the allowed engines' capacity of 1172cc) was intended as a logical big brother to the Austin 7-based 750cc Formula, and its early grids were populated by Lotus, Buckler, Lola, Chevron, Convaire, to mention a few. Point being, it wasn't a high-flying alternative to Grand Prix racing, but it attracted a lot of engineering talent and some incredible talents behind the wheel – drivers like Graham Hill cut their teeth in the 1172 Formula.

Thanks to a revival in the early 1990s, the historic 1172 cars, in original specification, became eligible to compete in the 750 Trophy Series, reintroduced in 1994 by the very same Seven Fifty Motor Club. As a matter of fact, we can see that the last owner of this car in the UK used it for more than just the occasional Sunday picnics by having a look at the 1994 Silverstone 750 Trophy Race results, where the Convaire finished in first place.

That owner also informed the next guy (who imported the car to Italy, if you recall) that 'the engine would run to 7,000 rpm, but the con rods were weak and often let go.' suggesting 6,000 rpm as a safer limit after he replaced them. At the time the car was also 'handicapped by being too heavy, owing to all the road-going equipment.' The enormous fuel tank didn't help either seeing as this is no enduro-racer, and the keen driver also 'thought that the body was not quite straight on the chassis,' but never removed it to verify, as it looked too difficult a task. In fact, you may be able to tell that on the front axle the right-hand wheel is about a centimetre further out than the left.

Continued on Page 32





Continued from Page 31

Minor issues of alignment and equipment aside, this Mk 1 has a respectable racing history to prove its ability to overcome its minor handicaps, and with just one of its previous owners this car racked up close to a dozen podium trophies in sprints and hill climbs. This gentleman writes in a letter that, 'The wins include the first place at Prescott Hillclimb, and a victory in the Manx Pursuit Sprint.' Again, not Le Mans or Pikes Peak, but still, not bad for a little car put together in the garden.

In its country of origin, the car was in the hands of five owners until an Italian petrolhead with a strong passion for British cars bought it through his daughter, who was studying in England. Later on, it was the turn of one of his friends, Gino, to fall in love with the Convair Mk 1, and he decided to purchase it in 2013. To Gino – who sadly passed away two years after he bought the Convair – the only cars worth owning were racing variants, and the more extreme they were, the more he liked them. Now his 42-year-old son is taking care



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of the Convair, and he enjoys taking it out for automotive gatherings and sports car events in Italy, along with the occasional drive for the hell of it. The first vintage car the father-and-son pair bought together was a Fiat 124 Sport Spider; the first thing Gino did to that car was cut away the retractable roof components to save some weight. Hardcore. 'Without batting an eye, even when stopped at the traffic lights in the rain,' his son recalls fondly.

Finally

I was very pleased to be able help Simone but it was possible only as various owners of the Convair had recorded their details with previous Specials Registrars. So, please send me your Specials and Sports car details, with photos, and perhaps future generations will also be able to trace their cars' histories.

Dave Turner

Small Sidevalves – Motorkits

In the News and Reviews section of *Sidevalve News* for August 1988 there was an attempt to unravel the convoluted history of some of the makers of kits of small sidevalves. Having re-read it, there is probably more confusion than before, so no attempt to repeat the exercise is being made here.

The range of metal kits under the Motorkits label was launched by Bryan Garfield Jones in May 1974 when he bought out his shares in Western Models – another of the pioneer model and kit producers. One of his main objectives was to produce one-piece bodies rather than multi-part creations, as assembly was then more likely to be more satisfactory than when having to neatly join many small parts.

These were made to a scale of 1:43, which is '0' gauge model railway size, and the cars were mainly 1930s subjects with a couple of 1950s mixed in, while a few kits for commercials from the 1930s were also produced. The operation was closed down in 1980 although the tooling has been passed on to subsequent producers; in fact, a listing of Motorkits products appeared in 1992 under the ABS label.

Their Model Y saloon is marked 'Ford Y Popular' on the base and depicts a long rad 2-door (Tudor) and looks quite rakish with its slightly too long bonnet. For the available technology back in the 1970s and the very limited budgets that these cottage industry operations worked under, the model is not bad – it was probably the only model of a Y available at the time as several smaller '00' gauge Model Y kits were to follow later. The cast 'wire' wheels were especially commendable. A then contemporary real example must have been used as a template as a pair of red tail lights are on the rear wings, the single original tail light being mounted below the centre of the bumper. Apparently there would originally have been a window section in the kit but by the time it was built that was missing. Inside there is a reasonably accurate dash with long gear lever below, although the steering wheel looks like a 1970s sports fitting!

The Y van model was acquired already built and marked 'Ford Y Van' on the base, and employs the same long front end as the saloon. It also features a front bumper and running

boards, not usually found on real long rad Y vans. It looks like the same wings section as the saloon is employed, although tiny front side lights are featured and the back end boasts a pair of substantial round tail lights. The passenger door carries the spare wheel.

As usual, most ranges of models include some more sidevalve Fords, of the slightly larger variety. For example, Motorkits did a kit for the V8 Pilot – not really a big brother to the Y as it was at least ten years later. Not a bad kit, although it lacks some of the barrel-sided character of the real thing.

Motorkits also did some Ford trucks. Those dated 1931 were possibly based on the first production vehicles from Ford's then new Dagenham plant – or the last from Trafford Park! While they are described on their base as 'Ford A', their wheelbase scales out to exactly the 131½" of the AA trucks and they include a single rear wheel box van and a bare chassis with bonnet that features twin rear wheels. The same range also did kits for the BB trucks in van and chassis form – any of these have yet to be found.



Motorkits AA van and chassis and V8 Pilot.



Motorkits Ford Y Tudor and van.



Motorkits AA van and chassis and V8 Pilot rear view.



Motorkits Model Y Tudor and van rear view.

Stephen Fabman-Beker (and Len Goody, my Prefect co-pilot)

I Would Like To Tell You A Story: A Short Story About My Life With Two Ford Sidevalves

For me it started about 34 years ago, when I was looking for a cheap but interesting old car. I saw a Ford Anglia advertised for £10 and as that was about all I had, I asked my friend to drive me to view it. I discussed the car with the owner and bartered him down to the grand sum of £7 pounds. It was a 1947 E04A in black, and as you would know, an 8hp, already old but, to me, exciting motorcar.

The bodywork was in a relatively good condition but to this day I wonder why I bought it. Let me explain. When I first saw it, it was in the hedge at the side of the owner's drive and had been there for about five years. In that time the paint had suffered badly and needed repainting. The owner helped me pull it out of this odd parking place but only after an hour of secateurs and raking to clear the copious amounts of undergrowth. During this manual labour the owner told me he was moving to another county and wanted the car gone. He said he had maintained the Anglia well but could no longer drive.

Out from the hedge, and with fresh petrol

poured in and four new spark plugs fitted, to my total surprise the car started and I drove it home. That day was the start of about four years of fun and memories. It was not fast, it had no heater, the windscreen wipers were all but useless, the window rubbers were shot and let in water when it rained, and the boot was hardly usable and accommodated nothing much at all. A few classic car meetings later and many drives, just for the fun of it, I started to like the E04A. Following a rub-down of the old paint and a totally hand-painted undercoat, over two weeks, I gave it a further hand-painted Deep Cherry Red automotive top coat. I was a proud person with a dark red Anglia and arrived unannounced at my first show at Penshurst Place. I parked in some long grass next to a beautiful V8 Pilot and about six or seven really posh Populars and Anglias. Looking back, I guess it must have been the FSOC guys but really can't remember, if I am honest.

I did join the FSOC at around that time, then let my membership lapse, then joined again a few years later and lapsed again, but by then I

had ceased to use the E04A as its engine was in need of attention. Because I had grown fond of the old thing, I could not part with it, and as it was not worth much, why would I want to sell it? I parked it behind some tall trees, in the back garden, and started to dismantle it. I had thoughts of restoring it but never did, to my shame.

Below is a photograph of the Anglia, taken in 2019 after 29 years of sitting there. I still can't sell it but I also wanted a useable sidevalve and to relive the good old days, so off I went with my old friend Len to the NEC Birmingham classic car show to buy all the bits and pieces and wings and tyres and covers needed to finally start the Anglia's restoration.

Before heading off to the NEC, Len (Mr Sensible) and I discussed if we really could restore it ourselves when it needed so much welding and engine work first. That conversation pointed us to considering buying another sidevalve to enjoy and look to creating a plan for the E04A's restoration before buying parts for the Anglia. I said he was Mr Sensible. This leads me on to sidevalve number two, a 1953 Ford Prefect in Canterbury Green.

I have not mentioned that I have gained weight since the good old days of my 1947 Anglia, and Len is no skinny dude either. That meant we needed a bigger car with more generous interior room. We had sat in the Anglia and it was not wide enough for us fatties! However, with one driving and the other in the rear – that could work. The Prefect seemed a good choice, the only choice! The reducing bodywork width to the front of the Anglias (and Prefects) means that having one in the front driving and the other in the back map reading is a much better arrangement. Well, it is for us.

In March 2019, just before driving to the NEC, I saw a Ford Prefect for sale. It was just north of Birmingham and looked great. As it was an old Kentish car with many rally plaques proving where it had lived for many years, I was impressed. The rally plaques were attached, with great care, to a varnished wooden board. I am not one for these boards myself but they do give a history trail and made me even more



interested in bringing it back to the Garden of England. The advertiser was a businessman who sold motorbikes mainly, but had this 10hp Prefect and a Popular. He looked genuine.

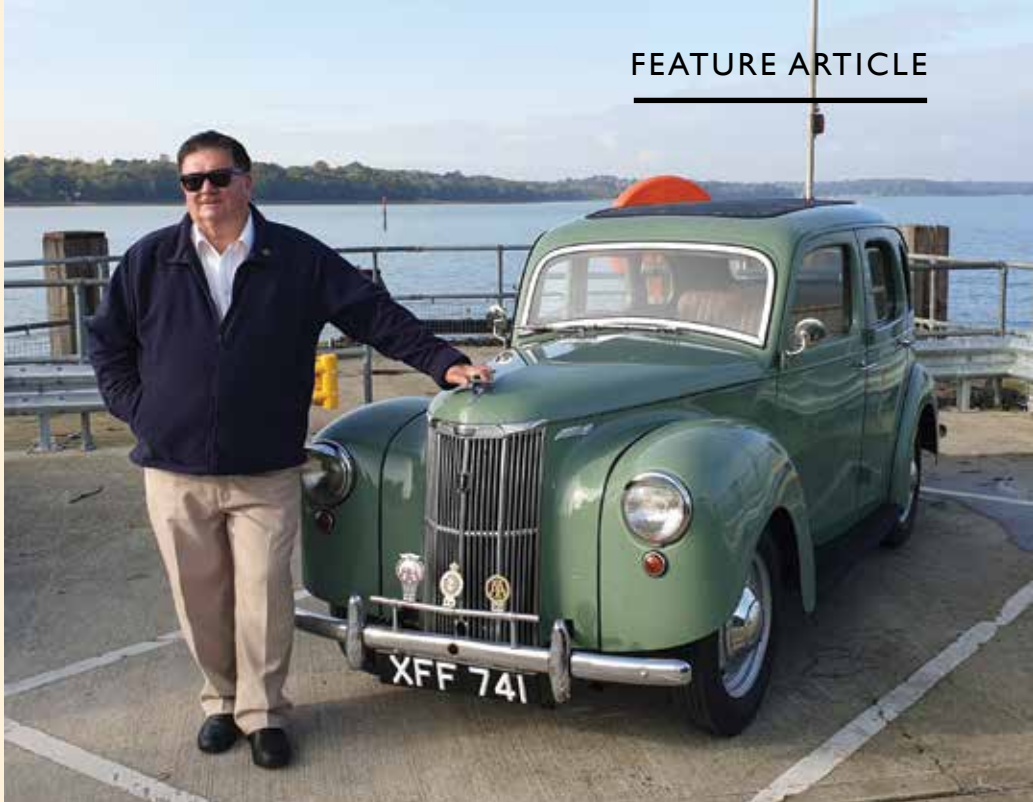
On Monday I called the seller. We chatted and I was hooked. I had seen about ten photographs and the advert description sounded honest and believable. Between Monday and Wednesday I took out £2,000 from cash machines (our bank closed a few months ago, making banking so difficult these days). I then called the seller on Wednesday to confirm I had a deposit ready and called him again on Thursday to confirm. Len and I had decided to drive up on Thursday, stay in a Premier Inn and view the Prefect on Friday at 9 a.m. to seal the deal. Alas, my plan was not to end well.

We arrived at 8:50 a.m. on Friday only to be told he had sold the car to someone else. To say that I was miffed would be an understatement. I will miss out the swearing and blinding, most of which was said silently in my mind. We went to the NEC as originally planned and started buying spares for the E04A. I was in a mood all day. Sidevalves get right under the skin.

On Friday evening, during dinner at the Premier Inn, we were both looking through the piles of leaflets and motoring newspapers collected during the day. Then we saw another advert for an E493A. Len called the seller and arranged a meeting on Saturday morning at the show. The second seller arrived with the Prefect in a lorry with side covers which were quickly pushed back. We saw the car and within the hour bought it. My plan to buy a runner that we could use and enjoy was back on track. However, the new one had been living in a private museum for 18 years and required considerable renovations to bring it back to life.

A month later, the Prefect was delivered on a low loader and the renovations began. The usual actions – changing spark plugs, coil, battery, carburettor, petrol pump, petrol piping, oil, timing, and other work required to bring it up to a running state – were completed mainly under the helpful eye of two members of the FSOC, Glen Woolway and Richard Greenaway. I could not have done what was required without them. The help from these guys was key to getting the Prefect running, not to mention my state of mind! Glen and Richard are two of the most helpful FSOC members ever. They were knowledgeable with the most friendly attitude and I am most grateful to them.

Since getting the Prefect up and running, I was in a position to attend the Aylesford Priory All Ford Show, and I was hoping to join the trip up the dreaded Detling Hill towards the Isle



1953 Ford Prefect on the Isle of Wight before returning home, October 2019.



1953 Ford Prefect at its first FSOC meeting, July 2019.

of Sheppey, driving around the Island before returning home. Alas, the weather was terrible and stopped that event from happening, but my car had been ready for it, had the wind and rain not scuppered the day's run. I was slowly building my trust in the Prefect and every run added to my belief in its abilities following 18 years of sleeping. After all, it had been many, many years since it moved and many years since I drove a sidevalve. I started completing longer and longer journeys – 20-mile weekly runs, then attending the Biddenden Tractor Fest, which was a 58-mile round trip, and then last October came the big one: Len and I completed a 320-mile drive from Kent to Portsmouth, 122 miles, another 80 miles around the Isle of Wight and another 120 miles

– possibly a little more because of a detour – from Portsmouth, through Hampshire and Sussex to Kent.

That was the longest drive the car had completed in 18 years and it was all thanks to the help from the Kent Regional team, and Richard Greenaway and Glen Woolway in particular. Len and I joined 37 other members of the Kent Region for their Christmas meal at The Weald of Kent Golf Club late in 2019 and we can't wait to join in again in 2020. If anyone is reading this and lives in Kent or nearby and is thinking of joining in, think no more. All the members are friendly, helpful and generous with their time. A better group one could not wish for.

Jim Norman

100E Valve Guides and their Replacement

The valves in internal combustion engines move up and down in guides, which are of a softer material than the steel valve stems and so wear over time and miles. With an overhead valve or overhead cam engine, this wear can result in oil being drawn into the combustion chamber on idling, resulting in a puff of blue smoke on pressing the accelerator. With a sidevalve, the interface where the valve stem emerges from the guide is at the bottom so oil does not collect there (see Diagram 1) but there is still the same major problem with guide wear: valve rock (see Diagram 2). This shows that a mere 0.005" (five thou) wear in the guide will allow the head to move sideways by a considerably greater distance, and so the valve and seat faces do not meet properly as the valve closes. This in turn allows gas seepage, especially past the exhaust valve, to erode both faces.

Checking for guide wear

This is easier done if the valve is not constrained at its lower end by the cap and split collets, but if these are still in place then the engine is rotated so that the valve is fully opened by the cam lobe. The head is then gripped and moved side to side in all directions: anything more than barely perceptible movement shows excessive wear. From the above, it will be realised that the cylinder head must be removed so this check will be made only when other extensive work is being undertaken. If wear is detected, the good news is that the guides are replaceable; the better news is that the club has them in stock. If you decide to replace the guides, it is strongly recommended that the valves and springs are replaced at the same time. This will eliminate one of the possible additional problems you might find towards the end of the job.

Removing the guides

These instructions are meant to be read in association with The Book (*Technical Tips for the 100E*, available from Neil Patten). Theoretically, the job can be done with the engine in the car, but the sheer inaccessibility of the valve chest makes this inadvisable.

Ideally, the cam followers will have been removed, which in turn requires the removal of the sump and then the camshaft, although the job can be done with these still in place.

If the followers are still in position then there is insufficient space available to drive them downwards into the valve chest; they must be drawn upwards. This is achieved by a length of ¼" threaded bar, preferably ¼" UNF, four nuts, a washer and a socket (see Diagram 3). Ford used tool A/ET 6510 AB, which was simply a more sophisticated version of the same thing. The outside of the nut at the bottom is ground or filed down to slightly less than the outside diameter of the guides (½"); the two top nuts are lock nuts to prevent the studded bar from turning as you tighten the nut above the socket, thereby drawing the guide out of the block.

Things are easier if the camshaft and followers have been removed (the followers should be numbered to ensure return to the correct bore in the block) as the guides are driven downwards into the valve chest using the tool in Diagram 4. My thanks here to John Porter who designed the tool and tried it to ensure it works; I don't have a 100E engine to play with! You need to have this turned up at a machine shop, which should not be expensive. Again, it is a variation on Ford's special tool A/E 6510 B, shown in use in Diagram 5. The thick washer is omitted when removing the guides and they are pushed through as stated above.

Replacing the guides

This is the same process with the followers in or out and uses the tool again, but with a thick washer placed over the end immediately above the new guide; this ensures the guide is not driven too far into the block. The correct depth of the top of the guide below the block face is 15/16" (23.82mm), as an additional check. The tool and guides are driven into their bores by, say, a 2lb hammer, *ensuring that the tool is held perpendicular to the block face throughout the operation*. The sound of the hammer blows will alter as the washer reaches its limit of travel.

An old trick when refitting guides is to place them in a freezer for a period; they contract with the cold so are easier to fit. A word of

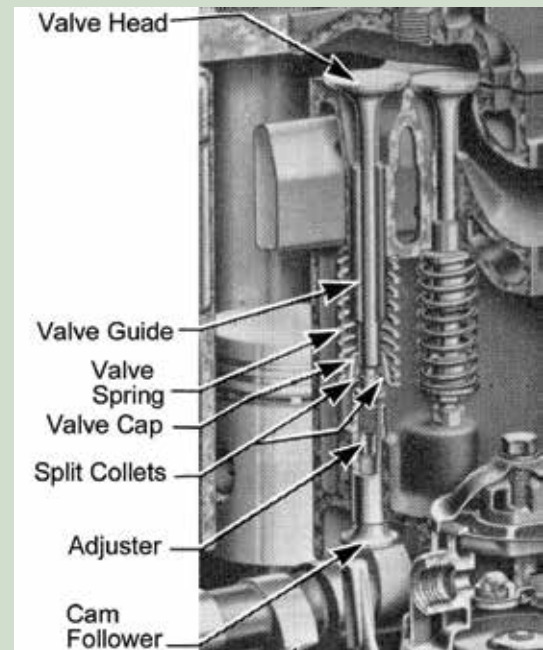


Diagram 1.

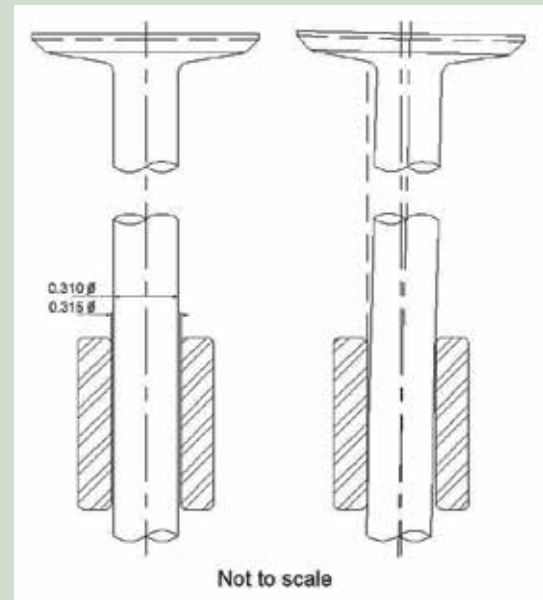


Diagram 2.

warning: place them in a *clean* container before putting them in the freezer! It is also a good idea to drop some ice cubes into the container: being small, the guides soon warm up again – and expand.

With all guides fitted, it is necessary to grind in the valves in the usual and very boring way

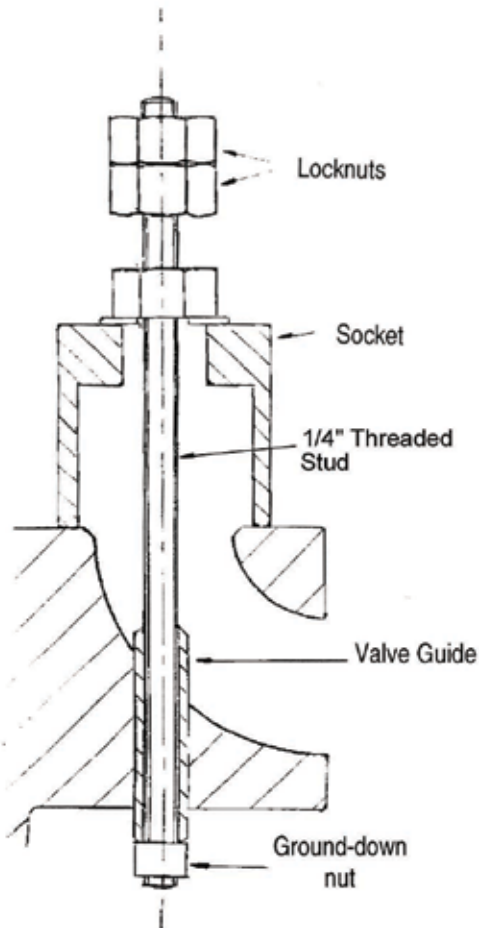


Diagram 3.

Valve Guide removal / installation tool

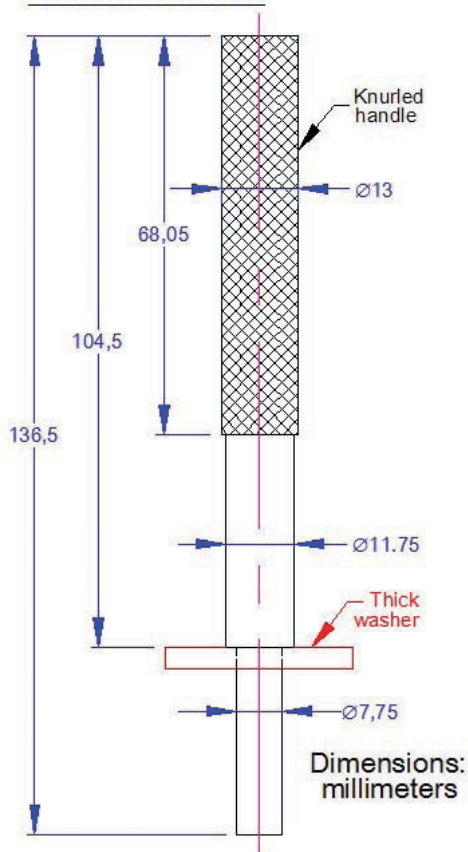


Diagram 4.

with a stick, sucker and grinding paste. If, after a few turns with the coarse paste, it is obvious that the valve is contacting its seat on one side only, or the seat face is otherwise very poor, it might be necessary to have the seats professionally recut (Diagram 6 shows a Ford seat cutter in use; you won't have one of these or a modern universal version), or possibly new valve seats must be fitted, again a job for a professional. These are available at engine reconditioners; there was a fad to have this done on the elimination of leaded fuel when we were told our engines would all suffer valve seat erosion as a result. Note that the new guides must be fitted before these jobs can be done.

Finishing off

Assuming the seats were recoverable, or you have had the necessary work done, the valves are all ground in until both valve and seat faces show an even, matt grey surface. The valve springs, caps and split collets are then refitted, ensuring that these are properly seated. Unlike more modern engines, there will not be terminal damage to the engine if a valve comes adrift in service, but it would still be an annoying job to do. You need a small valve spring compressor here as space within the valve chest is severely cramped. Finally, all valve clearances are set following the 'Rule of Nine' to 0.0115 to 0.0135 (11½ to 13½ thou). Your feeler gauges will contain a 0.012" blade, but do not set the tappets tight: you have only half a thou one way but three times that the other.

This job would normally be done only as part of a full overhaul. The guides are often neglected, but they're well worth looking at. And at this point, you can return to the rest of the overhaul.

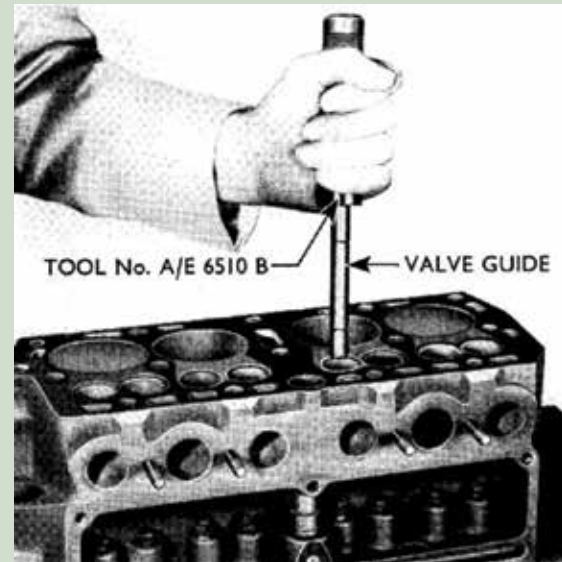


Diagram 5.

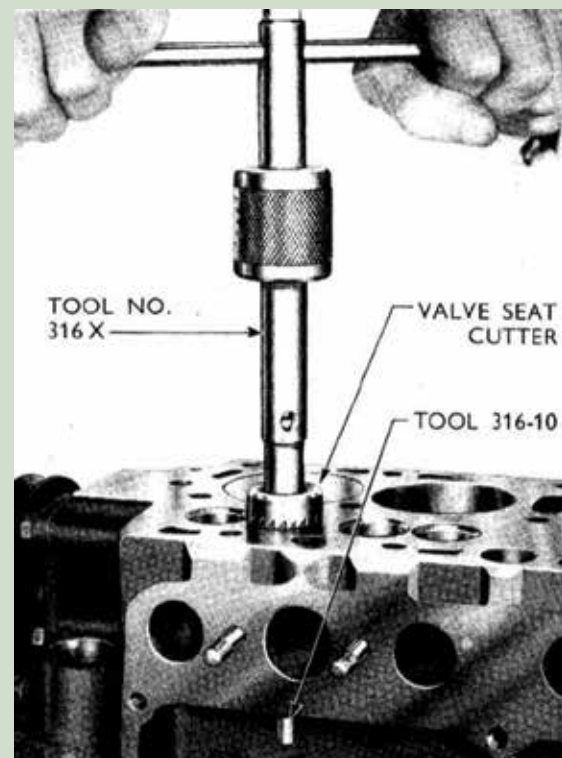


Diagram 6.

AGM 2020 Notice

NOTICE IS HEREBY GIVEN that the 29th Annual General Meeting has been postponed due to the current nationwide situation. The new date and location has not yet been decided. Details will be announced in the June issue of *Sidevalve* as well as on the FSOC website and Facebook page. Depending on the outcome of the present crisis, the new date is likely to be September or October 2020.

Please do come along, as this is your opportunity to voice your views on the running of the club and hear our plans for the future. There is a vacancy on the committee for a Club Secretary so please contact either John Porter or Tony Young for further details if you would like to become involved.

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.

Ford Sidevalve Owners' Club Limited AGM 2020

New date and location to be announced in the next issue of *Sidevalve*.

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners' Club Limited held on the 29 June 2019.
3. Matters Arising from the Minutes.
4. Chairman's update and future prospects

for the club.

5. To receive the report of the Directors and the independently examined Financial Statements (Accounts) for the year ended 31 December 2019:

- a. Membership Secretary – Joe Wheatley.
- b. Regional Co-ordinator's Report – John Duckenfield.
- c. Spares and Re-manufacturing – Neil Patten.
- d. Treasurer and Company Secretary – Present Accounts – Tony Young.
- e. Club Cashier – Mike Brocklehurst.
- f. Regalia Officer – Mark Harvey.
- g. Website / Pop Shopper – Sally Litherland.

6. To re-elect the Officers of the Company.
[Note: There are six Directors and at least one third retire by rotation at each AGM but are eligible to offer themselves for re-election. All Directors are also Committee Members and by electing or re-electing them the Club Membership are also confirming their continuation as Committee members].

- a. To re-elect Andy Main as a Director (retiring by rotation) – Anglia, Prefect and Popular Registrar, plus Specialist Applications.
- b. To re-elect Joe Wheatley as a Director (retiring by rotation) – Membership Secretary.
- c. To re-elect Tony Young as a Director (retiring by rotation) – Treasurer and Company Secretary.

Directors and Committee Members not due for re-election at this AGM:

- John Porter – Director and Chairman.
- Mike Brocklehurst – Director, Cashier and FBHVC Liaison.
- Neil Patten – Director and Spares.

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

- Brian Cranswick – Events Co-ordinator.
- Liam Cotton – 100E/107E Registrar and Archivist.
- John Duckenfield – Regional Co-ordinator.
- Geoff Hammond – Special Projects.
- Mark Harvey – Regalia Officer.
- Nigel Hilling – 8 & 10hp Technical Advisor.
- Sally Litherland – Website/Pop Shopper.
- Steve McKenna – Pre-War Registrar (Joint).
- Yvon Precieux – Pre-War Registrar (Joint).
- Ron Taylor – E83W Registrar.
- Ian Woodrow – Specials.

Positions Vacant:

- Publicity.
- Club Secretary.

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

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

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

Proxies

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

Tony Young
Company Secretary
31st March 2020

The Ford Sidevalve Owners' Club is pleased to offer a new service for sidevalve owners. Neil Patten has for some considerable time been working on a project that involves exchange crankshaft and conrod sets with the journals reground, new white metal conrod bearings and new small ends fitted. In the first instance, we have two 8 and 10hp crank sets but 100E will follow (both in whitmetal and adapted for shell big ends). New main bearings will also be supplied with the set. Please note that, as with every exchange,

the items being returned must be able to be reconditioned. For full details please contact Neil Patten (details in the Club Officers listing). Please note that the oil pump will have to be carefully checked and overhauled as necessary. New gears are available from the FSOC stores.



Dave Frost

Gearbox Conversion

Having been inspired by the piece in *Sidevalve*, October 2013 detailing the conversion of a Reliant gearbox by David Monger, I decided to have a go myself. Being a machinist I knew I could do most of the work myself, so pressed on with buying aluminium materials for the new flange and the rear bearing housing. Work was interrupted by a house move, including three sidevalves and my workshop, 300 miles to West Wales. Anyway, last autumn I picked it up and finished it off yesterday, 11th January 2020.

I found good local welders as I don't have aluminium welding equipment, and made several departures from David's conversion. Instead of using the original Ford rear bearing housing and mounting bracket, I made a new housing similar to David's but integrated the torque tube mounting at the back face. I then fabricated new mounting brackets that bolt on to the sides of my new housing.

There was one area I found to be a possible weak spot: the Ford universal joint fitted the Reliant splines, but not as tight as original. I decided to shorten the output shaft and with some deft machining and hand fitting I persuaded the U/J right up to the bearing as on the Ford box, but also wedged tight on to the ramps where the splines taper out. I also had to invent a different thrust bearing return spring arrangement.

My intention from the start was to try to fit



the converted Reliant gearbox into the same space as the three speed Ford gearbox. I failed by about 8mm. However, I am hopeful there will be enough give in the engine mountings and back axle to shoehorn it into position without disturbing other components too much.



Next step is to fit the conversion and test it. One of my Prefects requires a complete back axle overhaul so it would be an opportune time to also try the 'new' gearbox. An extra cog should be very helpful when encountering abrupt Welsh hills.



Attached is a pic from way back in 1967 of me age 21 with my old Anglia: great days! – Tony Russell

Joe Wheatley

Cautionary Tales from an Old School Mechanic

Dave Rothwell has been a motor mechanic for all his life and has a particular liking for sidevalve Fords, probably because his father had a 103E when Dave started motoring. He has bought and sold scores of sidevalves in the thirteen years I have known him and he always enjoys telling me what he has found when servicing his latest acquisition. He suggested I write down some of his experiences for our magazine, so here are a few cautionary tales and pieces of sage advice.

Tyres

Dave services 'ordinary' cars as well as 'classics'. He is convinced that nobody nowadays checks tyre pressures, and most arrive at his workshop under-inflated. When did you last check yours? And remember, 20-year-old tyres may have plenty of tread and minimal sidewall cracks but you can bet they will be as flexible as a block of wood and will affect the ride and handling of your car.

Engine oil

The first thing to do on acquiring a new car is to change the engine oil and filter, if fitted. Engines will last much longer (modern ones for huge mileages) if the oil is changed regularly (uprights every 1,000 miles) using the appropriate oil (sidevalves should NOT use modern synthetic or semi-synthetic oils, only 'old school' mineral oil). When he gets a 'new' upright, Dave always removes the sump and cleans out the oily sludge that is usually found there. He also removes the gauze from around the oil pump and cleans that to ensure full flow into it. When I had cause to strip an engine that had been in my Prefect for over ten years I found the sump to be clean, which I put down to good quality oil and regular changes. I also change the oil at the end of the show season to ensure that the engine has clean oil around the

bearings while it hibernates for the winter.

Brakes

The brakes on any classic car should give an owner confidence that it will stop when they are used (Model Ys excepted). Do not succumb to the idea 'they were all like that back in the day'. If your brakes struggle to stop the car, pull right or left or make nasty noises, then they need attention.

In the 1960s, uprights ('Puddle Jumpers') had a reputation for poor brakes. This is not the fault of Mr Ford's Girling mechanical braking system ('Solid steel from toe to wheel', as the Ford adverts had it) but due to poor maintenance. Remove free play by replacing worn clevis pins and yokes. Make sure all the components are clean, in good condition and properly set up (see workshop manual). I went through Freddy's brakes 20 years ago and have only replaced and adjusted the brake shoes since. I still have minimal travel on the brake pedal; she pulls up straight and you can lock the wheels if you are scared enough. Beware of buying a car with newly refurbished brakes. Dave bought a Model Y recently, having been told that every clevis pin had been replaced. So they had, but there was not a single split pin in any of them ...

100Es of course have hydraulic brakes. If a 100E has been stood for a long time (12 months or more) then the brakes will require attention. Cylinders will probably be stuck, brake pipes corroded, and brake hoses perished. Even checking everything sometimes does not reveal the problem. Several years ago Dave bought an immaculately restored 100E Pop on which the owner had spent £1,000s. Everything about the car was immaculate, and it had won many prizes. However, the brakes were shocking with a hard pedal but minimal retardation. Dave checked all wheel cylinders, hoses, etc. and refitted the wheels. No better. While reversing the car he found it stopped better going backwards, which gave him an idea. Removing the front drums again, this time he could see that the brakes and backplates had been switched (right on left and left on right) so that instead of having two leading shoe front brakes the car had a two trailing shoe set up, hence the pathetic stopping. Swapping the brake backplates from one side to another cured the problem.

Assume the worst ...

If buying a concours vehicle, don't assume that all the mechanical aspects are as good as the paint job. Many years ago Steve McKenna paid

top dollar for his lovely blue 103E which sported a recent restoration and an engine featuring all possible Aquaplane tuning parts. This show winner had obviously been a trailer queen because the beautiful looking engine ran rough, used oil and had to be replaced not long after purchase. On buying any classic, assume the worst and give the car a full service, checking all settings and adjustments as per the manual.

Towing

At some time or other you may need to tow your sidevalve on a rope or on an 'A' frame – most commonly after a long lay-up or when bringing home that new barn find. Take care! Towing a sidevalve for a long distance may destroy the gearbox.

A few years ago Dave had provided a replacement engine for a customer's 103E. The customer was in Bolton. On fitting the engine the customer complained that it had a serious oil leak so Dave agreed to collect the vehicle, take it to Southport and fix it. He put the Pop on to an 'A' frame behind his trusty Dacia. Some way down the M65 and M6 Dave felt the Dacia was struggling a bit up hills, so he stopped at some services to check both vehicles. To his surprise the engine in the Pop was warm because it was turning over as the car was moving along. But the Pop was not in gear but in neutral?

The main shaft in sidevalve gearboxes is lubricated by oil thrown up by the layshaft and lay gears which sit in the bottom of the box underneath the main shaft and gears. When towed, there is no oil being thrown up as only the main shaft and gear are turning. But the input shaft and gear are not being lubricated and so will run hotter and hotter until they finally seize on to the main shaft. This is the same as having the box in top gear, so the engine is now being turned over as the car is dragged down to road. (If the engine had been seized then either a half shaft would snap, or the back wheels would lock up.)

This is what had happened to the Pop. Dave used a piece of wood between seat and pedal to keep the clutch disengaged so he could get the car to Southport. He replaced the seized gearbox without advising the owner. And the leak from the engine? A poorly fitted (by the owner) fuel pump. Nothing wrong with the engine at all.

If towing a sidevalve for anything above a few miles, first tow it in gear for a while before selecting neutral. This will cause oil to be thrown up on to the main shaft and should stop it seizing.

To be continued!

Peter Tinsley

Replacing the Drop Arm Seal on a Ford E93A (Upright) Type Steering Box

You will need:

- A new lip type seal. FSOC spares now stock these.
- Replacement gasket for the top of the box.
- A new dust cover for the drag link end (if the existing cover becomes damaged).
- Silicon sealant.
- Spanners and sockets to suit.
- Screwdriver.
- File or scraper.
- Mallet.
- Puller to release the drag link end.
- A strong puller to remove the steering box drop arm.
- Small container to catch any oil.
- Punch to relocate the seal retainer.

I replaced the seal on the steering box of my 7W without removing the steering box but it would probably be easier with the steering column on the bench.

How I went about the job

Ensure that the wheels are approximately straight ahead and then start by slackening the adjustment screw in the top cover. Then remove the four screws that secure the cover. You can now lift the cover off but ensure that no dirt or grit enters the mechanism. Cover the opening with a clean rag.

Working from underneath the car, remove the split pin that secures the drop arm nut and then remove the nut. Do not remove the drag link without protecting the thread. You can reverse the nut and screw it back on until it is flush with the end of the threaded portion of the shaft (this will help protect the thread when the drop arm puller is used). I made a sleeve to go over the thread, fitting against the solid shoulder of the shaft and therefore completely protecting the threaded portion.

I had made up a mechanical puller, similar to the Ford item used to remove the rear hubs, but smaller and suitable to fit in the limited space available. (It took a lot of effort to break the taper with this and I would think the job might be a lot easier if a suitable hydraulic puller could be found.)

Before fully removing the steering drop arm, remove the drag link joint. (I had to cut the dust cover away to enable the puller to fit around the joint.)

Remove the drop arm with the puller. You can then push the steering rocker arm upwards and remove through the top of the steering box. This will release any oil remaining in the steering box.

With these items out of the way, from underneath you will see a steel retaining washer which is held by four notches punched into the aluminium casting. You will need to remove these burrs with a scraper or file and

then lever the washer out. Try not to damage this retaining washer.

The seal is just above the retainer and can simply be removed by levering out with a screwdriver.

Refitting

Refitting is mainly the reverse of dismantling.

The seal is not a very tight fit in the casting, so use some silicon around the edge. Push the seal in gently with a suitable size socket. Make sure the seal is the correct way around with the internal spring upwards.

Fit the retaining washer and notch the casting to hold it in. I made a suitable tool out of an old 10mm Allen key, cut the end off and then ground it into the shape of a cold chisel, but radiused the end instead of making it sharp. I was then able to notch and spread the casting in the same positions as previously.

Oil the splined end of the rocker shaft so as not to damage the seal on refitting, then push it into place. Be very careful not to damage the seal at this stage.

Fit the top cover with new gasket and tighten down the four screws. Now is a good time to fill with new oil and also make the adjustments outlined in the manual.

Finally, refit the drop arm and drag link joint, remembering to use new split pins where necessary.

The steering box on my car did not need replacement bearings but this may be a good time to have this done.

The result

No more oil on the floor, and just service top-up as necessary.



Mike Brocklehurst

1172 into 2020

It's some time since this heading appeared in the magazine and quite possibly it may be unknown to newer members, so some explanation may be required.

Back at the start of 2015, your committee felt that we needed a five year plan to progress the club, and that as ever we wanted to continue to involve the membership in our future, and thought that a questionnaire was the way to go. I'm told that I volunteered to take on the organisation of the survey, although I'm pretty hazy on this decision!

Initially, we were aware that many members were quoting email addresses on their membership forms so we employed the services of an online survey company to collate your replies, and details were given in *Sidevalve* as to the way forward. I sat back and waited, but the response was very poor with less than 40 members accessing the survey form. Following discussion in committee

we came to the conclusion that, whilst members had email addresses, they used their PCs only for research or contacting friends and family (I would put myself in this category), so, undaunted, a different approach was needed.

The next move was to include a loose-leaf survey form in *Sidevalve* which I asked members to complete and post to my home address. This was a roaring success. Over the next few weeks I received over 400 forms, representing one third of our total membership, which by any measure was a tremendous response. My postman even wondered what was happening.

Once I had collated the replies we agreed to attempt to put into action the half dozen most popular requests. The survey also gave us an indication of our age profile (most of us possess a senior's bus pass!) and a breakdown of the various types of 'our' vehicles owned, from Ys to 107Es. The biggest 'want' turned out to be an open day at the stores, and with an enormous effort by Neil Patten and his team we have held two tremendously successful events. Not only were these open days successful in boosting the coffers, but it has been such a pleasure meeting members from all over the country. I think the modern term is 'networking'.

Other items high on the list were improvements to the magazine and updates

to our website. I think everyone agrees that the magazine, now in full colour and with more technical items and 'how to' articles, is just what was required and we have received many complimentary comments. Changing our printers has meant that all this has been completed more economically than previously. Improvements to the website and our Facebook pages, spearheaded by our Antipodean representative, Stuart Battersby, and Sally Litherland, have been seen by our younger members as moving into the twenty-first century.

We have debated carrying out a further survey but have decided against this in view of the increased workload to already stretched committee members, but this should not deter members from contacting us with ideas. The Regional Contacts played an important role in the original survey and this is probably the best way forward as there is an excellent pathway via the organiser, John Duckenfield, to the committee. So, please, raise any ideas you may have to improve the service we give you through them.

To everyone that took part in the original process five years ago, I extend my thanks. As ever, the club would be nowhere without input from our members and long may this continue.



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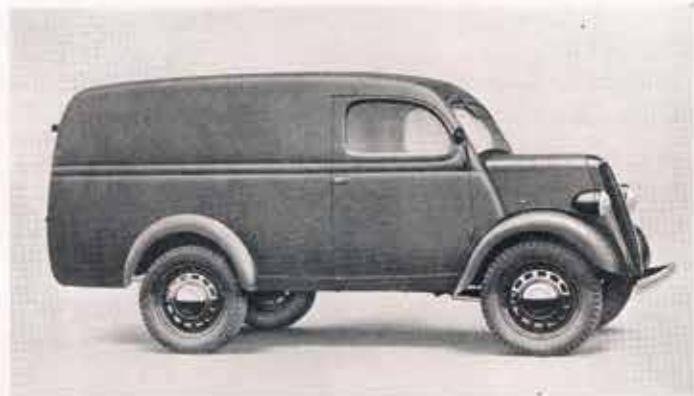
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THE NEW FORDSON 10-CWT. VAN

By J. HARRISON
A.M.I.Mech.E., A.M.I.A.E.



The new Fordson 10-cwt. van, £168, at Works

UNLIKE THE MAJORITY of light vans, which are in reality "private" car chassis on which are mounted van bodies, the Fordson 10-cwt. van has been designed specifically as a commercial vehicle. It has nothing in common with any private car model. It was planned uncompromisingly to meet the needs of its users, and is one of the cleverest light commercial vehicles evolved to date.

A relatively small power-unit is fitted, to give extreme economy, particularly under conditions which call for the frequent stopping and starting that is the lot of the vehicle engaged on delivery work. On this class of service, particularly in towns, ease of handling is imperative. To assure this, a design has been evolved which provides a lavish body-space within a compact vehicle. As the wheel-base is only 7 ft. 6 ins. the van has all the manoeuvrability of a light car. A synchro-mesh gear-box is one of the features particularly welcome to the van driver, whose work by its nature, calls for frequent gear-changing.

The whole lay-out is ingenious, the maximum amount of load-space being obtained by the employment of what is known in commercial transport circles as semi-forward control.

Our side view of the van shows that the bonnet is short, wide and set well forward. The engine is mounted right over the front axle, to conserve chassis-length and equalise weight-distribution between the axles. It is also off-set to the near side by 4 inches, the gear-box and rear axle being off-set by a like amount.

Moving the unit aside in this manner allows the driver to sit alongside it, instead of occupying the more usual position behind it. His feet and legs are accommodated in a compartment built under the bonnet. The top of this, by the way, forms the mounting for the battery, which can easily be reached by opening the off side of the bonnet. The engine can be reached by opening the near-side half of the bonnet, due consideration being given to the accessibility of the radiator and oil fillers, the dip-stick, carburettor and ignition apparatus, which are the details that one requires to reach most frequently.

THE POWER-UNIT needs no introduction, for it is similar to that used in the Ford "Ten" car. It has been in production three years, and has proven itself in the service of tens of thousands

of users. It is a simple, sturdy four-cylindrical job, with side valves and a massive three-bearing crankshaft. Late last year it was improved by the incorporation of detachable steel backed crankshaft main and camshaft bearings. Tungsten alloy steel exhaust valve inserts are another feature that recommends itself to the commercial user.

The dimensions of the engine are: Bore 2.5 ins. (63.5 m.m.), stroke 3.64 ins. (92.4 m.m.), capacity 71.55 cubic ins. (1172 c.c.)

The compression ratio has been fixed at 6.06 to 1, as this is the highest compression that can satisfactorily be used with commercial grade petrol. At 4,200 revs. per minute 30.0 b.h.p. is developed, which is more than adequate to meet any demands that the vehicle will put upon the engine. On ordinary main roads the makers claim 35 miles per gallon, with full load.

The three-speed and reverse gear-box provides a silent intermediate gear, with synchro-mesh engagement for top and second speeds. The ratios are: Top, 6.83 to 1; second, 12.06 to 1; first, 20.95 to 1; reverse, 27.4 to 1.

Of riveted construction, the frame is obviously the result of a considerable amount of thought. Set low at the front end, the side members are slightly upswept a little behind the power-unit, but from that point rearwardly they are flat. This construction gives a level, firm foundation for the body, providing a convenient loading height, maximum strength and minimum weight. The side members are channel-sectioned alloy steel pressings, the maximum section of which is 4 ins. deep, 1½ ins. width of flange, and .11 ins. gauge, or thickness.

There are five cross-members. At the extreme front there is a substantial member of inverted trough section, to the middle of which is attached the front spring. The second cross-member is just behind the gear-box. To it are attached the rear pair of the four rubber power-unit mountings. It also provides the anchorage for the front axle radius rods.

Some distance behind this there is a light channel-sectioned cross-member, and just behind the rear axle casing there is another substantial cross-member, of inverted trough section, to the middle of which is anchored the rear spring. A light channel-sectioned member ties together the rear ends of the side members.



A frontal view of the new Fordson 10-cwt. van



Loading is facilitated by the full-width rear doors

FOLLOWING FORD PRACTICE, the suspension comprises two transverse springs, set respectively in front of and behind the axles, to provide a spring-base that is longer than the wheelbase, and so prevent pitching when running fast over rough roads. In this instance the spring-base is $10\frac{1}{2}$ ins. longer than the wheelbase. The front axle is held in true alignment by radius rods, while a combination of radius rods and the torque tube serves to hold the rear axle in its correct place.

Channels are rolled into the spring-leaves and into these lubricant is forced from a nipple on the end of the central spring bolt. Four hydraulic shock-absorbers ensure smooth riding on rough roads. The spring shackle and shock-absorber bearings have rubber bushes, which require no lubrication or attention.

Acting in cast alloy drums 11 ins. in diameter, the brakes are fully compensated, a novel system of balancing being introduced at the rear end.

The rear brakes are cable-operated. The abutment for the cables takes the form of a pivoted beam compensator. Wedge-type shoe-expanders are used. The width of brake lining is $1\frac{1}{2}$ ins.

Except for the fact that the drive is off-set 4 ins., the rear axle is of orthodox three-quarter-floating design. I was privileged to examine the design in detail, and was impressed with the wide spacing of the tapered roller bearings supporting the crown wheel and differential assembly. There is no less than $5\frac{3}{4}$ ins. between the bearing centres.

Panelled in pressed steel, the body is built on a hard-wood framing with a tongued and grooved floor. The floor is flat and level for its entire length, except for the part occupied by the driver's legs and feet. These are sunk into a well.

MORE THAN USUAL attention has been given to the matter of driving comfort. A well-upholstered seat slides upon runners, and can be easily adjusted to suit drivers of different stature. The gear lever is on the driver's left and the brake lever, which operates the rear brakes, is mounted

on his right, in a horizontal position, so that while it does not interfere with ease of entrance it is, nevertheless, close at hand. It is sufficiently powerful to lock the wheels.

Ventilation has received the necessary attention. There are louvres in the rear doors, the side doors have winding windows, and the windscreen opens. I found the worm and roller type steering gear easy in action and the lamp switch, which provides three positions—parking, dipped beam and head lights at full strength—is conveniently situated in the centre of the wheel. The visibility from the driving seat is good. An interior light is fitted in the roof.

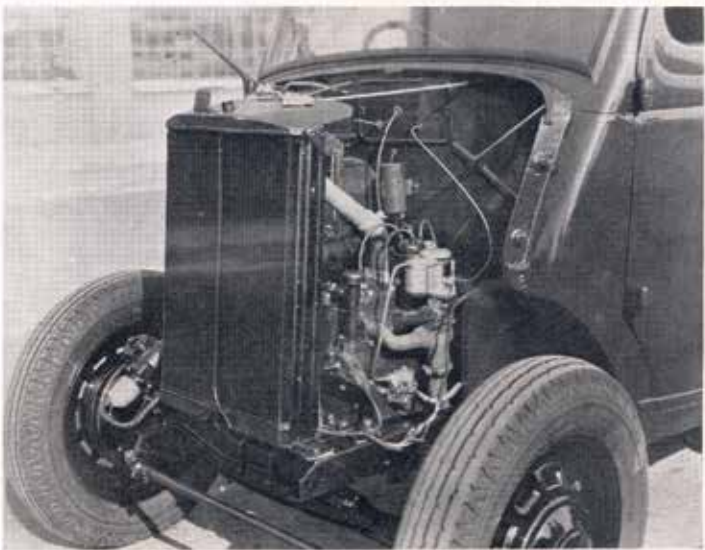
Mounted flush with the body side-panels are electrical direction-indicators controlled by a switch on the dash. A capacious dispatch-box is provided on the near side. The instruments, which include a large-dial speedometer, electrical petrol gauge and ammeter, are positioned in the centre of the dash, and indirectly lighted. Fitted on the side of the steering column is a lock which secures both the ignition and steering. Its key also fits the near-side and rear doors, the off-side door being lockable from inside.

The spare wheel is in a locker at the rear, while the petrol tank is mounted on the near side.

The vehicle handles nicely and the controls are well placed. The steering is easy, and the turning circle of 36 ft. diameter is commendably good. The very decisive manner in which the brakes did their work left no doubt in my mind as to their being more

SIR MALCOLM CAMPBELL JOINS FORD DIRECTORATE

As we close for press we are advised that Sir Malcolm Campbell, M.B.E., has been offered, and has accepted, a seat on the board of directors of Ford Motor Company Limited.



The off-set power-unit of the Fordson 10-cwt. van

than able to cope with the heaviest load that this van will be called upon to carry.
It is a very well thought-out little vehicle, that will surely enjoy wide popularity.

DIMENSIONS			
Overall length	.. .. .	13 ft. 1 1/2 ins.	
„ width ..	.. .. .	5 „ 4 1/2 „	
„ height	.. .. .	6 „ 1 1/2 „	
Wheelbase ..	.. .. .	7 „ 6 „	
Spring-base ..	.. .. .	8 „ 4 1/2 „	
Track, front ..	.. .. .	4 „ 2 1/2 „	
„ rear ..	.. .. .	4 „ 6 „	
Loading height	.. .. .	2 „ 0 „	
Interior length	.. .. .	6 „ 7 „	
„ width	.. .. .	4 „ 6 „	
„ height	.. .. .	3 „ 9 1/2 „	
Road clearance	.. .. .	8 „	
Turning circle	.. .. .	36 „ 0 „	
Rear door width	.. .. .	4 „ 2 „	

Rear door height	.. .. .	3 ft. 4 ins.
Unladen weight	.. .. .	16 1/2 cwt.
Capacity	.. .. .	120 cub. ft.
Tax	.. .. .	£15
Price	.. .. .	£168 at Works

The van is finished in an attractive shade of blue, ready for lettering; but purchasers who prefer it delivered in priming coat only may have it like that, if so specified when ordered.

The New 10-cwt. Fordson

FOLLOWING THE recent announcement that the new Fordson 10 cwt. van is to be delivered finished in blue without extra cost, a number of enquiries have been received from operators who employ individual colour-schemes, asking whether the new policy will affect their choice of paintwork.

The Company state that there will be no difficulty in obtaining the van in primer, if specified at the time of ordering.

The Fordson 5 cwt. van, and the normal-control cabs on the 2 & 3 ton trucks, will also be available either in the standard finish, or in primer to order. Prices are not affected.

Les Foster

The New Fordson Van

Earlier this year, I was fortunate to be able to purchase this original copy of the *Ford Times*, May 1938. This issue came out just six weeks after the introduction of the E83W and contained this article introducing and describing the new Fordson van. There was also another small item on a following page assuring prospective E83W purchasers that colours other than blue could be ordered if desired, and a very nice advertisement for the new model.

Letters & Emails

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

Email: editor@fsoc.co.uk

Scam alert

Dear Sidevalve,

I thought this might be of interest. The Model Y in the photo below, PV 4403, recently appeared on eBay with a buy-it-now price of £3,800. My son was interested and responded. The vendor wanted to be contacted directly by email, bypassing eBay. After contact, the supposed seller said they were working in Germany, and the car was in Scotland, being sold on behalf of a deceased brother. Payment to be made through Adyen Escrow, car delivered free in four to six days. Free delivery from Scotland to Somerset is obviously too good to be true!



This was followed by a fake email purporting to be from Adyen, with bank account details to pay the £3,800, stating that Adyen had been contacted by eBay and asked to handle the payment. My son then independently phoned Adyen, who said the email was fake and they had not been asked to handle any transaction. eBay also confirmed they had not contacted Adyen. Shortly after this the eBay account containing the car disappeared. Soon after this the same car reappeared on a new eBay account, giving the car's location as Wickham, again asking you to contact the seller.

Obviously this is a complete scam to be avoided. However, does anyone recognise the car? Is it a member's car and someone is fraudulently using the picture without the member knowing? It would be interesting to know.

Yours,

Graham Walker

From the Pre-War Registrar: according to the list of known vehicles, Y&C Register, 16 January 2013, there is a model with registration PV 4403, Briggs body number 165/71521 and chassis number Y194061, registered in 1937, colour green / black, owned at one time by P.I. Roberts.

Close relative

Dear Sidevalve,

I did a double take on Page 38 of the February magazine: 5863 H on an E493A Prefect.

Back in 1975 I had got quite bored with taking part in classic road runs in my big Healey, trundling along at 30-35 mph, so I was on the lookout for something more appropriate.

I called on workshops with my consumables business at the time (I still do, 45 years later!) and a customer who had a furniture storage business had acquired an E493A with a house clearance. This was so original (barely 1,000 miles on it) that I bought it – 6377 H, chassis C 729550 – there and then. This was my introduction to the Ford Sidevalve Owners' Club.



We kept this car for many years and attended shows all over the country with it, eventually selling it on to my namesake, Steve Turner in Aldbrough on the east Yorkshire coast. I wonder how close Brian Crabb's Prefect is to this one?

Yours,

Dave Turner

Reggo CH 5394

Dear Sidevalve,

The green Escort 100E on the last page of the February 2020 magazine belongs to Bill Ballard, who would be known to some in the FSOC. I visited Bill and Sandra in the UK in 1993 and have fond memories of the vehicle. I can remember lying on my back under the Escort when it started raining, and with the slope on the concrete I got wet. I was under the Escort because Bill – who was in no way mechanically minded – cut some rubber petrol

hose with a hacksaw.

I drove the Escort on the FSOC weekend event and spent a lot of time removing rubber particles from various jets in the carburetor. One of the members on the run managed to select two gears at once in a 107E and I hopped in to fix it, and the cop who wanted to know why the group was stopped on the side of a main road caught my accent and also wanted to know why an Australian was fixing the car. The clutch was also U/S and I got to drive the vehicle clutchless to a reasonable parking spot.

Bill bought the Escort with him when he emigrated to Melbourne, Australia.

Yours,

Gordon Cowley

Sash relay handover

Dear Sidevalve,

Attached is very rare historic photo from my Leslie Ballamy archives. It shows two L.M. Ballamy-equipped racing Ford 103E Populars competing at a 750 Motor Club six hour relay race held at Silverstone in September 1957. The event was known as the sash relay, when the teams raced in pairs, and after a set time or number of laps, each car and driver had to hand over a sash to the next car. In this picture the handover was made by one John Sanders. It was very exciting and a lot of fun.



I believe the photo has never been shown before and I apologise for the poor quality.

Also attached is a period advertisement for L.M.B. suspension.



Yours,

Tony Russell

Gordon Cowley

Me and My 1952 Ford Anglia Sports Tourer

I have been into vehicles and motor sport for many years and the first car that I owned was a 1954 Ford Anglia 100E sedan. I fitted a VDO vacuum gauge to that vehicle; it was eventually scrapped. I kept the mechanical bits. The diff / rear axle went to an historic racer person as I had no 100E vehicle at that time and no expectation to buy one. The white gear lever knob was smoothed off and fitted to the Mk 1 Cortina owned by me at that time. The vacuum gauge is now in the Anglia Tourer.

I am a confirmed Ford person. I was given a FJ Holden and traded it in for a 1964 Mk 1 Ford Cortina GT as soon as I got the reggo papers for the FJ. Between 1975 and 1985 I owned a 1959 Porsche 356A coupe and had a lot of fun with that. It was sold with a damaged gearbox and it is the only vehicle that I have sold for more than it owed me. I went into a pharmacy after school and the shop vehicle was a Ford Thames 300E van. I got to drive the vehicle home if I worked late (no bus after 6.00 p.m.) and after the evening meal I and a mate would drive around in the van. I would fill the van with petrol on the way back to work the following morning. I have therefore an emotional attachment to a Thames 300E van and I looked for five years before I could find a Thames 300E van to buy.

The Tourer was the first 'collector' vehicle that I bought and over the years it has been modified extensively to make it more traffic friendly on the road. The emotional attachment that I had for the Tourer has been transferred to the Thames 300E van and for a price I would sell the Tourer to an interested buyer.

(As an aside, the vehicle that the Cowley kids drove was initially a 1939 Ford Prefect, followed by a Ford 7W sedan. The VDO vacuum gauge went from the 1939 Prefect to the 7W sedan to my 100E Anglia sedan and then into my Tourer. I never made the grade in the pharmacy business, which ended up as a plus. The Department of Civil Aviation opened up an Air Traffic Control course that had never been available before, which opened up the job to persons with no significant aviation background. They planned a two-year course instead of the six-month course as in the past.

I was one of 3,000 persons who applied for the job and one of 16 who made the grade. I turned into a natural Tower controller who could also do approach / departures radar controlling.)

Changes to the Tourer

The first fitment to the Ford Ten engine in the Tourer was fitting an 8hp head to the Ford Ten block, so getting a slight increase in the compression ratio. That was followed by an Aquaplane exhaust manifold. A 12-volt alternator was fitted and the Tourer converted to negative earth. The original ammeter with the wires reversed and fuel gauge are still in position. The fuel gauge is fed 6 to 7 volts from an ignition resistor. The fuel gauge and a clock were fitted will eventually die when fed 12 volts.

I did three sets of cranks and main bearings in hot weather with low oil pressure and too many RPM. I was running out of suitable poured metal con rods so I decided to do a 100E engine. The story of how that was done was written up in Sidevalve, April 1988. The top two inches of a 100E sump was bolted to a 100E block and gearbox; the opposite piece of a Ford Ten sump was bolted to the gearbox; and the two pieces were welded together. An oil pump pick-up was welded into the sump and it is set up to exit on the LHS of the sump. The welding melts solder out of an original join in the bell housing part of the sump and that needs re-soldering. Kerosene is used to look for holes in the welding and soldering.

The crank, flywheel and pressure plate were balanced. The 100E block was fitted with semi-finished 100E camshaft bearings. The camshaft was modified and the bearings on the camshaft were ground to equal sizes; then the semi-finished camshaft bearings were line bored to suit the modified camshaft. The fuel pump was removed and a closing plate was put in its place, and twin electric fuel pumps were installed with individual switches that worked from the ignition switch. If one pump fails the other one will get you where you are going.

As part of the 100E engine rebuild I fitted an external oil pump and a full flow oil filter. I have 50 psi of oil hot, cold or indifferent. I have not



had an engine apart since then caused by low oil pressure. The oil pump is the pump section from a 'racing dry sump' system driven by a one inch toothed belt at half crankshaft speed; the oil comes out of the sump, through the pump, through a full flow oil filter and back into

the engine via a fitting into the oil gallery. That fitting also feeds an oil pressure gauge and an oil pressure warning light. The internal oil pump has been removed and a blanking plate installed to keep the oil in the oil gallery.

I was known as a person who was looking for twin downdraught carburetor inlet manifold for a Ford Ten or 100E engine. I did use a twin S.U. carburetor manifold set up on my upright Anglia mud sprint car, but I was not happy with the way they worked and they were hard to work on due lack of room around them. I do not understand how or why S.U. carbies work and I am a convinced Weber person, as I understand them and have numerous brass parts for them as I have never drilled out a Weber brass bit. A friend visiting another friend, who was into Ford Model Ts, found an Adelaide-made (Alex Rowe of Rowley Park Speedway fame) twin downdraft inlet manifold in his garage and purchased it for me. It was fitted with twin Solex carbies and they were two different models. Supposition is that they were put on an engine and the person could not get them to work, so the engine went back to stock and the twin carburetor set up was put on a shelf in the garage and left there. Or perhaps the engine was put back to stock before sale.

I saw an advert in the local paper for a person wrecking a Fiat 500 vehicle. I got on the internet and found that it should have a small single throat downdraft Weber carburetor. When I went to check I found a Weber 26 IMB 10 carburetor and I bought it. It was a Weber and it had to be good. That person also gave me the name of a local Fiat vehicle wrecker and that afternoon I bought another Weber 26 IMB 10 carburetor. An inspection of the Weber 26 IMB 10 carburetor showed that it had the same metering brass bits as a Weber 28/36 DCD carburetor as fitted to an Mk 1 Cortina GT, so I had all the brass bits needed to make the carbies work on the Tourer engine. With no accelerator pumps, the choke had to work; a very long choke cable was necessary to go forward past the carbies and then back to them so that both chokes would pull on.

The Bay to Birdwood run, as some of you would know, is a very big old vehicle run held from Glenelg (the Bay) to Birdwood in the hills adjacent to Adelaide. The run finishes in the National Motor Museum in Birdwood. It is a big deal. I had run the Tourer with the Ford Ten engine a few times; then I fitted in an 100E engine number on the entry form and got a knock back with my entry refused, as the Tourer had to be 'not modified'. In the week before the B to B I selected a well-used single carburetor Ford Ten engine from my stock. I fitted the engine, had the Tourer inspected, and went in the B to B. The



following week the 100E engine was back in the Tourer. I did that three times and then decided to put together a Ford Ten engine with similar good 100E engine bits in and on it.

The inlet and exhaust ports on the Ford Ten block were opened up to 100E size to match the inlet and exhaust manifolds. The crank, etc. was balanced, the Ford Ten sump was fitted up with an oil pick-up, and it was all put together with the external oil pump as per the 100E engine. The Ford Ten engine will run to 5,300 RPM and the 100E engine will run to 5,500 RPM; it is presumed that the difference goes back to the size of the inlet and exhaust valves being smaller in the Ford Ten engine.

A replacement late model electrically driven VDO temperature gauge has been fitted in the original temperature gauge position. A 100 mm diameter pulse fed 120 kph VDO metric speedometer was installed in a separate gauge panel in front of the driver and a VDO pulse driven tachometer was put in the original speedometer position. VDO vacuum and oil pressure gauges keep the speedometer company in the gauge panel. Also in that panel are warning lights for left turn, right turn, oil pressure, alternator fail / ignition on and no power from the alternator, and high beam. Loud 12 volt horns are fitted. The ignition switch turns only a relay on and the high and low beams have separate relays. The headlights and globes are after-market. Trafficators were fitted using motorbike turning lights. A Lucas solenoid starter switch has been fitted with a starter button on the dash. The starter button has come back in fashion.

I bought a kit of parts to replace the bearing surfaces and bearings in the rear brake drum / axle housing. and that stopped the rear wheel and rear brake drum moving about to the point where rear axles would break. No more broken axles.

A 1938 7W dipped in the centre front bumper bar has been fitted to enhance the front end styling. I removed the club badges that I had on the grille shell as they did not enhance the front end styling. I had five 15 inch

wheels made up for the Tourer from Renault R8 and R10 rims and Ford Ten wide five centres, and I fitted 135 by 15 radial tyres. I also fitted a Ford 100E crownwheel and pinion in place of the Ford Ten crownwheel and pinion to compensate for the smaller rolling radius of the 15 inch tyres.

Then it was time for more major work. The Tourer was then too modified to keep it on South Australian club reggo so it was taken off club reggo and went on to full reggo. As the Tourer was in the likeness of a 1948 vehicle with a chassis, an application was made to turn the Tourer into a 'street rod'. The changes were approved and a 100E hydraulic clutch bell housing was mated to a Celica 5-speed alloy cased gear box (Hadfield Castlemaine work) and fitted with chassis add-ons to the Tourer. A special jack shaft mates the gearbox to the shortened torque tube drive diff and axle. The Tourer has a dual circuit hydraulic brake system made up with VW slave cylinders. A race car style pedal box has a hydraulic clutch master cylinder, adjustable dual circuit brakes from one pedal and a cable throttle system. The kingpins have been replaced and all the steering ball joints are tight. A Datsun Sunny steering box has been fitted to a Ford Ten steering column. There is a Panhard rod on the front axle. The 'hand brake' is an electrical push button system. Reversing lights have been fitted via the 5-speed gearbox reverse light switch. After-market high-back seats have been fitted and there is a tonneau cover, roof and all the side screens with original glass. A very early Mk 1 Cortina light / trafficator arm has been fitted to work the trafficators, park lights, headlights and horn. The paintwork leaves a lot to be desired if you are picky in that area.

Thirty- or more-year-old vehicles that are modified can now be put on club reggo in South Australia, so the Tourer is now back on South Australian club reggo.

It is a Ford Anglia Sports Tourer (A54A75) and that is what Ford Australia called it!