

Sidevalve

BUMPER
ISSUE!

Journal of the Ford Sidevalve Owners' Club



Features this issue

More Trials And Tribulations: The Exeter Classic Trial

More Small Sidevalves | Ford Sidevalve Paint Colours

NEC Classic Motor Show 2019

Tales of SFO 418 | 100Es in Victoria, Australia



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Cover photo by Jim Norman.

John Porter

Editorial

A new decade, being the 51st year of the FSOC (starting out as the 100E Owners Club), and a new season awaits us. With all of the present uncertainty of continuing use of private vehicles in built-up areas it would be easy to become somewhat despondent. You may be aware that Bristol City Council has become one of the first cities to ban private diesel car use within a city centre area during a set period of the day. The council is waiting for what is likely to be a rubber stamp from the government. There will be similar moves in other cities, although they may have different exclusions that visitors will not know about until they get caught. No carrots, just the usual stick! On the positive side we are still allowed to venture out on country roads so we can explore those B roads and smaller lanes. Trips that are off the beaten track need a bit of planning, often using period road maps for a bit authenticity. I usually try to plan to miss any major towns and cities as this is usually a bit of a trial: coping with traffic and looking for road signs can be a stressful.

Perhaps the worst part is exiting suburbia on the wrong road, necessitating either turning around or plotting a new route to get back on course. For the last three years I have travelled to Southern Sidevalve Day in Hampshire, which is around 75 odd miles from Weston-super-Mare each way. Each time I do this trip I emerge from the showground at Breamore at the end of the day and turn into the back lanes. This is so I can enjoy the quiet countryside rather than being chased on the A roads by

Euroblobs. Last year (2019) it was a bit of a mystery tour as the map wasn't detailed enough for the small lanes that I was driving on and a good number of junctions did not have a signpost. I also noticed that local lads have been known to move the arms to point down the wrong lane, which causes a few more deviations. The trip back home took a lot longer, but as the afternoon sun was nice and warm it wasn't really a problem. Closer to home the sky turned black and then it was time to test the hood...

Driving in torrential rain or poor light conditions in an upright can be a bit of a trial. Extras like demisting, vacuum wipers and the ability to drive with headlights on, plus possibly a rear foglamp (your visibility for following vehicles), puts a strain on the old electrics, especially the original six volt systems. On a long trip in the UK you can't guarantee that you won't get caught out with a change in the weather. Thinking about this situation brings us to the thorny question of improving our 60-year-old ancillary systems. When I drove a 103E Popular as an everyday car (early 1970s) an electric wiper motor and 12 volts were a necessity, although I never enjoyed the benefit of a heater. It is possible to make some improvements like indicators (even 'flashicators') without upsetting originality too much – as long as you don't drill holes in the wings! LED bulbs make the car more visible to drivers of modern cars. They also have the great benefit of reducing the load



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on the charging system. I remember that the Coventry pixies fitted LED bulbs all round on a 103E Popular at one of the NEC Classic Car Shows and the new sidelights were as bright as the old headlight bulbs! Back in the day a supplementary vacuum tank was available for the basic uprights, which was supposed to improve the operation of the wipers, especially on hills. The improvement was hard to notice. I am sure that all sidevalve owners have now mastered the skill of backing off on hills to get a brief wipe before getting back on the gas to

continue the climb. When going down the other side it is more a case of keeping the wiper blade/s on the arm!

It has been said before that both ranges of our sidevalves are well able to cope with long trips as long as basic servicing has been carried out before setting sail. Sympathetic driving style is the answer to getting to your destination with the car and driver in one piece. Driving defensively is also a must as many drivers of modern cars do not appreciate that we do not have ABS or a servo!

Brian Cranswick

Events

The new season will soon be starting and it's now time to plan ahead. I always think of Drive It Day as my first event of the year and to make sure my sidevalve is ready to go. This report shows just a few of the events; you should get in touch with your nearest local group to find out about the activities happening in your area.

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

8th & 9th February, Great Western Footman James Classic Car Show, Bath & West Showground. Ivor Bryant is organising a club stand.

4th April, Heritage Transport Show, Detling Showground, Nr Maidstone. Kent Group club stand. Contact Richard Greenaway for more details.

12th & 13th April, Chatham Festival of Transport, Chatham Dockyard. Kent Group event. Contact Richard Greenaway for more details.

19th April Classic Cars on the Prom at Christchurch Quay, Christchurch. Wiltshire Group planned event, which is also on the 7th June, 23rd August, 27th September. Just turn up 11 a.m.-5 p.m. See www.ccotp.com.

26th April, Kent Enthusiasts Show, Aylesford Priory, Nr Maidstone. Kent Group club stand. Contact Richard Greenaway for more details.

26th April, Cambs and Norfolk group Annual Drive It Day meet up, Lakeside Lodge Golf Club, Fen Road, Pidley,

Huntingdon, PE28 3DF. Just turn up from 09.30 to 11.00. Contact Brian Cranswick for more details.

26th April, Kent Enthusiasts Show, Aylesford Priory, Nr Maidstone. Kent Group club stand. Contact Richard Greenaway for more details.

29th, 30th, 31st May, Vintage Nostalgia Show, Stockton Park, Nr Warminster. Wiltshire group event. Contact Sally Litherland or book on their website: vintagenostalgiafestival.co.uk/.

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

20th June, FSOC AGM, to be held at the Old Nene Golf & Country Club, Muchwood Lane, Ramsey, Huntingdon, PE26 2XQ.

Buffet lunch starts at 12.00 followed by the AGM meeting. Contact Brian Cranswick for suggestions if you require overnight accommodation in the area.

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

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

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.

Ray and Vanetta Geach

Cornwall

The new decade kicked off to a very positive start when the Cornwall members of the FSOC met for a New Year meal at Fraddon in mid-Cornwall. It was great once again to see the Pops and Prefects and a Ford Consul owned by a Pop owner pull into the car park. We were 12 members in total.

I have to admit to still being so excited to see the members attend. In fact, I always want to feel that excitement and never become complacent!

There was much looking under bonnets and two new members were made to feel very welcome as their car – a 1953 Prefect – was scrutinised!

We made our way in for our meal after the obligatory line-up and, of course, a photo session – which was very hard due to yet more lovely weather. January in Cornwall and blinded by the sun!

As we were just finishing our meal a gentleman approached our table and I noticed a copy of *Sidevalve* in his hand. The gentleman introduced himself to us as Arthur Murdoch (name with his permission), a FSOC member from Devon who had seen in the magazine that the Cornwall contingent were meeting up. He had finished work in Devon and then driven the 88 miles in the hope of catching up with us. It was such a lovely surprise and yet another boost while we are still building up our group. Thank you, Arthur, for making the trip across the border into Cornwall; it was lovely to meet you. This made 13 members present – certainly not an unlucky number for us!

At the end of the meal we all had a group chat to make ongoing plans and one member who had experienced many problems with his Pop brake lights switch gave us his tale of woe and the low-down on the offending object.

AGM 2020

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 20th June 2020 starting at 1.00 p.m. A buffet lunch will be provided before the meeting from 12.00 p.m. The AGM will be held at **The Old Nene Golf and Country Club, Muchwood Lane, Ramsey, Cambridgeshire, PE26 2XQ.**

At the AGM, a third of the club officers and all the committee members are re-elected; and also, if any member is interested in putting themselves forward as a committee member or

officer, this is their opportunity to do so. We are urgently still looking for a Club Secretary (full details from Tony Young or John Porter).

We would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your club. The AGM is also a good opportunity for networking. I look forward to seeing many of you at The Old Nene Golf and Country Club. Full calling notice will be in the April issue of *Sidevalve*.

Spares Day: Saturday 18th April 2019

The club stores will be open from 11:00 to 15:30 for members to purchase spares and regalia. To save time on the day, please let the Spares Secretary (Neil Patten) know beforehand if you require a large number of spares so that the order can be made up before the event. If members are looking for specific parts that are not on the current spares lists then please contact Neil to check on availability of specific parts – where possible, they can

be put to one side earlier in the morning for collection.

The address of the club stores is: **Sidevalve Mews, Appleford Drive, Abingdon, Oxfordshire OX14 2DA.** Please park outside the garage complex on the side of the road, as the local residents will require access to their garages in that area and therefore access must be kept clear. Refreshments will be available throughout the day.

Our next meet-up is going to be at Tredinnick Rally on Saturday 23rd May where we hope to have a line-up of sidevalves and display our FSOC banner!

Please make sure, if you are likely to be on holiday in Cornwall at any time, that you keep an eye open in the magazine for when we are meeting up, or email us for details so we can welcome more members as visitors. We continue to keep in touch with members who have a

holiday home in Cornwall and are hoping to coincide their visits with one of our get-togethers.

On a personal note, Ray and I have been made joint Car Secretaries for a local rally, Sticker, in mid-Cornwall in July. It all seems a bit daunting but I am sure we will come through relatively unscathed. The highlight for us will be to have our fellow FSOC members attending and for the first time there will be a good sidevalve presence.



Julian Heath

North West Midlands

May I first wish everyone a Happy New Year, even though January is now behind us.

I have been busy putting together a list of events for this season. From 3rd January, bookings were being taken for Lymm Festival of Transport which takes place on 28th June. I have registered for a club stand and I am waiting for confirmation on how many places will be allocated, this being a very popular event, so watch this space.

Drive It Day this year falls on 26th April and I am hoping we can join up with the Manchester Historic Vehicle Club again on the 40/50 mile leisurely drive around Cheshire. The starting point for this event is outside Congleton (SK11 9HF). Once again, please let me know if you are interested.

Another event that has grown over the last few years is the Smallwood Vintage Rally, which takes place over the last Bank Holiday weekend in May, 23rd–25th, CW11 2TX, Nr Sandbach. Entry forms are available on the website and I think we have enough members in this area to have a club stand, but please let me know if you are interested in attending one of the days. There is plenty going on at this event for the non-vehicle lover as well!

The last few months have seen me catching up with maintenance tasks on the Prefect, and as one task is completed, this normally ends up creating another. A simple manifold gasket renewal became a renew / replace studs as well! Ah well, at least you don't need code readers and hi-tech diagnostic equipment working on our cars.



Until next time, Happy Motoring!
(Photos show members' cars at previous shows and events.)

Nigel Hilling

Yorkshire

News and events

We had another good Christmas dinner at the Reindeer Inn in early December. Although

initially fully booked at 24, a late cancellation due to an unfortunate accident meant our numbers were slightly depleted. The occasion was topped off with the now customary singalong with John Duckenfield on the guitar.

Meetings will continue on the last Tuesday of the month at the Reindeer Inn in 2020; please come along and join in, whether in your sidevalve or a modern car. One of the first events of the year will be Drive It Day on Sunday 26th April. We usually meet up at Sherburn Aerodrome for the end of the York Historic Vehicle Group's Knavesmire to

Sherburn run. No doubt there will be a number of other events around the region. I will put details of these and any other relevant events in the Yorkshire Regional News on the FSOC website. Once I have enough information a 2020 calendar of events will also appear on the Yorkshire page. I also send updates and general information out by email to those on my list. If you want to be added to that list then please email me.

Robin & Jennie Thake

Three Counties

Happy New Year to all FSOC members.

Our Monday meeting at the beginning of December was our Christmas meal, when twenty of our group sat down to a delicious meal and enjoyable evening at the King William in St Albans.

David Heard let me borrow a programme from the Whitewebbs Museum of the 1988 Enfield Pageant. It was in a newspaper style and very interesting reading. The raffle prize was a 1953 103E Popular which has been stored for 30 years and had done only 10,000 miles. The tickets were 50 pence each. It was

also interesting to read the names of members still in the club, including Steven Wood, Yvon Precieux, Stan Bilous, John Miles, Glen Bubb, and Rob Daniels. I was displaying my yellow 100E Pop and at the time I had just bought my EO4A Anglia, which was a basket case so I spent the weekend looking around the autojumble. At the time it was easy because there were plenty of spares at a reasonable price on the stalls, as there was no online buying back then.

Happy motoring in 2020.

Breaking news

With sadness, we report that one of our group, Ken Finch, passed away in January. Ken was an active member until loss of his sight so he had to give up driving so he sold his 100E. Thanks to several of our group members who brought him along to car shows and our meetings, so he was still able to enjoy them until quite recently.



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Fred Tutt**Surrey**

With the first regional report of the year, greetings from the Surrey Regional Group and best wishes to all sidevalvers for a successful and enjoyable 2020. What would make it a successful year for Surrey would be to have as many members as possible supporting our endeavours to develop an active regional group.

To start the year off we have three early meetings planned at The Parrot Pub at Forest Green (south of Dorking just off the Horsham by-pass: RH5 5RZ). These 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. We meet from about 7.30 p.m. and the dates of the meetings are:

- Wednesday February 11th
- Wednesday March 10th
- Wednesday April 14th.

At the February meeting we can also chat about what local shows to support this year, and if we get enough support to make them worthwhile we can continue to meet up throughout the summer.

Other news

Over the years club Registrar Andy Main has supported many sidevalve restoration projects on behalf of the club, but when he and Fred Tutt responded to new member Martin Palmer's request for help he found something that he had never inspected before – a left-hand drive sidevalve!

Martin believes that the 101E Anglia had been imported from Spain (possibly Majorca) in its current condition by a previous owner, and having already restored a 100E Popular and seeing it advertised for sale at the right price, he could not resist the challenge of restoring and driving something different.

Having inspected and photographed the left-hand drive car, Martin took Andy and Fred to see his Popular (958 XUR), a restoration so interesting that we hope to show it in more detail in the next edition of our Surrey notes.

On a personal note I am pleased to say that a reconditioned engine has now been fitted to my 1952 E943A Prefect, which I could not have done without the help and encouragement

of Tony Russell, and friends George Clark, David Lawrence and Nick Haynes. Hopefully the experience has taught me much about the mysteries of the sidevalve engine to the extent that I am now confident I will understand more of the conversation when in the company of other sidevalve enthusiasts. I even know what a feeler gauge is (not metric of course)!



Andy Main with Martin Palmer and his left-hand drive 101E Anglia.



Martin Palmer's next challenge.



Martin Palmer's pride and joy.

Richard & Trish Greenaway

Kent

It's that time of year again when we get the enthusiasm for another season out in our sidevalves. We have spent many an evening recently checking out dates for the coming show season, so hopefully by the time you read this we should have a provisional list in place with the final events list available to Kent members during the early part of March. If any other member would like a copy of our events list, please get in touch as you are more than welcome to join us for any of our planned events.

Although we have a good active group in Kent there are still a lot of Kent members we never hear from, so with that in mind we have spoken about sending out a short survey to those members to see where we can improve things and get your opinion on what you would like from the group. So, when we send it out we would appreciate it if you would spend a few minutes in filling it out and sending it back to us.

Recent events

Only one event since the last magazine, which

was our Christmas meal when 39 of us met at The Weald of Kent Golf Club. I must say personally, and by the comments we've heard since, that it was the best yet, so we could well be going back there again this year.

Future events

The first few shows of the year were listed in the last magazine, plus there are a couple more listed in the events section at the front of this issue. As we said above, a full list will be emailed out to all Kent members during March. If you have an email address but don't receive monthly updates from us, please let us know by emailing us on rntgreenaway@yahoo.co.uk (all lower case) and we will add you to our mailing list. Likewise, if you don't have an email address and would like one sent out in the post, please give Richard and Trish a ring on 01580 892169.

Show bookings

If you plan to attend any of our club stand events, can you please either book in via us

or, if you book in direct, let us know you have done so, so that we can reserve enough space on the stand. With regards to the three shows at Aylesford Priory, can we ask that you book in via us as the organisers prefer a direct club booking rather than lots of individual bookings.

Kent's Regional Day

Once again we will be holding a South East Regional Day in 2020. This will take place as part of the All Ford Show which takes place on Sunday 19th July. As last year, we will once again be doing free bacon rolls plus tea / coffee on arrival, plus a bring-to-share buffet lunch. There will also be a trophy to the furthest-travelled sidevalve.

Neighbouring counties

Last year a few of the Kent guys spoke about venturing into neighbouring counties to visit shows, so hopefully, if we can fit them in around our own shows, we will try to visit a few of the other groups around the South East during the year.

Merseyside

Due to my being tied up with Membership stuff, I'm afraid there will be no Merseyside report in this issue. Business as usual resumes in April! - Joe Wheatley



Anglia E494A spotted at a hot rod meeting in Clevedon on 29th December 2019. From Ivor Bryant.

Brian Cranswick

Cambs & Norfolk

The areas for the group have changed and this will now be Cambridgeshire and Norfolk group. South Lincs is to be covered by a new member living in Grantham who wants to generate some local activity. Members can support both area groups if they wish as, due to the South Lincs post codes, Peterborough may still be nearer for them.

This year's Drive It Day meet-up will be held at The Lakeside Lodge Golf Club, Pidley, Huntingdon. Further details are shown under events listings, or you can email or call me.

I thought it would be a good time to tell the story again regarding how I became interested in old Fords. My father purchased a brand new 103E (593 PME) in 1957 and I have fond memories as a small boy going on days out and holidays. I was sad when the car was sold as my parents needed to raise funds for moving home, and for quite a few years my Dad just hired a vehicle when we went away on holiday. He eventually owned another car, starting with a very tatty Morris Minor followed quickly by a Hillman Minx.

On passing my driving test in 1972 I needed a cheap first car. My idea was to find a Mini-van or a 105E. Unfortunately for my small budget, all I could find were very tatty examples. My



Dad spotted a 103E (SFW 827) for sale in a front garden for only £25 and suggested I take a look. On inspection it was a bit rough, with hand-painted blue bodywork and the vinyl rubber roof section filled in with a large steel riveted-in panel (one way of stopping the leaks!). On the plus side the engine seemed to run well, so I decided to buy it and then save up for something better. To cover up the rusty body I used numerous tins of body filler, and then carried out a quick respray in Jaguar Regency Red, which looked quite smart from a distance. Looking back, this car would have been only 13 years old in 1972 as it was a late 1959 registered model. 'FW' represented a Lincolnshire registration number. The car had spent most of its entire life by the sea and salt

air had attributed to the rotten bodywork.

The old Ford proved to be reliable. In the summer of 1973 I drove it to all the way to Sweden on a camping holiday without it breaking down. Unfortunately, in 1974 on my way to work one morning a van crashed into the back of the Pop, which in a way did me a favour, as the car was jumping out of second gear and needed a new gearbox. The insurance paid me out £45 and I was allowed to keep the Pop. I was financially up (but the car was not really worth fixing); however, a friend of mind paid me £15 for it and he bodged up SFW, getting it back on the road again with parts obtained from a scrap yard in Ramsey. Some years later I saw the car rotting away and the engine had been taken out to keep another Pop going.

My next car was a smart-looking 1963 Volkswagen Variant which I bought from a work colleague. This had nice bodywork, but proved to be mechanically unreliable and very expensive to repair, so I decided to look for another 103E, this time a car in nice condition. Trailing through *Exchange & Mart* I found a suitable car, which had a really good body and had been looked after. A deal was soon done and I became the owner of an early production 1953 Pop, reg. OLH 20. I wanted to keep the car in nice condition and after a few years of daily use I managed to buy a Mini which then became our main car. The Pop was garaged all the time and used only occasionally to preserve it. Nearly 45 years later, and quite a lot of money spent on upkeep and renovating, OLH is in much better condition than in 1975 when I first brought it. Over the years I have owned many modern cars which have just come and gone, but I would not wish to sell my old Pop!



John Duckenfield

Regional Report

A Happy Sidevalving New Year!

2020 has certainly got off to a good start from the club's point of view, for another new Regional Contact is joining the club's network!

Norfolk: Colin Read

Colin contacted me after reading the Regional Report in December's magazine, and following our initial discussion and the completion of all necessary (but not complicated!) formalities, his nomination was approved at January's Committee Meeting. He writes:

'I was born in Norwich and have lived in the area all my life and spent quite a long time working for the NHS, mainly in pharmacy and histopathology. I have always had an interest in history and spent most of the last 20 years participating in historical re-enactment with my family – from 7th century through to WW2, during which time I ran my own re-enactment group.

In January 2019 I decided to 'retire' from that and concentrate more on my love of



Colin Read.

vintage vehicles. I currently own and run a 1953 E493A Prefect, having previously had an Anglia Mk 2, 43 motorcycles, two trikes (one built) and various other cars.'

Colin lives in Wymondham and would very much like to hear from members interested in forming a Regional Group in the Norwich area. There are certainly enough members with NR postcodes (rather than NN as erroneously written in December's report!) plus some PE ones, to form a sizeable group. Members can contact Colin on: landline 01953 605411; mobile 07753 318959; email fordprefect1953@yahoo.co.uk / norviccol@yahoo.co.uk.

Lincolnshire SW and the Vale of Belvoir: Paul Nicholson

(The group name is yet to be decided.) There was just enough time to let members know in December's magazine of Paul's appointment. It was a very close call and it was possible to include only the basic information, so, as promised, please find further details below. Paul writes:

'Here is a little about me and my past. My main reason for joining the club is that I had a Model Y when I was 18 or so and have always wanted another which I now have. At that time, when an apprentice Motor Mechanic / Technician, the garage that I served my apprenticeship at had a 300E Squire which was used as a service van and was a vehicle I also wanted to own. The nearest to this I have so far is a 300E van and I intend soon to start its restoration. The Model Y is nearing the road with a lot of new parts for a full mechanical restoration. As for the body, the only major parts that need doing are the running boards. The rest will be as the survivor that it is. The interior is serviceable with good leather seats.

Now a bit about me! I have had a varied working life from building trade to steel work contracts – too much to mention really. I also started a local car meeting for The Austin A30 / A35 Owners Club, as I also have an A30 which is on the road and I work with a friend from that club, who is a restorer. At the last count I have nine various cars in some state of disrepair, among which are a Series II Landrover, two

Wolseley Hornets (Mini variant) and a 1939 Austin Cambridge. There is so much in my past it is hard to nail it down without writing a book – perhaps one day!'

Paul can be contacted by email: tim.tiddler@gmail.com; landline 01476 585259 (messages only please); mobile 07858 835444 (text messages or to speak to him). No calls after 7.30 p.m. please. His postal address is: 'Cloverdale', Water Lane, Little Humby, Grantham, Lincolnshire, NG33 4HW.

Other possible areas

As detailed in December's magazine, whilst not postcode-based, the following areas of the country had (in 2019) enough FSOC members to form small Regional Groups: Central Scotland – EH, FK, G, KA, KY, ML and PA; South Wales – CF, SA, and NP; Dorset – BH and DT; Northumberland / NE England – NE and TD; South Yorkshire and NE Derbyshire / Nottinghamshire – S and DN.

All that is needed for that to happen is for someone to become a Regional Contact! So, if like Colin and Paul, you would like to be part of an informal Regional Group of FSOC members in your area, start one! If you feel you are suited to the role, just get in touch with me and I will guide you through the simple but necessary process of becoming a Regional Contact. All contact details can be found on the centre coloured pages.

Regional Contact Personal Profiles

At the Regional Contacts' meeting in October it was agreed that, as happened a few years ago, relatively recently appointed Regional Contacts be introduced to members in the form of a Regional Contact Personal Profile. Starting the introductions off is Dave Barry who lives on the beautiful Isle of Wight. Dave took over as Regional Contact there from Lucy Watson in September 2018 and the group was re-named 'The Solent'. Dave writes of himself:

'Aged 16 way back in the mid-1960s I was a bit of a Mod and rode a Lambretta around Brighton most weekends and to school during

the week. One day, a 1936 Morgan Three-Wheeler came up for sale locally for £65 and I had to have it, so I sold the scooter. It was registered RC 4195 and originally came from Derby. The engine was a Ford Model Y unit; sadly, it had a cracked block, so I hunted for a replacement. A friend's mother was selling their 1953 Prefect for scrap, having failed the MOT, but it had a Ford factory rebuilt engine unit installed, so I bought the whole car for £5. It was pale green, and registered HBU 656 – an Oldham number. Out came the old 933 cc Model Y unit and in went the lovely 1172 cc unit from the Prefect. The car absolutely flew as the power to weight ratio was so good! I drove it on my motorcycle licence, which was legal back then, and when I drove it to school the staff nicknamed it 'The aircraft without wings!'

From then on, I loved sidevalve Fords! A couple of mates had old Populars. You could buy them for less than £10 each back in those days and scrapyards had plenty of parts for next to nothing! A 'Popular modification' was to put the back wheels on the other way around which widened the track but also caused the back axles to fail. Anyway, a year later I had passed my car driving test and was allowed to drive the family 1955 Ford Consul Mk 1 which was a modern car in the 1960s. I still have it and it's in my garage right now, although I've taken it off the road for the winter.

In 1967 a girl at school told me her uncle was giving up driving and his old car would be for sale very soon. It was a 1935 Ford Model Y, registered NJ 5678, and had only 19,000 miles on the clock. I gave the old boy £7 for it – then he wanted ten shillings for the two gallons of petrol in it! I wonder what the number plate is worth today? I kept it for about a year and sold it before going away to business college for two years. The Model Y was bought by an Italian who worked at the local hospital; he drove it home to Rome with no problems at all!

I started dealing in old bangers at College to supplement my meagre £7 per week grant, which barely covered the cost of a week's beer! One day I traded an A35 van against a 1959 Popular 103E which had cost me £5. The fellow student produced a hacksaw and promptly cut the roof off the Popular. He didn't worry about the rain, just covered the seat with a large plastic bag! He ran it for a year until the local Council towed it away as abandoned.

In the early 1970s I opened a second-hand car spares shop with a friend. We used to take orders for spares at the shop and buy them at the scrapyard. We also supplied big old cars

like Humbers to the local boys who took them banger racing. One day a very nice black 103E Popular was offered to us which we bought for £10 as it was so nice. We had some canary yellow paint at the shop which was left over from a Cortina body repair job, so we masked up the Popular in the road and painted the lower half yellow; it became known as 'Bumble' as in Bumble Bee! It was registered 843 DEV and I wonder if it survived?

In 1973 / 74 we had a really cold winter plus the coal miners were on strike, so the electricity was cut off regularly as the power stations had no fuel. The price of petrol doubled literally overnight and sales of car parts were non-existent, so we sold the business for next to nothing and I used my share of the proceeds to buy a ticket to Australia. At least it wasn't cold in Melbourne in March! Five of us, three Poms and two Ozzies, bought an old VW split-screen camper van and set off around the country. About a year later I arrived in Perth, Western Australia and moved into a shared house with about six others. One of them had an albino German Shepherd dog called Kubla Khan and I used to walk him around the neighbourhood when his owner was working.

He hated cats and one day he grabbed a local one by the scruff of the neck and literally tossed it on to the roof of a garage. The cat was squealing and the dog was barking so I decided we needed to make ourselves scarce and went a different way home through the back streets. I couldn't believe my eyes as we turned a corner! There, parked at the kerb, was a stunning Anglia Tourer in bottle green; I'd never seen one before and later discovered it was an Australian model. One day it had a 'For Sale' sign on it and the asking price in 1975 was just \$50, or about £30, but I couldn't buy it as we were moving house!

Fast forward a few years and I suppose I have owned about five or six Aussie Anglia Tourers and Utilities. Some of them were shipped back to the UK including a 'Ute' that, from memory went, to Andy Main; a Tourer that went to Ireland; and another that went to South Africa. One that I have kept was discovered stored under a house in Brisbane, Queensland. It turned out to be a 1939 7Y Roadster, another Australian factory model which is so rare that there are only eight known survivors worldwide, with four in Australia, three in the USA (ex-Australia) and mine here in the UK. After ten years putting it back together it is now almost finished. I think that's it for now!



Dave Barry.



Three sides of Dave Barry's 1938 Tourer.

Yvon Precieux

Pre-War Register

Registrar's comments

Welcome to the new year of 2020, where the environment will be on everyone's minds in view of the events of recent. Petrol and diesel cars are now taboo and, despite the clamour for electric cars, no one seems to have realised that we are heading for another, bigger environmental problem: the types of battery being manufactured for electric cars are nasty pieces of hardware that are even more difficult to dispose of and probably in the long run more harmful than the leaded petrol we once used to have. Hopefully we will have a good year without too many adverse weather conditions due to climate change, and still be able to drive our cars for the time being.

To get the season going, the article for this section is on a very special vehicle that Tony Russell had read about, and asked the editor to make enquiries of.

The prototype E04A

Having seen a photograph of his Anglia convertible registration RP 135 in a June *Sidevalve News* some 30 years ago, and recently with Tony Russell making enquiries into this unique car, I'll go back to the original information at that time which incorrectly stated that the vehicle was owned by a non-member who would not reply to letters via the then editor. Jim Merlini, the actual owner of the said vehicle, had written in with a short article explaining that indeed he was the owner and a member of the FSOC, and definitely not the person to whom letters had been sent. Having cleared that up, Jim provided us with further detail on his remarkable car, which enabled me later as the registrar of pre-war small sidevalves to further investigate and provide more detail as to the history of the car. This came via Bill Munro, who was writing a book on the Carbodies company and was intrigued as to how details of the Ford E04A and E93A drophead models found their way into the Carbodies archives, as no work was assumed with the Ford Motor Company.

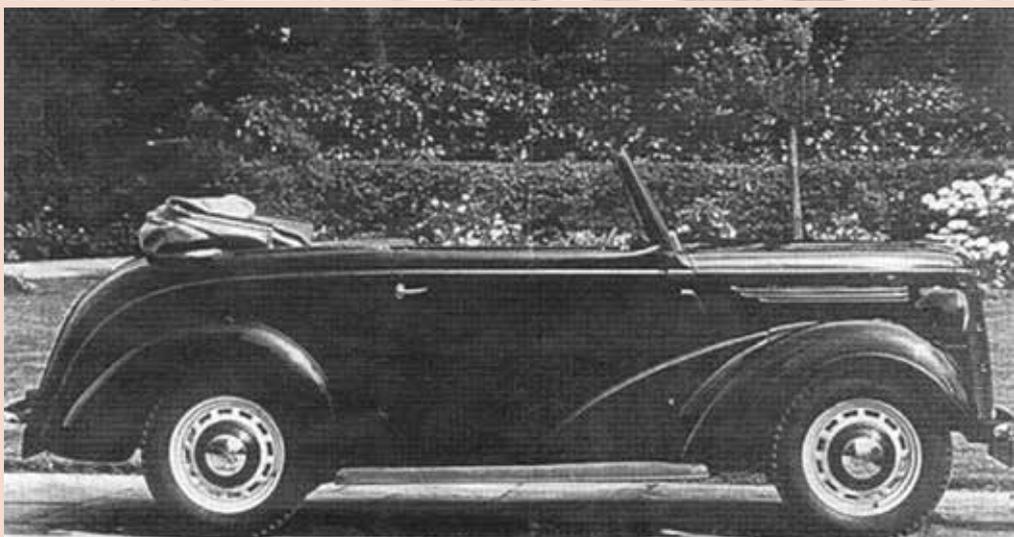
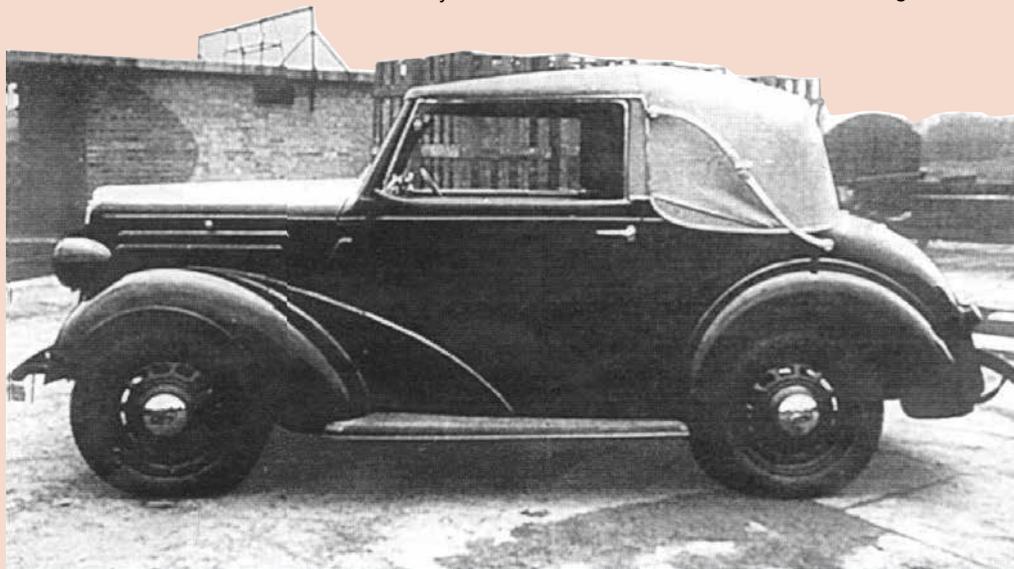
This research identified two prototypes of E93A and E04A drophead design that were

specifically built during 1939 for the 1940 motor show. However, with the war intervening, what was intended for the 1940s to be very upmarket Ford models never materialised, as both the show and show cars were cancelled. The drophead coupes were to have the embellishments of opening windscreen, running boards and chrome hub caps, but with additional polished wood capping strips to the doors and chrome window surrounds as well as a better suspension and ride using two longitudinal semi-elliptic springs and a central idler system, with two idlers and four track rod ends. Not surprisingly, the car was very stable on the road, displaying none of the usual rolling or rocking motion normally associated with the normal solid transverse sprung Fords.

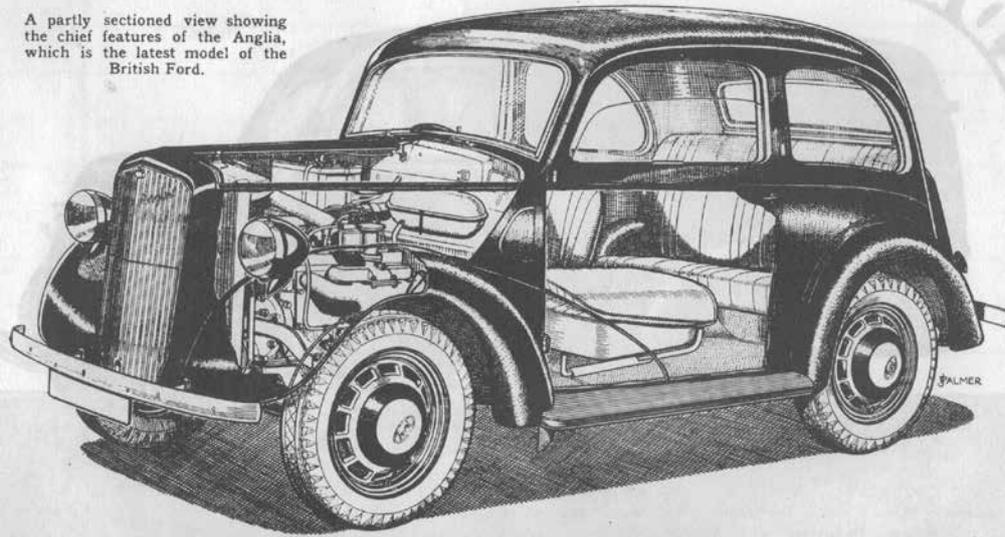
Alterations on Jim Merlini's car were slightly different to the prototype Prefect version as the body shape, especially at the back of the E04A car, was more rounded and not at all Ford-like. It is feasible, if Dagenham personnel had had their way, that the transverse springing on the post-war cars would have been made redundant for all later models of the 'sit up and beg' type, if the more road-holding suspensions of the prototypes had been cleared by Henry Ford. The basic principle of Henry Ford's ideas was to keep mechanics basic, from the tried and tested models that went back to the Model T. Hence any

deviation from his old-fashioned ideas on steering and suspension was very confrontational to Henry Ford, more so as Dagenham had designed the unique British models of 1937 – the 7Y and 7W – behind his back and had wanted in 1939 to update the existing roadholding characteristics on the new drophead E04A and E93A to hopefully include on all new Ford models.

Years later I located some archival pictures from Carbodies that identified photos and designs identical to the prototype Ford E04A show car of 1940 and the Ford Prefect E93A, both with the drophead specification. Briggs and Carbodies, etc. built various bodies for other car manufacturers as Dagenham was always looking further afield at vehicle and engine development. As this was a behind-the-scenes development of a more upmarket model to the standard products coming out of the Dagenham factory, there was the possibility that the task of applying a metal body from the design and specification for both the E04A and E93A new models was given to Carbodies rather than Briggs as a means of not telling Henry. It is common knowledge that Briggs did have initial teething problems with the compound curves on the body of the Model C in 1934 but it is understood that with the advent of the 7W and 7Y in 1937 the metal moulding

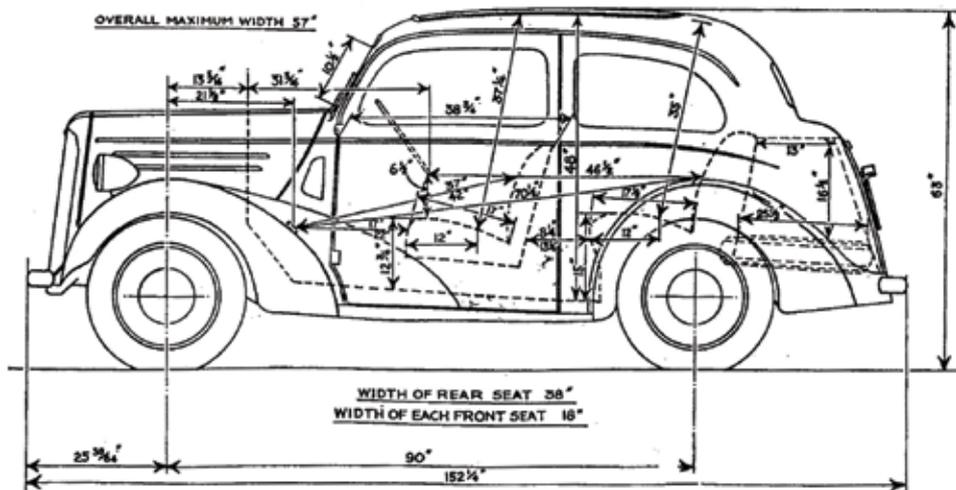


A partly sectioned view showing the chief features of the Anglia, which is the latest model of the British Ford.



1939 Advert for the Prefect drophead coupe

An interesting addition to the range of bodywork available on the 'Prefect' (10 h.p.) chassis is announced by Fords, in the form of an attractive drop-head coupe. One of the marked tendencies of recent years has been the growing popularity of convertible bodies. There have been relatively few bodies of this class offered on popular medium-sized chassis, however, and therefore the Ford development is likely to be particularly welcome. The price of the 'Prefect' drop-head coupe – £185 with leather upholstery – represents good value for a smart convertible car. The car seats four comfortably, and the spaciousness of the rear compartment is a good point. As is usual with coupe body styles, a wide door on each side gives access to both compartments, the backs of the front seats tilting forward. The head folds flush with the body, and is easy to raise or lower. It can also be adjusted to an intermediate, or coupe-de-ville, position. Rise-and-fall windows are fitted in the doors. They are metal-framed, and with the hood and windows raised the coupe has all the warmth and snugness of a closed car. External hood irons, of attractive design and chromium finished, are fitted. The interior of the car, with leather upholstery finished to tone with the body, strikes an attractive note. The instrument panel, steering wheel, window and door frames, and other fittings harmonise in colour. Equipment includes dual windscreen wipers with a reserve vacuum tank, a clock and concealed ashtray in the dash, an enclosed glove compartment, a pocket on the left-hand side of the front compartment, and ashtrays for both rear passengers. There is a large luggage compartment in the rear of the body, reached by an outside lid. The spare wheel is housed in a separate locker beneath the luggage compartment. Three body colours – grey, maroon, and black – are available, the mudguards and headlamps being finished in the same colour as the body. The engine is the four-cylinder, side-valve unit of 1172 c.c. capacity, with a Treasury rating of 10 h.p. and taxed at £7 10s. Features of the chassis are the fully-compensated, self-energising braking, which is particularly efficient, and the 'Centre-Poise' system of weight-distribution and suspension, which, with between-the-axles seating, gives attractive smooth-riding qualities. A three-speed gearbox, with synchronising mechanism between second and top, is fitted.



process had been resolved. Hence the feasibility of the manufacture of one if not both of these models being placed with Carbodies rather than Briggs raises an intriguing question: were Carbodies involved in the design and manufacture of the prototype drophead coupe E93A and E04A prior to the models going into production? I am certainly aware of unrestored examples of E93As in this country and a restored E93A model owned by Willy Hagler in Switzerland.

Regrettably, the Prefect prototypes were scrapped. The E04A drophead coupe that came to Jim Merlini was lucky to survive out of the two prototype E04A drophead coupes built. The other was never completed and was subsequently dismantled in 1946. Similarly the Prefect drophead prototypes were dismantled and scrapped. Unwisely, the model with the more efficient road holding was not put into production, based on what was assumed to be very little demand for such an up-market car, even after the war. Jim Merlini's car was laid up after the war, and eventually purchased by a director of the Ford Motor Company and registered as MPU 499. In 1957 the car was purchased by a Ford dealer from Surrey and it was he who transferred his registration number,

RP 135, to the prototype Ford. RP 135 was the car's registration when it was sold to Jim Merlini but I believe it is now no longer with the car.

Under the Ford dealer the car covered some 48,000 miles and when it came to Jim Merlini it was still in its very original and beautiful condition inside and out, still topped by the original grey hood complete with rear window glass, and in spite of its age still a real pleasure to drive, being both draught and rattle free with near faultless mechanics and everything in full working condition, including the electric clock. Accessories fitted include a Smith's heater with water pump, a pair of Lucas fog and spot lamps, and a Lucas reversing lamp. The car was fully-finished and intact with all the correct specification of the 1940 show, right down to the Anglia Coupe badge on the grille. The vehicle was displayed once upon a time in Mr Merlini's motor showroom in Cardiff at Merlin Motors, 149-151 City Road, Cardiff. As far as I am aware it is still around, albeit without its original and secondary registration numbers, and has survived in its entirety, which in consideration of its more modern design capabilities is quite remarkable considering its pre-war ancestry.

Ron Taylor

E83W Register

Hello all: Happy New Year to you and our E83Ws. A new year and a new decade. I hope 2020 will have better weather for some of our shows than last year.

By the time you read this we in the UK will have had a general election, a result of Brexit and whether we are still in the EU or not. Whichever, whatever Brexit brings or doesn't I hope we will not suffer unduly by it, particularly E83Ws.

I'm starting off this year with an article from member John Crowe of Nantwich in Cheshire who has been restoring his 1950s E83W van. At some point in its history it was fitted with side-windows and converted into an estate car.

I actually visited John myself at his address a couple of years ago to see this van and have taken the liberty of adding a couple of photos more to his report, as many of you will be familiar with the various states in which projects appear and the work they present us with. All photos are by John Crowe unless otherwise stated.

With, that I'll see you in April.

Murph, by John Crowe

Having owned a Thames E83W van, MCG 48 ('Murph', named after the blacksmith who bought it new in 1952) for nearly 50 years, four years ago I decided to take it off the blocks where it had been stored in the shed for 37 years, since moving to near Nantwich from Basingstoke in Hampshire.

I have known the van from new as it belonged to our local blacksmith, who used it only to carry a portable forge, used in the First World War for shoeing horses (I still have the forge). He purchased it on the recommendation of my father, who also had an E83W with a cab and metal back. They were both purchased from Jackson's of Basingstoke, the Ford dealer.

Over the last four years, at various times we have tried to get the van running. I say 'we' as I am not a mechanic but an enthusiast, and rely on the help of a good friend who maintains vintage vehicles – anything from 1900-1935 – and thinks the E83W is a modern vehicle. It has been towed to try to get it started at various times and failing. You don't seem to get many

chances with a 6 volt battery. It was decided to take the engine out, check it over and grind in the valves. On dismantling the engine it appears to have been re-white metalled and the pistons were like new, so we had only to grind in the valves. It is possible it could have had a decoke before being laid up and it has done only 30,000 miles from new.

We needed advice and the loan of some special tools. We spoke to Nigel Hilling, who was most helpful and gave us some excellent advice, and my friend could not believe how helpful and friendly the FSOC members were. He is a member of several other clubs. Our area club chairman, Vivian, spoke to other members in our area and I was loaned tools to help get the job under way. Also, my thanks to Joe Wheatley who, when going down to the FSOC stores, brought back some tools and parts for me and let me borrow his valve lifter. Neil Patten at the spares store was also very helpful and prompt in sending me other parts that I found I needed after the job got underway.

I visited Tatton Park Show and again, a very warm welcome from all on the stand. I didn't know what to look for in the autojumble section, so the E83W Registrar, Ron Taylor, who had his van on the stand, took time off to walk round the autojumble and take me to the stalls that had parts I needed, again with excellent, friendly advice.

To date the engine is now back in the van: just a few bits to go on and, fingers crossed, it will run after 40 years.

You will see from the photos that it has windows on the side. These were put in by the blacksmith after the purchase tax period. There is a book, *The Activities of a Village Blacksmith*, about the area and the blacksmiths where he worked in Hampshire. The van features in the book. Maybe more about this on a further occasion.

My grateful thanks to all FSOC members who have helped practically and with advice and encouraged me to get Murph back on the road.

With the engine sorted I need to put the wooden floor back in the rear area. Any advice or diagrams or plans with this would be appreciated. The floor was taken out 40 years ago when the whole of the underneath of the vehicle was sprayed with oil. I remember driving it from Andover to Basingstoke, about 25 miles, with an unpleasant smell and much smoke with oil burning from the exhaust pipe, but this is probably why the chassis is in pretty good condition now.

I will send further updates on progress as and when I can.



(Photo R. Taylor).



(Photo R. Taylor).



(Photo R. Taylor).

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

2020 is not only a new decade but it is twenty years ago that the doom mongers predicted computers, etc. would stop working in the new millennium. A caller to a phone-in on my local radio station recounted the story of how he was paid £1,000 to watch the computers at work just before midnight and for the following thirty minutes. With everything working, he then went home. He did not mention what he was supposed to do if they had stopped?

During the first week of January and before the children returned to school, shelves laden with Easter eggs appeared. No wonder the weeks and months seem to pass quickly.

New members

An increase of seven. Stephen Fryer in Devon with his 1947 E93A Prefect. Three E494A Anglias: Joe Geoghegan in Ireland from 1952; two from Don Parkin in Canada from 1953; and the other, the owner requests no details are published. Two 103E Populars: one from 1954, the owner requesting no details are published; and Anthony Mayston in Suffolk from 1957. Stephan Gouedard in New Zealand with his 1947 E04C 5 cwt van

Changing to new owners, two E493A Prefects: Glenn Frampton in Dorset from 1949 and Brett Ruddy in East Yorkshire from 1953. Re-acquired: Robert Palmer in Cornwall with his ex 1956 103E Popular

40 years of the Register

A new decade and the fortieth anniversary of the Register. Little did I realise at the time that forty years later I would still be involved with it.

The idea came about on a club visit to the Ford Motor Company plant at Dagenham on Monday 3rd September 1979. Talking to other 103E owners, we agreed that the club could do more to promote our model. Whilst moaning to club officials about our concerns we were told that the committee already had enough work, and if we wanted to promote the model more, including in the motoring press, then we should do it. There were then too few members willing

to commit themselves at committee level with various positions vacant, which has continued over the years since.

Things moved fast as the formation of the 103E Register was announced in the December 1979 edition of *Sidevalve*. Within the four line introduction to the membership was, 'At long last a register of 103E models is being compiled'. At the same time the Specials Register was launched. The Model Y and C Register, later to be renamed the Pre-War Register, was looking for a new Registrar.

The February 1980 edition of *Club News* announced that the 103E Popular Register, as it was now officially called, had commenced from 1st January 1980. *Club News* consisted of 31 A5 pages, a 103E Popular on the front cover, a Ford Motor Company photograph, and the only other photograph being an E83W ice cream van. The Popular Register name was rather misleading, as it was open to all the post-war upright models. A total of 260 vehicles were known to be owned by club members.

The original purpose of the Register was – and remains – to keep a register of all surviving post-war E04A and E494A Anglias, E93A and E493A Prefects and the 103E Popular, as well as the E04C and E494C 5cwt vans, whatever their condition. It is also open to export models and overseas produced models with their interesting local-built bodies.

The Register was also to get involved in the remanufacture of parts that were unobtainable, and with members expressing interest it made it easier to obtain initial funding, having joined the committee at the meeting held on Saturday 15th November. The initial two most requested parts were rubber items that had disintegrated through use or age: the gear lever gaiter and 103E bumper grommets, for which tooling had to be commissioned. With many owners using alternative ways to stop the door windows dropping, especially the driver's, often secured with small wooden wedges or rolled-up paper, a window winder gear kit was manufactured that you had to prepare yourself from parts and instructions supplied. In 1980 consumable parts could still be obtained from local garages. Whilst on holiday I would always seek out garages for any useful parts on dusty shelves.

In December 1981 the register was renamed the Popular and Prefect Register. In December 1985 I took over as Registrar and a year later in December 1986 came another and final name change to the Anglia, Prefect and Popular Register, a better name to reflect the range of models covered. The 5cwt van and overseas produced models are also covered but the name would have become unwieldy if included in the title!

Within the first six months of 1980, 76 vehicles had joined the Popular Register and at the end of 2019 the total is now 1721.

Registration of vehicles for each year:

Year + Yearly Total				
1980	140		2000	27
1981	87		2001	22
1982	112		2002	13
1983	85		2003	11
1984	75		2004	21
1985	43		2005	25
1986	28		2006	12
1987	121		2007	10
1988	10		2008	33
1989	139		2009	23
1990	99		2010	12
1991	35		2011	9
1992	75		2012	15
1993	78		2013	12
1994	40		2014	7
1995	26		2015	7
1996	40		2016	11
1997	31		2017	32
1998	39		2018	46
1999	35		2019	35

The initial response was very encouraging with 140 registered by the end of the first year out of a known total of 260. An unexpected figure was only ten new vehicles in 1988, sitting between treble figures for 1987 and 1989, which is the second highest except for the first year. After 1996 it was a steady decline, with some brief increases but with the last decade in terminal decline, until more recently when the registration forms could be completed online.

Last year only two postal registration forms were received, and most welcome too.

Each year a hundred or so owners with various models do not rejoin the club for various personal reasons, with around the same number joining for the first time or rejoining after some years. When Jenny Thake was Membership Secretary for a good few years, every member was sent a register form applicable to their vehicle with an explanation letter and over these years it would have run into hundreds. The other registrars and I received very few of them completed as shown for this register.

So, why were so few completed? Was it the cost of postage, lack of interest, tomorrow's task that never happened or concern about information given? With regard to information, no details would have been passed on without permission and before the Data Protection Act that some major companies and government departments have memory lapses over. Regretfully very few photographs are now received or Briggs body numbers given.

How many vehicles survive is unknown, with a large number when registered under restoration and which may still be or sold on for completion, modified or scrapped. After forty years, treble figure yearly additions would not be expected and vehicles that change owners keep the original number on the register file.

With 1,721 vehicles, what may be the eventual maximum? There could be perhaps up to 100 owned by members but not on the register? Will the eventual maximum reach

2,000? The form can be completed online, or if you would like a paper application form then please write to me enclosing a SAE.

Whilst the register may seem to have been quiet during these years the V765 process to obtain an original registration has become much more involved and time consuming. In the early days a letter confirming the model, chassis number and registration were of the same age was often only what was required. Over the years the process has been tightened up to avoid abuse, especially when vehicles of high value are involved. Regretfully, staff at the DVLA have been known to give out incorrect information to those that contact them direct and this was one of the reasons given for closing down the local DVLA offices: that the rules were often interpreted differently. Now, without the original or replacement log book there is a better chance of winning on the Lottery but some owners still tell prospective purchasers that a letter from the club is all that is required. Buyer beware.

In the next edition I will give the breakdown of each model and the number surviving for each year at the time of joining, and the least and most common letter that registrations start with.

Forty years ago

When the December 1979 edition of *Sidevalve* came through the letter box it was during the five week run of the Christmas number 1: Pink Floyd's 'Another Brick in the Wall Part 2', a

protest song against rigid schooling, featuring a children's choir.

On the 2nd January 1980, the day after the launch of the 103E Register, Peter Sutcliffe, the Yorkshire Ripper, was arrested. The first number 1 of the new decade was The Pretenders with 'Brass in Pocket'. A year's road tax cost £50, Ford's best selling model was the Cortina, and Britain's first woman Prime Minister, Margaret Thatcher, led the Conservative government.

Register 25 Years Ago – Sidevalve News February 1995

Details on the stamping location of the chassis and engine numbers and the meaning of the letters Y or C that precede these numbers, Y denoting 8hp 933cc and C denoting 10hp 1172cc. Reconditioned engines may include R or B preceding the number that is nothing like the chassis or on the product plate.

Details of the Briggs body plate, top coat paint identification plate and model colour.

Where are they now: update from a member in Newcastle upon Tyne about the two Anglia models owned including a 1952 beige E494A purchased in 1965 with 11,000 miles. The original registration was later changed to YE 25 and the Anglia was later sold to another owner. A further owner sold on the registration, I expect getting more for it than the Anglia was worth.

In 2020 the registration appears to be on no vehicle.



Drive It Day 2008.
Photo by Len Brown & Brian Cranswick.



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

Regalia List (denotes new item)**

Books

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

Stickers

Running In Instruction Sticker (Upright)	£1.75
Running In Instruction Sticker (100E).....	£1.75
Running In Instruction Sticker: First 500 miles (100E).....	£1.75
Window Sticker-FSOC design	£1.75
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
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 ¼” 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					
	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Specify type (splined or keyway steering wheel drive) .	£525.00	E93A-4607	Pin, long (Drive Shaft).....	£3.25
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50	Y-4607	Pin, short (Drive Shaft).....	£3.25**
YE-3036A	Perch bolt nut (for CE-3030B)	£6.00**	7W-4607	Pin, intermediate (Drive Shaft)	£3.25**
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50	Y-4615-B	Bearing (drive pinion) assembly Model Y.	£25.00
YE-3290E/ E93A-3290	Track Rod Ends (pair) 1949 on	£65.00	Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
E93A-3289/ E93A-3290	Track Rod Ends (pair) 1939-1949	£65.00	Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
YE-3304C	Track Rod Ends (pair) E83W.....	£70.00	Y-4655	Torque tube bearing sleeve	£9.95
YE-3304C	Draglink (Y model)	£74.75	E62A-5713B	Stud (rear axle shackle) E83W only	£8.20
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£80.00	E62A-5468B	Bar (spring shackle) E83W	£3.90
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95		Set of 4 E83W shackle bushes and 4 plates.	£35.00
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	E93A- 18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50	E93A- 18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
YE-33111	King Pin Set, complete (Model Y)	£70.00	E83W-18055B	Front Shock Absorber Link to fit E83W..	£25.00
Y-3123	Washer, spindle thrust 3/16” thick	£4.50	62E-18055B	Rear Shock Absorber Link to fit E83W....	£25.00
	King pin shimpack (axle set) qty 2 ea 0.005”, 0.010”, 0.020”	£5.00	E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
CE-33111	King Pin Set, complete (Model C)	£70.00	E93A-18046	Front 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	E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
	King Pin shimpack for 7W-33111	£5.00	E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
E83W-33111	King Pin Set, complete (E83W)	£85.00	E83W-18045	Front Offside Shock absorber (E83W only).....	£105.00
Y-3446	Front axle A-frame Bush (fits all models)...	£6.85	E83W-18050	Rear Offside Shock absorber (E83W only)	£105.00
353031/ 353043	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg	£8.50	E83W-18046	Front Nearside Shock absorber (E83W only)	£105.00
	qty 10 Lubricators (grease) nipple caps	£4.50	E83W-18051	Rear Nearside Shock absorber (E83W only)	£105.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949	£20.00	CE-5783	Suspension Buffer (fits all models except Model Y).....	£25.00
E493A-3581	Gasket (Steering gear housing cover).....	£1.00		Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
E493A-3582	Seal (Steering box rocker shaft)	£2.25			

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

Exhaust Systems

Y-5230 Model Y stainless steel exhaust system ... £185.00
 E04C-5230-A 5cwt stainless steel exhaust system..... £165.00
 E83W-5230-AE83W stainless steel exhaust system..... £205.00
 E93A-5230/ Prefect and 7W stainless steel exhaust system..... £278.00
 E93A-5255-C
 E93A-5230 / Anglia, 103E and 7Y stainless steel exhaust E04A-5255-B system..... £266.00
 Y-5251 Manifold to exhaust clamp £11.95
 Exhaust fitting kit to fit Prefect, Anglia and 103E Popular..... £49.50
 CE-5230-B Model C stainless steel exhaust system... £290.00
 7W-5283 Exhaust Mounting rubber insulator c/w nut, bolt & washers £5.80
 E93A-5297 Fabric Insulator exhaust mounting (qty 2).. £3.20

Engine Parts

E493A-18666-A/B Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy..... £59.00
 E93A-18670 Oil Cleaner outlet pipe to gear cover (inc sealing washer) £7.00
 E98T-18674-A Oil Cleaner outlet (inc sealing washer) £7.00
 E98T-18672-B Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer) £7.00
 E98T-18672-A Oil Cleaner cleaner inlet (inc sealing washer) . £5.50
 Oil Cleaner kit (all items required to fit oil cleaner assy)..... £145.00
 Replacement spin on filter for modified oil cleaner housing assy..... £5.70
 E93A-6018 Gasket, cylinder timing gear side cover..... £1.10
 E93A-6020 Gasket, cylinder front cover £1.85
 Y-6023 Timing Pin..... £11.50
 Y-6038 Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)..... £13.80
 Y-6038 Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount) £14.90
 Y-6038 Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) £25.00
 Y-6038 Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount) £27.00
 Front Engine Mounting bolt..... £2.00
 E93A-6135-A Piston pin STD (set of 4) £35.00
 E93A-6250A Camshaft (Chain Driven)..... £62.75
 E93A-6258 Camshaft locking retainer £4.00
 E93A-6270 Timing Chain £18.30
 YE-6280A Washer (camshaft thrust) all engines from 1936 onwards £3.50
 CE-6310 Crankshaft Oil Slinger £2.85
 E93A-6310 Crankshaft Oil Slinger £2.90
 Y-6384 Starter Ring Gear (fits all engines) ... out of stock
 E93A-6510B Valve guide (per split guide) £25.00
 E93A-6510B Pair Valve guides..... £45.00

E93A-6510B Four Valve guides £85.00
 E93A-6510B Valve guide (per engine set)..... £170.00
 E93A-6505B Short Length Valve (exhaust and inlet /E available)..... £7.00
 E93A-6505F Long Exhaust Valve (Can also be used as inlet)..... £19.35
 E93A-6505F Set of 4 Long Exhaust Valve (Can also be used as inlet)..... £68.60
 E93A-6505F Set of 8 Long Exhaust Valve (Can also be used as inlet)..... £136.00
 Y-6513 Valve Springs (set of eight) (fits all engines) £25.50
 Y-6520 Valve Cover (fits all engines) £15.95
 100E-6521 Gasket, valve chamber cover..... £4.00
 Y-6560 Drive Bush (oil pump and distributor) (fits all engines) £5.25
 Y-6561 Drive Sleeve (oil pump and distributor drive gear) (fits all engines) £5.25
 Y-6566 Dowel (oil pump and distributor drive gear bush) (fits all engines) £2.15
 Y-23670 Pin (oil pump drive gear to sleeve) (fits all engines) £1.30
 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/ E50-Z-1 10hp decoke gasket set and Conversion gasket set £56.90
 7W-6051-A 10hp cylinder head gasket..... £19.95
 Y-6051 8hp cylinder head gasket 1932-1934 £15.00
 YE-6051-B 8hp cylinder head gasket 1935-1953 £28.00
 YE-24052C Studs (Cylinder head) set..... £34.99
 33800-S7/8 Set nuts for cylinder head studs..... £4.00
 E93A-6212 Nut (connecting rod) set of 8..... £6.00
 119074-ESB Bolt (sprocket to camshaft) set of 3 £3.25**
 119074-ESB Bolt (flywheel to crankshaft) set of 4..... £3.75**

Clutch and Gearbox Parts

Gearbox seal & gasket set..... £5.82

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

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£7.70
Y-8109	Radiator cap (brass screw type).....	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40

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

Fuel System

	Fuel Pump with spacer (no primer).....	£45.50
	Reconditioned Fuel Pump with priming lever (exchange item).....	£45.50**
	Fuel Pump repair kit.....	£14.50
88717-ES	Fuel pump stud.....	£6.75
88717-ES	Fuel pump stud (set of two).....	£11.60
	Fuel Pump extension nut, set of 2 (replacement for 33798-S).....	£15.00**
91A-9030	Cap – painted (petrol cap) assembly.....	£9.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
	Locking stainless steel petrol cap.....	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
7W-9276	Gasket fuel tank sender.....	£1.60
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£22.00
YE-9355	Fuel Pump Cover (all models).....	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models).....	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburetor).....	£11.75
YE-9374	Gasket (fuel pump to cylinder).....	£1.60
YE-9541	Aircrew.....	£9.50
YE-9585	Plate (Throttle).....	£6.75
48-9735	Accelerator Pedal.....	£13.95
YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95
7W-9425	Inlet Manifold new old stock (10hp).....	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts.....	£65.50
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished).....	£90.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models).....	£3.60
	2 x “hot spot gaskets” plus 4 manifold bolts..	£6.50
YE-9448	8hp manifold gasket.....	£7.50
CE-9448-A	10hp manifold gasket.....	£7.75
	Rebuilt 8 hp Carburettor (exchange-send with order).....	£91.00
	Rebuilt 10 hp Carburettor (exchange-send with order).....	£96.00
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.50
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.35
YE-9502	Carburettor Gasket Kit.....	£7.95
YE-9555	Carburettor Float (all models).....	£16.50
YE-9660	Connector (Starter Valve) Assembly.....	£6.00
CE-9666	Starter Valve and wire assy.....	£13.50

YE-9564 Fuel Inlet Needle Valve.....£13.25

Ignition System

Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....£49.00
 Set E93A ignition leads, state coil type (screw or push connection).....£19.00
 Rebuilt ignition switch (exchange item – send with order).....£42.00

E83W
 12024A 6V Ignition Coil (All models-not original) £32.00

YE-12100B Distributor-rebuilt (exchange-send with order).....£59.50

YE-12116B Distributor Cap (All models 1935 onwards) £17.00

YE-12185B Toggle (All models 1935 onwards).....£1.08

YE - 12191B Spring (distributor weight) no 1 - light.....£2.85

YE-12199B Contact Set (All models 1935 onwards)....£14.50

YE-12200C Rotor (All models 1935 onwards).....£5.85

YE - 12242-B Spring (distributor weight) no 2 - heavy.....£1.40

YE-12300B Condenser (All models 1935 onwards).....£9.90

52-12405A Spark Plug, L86C (All models also 100E)...£4.08

52-12405A Spark Plug, L86C - set of 4.....£13.00

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-ABattery 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

E1ADKN13047Bolt (Head lamp doo catch swivel) and
 E1ADKN13050Nut (Door catch swivel bolt barrel).....£6.50

E493A-13007 E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....£4.50
 Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....£7.00

E493A-13007 E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....£6.30
 Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....£10.60

ET6-13007-B Headlamp Bulb 36W/36W.....£6.80
 Pair of Headlamp Bulbs 36W/36W.....£11.50

E04A-13016 Catch head lamp door.....£4.50

E93A-13016 Catch head lamp door.....£4.50

7V-13061 Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....£1.62

CE-13061 Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....£1.62

YE-13081 Spring (front sidelight socket 1934 onwards except E493A).....£1.42

CE-13101 Spring (headlamp focusing).....£1.60

E93A-13130 E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....£29.50

103E-13408B 103E Plate Rear lamp base please specify nearside / offside.....£21.55

103E-13408B 103E Plate Rear lamp base (pair).....£41.50

103E-13420/1103E 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-118004BSemaphore Direction Indicator, 6 volt only (exchange only).....£65.00

E04A-118004BSemaphore 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

E04A-17612-BGrommet, Wiper Arm (qty 2).....£1.45**

Rear Brakes

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

Steering and Front Suspension

E55-DB1	Top suspension mount inc 2 gaskets.....	£42.50
E55-DB1	Pair top suspension mount inc 4 gaskets..	£79.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1).....	£34.00
E55-DB1	Pair top suspension mounts, 2 sets mount brgs & 4 gaskets.....	£116.00
	Suspension insert.....	£65.00
	Suspension insert and top suspension mount & 2 gaskets.....	£101.50
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension mounts	
	2 sets mount brgs & 4 gaskets.....	£251.00
E60-DB-1	Gasket, Suspension Leg, set of 2.....	£1.50
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£35.50
105E-1201	Hub bearing inner 1".....	£35.50
Y-1216	Hub bearing outer.....	£35.50
E20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm/cross member/anti roll bar).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *).....	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *).....	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£2.30
	Track rod end dust cover (set of 4).....	£7.20
100E-3503	Steering Box (rebuilt), exchange, send old unit with order.....	£245.00
100E-3581	Gasket (cover to steering gear housing).....	£2.00
	Steering Box seal & Gasket set.....	£4.25
100E-3591B	Steering box oil seal (early and late models).....	£3.50

	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit - 4 x E-10-DB1 and 8 x 3063.....	£30.00
100E-5310	Suspension coil spring (axle set).....	£110.00
300E-5310	Suspension coil spring (axle set).....	£110.00

Rear Axle

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

Exhaust

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

Engine Parts

100E-6038	Engine mount (exchange £10 surcharge* - remove rubber from mount).....	£30.85
100E-6051-B	Head gasket.....	£19.95
100E-6065	Set of 14 cylinder head bolts.....	£18.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040").....	£200.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060").....	£66.00
100E-6261/2/3	Camshaft bearing set STD.....	£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	£14.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips)	£14.00
100E-18488-D	Hose, heater to water valve (inc hose clips)	£12.25
	Re-cored Heater matrix (exchange item).....	£125.00**

Fuel System

	Locking petrol cap (stainless).....	£14.95
	Fuel pump with spacer (no primer)	£45.50
	Fuel pipe (pump to carburetor)	£11.80
	Petrol filler grommet.....	£12.50
	Fuel Pump repair kit.....	£14.50
100E-9276	Gasket (fuel tank sender)	£1.60
100E-9288	Flexible fuel pipe	£16.90
Y-9374	Fuel pump gasket	£1.60
100E-9437	Hot spot gasket.....	£3.75
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	£4.50
ET6-11450-B	Starter Switch	£25.00
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20

	Stop/tail bulb, 12v, 21/5 watt	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch	£8.50
E1050-NC-1	Rear red tail light lens complete with 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).....	£55.50
	Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (round type).....	£43.50
	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£38.00
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
	D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type)	£17.00
100E-12199	Contact set (D type distributor only).....	£14.50
EOTA- 12199-C	Contact set (round type distributor only)..	£14.50
100E-12200	Rotor arm	£5.85
100E-12300-B	Condenser (D type distributor only).....	£9.90
105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-12405-T	Spark plug.....	£4.08
	Set of four spark plugs.....	£13.00
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-7042084B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95
100E-7322630-B	Base, Interior Door & Winder Handle Escutcheon, set of 2.....	£13.00

107E Specific Items

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

Tools

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

Classified Advertisements

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

Alternatively email FSOC at pop.shopper@fsoc.co.uk 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.

- 1955 Ford Popular 103E 'Percy'
- 1955 Ford Prefect 100E deluxe

Vehicles Wanted

Previously advertised (details on our website):

- 10HP, car/van/truck, anything considered as long as it is roadworthy.

Parts for Sale (more on our website)

- 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:

4.50-17 Michelin tyre made in GB, NOS, never been used, still has some of the old paper wrap on it and is still nice and supple. £65 ovno. Contact Dave Kiss. Tel: 01630 685888. Email: davidkiss@aol.com. Hodnet, Shropshire.

- Matched pair of ORIGINAL Butlers headlamp lenses for Ford Pop 103E. Perfect condition. £45.
- 1 ORIGINAL Wico Pacy Ford Pop 103E headlamp lens. Perfect condition. £25.
- Matched pair of ORIGINAL Ford Pop 103E headlamp rims, reflectors and lenses. Lenses are perfect, no rust on rims, reflectors are serviceable. £65.
- 1 Lucas red lens classic rear fog lamp in nice condition. £20.
- 1 Lucas round ammeter for Ford E93A range. Good condition with bezel. £30.

- E93A Prefect or 7W steering wheel. 3 spoke Bakelite. Woodruff key fitting. Good condition.

Please contact Tony Russell. Tel: 01306 631498. Email: fat_rabbit54@hotmail.com. Dorking.

Front bumper to fit upright Ford. Not sure which model but could be 7Y. In good condition, chrome a bit pitted. £30. Contact A D Newnham. Tel: 01983 403873. Isle of Wight.

Ford Pop 103/Anglia, metal rims been powder coated but not used, finished in a red colour. Contact Gary Pound. Email: metalball@icloud.com. Tel: 07887 926601. Essex. (Non-member)

- Ford NOS: rear road spring for Prefect/Anglia/10hp. Part number 7W-5560 (10 leaves). £95.
- Rear road spring for 10hp commercial. Part number E83W-5560B (10 Leaves). £95.
- Oil Pump. Part number CE-6600. £65.

Contact Adrian Spong. Tel: 0791 3234661. Email: 1937lincoln@talktalk.net. Suffolk. (Non-member)

Vehicles for Sale

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

Shirley Mk 2. VERY RARE. Full working condition with many upgrades, comes with spares and full history. £6,000 ono. Contact Geoff Hammond. Tel: 02476 334201. Email: hammond.geoff@talktalk.net. Coventry.

Also previously advertised (details on our website):

- 1953 E493A Prefect 1953
- 1936 CX Ford
- 1951 E493A
- 1953 Ford Prefect E493A

Parts Wanted (more on our website)

1937/39 Ford 7Y/7W front bumper. Email: Martynweller1958@gmail.com. Tel: 07976825094. Berkshire.

E93A prop shaft wanted from seller willing to ship to NL. Please contact Bart Jonkers. Tel: +31653707619. Email: classicarpics@gmail.com. The Netherlands.

1939 Upright 7Y bumper jack required. Please contact Graham Scott. Tel: 01525 372757. Email: gscott.mf@gmail.com. Leighton Buzzard.



Club Officials

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

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

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

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

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

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

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

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Email: jnorman2007@btinternet.com. Tel: 01942 861043 (7.00 p.m.–9.00 p.m. only please).

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

Events Co-ordinator: Brian Cranswick, 18 Bellmans Grove, Broadacres, Whitlesley, 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: prewarregister@yahoo.co.uk.

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

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

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

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

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

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

Regional Contacts and Regional Groups

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

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

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

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

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

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642. Email: cnfo56@live.co.uk. *2nd Tuesday: Queens Head, Meriden, Nr Coventry, 8.00 p.m..*

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

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

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

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

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

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

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

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. *3rd Wednesday: The Early Bird Pub, Greenwood 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: Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Ramtall) 7.30 for 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.tidder@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.co.uk 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@jyce30.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.glena@btinternet.com. *Please contact for details.*

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *Contact Fred for general enquiries and local activities, and Wayne Parkhouse (07825 086908) for technical advice and support. We have a number of informal meetings 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 Bernwick 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: pjoengineeringtd@hotmail.co.uk. *2nd Thursday: the Trout Inn, Lechlade, 7.00 p.m..*

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

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. *Last Tuesday at the Reindeer Inn, 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, Reetssteenweg, 143, 2630 Aartselaar, Belgium. Tel: 03/844.07.68.

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

Canada: Les Foster, #101- 210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel: 604-999-4936. Email: fosterleslie@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: williamconell@eircom.net.

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

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

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

Liam Cotton

100E Register

It's early 2020: I have a broken spring on the Mondeo, the laptop has packed up and the telly is on the blink (probably needs some new valves). To add insult to injury there is a mouse in my toolbox, but am I downhearted? No, of course not! Why? Because of you, the fantastic members of this very club! In December I asked for material for the Register page, and once again several of you have stepped up to the mark.

Let's kick off with Graham Westcott who kindly sent a couple of old photos. He writes: 'The pictures are of my Granddad and Grandma, Stanley and Hilda Westcott, taken just after he purchased his sidevalve Thames van KJY 529. My Dad thinks it was bought from Vosper's, the Ford dealer in Plymouth where they lived around 1957. Soon after purchase my Granddad converted it with side windows to avoid the purchase tax on a car. He part exchanged it around 1962 for the new Anglia van. Those members who may have lived in Plymouth around the 1950s, 60s and early 70s may even remember my Granddad as he used his vans for his daily fish rounds and was well known at the Barbican and around Mutley and



Thames van KJY 529: a distorted photo but you get the colour scheme.



KVS 409

Efford areas of Plymouth where he used to sell his fish. I hope these pictures are of interest and of course I would love to know if KJY529 is remembered by anyone, or if it still exists!

If anyone does have any recollections for Graham, please contact me and I will pass them on to him.

The next item is from new member David Pearce. He has been in the club only for a couple of weeks and has already made a great impression, with some very kind and helpful comments on Facebook and by contributing the following article.

Ford Popular De Luxe 1960 KVS 409, by David Pearce

Like a lot of us, I'm sure, my love for our old cars comes from a nostalgic look back at our childhood and the part it took in family life in the 50s and 60s. (Apologies for this, there is nothing technical or vaguely mechanically interesting in this story, just an old boy's rose-coloured tint of bygone days. If it's grease'n'oil you need, *Practical Classics* would be a better read!)

My parents were the war generation, with post-war aspirations to better themselves and get on in life. They married in the early 50s, rented a flat, then bought a small terraced house, then had two boys and by the mid-60s were ready to make the next move on the

ladder to middle class living. Dad didn't drive: no need, the office was 15 minutes away, and the shops ten minutes for Mum. Holidays, if there were any, were by train.

In 1965 they sold their Maidstone town centre home for £1,200, and, with the help of a Council (!!!) mortgage (Dad was in the Health Department of Kent County Council) they moved to a leafy lane suburban 1930s three bed detached house, with drive and garage, on the outskirts of town, with a 120ft garden and an Anderson shelter ... for £4,300.

This new status led to us getting a dog ... but no car ... central heating being fitted ... no car ... then rewiring, still no car ... then a phone was installed ... still no car ... then a small kitchen extension ... STILL NO CAR!

Finally, in late 1966, presumably caught up in post-World Cup winning euphoria and at the age of 41, my old chap finally bought 128 PKL, a light blue Ford Pop De Luxe, with leopard skin seat covers, and front seat harnesses (not belts) for £100, and embarked on driving lessons with his best mate, Jack.

In February 1967, Dad passed his test, and the whole world (well, mid-Kent anyway) opened up before us.

A roof rack, driver's window wind deflector, and stick-on plastic rear window demister were soon acquired, courtesy of about four and a half million Players Number Six cigarette vouchers, which he probably collected in about six weeks.

At the age of eleven, I finally joined my dad in the garage for an oil change, clean and gap the plugs, drain the radiator and refill with winter antifreeze, learn how to jack up the car, do tyre pressures, etc. ... that intoxicating smell of a mixture of oil, petrol and grease has never left me.

For holidays, the journeys now became part of the fun. The night before: the ritual checking of water, oil, tyres, fluids, etc., fitting and loading the roof rack, filling up with Shell Premium and finally locking in the garage.

Saturday morning was 260 miles from Maidstone to the Gower coast. We would leave around 6 a.m., then twelve hours via tea stops on the A3 Hogs Back, Guildford, Cirencester, Gloucester, Chepstow and the A48 Heads of the Valleys road. The route didn't include the M20, M25 or M4 as not much if any of these existed in 1967, and even when the Severn Bridge was built, Dad wouldn't use it as he hated heights!

I sat in the front, proud to be the map reader, in charge of the AA Prepared Route he had applied for two weeks before we left, and on my lap the trusty AA Road Atlas (more fag coupons).

Careful calculations on how much fuel we had, ensuring we refilled at the right time, and only in a garage that did Green Shield Stamps. (If it was a Saturday journey, also making sure we had petrol to get to the beach on Sunday when all the petrol stations were shut.)

Mum and little brother in the back, with the sandwiches, picnic flask, I-Spy books, etc., dodging the flying cigarette ash that had blown back in past the wind deflector.

Once on holiday, staying with uncles and aunts in a four-room Swansea council house, there was usually at least one visit to a local garage to get something fixed, usually a top hose, a dodgy dynamo or battery. AA membership was an absolute necessity. Dad always had the huge AA phone box key on his keyring.

Finally, in 1969, the Pop was moved on (maybe it was the seat covers), making way for a dark green Consul Cortina, with fruit bowl tail lights, four doors and a boot that seemed bigger than Wembley stadium.

The little Pop had worked its way into my heart in a way which always meant that one day (which turned out to be 9th December 2019) I hoped I would have one of my own.

My wife, daughters and sons-in-law don't get it ... And why would they? They never experienced the hilarious spectacle of the vacuum wipers getting slower and almost stopping the faster you went ... Wonderful!

Liam Cotton

107E Register

We start with an apology to Jim Norman for the typesetting error that omitted a large chunk of a paragraph from 'Life with Sidevalve Fords, Part 2' in the December 2019 issue. The paragraph came at the bottom of the first column on page 29 and should have read as follows.

'The truth dawned one day when I was at a Ford dealers to buy some parts. There was a wall poster display showing many Ford models, including the 1959 to 1961 Prefect. I returned home and looked under the bonnet: no, it was a sidevalve engine. I counted the gears, and there were only three. I noted the small rear screen, the cloth headlining and the semi-circular instrument panel mounted on the steering column. I returned to the dealer complete with chassis number, where it was confirmed as a 1955 build. That was another mystery never solved.'

And now we are taking a break from Jim's 'Life with Sidevalve Fords': Part 3 will be in the next issue. Instead we have some news; Jim has bought a 'new' car. Read on for the full story.

The Story of 718 BLC, by Jim Norman

This isn't the usual 'Tales of . . .' for the reason given at the end of the article, but plots the

car's life up to the present day.

718 BLC was built at Dagenham towards the end of September 1960 as Chassis Number 105E 229739. The Briggs Body Number was 801B-15137 and Trim Code TC/AO24. It was delivered to W.V. Radford Ltd, Main Ford Dealers in Shepherd's Bush. On 15th February 1961 they sold it to Mr G.O. Jones of London W14. Mr Jones requested a bit more than the basic car: the all-maroon paintwork was made two-tone by spraying the lower half Smoke Grey. Additions included wing mirrors, overriders, seat covers, exhaust deflector, Cannon mats and a foglamp, and the car was undersealed.

Mr Jones presumably liked his new acquisition as he kept it until 28th December 1993 when it passed to Daniel Bickmore in Rickmansworth. He in turn kept it until 4th February 1995 when it came into the possession of Mrs Dawn Walters of Stoke-on-Trent. She passed it to Mrs Linda Brown on 7th March 2001, still in Stoke, but it quickly on 9th May 2001 passed to Raymond Lockett of Cannock. He was another short term owner and two months later on 1st July it went to Graham Carr of Atherstone, Warwickshire. He kept it until 5th January 2004, when he sold it to Gary Hall of the same town. A year later, 8th February 2005, it was sold nominally to Mrs



BLC soon after purchase on 4th November 2006, and with definite upwardly mobile pretensions. Outside Cholmondley Castle, Cheshire.

Margaret Salt but actually Graham again as Mrs Salt was his mother. Its next and present owner was me, from 29th October 2006. The car came with a packed ringbinder containing much paperwork showing its history.

The car's life with Mr Jones is unknown until the first recorded MoT, 21st September 1990. This was carried out at Calne in Wiltshire with the mileage recorded at 13,407, but see below. The next two MoTs were on 10th October 1991 (13,975) and 1st October 1992 (14,147). The next recorded MoT was 3rd August 1995 (14,491) at Stoke-on-Trent. 1997's was dated 30th July (16,785), the next year's was 21st July (17,177), and 1999 on 7th July (17,275), all at Stoke. 2000 is missing, probably not taken, but 2001, still at Stoke on 14th February, recorded 17,317 miles. In 2002 on 5th May it was done in Atherstone (20,374 – an over 3,000 mile increase), and the same garage MoT'd it the following year on 14th February (21,689, or plus 1,315 miles). A different Atherstone garage did it exactly a year later (21,965) and the final one recorded prior to my ownership was on 26th February 2005 with 22,048 miles.

On my purchasing the car in October 2006 the odometer read 23,796 miles. I had it MoT'd on 24th April 2007 (32,162); 18th April 2008 (49,095); 28th April 2009 (68,546); 21th April 2010 (87,330); and 5th May 2011 (9062). 2012's is missing, but 7th May 2013 recorded 32,472; 14th May 2014 (44,152); 12th May 2015 (54,072); 10th May 2016 (62,604); and 9th May 2017 (73,660). The following year it became MoT exempt.

The mileages, though, are unreliable. The car was built with Smiths instrumentation, but at some stage was fitted with an AC speedo head, some time prior to 1990. The two types are of different depths so need different fixing brackets. On purchase it was found that BLC's fixing bracket was missing; the speedo was retained by pieces of folded card. The true mileage is therefore unknown, but that currently recorded (16th November 2019) is 197,693, 173,896 since purchase, or an average of 13,384 per year.

Another oddity about the car is that it has at some time suffered a severe frontal collision. Both chassis legs have ripples between the engine crossmember and anti-roll bar mounts, as does the O/S inner wing behind the front



BLC on the Lakes Tour of 5th September 2010 and overtaking Wayne in his bubble-arched 105E. He was doing about 65mph at the time; I didn't ask how he took the photo!

panel. This means that front end panel fit is challenging: the bonnet protrudes quite a bit beyond the front panel on the O/S, although few people notice this.

It is thought that the accident happened in 1990 or 1995. There is intriguingly a handwritten list of purchases including the car itself at £325 and delivery at £30, tantalizingly undated. Most of the outer panels at the front end would have had to be replaced and it is thought that the full respray was given at the same time. It is also thought that it was then that the lower half was painted a darker than original grey. This list gives many more items and the total comes to £1,155, but with others still to come. Much rechroming is included, with a second lot not then priced in.

There are many other 'service' items: braking, steering, suspension, ignition with invoices to prove. The heater radiator has been repaired – several times – and the engine twice rebuilt in my ownership. It is a 1200cc unit with a crossflow camshaft. The ignition system is electronic and the carburettor is a Nikki, complete with manifolds. It goes well but

not excessively so; the gearing is the original so maximum speed is little improved, but acceleration and hill climbing are far better. The rear springs have an extra leaf in them to reduce body roll, and an additional anti-roll bar is fastened to the original to reduce the oversteer that the stiffened rear springs induce. The lighting is halogen for both head and spot lights but normal bulbs for the Miller fog lamps. All come on with the main beams (although this is switchable), and there are two reversing and one rear fog lamp. Wipers and washers are both electric, using a standard headlamp switch with the original wiper knob. An alternator produces the required current. The car tows a trailer so a towing bracket of my own design brings up the rear.

718 BLC has been a faithful servant for almost 200,000 miles, but these and the thirteen years have taken their toll. The time has come for a major restoration, which will begin shortly. Meanwhile, tradition is to be maintained with another 107E Prefect, SFO 418, whose story will be told later in this edition of *Sidevalve*.

Ian Woodrow

Specials & Sports Cars Register

Falcon Bermuda Embellishments

Back in 1960, when the Falcon Bermuda shells were designed, there were recesses between the front wheels and the doors; these served no purpose other than perhaps to strengthen the panel. Now, 60 years later, Adrian Leveridge has enhanced these voids on his car by fitting trim 'fillets'. Two CNC (computer numerical control) programmes were required to make the 'fillets' as the holes on either side are different; there was a five degree change of angle of the rhomboid on either side. I imagine that when normally using the CNC programming software for making left and right hand parts there is some sort of clever function that enables the program to be flipped over and make mirror images.

I think most people will agree that adding these 'fillets' really does improve the looks. What a pity that Adrian's Falcon Bermuda is the only one known to be running on the Specials Register. If these 'fillets' were available in the day, maybe Falcon would have sold more of the Bermuda shells. (Photos 1, 2 and 3.)

The Nordec Story, by Tony Russell

This is about the Nordec company from Caterham and should not be confused with the company Nordec Engineering and Panel Co. of Leytonstone, London which started when the Convair company split up.

As the author of Leslie Ballamy's biography, *Out in Front*, I can relate the full story of this unique Ford 1172cc sports car. Following Ballamy's somewhat acrimonious departure from LMB Engineering in 1946, the business was subsequently reorganised by the owner, Major Richard Sheepshanks, as North Downs Engineering based at Caterham in Surrey. Marcus Chambers was appointed as general manager, the works manager was one John



Photo 1.

Wood and Costin Densham was one of the engineers. They came up with the idea of building a competitor to Ken Delingpole's newly introduced Dellow. The project was to be a Ford 8-based sports car with an upmarket image to appeal to the young 'man about town', as opposed to the 'mud-slinging, off-road image' of the Dellos. This scheme was particularly intriguing as Delingpole was at that time a customer of North Downs Engineering. The plan, however, did not meet with the approval of the shrewd Major Sheepshanks, who did not want company time spent on the design of a new car until it had been properly costed. Clearly it could not be costed until it had been properly designed – an edict that was almost certainly supported by the company accountant, a Mr Finlayson, who was allegedly renowned for his parsimony. A cunning solution was devised to overcome this 'Catch 22' situation. Ken Roberts, the firm's chief designer and supercharging supremo, was to design the Nordec in his own time, in his bedroom at his parent's house in Upper Sanderstead, not far from the Caterham works. A drawing board was installed specifically for that purpose. Roberts told me that his girlfriend at the time was not impressed by the intrusion.

During their time with the business, both Ballamy and Roberts had built up a solid rapport with Ford at Dagenham and it naturally followed that the new Nordec should contain a large number of components from the Ford 8 and 10 hp models. Ken Roberts had just finished overseeing the supercharger installations on the Allard Candidi Provocatores team of J type cars, and he was so impressed by their sporty lines that he considered it to be a splendid wheeze to design the Nordec to resemble a baby Allard.



Photo 2.



Photo 3.

The new car used a Ford 8 chassis, slightly lengthened at the front in order to set the engine further back, and the frame side members boxed in to prevent twisting. This was common practise with Ford Special builders.

The engine was, of course, the ubiquitous 1172cc sidevalve unit from the E93A range of cars but with the addition of a Marshall J 75 supercharger. Front suspension was by way

of Ballamy's well proven patented swing axle, North Downs Engineering having retained the sole rights to manufacture the system under licence. It was proposed to fit the Nordec with the extraordinary pneumatic overdrive gearbox and peculiar and very complicated hydraulic limited slip differential that Ballamy and Roberts had designed a few years previously. A high-g geared Marles steering assembly was also installed.

The attractive two-seat body was made by Fox and Nichols, a coachbuilders that had their works near the Toby Jug on the Kingston bypass, not that far from Caterham. Interestingly, the Bluemel steering wheel was embossed with the Nordec name.

Ken Roberts last saw his creation at Christmas 1947, the smart new body having been mounted but the interior not yet fitted out. Shortly afterwards, Roberts departed North Downs Engineering with Dickie Green, Costin Densham and several other colleagues to set up his new business of Wade Supercharging in a disused pilots' dispersal hut at the nearby, and at that time grass covered, Gatwick Airport, but that's another story altogether. Following their departure, North Downs turned the business over to the manufacture and design of model aero engines.

What became of the Nordec over the next two years is a mystery, but the March 1949 issue of *The Autocar* carried a favourable review of the completed car. Again, nothing is known of its history for almost fifty years until it resurfaced in the ownership of the late Norman Dunston. Sadly the car had lost its Ballamy suspension, supercharger, special gearbox and differential. Dunston's son, Kevin, hopes to restore this totally unique car, but it will be a challenge as surviving Ballamy axles are extremely rare, and in over fifty years working with small sidevalve Fords I have never come across another pneumatic overdrive E93A gearbox, although I do have an original photograph of it. There was one for the 100E range, but totally different to Ballamy's version as originally fitted to the Nordec. (Photos 4, 5 and 6.)

Finally

A date for your diary is Drive It Day, 26th April: make sure you get your Special or sports car out for a run.



Photo 4.

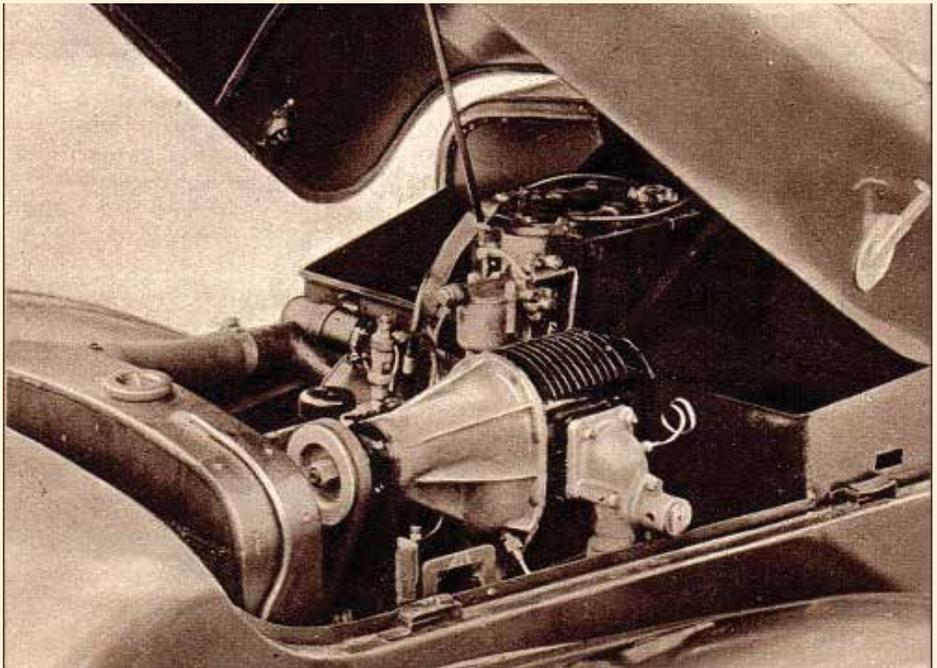


Photo 5. Under the bonnet. The radiator is larger than a Ford 10. The supercharger is driven by a single steel-cored belt.

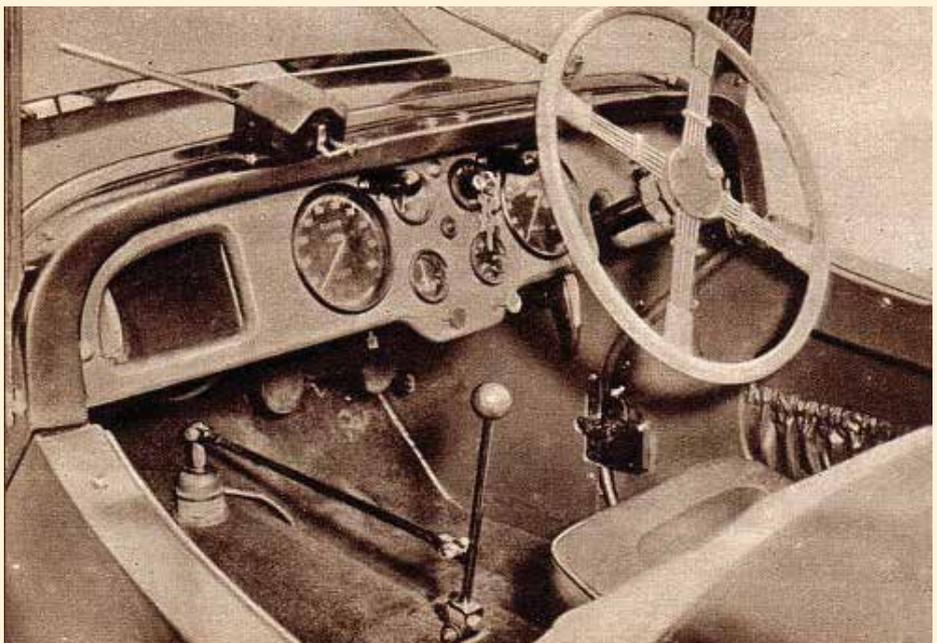


Photo 6. Operations room. Note the large matching speedometer (left) and r.p.m. counter; also the remote-control gear lever.

Andy Main

Specialist Applications Register

Kronfeld Drone de Luxe, Part 2

After being at Brooklands Museum for thirty years, G-AEKV was loaned on 1st September 2013 to the Glider Heritage Centre at Lasham Airfield, Hampshire. Lasham Airfield was built in 1942 and ceased to be a RAF station in 1948. From 1951, with the Army Gliding Club moving there, the main activity was gliding. Lasham Gliding Society was established in 1958, unifying a number of gliding clubs, and completed the purchase of the airfield from the Ministry of Defence in 2001.

The aim of the Glider Heritage Centre, formed in 2013, is to preserve British gliding heritage but there are also overseas gliders on display too. The Centre runs a guided tour commencing at 2 p.m. on Sunday afternoons, which takes about 45 minutes and is free. Donations are very welcome and appreciated. It is located in newly built hangers and you are driven to them by the guide. On my journey we passed many gliders covered over and awaiting their next flights, and a number of large passenger aircraft that were being maintained by a private company. Many thanks to FSOC member David Montgomery, who made me

aware that the Kronfeld Drone de Luxe was on display here and is viewed during the tour.

Is the Kronfeld Drone de Luxe a motor glider or low powered light aircraft? In the 1920s the Royal Aero Club (RAC) settled the argument twice! 'Motor glider' was first used by the *Daily Mail* in 1922 when it sponsored the Itford Gliding Trials but the term was rejected by the RAC in 1924 as there could be no such thing and it had to be 'light aeroplane'. In 1927 the RAC accepted the term and changed it back to 'motor glider'.

In 1937 the Drone cost £375 with a down payment of £65 and twelve monthly instalments of £22.15.00.

The Carden-Ford 1172 engine had a power output of 30bhp.

A novice flyer, or perhaps someone not familiar with this motor glider, must have found controlling the choke control (not an original) quite difficult as they would have needed to turn around 180 degrees to do so, made even more difficult strapped in, unless they unstrapped to perform the task?

Also on display is a replica of a Flying Flea, constructed by the Shoreham Airport Historical Association in 2003 and displayed at



Engine and propeller.

the Shoreham Airport Museum until it closed. However, it is still shown on display here! The Flying Flea included the Carden-Ford 1172 engine but the replica is fitted with a 350cc Douglas Dragonfly.

Cockpit.



Engine and choke cable.



Nigel Hilling

More Trials and Tribulations: The Exeter Classic Trial

Those of you who have been members for a long time may recall my various reports of classic trials with titles such as 'Eric's go to Exeter', 'The Ascents of Stan' and 'Trials and Tribulations'. Recently someone had posted on Facebook an entry list for a 1970 one-day trial with twelve upright Pops in the eighty total that were running. At least four of those are still around and I know of at least one other in hibernation from that period. One of the Pops on that 1970 list, then owned by John Simmonds-Hodge, was bought by a friend, David Child, and first trialed by him way back in 1980. It has featured before in my reports and has been used often since, and here we are forty years later with it entered in the 2020 Exeter Classic Trial with me as navigator / bouncer. Photo 1 shows it in its earlier days on the 1995 Ilkley Trial.

This was the 91st running of the Exeter Trial, which started as a 24-hour London to Exeter and back event when the roads of the time were a challenge in themselves. These days the trial is a through the night and day 230 mile run with 15 steep, muddy, and rocky hills and two special tests to challenge the entry of 300 motorcycle and cars in a variety of classes. Look up 'Exeter Trial' on YouTube if you want to get a flavour of this event.

David hadn't used the car in anger for a couple of years so needed to get a few road miles in, and an MOT to make sure everything was good to go. All seemed well until a week before the event when he reported that it would start but would badly misfire with any revs. This had started shortly after he'd filled up with petrol so there were a number of possible causes. He went through the electrics and cleaned out the carb float bowls which gave some improvement. I went up with some spares and by this time it would run fine except for an occasional misfire. We changed all the electrics to no effect, then tried fresh petrol directly from a can, again to no effect. I left him to take the carbs apart again (twin SUs) and blow out the jets in the hope that this would remove the problem, which it seemed at the time to have done. We assumed dirt in the petrol was the cause and he fitted a filter which

he should have had in the first place.

The car is fitted with a 'Cornish Axle', a modified E83W type with a 6.83 ratio. This is a pain to drive any distance so the car was trailered down from Yorkshire to one of the trial starts at Okehampton on January 3rd. All seemed well at first as we drove the few miles to the start, but after setting off at 10.30 p.m. the car would briefly misfire a few hundred yards after every stop. On queuing for scrutineering at Haynes Museum the idle got rough, suggesting a rich idle mixture. The rear two plugs were black but there was no other sign of a problem at the time. Float lid off and back on and away we went at 3.30 a.m. further into the darkness with his 6V lighting!

The first three sections were cleared with just an occasional misfire but on the fourth (Norman's Hump) we neared the top when the engine died. After reversing down the engine restarted OK and we headed for the next section but pulled to the side for more checks. The rear float needle valve was found to be worn such that it would occasionally stick closed, and also stick open and flood the carb. David unfortunately didn't have a spare



Photo 1.

so we put it back together in the hope that it would work well enough (now 6.00 a.m.). Some hope: as we neared the top of the next section (Clinton) we came to a halt with a bad misfire which again cleared once we were on a level road. A car that performs well on a level road but not up a hill is not much use on a trial but I then noticed that the rear float lid was fitted with the float hinging fore / aft where it should be transverse to stabilise the movement up



Photo 2 (courtesy of Peter Browne).



Photo 3.

hills. We turned it round hoping, it might help a bit, and set off, missing two sections to catch up lost time. Dawn was upon us as we went up the next section with ease and so to breakfast.

I had expected the float lid movement to make some improvement but was pleasantly surprised to find that it somehow cured the problem completely and we had no further misfires or rough idle for the rest of the trial. We went on to make some good climbs and failed only two further hills that were very slippery such that we couldn't find grip. Photo 2 shows us in action. We finished the trial in Torquay at 4.30 p.m. and drove back for an overnight stop in Okehampton. The car was trailed back to Yorkshire the next day and David has now ordered a new pair of float needle valves plus a spare!

The only other 1172cc entry in the main trial was Roger Ashby in the Austin-Ford Coates Orthoptera – read on.

... and the view from Coates Orthoptera, by Roger Ashby

It is some years since I competed in any of the MCC overnight Trials (on motorcycles), and twenty years ago I had purchased the Coates Orthoptera (a Ford Special based on an Austin 7 chassis with Ford sidevalve running gear [engine, gearbox and axles]; a common combination of the period) with the intention of undertaking these events. Suffice to say a total rebuild was required and lots of other things

got in the way.

2017 saw Ruth and I competing in some local one day events and doing OK. 2018/19 saw me, occasionally Ruth, and more often than not my neighbour and friend Gavin Lane, undertaking the long distance trials in the ACTC series – again, with a modicum of success and lots of learning and modifications! See Photo 3 of the proud owner and car in 2019.

Early January saw us at last enter the MCC Exeter Trial. Much development has gone into the little beast and we thought we were ready for the big one! We started from Popham Airfield after scrutineering, leaving at 22.10 (yes, I know, ridiculous). We then had a 70-mile journey to the next stop and further scrutineering at the Haynes Motor Museum, Sparkford. The scrutineer gave it the once over and then said, 'Last time I saw this was in the Hardy Trial when it was in a big cloud of steam.' We should have known what was going to happen.

We then met up with Nigel Hilling, whom I have been in communication with for a number of years and who has given me much sage advice but had not met; nice to put a face to the name.

Then on to the trial proper, Windwhistle. The only section for us with a restart was completed without a problem, and so it continued for the next four sections, then came the steep Norman's Hump and for some reason we just could not get the car to rev out and failed it. The same thing happened at Clinton. See Photo 4 for the car in action.

After this we were on a roll, charging up everything like demons. Then we came to Tillerton Steep. Again it was on a roll but the severity of the climb and the length of the section caused it to boil over big time (thanks, Mr Scrutineer). The section was so rocky that at full pelt I was tossed away from the seat, and my foot came off the throttle and we lost momentum. This happened to be in the restart (for the extreme specials). Unbelievably, we were able to restart and made it to the end of the section.

At this point, with some really big long hills to come, we took the decision to retire.

I will definitely be back for the Land's End Trial but at the moment am looking for a passenger / navigator, as Gavin is on his hols and Ruth refuses to do the all night trials.

You may have seen the letter about the Heritage Trial in the last magazine. This is being organised by Martyn Halliday, who is the driving force behind the Historic Sporting Trials Association. Nigel and I have discussed this and if any member is thinking about entering, please do not hesitate to contact either me (Kent / South) or Nigel (Yorkshire / North), and we will be pleased to give any advice we can.



Photo 4 (Dave Cook Motorsport).

Jim Norman

Tales of SFO 418

This car, a 107E Prefect first registered on 24th January 1961, was built early November 1960. It differs in many ways from BLC and the most noticeable is the single tone interior; the cars were cheapened towards the end of their production. The car's exterior however is two-tone: Pompadour Blue over Cirrus White, a very pretty scheme.

I took delivery of it on 17th November 2019, along with a folder containing some history. The V5C states that it has had thirteen previous owners, although the identities of only four of these are known, and these include Dave Rothwell of the Merseyside group from whom I bought the car. The MoT for 1998 was done at Wivenhoe, Essex, with subsequent ones from January 2015 at Carnforth, Lancashire. Invoices for parts and / or work done are to Gerald Page of Colchester (from 18/8/97); Mr Lamprell of Broadstairs, Kent (from 14/12/05); and Michael Tomlinson of Carnforth, Lancs (from 31/1/14), the last actual owner.

It has had some restoration work done – outer sills, rear doors and a full respray – but the underside is very solid. The interior is very good with quality but non-original carpets installed. There was a lot of detail work needed, however, and the replacement of the vacuum wipers was a priority, and achieved within a few days. The car was said to still have a 997cc engine and there were no plans to change this, but read on. A towing bracket was also fitted in that first

week, brakes and steering box adjusted, and the non-functioning but fully rotating indicator switch / horn button replaced by one built up from parts in the garage and this system put back into commission. This meant removing one of the bolts at the lower end of the steering box, and it was noted that the oil was red. I've never come across red EP90 so this was changed for the correct specification. The steering box had been over-adjusted and the adjuster was wound back one flat, greatly improving behaviour on the road. It was also discovered that the castellated nut securing the drag link to the steering box drop arm was locked by a piece of bent wire in lieu of a split pin, and this wire came loose at a touch. All split pins were then checked, but this proved to be the only offender. The indicator wiring behind the dash was corrected at the same time.

During the check over, additional jobs came to light. Both rear wheel cylinders were sticking on; this too was attended to. It was also noted that the bottom pull-off springs were to the outside of the shoes; the brake system had been assembled with no form of lubrication to the moving parts; and the outer cable to axle casing flexible link was broken. All were attended to and the brakes, which were badly out of adjustment, were set up as they should be.

But more worrying was the discovery the track control arms had been fitted to the wrong sides, so these had to be removed

and replaced in their correct positions. All suspension rubber bushes were in a poor state so these too were replaced at the same time.

I had noted that the temperature gauge didn't rise very far and the heater output was poor. Suspecting a faulty thermostat, I purchased an 88 degree one, but on opening up the system, found that there wasn't a thermostat, working or otherwise. This could have pointed to a cooling system fault, but I fitted the new stat anyway and was pleasantly surprised to find that no problems emanated.

I felt that a check of the engine tuning was desirable and found that the dwell reading was slightly low (points gap too wide). Removing the distributor cap showed that the distributor had been fitted with the shaft 180 degrees out, but more seriously that the upper and lower shafts were seized together so there was no automatic timing advance. A replacement distributor was fitted.

Other minor jobs included replacing the number plate lamp assembly as the casting was broken; and the defunct main beam warning light bulb. And a club badge was fitted to the grille!

All this might sound a lot of work but in practice took only a few days; the biggest job was changing the track control arms across, accomplished in a few hours. The requirements from a car that is to be used daily and regularly over long distances are different to those of a car used only to go to and from shows. It drove quite well when purchased, but this bit of TLC has made it drive superbly. I had to carry out similar work on BLC when first purchased and BOA prior to that. However, the invoices include some from garages in Carnforth; unless doing the work yourself, it is important to make sure your garage is competent to work on vehicles of this age – many are not.

The acid test came on 6th December when the Prefect made its first visit to Bridgnorth, a round trip of 192 miles. Issues that showed up included the washer pump: although already found to be working, it was discovered that it worked for one squirt only, then needed several minutes' rest prior to the next attempt. It has been replaced by an electric system, operated from the same ex-headlamp switch as the wipers so the dash still looks original. The other item was the wing mirrors. Although fitted, they



showed whatever was behind as much closer than it was, making lane changes tricky. The driver's side one has been replaced by one with a more conventional focal length.

But the car behaved impeccably and ran extremely well, in fact only slightly slower on hills than BLC – so much so that I checked the engine capacity the next day by measuring the stroke with a screwdriver inserted down a plug hole. While not one hundred percent accurate, this gave a stroke of about 65mm, giving 1342cc. Although this is a much-derided engine, it was all right if treated with respect, which I intend to do. I had always assumed BLC's 1198cc engine's power output at about 60 b.h.p. as a result of some mild tuning; the 1342 engine was rated at 54 b.h.p. so probably about right. There are no intentions to improve on this and the original carburettor jetted for 997cc effectively limits power output and rpm. On the other hand, an oil pressure gauge and voltmeter have been fitted. Voltage meters are more usual with an alternator while the car still retained a dynamo, but an alternator has since been substituted; the voltmeter showed that the dynamo's charging was very intermittent.

I had noted that all ignition components were new and thoughts turned to unreliable Chinese parts. Sure enough, on 13th December, the morning after a second successful Bridgnorth trip, the engine refused to start. I borrowed the complete ignition system from BLC as this car was then out of use and the engine, as expected, started immediately. SFO will keep this system and a replacement was ordered from Accuspark for BLC.

So, where are we? The photos show the car soon after purchase and before a few modifications were made, e.g. the grille and boot handle badges changed. I'm happy with the car; I expected it to need work to bring it up to everyday use standard, and we have arrived there. There are still things to be done and there always will be. I'll keep you posted.



Pictured right is an E493A Ford Prefect that has been in single ownership since the 1960s. After this long ownership, Brian Crabb has reluctantly come to the decision to sell his pride and joy that he has enjoyed, man and boy, for all of those years. Originally registered in Middlesex on 1st September 1953, this car proudly wears an 'H' county identifier that many observers take to be a personalised number but is in fact the original registration. Brian has meticulously maintained the car in his long ownership with a list of wear and tear repairs that is too long to record here. The car was re-sprayed in 1987 with various parts being re-chromed. The interior is original with just the right amount of patina. More details from Brian on 07811582082 or briancrabb@talktalk.net.



Dave Turner

More Small Sidevalves

Going back to *Sidevalve News*, April 1988, once again the News & Views section included a short piece on the small sidevalves, this time those produced by Malvern Model Manufacturing Ltd (page 8). Since then several examples have been found, most as unbuilt kits but one or two already made and looking like they had spent some time as scenic additions to a model railway.

The historic details of these early metal kit producers is inevitably a convoluted and complicated trail of set-ups, going bust, takeovers and re-issues. It is believed that one of the pioneers of the genre, John Day, was behind the original Malvern Models as well as making a variety of larger scale metal kits. The Malvern examples were to 1:76 – which is '00' model railway size – and one of the books trying to unravel the background has reported that the part of the operation known as John Day Model Cars crashed through cash flow problems in 1980. As often happens, the kit production was taken over by other operations; it is not certain if these little 00-size examples were swallowed up immediately but they seem to be on the market once again in 2019 under the name 'Railside'. John Day Models is also on the market and now believed to be run by Daryle Toney.

At least six little Model Ys were included in the original Malvern range, 2- and 4-door saloons (Tudor and Fordor), together with a taxi version of the latter; a 4-seater tourer; a van; and a pick-up. The saloon depicts a post-1933 long rad type and seems to depict a closed sunroof as well as a set of nicely cast wire wheels, the latter common to all the Malvern Model Ys. The taxi version of the Fordor and a Tudor have so far proved elusive. The Tourer comes with an erect hood and appears to replicate the 'Standard Semi-Sports' model from Arrow Coachworks, who were contracted by dealers W.J. Reynolds and W. Harold Perry Ltd to supply Model Y Tourers. According to the Model Y author, Sam Roberts, there is only one surviving real example of this particular style tourer: OY 8955.

Malvern's little Model Y van is another endearing little miniature and while the real vans



Malvern Model As.



Malvern Model As rear view.



Malvern Model Ys.



Malvern Model Ys rear view.

featured a spare wheel, first on the driver's door and after October 1936 on the passenger door, the model seems to lack such an item – maybe it got lost during assembly! It also boasts a square window at the top of each back door, but

did Ford's van ever feature these?

Although many saloons and vans are likely to have had their lives extended by being converted to pick-ups, contemporary vehicles of this type were produced initially by Dagenham

FEATURE ARTICLE

Motors Ltd when they cut off the roof and sides of new vans. Subsequently this work was contracted out. Malvern's pick-up looks convincing enough, although the framework that Dagenham Motors fitted to the back of the cab in order to give the body some strength is not present. The vertical section of this frame each side of the real vehicle was extended upwards a few inches in order to provide a stable attachment point for ladders, building material, etc. Like all the Malvern Model Ys the interior provided is limited to just the seats.

Staying with sidevalve-engined Fords, albeit somewhat larger, Malvern produced quite a few kits for Model A and AA commercials. Determining the difference between 1928 and 1929 Model AA commercials is difficult, to say the least, but generally the 1928 vehicles were running on welded steel wire wheels while those for 1929 moved on to six-hole ventilated disc wheels. The smaller Model A commercials remained on wires. Generally it was the shorter 103.5" wheelbase that suggested it was a Model A while the AA ran on a 131.5" wheelbase.

Malvern's Model As included a short flatbed that also was utilised as a breakdown truck; a gully emptier; and a snack truck. The longer



Malvern Model AA trucks.



Malvern Model AA rear views.

AAs came as a cattle truck; tanker; van; flatbed; refuse truck; and tipper. Inevitably, not all have been found, but those that have include an interesting tandem axle tipper, while the

little gully emptier came with the disc wheels normally associated with the larger AA types.

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Letters & Emails

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The right timing ...

Dear Sidevalve,

I am new to the club. I bought an E83W van that I had my eye on for ages. I lost the deal, then I managed to buy it, but that is another story.



I have really enjoyed restoring the van but there came a point that had me scratching my head. The starter motor kept jamming up, solid. At some point the van had a 12V conversion so I went to the expense of having the 6V motor rewound to 12V just to slow it down a little.



I was on the E83W Facebook page explaining my starter motor woes and Ron Taylor of the FSOC got in touch. Ron said, have a chat with Richard Greenway. I did,

From small acorns ...

Dear Sidevalve,

I was very interested in the article by Chris Tombs, whom I know from Merseyside Group meetings, in the last issue and his adventures in his 103E. The story of the 1979 Northern Sidevalve Day was especially interesting.

I too was at that meeting; it was the first club event I had ever attended. I knew no-one within the club at that time, but arrived in the 100E Popular, XTP 107. I was aware of a 103E being towed around the site but it refused to start. After a couple of circuits, it stopped close by.

I wandered over and asked, 'Would you mind if I had a look?' I think it was Steve Waldenberg who asked, 'Are you a

mechanic?' I replied in the affirmative and a space quickly opened up. There was a feed to the coil but it was going straight to earth at the distributor. Disconnecting the LT cable, I found that the points made-and-broke normally but there was a fat spark at the condenser. 'There's a dead short through the condenser,' I announced, and a new one was quickly brought and fitted. I remember Chris muttering it would need choke and then pulling the starter. It whirred over for a few seconds then burst into life.

The significance is that this was the first piece of technical advice I ever gave to a club member; in fact it was my first active involvement in the club at all. See what you started, Chris!

Yours,
Jim Norman



and Richard had a chat with Derek Warner as he was local to me. Richard put me in touch with Derek and I went off to Derek's place and drank his rocket fuel coffee. We spent two hours talking about starter motors and all of the things that could be tried. Derek even gave me a rebuilt starter motor to try out in case mine was faulty.

After hand-turning the engine with the starting handle I got a huge kick back – the problem was ignition timing. A few adjustments and the problem was solved, and I managed to keep my thumb from being broken in the process. Derek was right – 'Timing could be the problem.'

So, I would just like to say a public 'thank you' to Ron, Richard and Derek who got me to a happy place. I feel like I have joined an amazing, inclusive, friendly and informative club. I have included a couple of pictures of my van. It will be operating as a support vehicle to a 1946 Belgium biplane that is based at Headcorn in Kent. The eagle-eyed will spot that the aircraft registration and van registration are very close. Once the van is finished, I'll share the story. Thank you, FSOC – you've been brilliant!

Yours,
Paul Anderson

Geoff Hammond

Ford Sidevalve Paint Colours

Over the years many people have wanted to purchase some paint the same as the original colour to respray their cars.

As you will probably know, Ford used enamel paint on our cars and the colour breakdown used consisted of a mix of pigments which were available in those days. Unfortunately the pigment codes of that time are no longer valid at paint suppliers.

Recently the paint industry has been mixing pigments using modern materials and creating codes to replicate the original colours of our cars.

I have found that several companies are advertising on the internet that they sell coach enamel for brush or spray application that is mixed to match the Ford Sidevalve colours. I searched for Ford Ludlow Green enamel paint

and lots of companies came up. The modern paints use special thinners which are also available from the paint companies.

My experience of using a local paint supplier was that they used a spectrophotometer to identify the colour which the computer then broke down into the individual pigments. It also checked the database and came up with the nearest colour match, which in my case was Ludlow Green.

A word of warning: the colour on your car will have faded, or if it has been resprayed may not match the original colour. So I would recommend you get the paint supplier to mix a small sample, usually 1/10 of a litre minimum so that you can try it out.

Happy painting.



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Colin Pudge

NEC Lancaster Insurance Classic Motor Show 2019

November seems to come round all too quickly and the preparations for this year's show culminated in six stunning cars on the FSOC club stand.

Set-up on Thursday got off to a slow start as the new-for-this-year carpet was stranded in traffic on the M6, along with Steve McKenna who was bringing it along with Ron Taylor's red E83W van. When Steve finally arrived after a seven-hour trip the ever helpful pixies set to and got the carpet laid and taped down in time for the first of the show cars to arrive. Graham Scott had the privilege of being the first to grace the carpet with his family-owned-since-almost-new 1939 7Y Eight. Next to arrive was Matt Bone in his recently restored 1958

100E Anglia. Building the stand was going well and when Peter Bayliss arrived we were ready to position the 1937 7W Ten 'Kevill-Davies and March' Brakenvan woodie that he has sympathetically restored for the owner. This is a particularly rare coach-built vehicle which has spent nearly all its life on the Kinneard Estate in Scotland.

The final cars to arrive were Paul Reddell's 100E Escort with period Handa overdrive, twin carburettors and Aquaplane accessories, and Andrew Bailey's immaculate upright E494A Anglia. This car was originally owned by Andrew's father, John Bailey, who was a keen collector of sidevalves. Andrew saw that it was for sale, bought it, and restored it to a very high standard.

All three show days were busy on the stand with several members paying their subscriptions for next year and others joining as new members. Mark Harvey did a steady trade selling club goodies and actually selling out of some items.

This was yet another good year for the club here with a lot of interest generated by the displayed cars. One of the other benefits is that the club stand is a resting place and waterhole for club members on their travels around the show and also a networking opportunity for all of us.

My thanks as always to the car owners for giving up their time and supplying us with a wide range of vehicles to show, and also to everyone who helped out over the weekend. John Porter, Mark and Jake Harvey, Mick Hartley, Geoff Hammond, Neil Patten, Steve McKenna and anyone else I may have missed; all of you worked tirelessly to make it all work.

Plans are in progress and all the cars for the March Restoration Show next year are booked. I also have two definite offerings for next November (2020), so make sure you book the discounted tickets offered and come along and join us on the stand.

Graham Scott – 7Y.



Matthew Bone – 100E Anglia.



Paul Reddell – 100E Escort.



Peter Bayliss – 7W Brakenvan.



Ron Taylor – E83W van.



Lull before the storm.



Andrew Bailey – E494A Anglia.



Log in to the FSOC website Members' Area. Password: Frosty (case sensitive).

Tom Gilvear

100Es in Victoria, Australia

Thanks to Tom Gilvear for contributing this article. The FSOC would like to express our deep sympathy to the people of Australia for the devastation caused by the bush fire. You are in our thoughts and prayers. – Liam Cotton

During a recent visit to Melbourne I found the following 100Es.

The rather derelict looking version (Photo 1) was found when passing a house in Bayswater (with a large dog, which I did not feel inclined to approach!).

The Green Escort (Photos 2-4) was at a rally at the Yarra Glen Racecourse. It appears to be ex-British, as it shows details of a visit to Aidensfield Post Office and Shop (as in *Heartbeat*).

The light blue 100E (Photo 5) clearly is a souped-up version. Sadly I could not look under the bonnet, but it sounded at least like a V8, with that wonderful 'burble'.

Not sure about the dark blue 'rustic' looking 100E (Photo 6) as I did not get a look under the bonnet or listen to the engine, but it does appear to be low on the suspension, so I must assume there is something a little different about its power source!

Finally, a photo of my '58 Prefect (Photo 7), found in a garage in Hampshire, having sat there since 1976 with only 33,000 on the clock. Except for an amount of surface rust on the chassis, and soft sills, it is in fair condition, with engine currently away having a rebuild.

Kind regards, and thanks for a fantastic magazine.



Photo 1.



Photo 2.



Photo 3.



Photo 4.



Photo 5.



Photo 6 (above).



Photo 7 (below).