

# News



Volume 25 · No 5 · October 2008



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Simca vs Ford

Upright Clutch Change

Siva: 40th Anniversary

Ford at Brooklands

The Great British Beer Festival

Save your CB Points

Tyre Tips

Dancing to a Popular Tune

My OTA Tractor



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Regional groups are organised on a voluntary basis. Their 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 General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY.	
<b>Bristol and South West</b>	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
<b>Cambs, Lincs and Norfolk</b>	Brian Cranswick 01733 203776. E-mail: <a href="mailto:b.cranswick@yahoo.co.uk">b.cranswick@yahoo.co.uk</a> . <i>Please ring for details.</i>
<b>Coventry and Midlands</b>	Geoff Hammond 02476 334201. E-mail: <a href="mailto:hammond.geoff@talktalk.net">hammond.geoff@talktalk.net</a> . <i>2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.</i>
<b>Devon and Cornwall</b>	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
<b>Essex</b>	John Hull 07763 810386. E-mail: <a href="mailto:postmaster@jrjhall.plus.com">postmaster@jrjhall.plus.com</a> . <i>1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.</i>
<b>Glos, Hereford and Worcs</b>	John Pole 01684 564829. E-mail: <a href="mailto:john@polej.freemove.co.uk">john@polej.freemove.co.uk</a> <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
<b>Hampshire</b>	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
<b>London North</b>	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.</i>
<b>London South East</b>	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
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<b>Northamptonshire</b>	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
<b>Central Scotland</b>	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
<b>Surrey</b>	Angela Hume 07884 184882. E-mail: <a href="mailto:babsidevalve@aol.com">babsidevalve@aol.com</a>
<b>Sussex</b>	David Pickett 01444 483350. <i>3rd Wednesday: Barley Mow, Selmeston, A27. 7.30pm.</i>
<b>Yorkshire</b>	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>
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# Editorial

John Porter

## Name and Number

You may recall that in the August issue I drew your attention to the new practice of show organisers demanding the name of your insurer and, crucially, the policy number. As we all know, the vast majority of organisers require that you confirm that your vehicle is correctly insured for the event with suitable third party cover. As we invariably have to sign this entry form, most enthusiasts would imagine that would be enough.

Having contacted Footman James on this matter, their spokesperson could not understand why this additional information was needed. She was also able to confirm that Footman James would not pursue any claim against one of their insured until the incident was confirmed with the customer. Hopefully, other insurers will take the same view.

One would imagine that if you declined to write the policy number on the entry form, you would be denied entry to the event. The Shackerstone Festival in Leicestershire in September is the first event that I have personally come across with this requirement and I will be able to report back in the next issue. I will take the opportunity to discuss the situation with the organisers – if they let me in! (*Update: In the event the weather intervened and the event was cancelled.*)

As I have had no response to my request for details of other organisers who have instigated this requirement, I have to assume that no one else (other than Robert's friend in the last issue) has come across this situation this season?

Is it also safe to assume that the 'disclaimer' situation has eased over the last few years? This is where the organisers required entrants to sign a disclaimer that purported to absolve

the organisers from all responsibility in the event of an accident. The act of signing also invalidated the owners' own classic car policy into the bargain!

## Survey Highlights Importance of Laid-Up Cover

A recent telephone survey by Footman James has revealed that the UK's classics owners might be less risk averse than previously imagined. During a routine lapsed customer survey, whereby a sample of former Footman James clients were contacted to ask why their vehicle was no longer insured with the company, 70 per cent of respondents said they had chosen not to insure their vehicles at all because they were laid up.

Paul Matthews, managing director, however, warned classics drivers of the potential risk they are taking. 'It appears that some classic owners do not recognize the true value of laid-up cover, believing that, just because the car is stored away, it is completely safe. But this does not mean it is immune to damage. We deal with heart-breaking situations where lovingly restored vehicles are damaged while laid-up. How much worse if the owners didn't get a penny back to repair it.'

Mr Matthews also warned classics owners that laid-up cover will not cover damage to classics from the moment they are driven under their own power.

'The minute you start the engine and drive it, even if it's not on the public highway, laid-up cover lapses and you are no longer covered should anything happen.

'So if you are planning to take your vehicle to a garage for repair or restoration work, make sure you have full insurance cover. Even if you're just driving your vehicle onto a trailer, laid-up insurance will no longer cover you for accidental damage.'

## Membership Renewal for 2009

Enclosed with this issue of *Sidevalve News* is the first renewal reminder notice. Although your membership does not expire until 31st December 2008 it would be greatly appreciated if you would renew as early as possible to take some of the pressure off the membership secretary around the Christmas period. The Club is able to accept cheques, postal orders or credit card payments, or you can use the direct debit form enclosed. The benefit of payment via direct debit is that the money is taken out of your account when it's due and not before, and you don't have to worry about remembering to renew in the future.

Remember, if you want to receive your February 2009 *Sidevalve News* magazine on time you must renew your membership by

the 31st December 2008. Membership cards for 2009 will be sent out with the February 2009 magazine.

There are many advantages in belonging to the Club: spares service, magazine, technical advice, reports from regional groups and events, remanufactured items, registrars and free adverts.

The Pop Shopper includes advertisements from both members and non members. Can I remind members that if you are considering purchasing goods from advertisements in Pop Shopper then you should ensure that the goods are what they say they are before you part with your money.

*Shirley Wood – General Secretary*

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Brian Cranswick

**What happened to our summer? Well, I think I must have blinked and missed it. I hope all the rain did not spoil your Sidevalve outings; let us hope for better weather with some sunshine in 2009.**

It's almost that time of year again for the NEC Classic Car show, which is an event that I enjoy and a very good excuse for me to take a day off work and help cover the club stand. The really good thing about going to the NEC – I don't care if it rains!

**1st & 2nd November – Footman James Autumn Autojumble & Automart, Royal Bath & West Showground.** Details at [www.nwe.co.uk](http://www.nwe.co.uk).

**9th November Autojumble Amberley Working Museum, Arundel, West Sussex.** For information call 01798 831370.

**14th, 15th & 16th November – International Classic Car Show at the NEC.** Club stand: any offers of help to staff the stand or provide a Sidevalve, contact Geoff Hammond (Coventry & Midland Regional contact) or John Porter. The UK's biggest and best Classic Motor Show – over 1000 vehicles on display.

**16th November – Newark Autojumble, Newark & Notts Showground.** For information call 01773 819154.

## 2009

**4th January – International Classic Car & Motorcycle Restoration Show, Exhibition Centre, Donington Park, Derbys.** For information call 01484 452002.

**8th February – 30th Bristol Classic Car Show, Royal Bath & West Showground.** Details at [www.nwe.co.uk](http://www.nwe.co.uk). Ivor Bryant will be organising a club stand as usual; all offers of cars for the stand gratefully received.

**26th April – Drive it Day.** Details of club events to be advised. The Cambs, Lincs & Norfolk group will be returning to the Ramsey Rural Museum – all members are welcome to this really nice venue. Please contact Brian Cranswick to enter.

Why not organise your own run and meet if nothing is happening in your area?

- Also refer to the Regional reports

*If you are organising a club stand or road run, please log the event with the events co-ordinator, so this can be covered under the club insurance.*

## Scandinavia

Håkon Bartnaes Øverland

**Leif Falk from Gothenburg writes (translated by Håkon):**

From the time I started observing my environment I have had a fondness for European small cars of age. My friends tend to wonder about this tendency, and the theory has turned up that my mother probably dropped me on the floor head down on several occasions. Later I also took an interest to aviation history, and that has caused another theory; that she was once during her pregnancy struck by a strange looking flying object. On the other hand these friends are mostly fans of American scrap iron, so I find their theories rather dubious. Now, enough about myself and I turn to the star of this epic.

My first encounter with Baldric, my 1955 Ford Anglia 101E, was in a big, underground garage at Hisingen here in Gothenburg. He was then covered with a thick layer of dust and really looked rather depressed.

I met with his owner at that time, who was the owner of an antiquarian. During the conversation I mentioned my interest for those old European vehicles and he then declared that he had a 'smashing Anglia' parked in the garage. He was even chairman of Gothenburg Motorhistorical Society, which managed the garage.



To make it short, I gave the car a quick wash and a technical check up, and I was immediately hopelessly in love! To call that car 'smashing' was a definite understatement. It had obviously been around for a while, but had been very well taken care of. To be untouched by vandalizing 'renovators' was just fantastic.

Like the character the actor Tony Robinson so brilliantly created in *Black Adder*, this tubby small car was just the prototype of a servant. As Baldric always executes his malicious master's commands, even though they may take some time to finish, the name of the car was obvious. The fact that Baldric also at times has the upper hand on his master does not make the name less appropriate.

My idea was to let Baldric regain his status as an everyday car. I have been a pensioner for health reasons since the eighties, so it was never a matter of tough driving, neither for me nor Baldric. All front suspension bearings were exchanged for new ones, new main brake cylinder fitted and the steering gear was renovated. This last included new machined parts, so the mocking name of this type of car – 'Ford Fickle' – was no longer relevant. Finally the engine was totally renovated by Walléns Verkstäder, with Mr Peter Wallén in the lead. What remains now is to supply Baldric with authentic mirrors and to repair a small rusty spot at the left rear mudguard.



## Cover Photos: Classic Ford Day

A Classic Ford day was held at the Mid-Suffolk Light Railway Museum (aka The Middy) near Stowmarket on 17th August. Unfortunately it rained in the morning (no surprises there) which obviously put off some exhibitors. Fortunately it cleared up by lunchtime so those who were able to make it had a nice day and the late sunshine brought out a good number of visitors to browse among the blue ovals.

Four Sidevalves were in attendance: Alan Summons' Y-type, a Shirley from Steve Farrant and Populars from Michael Capps and Mike Crisp. Mike Crisp and some friends made themselves 'popular' by playing some traditional Suffolk music on the platform as people got on and off the train.

The pictures were taken by Geraldine Smith who is one of my co-volunteers at the railway.

- Richard Watson

# Regional News

## Surrey

Angela Hume

### Letter from Babs

Dear Sidevalve Members,

The summer is proving quite busy. I managed to get to the steam and vehicle show at Ardingly in July. This was the longest journey I had taken since renovation being some 30+ miles from home. The way down was fun as I was feeling very well and bowled along, reaching 50mph along some of the roads! On arrival I rested in a field with other vehicles that had come for the day while Angela & Ken explored the show and met up with old friends. Angela managed to buy an old suitcase which was squeezed onto my back seat together with a large lump of wood that Ken is going to use in woodworking. I am just glad that the suitcase is not intended for me as it is quite heavy. However the journey had tired me and my fuel delivery problems returned on the way home and I had to keep stopping to recover. Still, I did make it back to my garage unaided!

The Surrey members actually met up and attended the Capel Classic Car & Bike show on the 16th of August! The route to Capel from my garage is up a steep hill and I was carrying four people plus a boot full of tools and wet weather clothing. Really it was a bit much for someone still convalescing, although I did get there without actually stopping.

The Capel organisers had given us a special parking area so we could be together and not mixed up with the other 200 odd vehicles that attended. We had quite an assortment of cars; myself, an E93A, 2 x E493A, Model C, Pop and 100E. Weather was a little chilly and rain threatened once or twice but did not materialise. As you can see from the picture we generated quite a lot of interest from the public and hopefully some may even join our group. There was a rather handsome Ford truck whose driver was chatting right at the end of the Show (Angela forgot to note down the truck's details but at least she has the driver's address!). Unfortunately at a past event (not Capel) the truck's original tool kit was stolen, so he is not generally keen on going to shows any more. It would be nice to have a representative commercial vehicle in our group so I hope he joins. One other person was talking to Stan about his 1940s Special so maybe we will get to see that as well in the future, and there was someone else with some possible spares! Of course there were other people who remembered us from their childhood. It was nice to have so much attention!

I went to visit a 1943 Special with an E93A engine. He was originally used for trialling and first registered for road use in 1950. 1943

is an interesting time for a Special to be built – I wonder if he was created by someone in the armed forces as a project or in their spare time? He looked very good and is looking for a new home – see picture below.

Winter will be approaching by the time this letter is sent out and Angela is intending to get a programme of events together for the 2009 season. I know that she has been given some ideas but if you would like to add anything please drop us a note or call.

Happy sidevalving,

Babs



Above and below: Capel Classic Car & Bike Show



Below: Special with Stan Bilous and current owner Chris Logue



## Essex

John Hull

**Much of July was a bit of a washout for shows but Mick, Dave and Wendy, Tony, Dennis, Jean and I attended the show at West Bergholt on 27th July, which turned out to be the hottest day of the year.**

The weather seems to go from one extreme to the other and it was so hot that it was uncomfortable to walk round very much. We had to rig up a sun shelter behind Mick's E83W truck where we spent most of the day. Unfortunately, Mick had parked near a massive pile of dog poo and he had to get his rubber gloves out to move it, but the smell still lingered (ah, the fresh country air!). All our Sidevalves made it up the A12 and back without overheating, altogether a 90 mile round trip for Mick and I (no sign of the dreaded vapours). Mick mentioned that he needed a new wiper blade for his truck. There was only one autojumble stall at this show, but when I was rummaging in a box of bits I found a brand new boxed wiper blade and the stallholder said 'just gimme a quid,' so I did, and Mick was well pleased.

Mick had also attended the Ardingly show at the beginning of July, and spent a good weekend with the Hampshire group.

We met again in August at the Huntsman and Hounds, no medical emergencies this time. Dean told us that he had a good day on the London to Southend run on 27th July and there was a warm welcome at the finishing post. He has also had more problems with his Siva jamming in first gear. (Has anyone else had this problem? If so, please send me an e-mail.) We discussed various theories on why this is happening and I lent Dean a spare gearbox to play with.

Tony has been busy working on his Anglia (no excuse now you are retired, Tony!) and has swapped the engine, and fitted new tyres and brake pipes.

On 17th August Mick, Dennis and Tony went to the Battlesbridge Ford show. Tony had an eventful journey from Walton as he could not get his Prefect to start. By the time he fixed the problem and set off, the rain was so heavy that it was too risky to drive up the A12 in the Prefect, so he had to go back home and come to the show in his modern car. By the time he reached the show, the sun had come out! Mick won the prize for best commercial vehicle with his E83W (Mick did say that his truck was the only commercial there, but we still think it's a winner, Mick!).

Also on 17th August, Dave, Wendy, Jean and I went to the Little Havens Hospice show at Purleigh. This was a show with something

*Continued on page 6*

# Regional News

for all the family; plenty of cars but also heavy horse displays, charity stalls, tractor and ploughing displays, and Janice would have loved the stationary engines. Dave managed to get some new mudflaps for his Pop for £1 – bargain! Wendy's nephew Mark and his wife Louise called in at the show on the way home to Sussex and were surprised at how nice the Essex countryside is. We like it too!

I have finally finished fitting indicators to my Pop, after much cursing when I misrouted the cable around the exhaust pipe and had to pull it all out again. They are finally working and I gave them a road test on the run to Purleigh. (See photo.)



Our September meeting had an autumnal feel. We discussed our last few shows coming up at Bishops Stortford, Beaulieu and Battlesbridge but we also talked about a venue for our Christmas meal!

We will meet again on the first Tuesday in October, and look forward to welcoming any members in our area at the Huntsman and Hounds.

## North London

Rob and Jennie Thake

**By the time you read this article most cars will be put away for the winter after an often wet and changeable summer, but the North London Group members still managed to go to most shows.**

After plenty of sunshine on our Sidevalve holiday it became 'dodge the showers' when Jen and I went to the AGM at Sheffield, using the MG as we would have needed two days in the Anglia. There was a good selection of Sidevalves in the car park. After the meeting it was off on one of the Yorkshire group fun runs, which was very enjoyable and challenging and we finished off with a good pub meal. The next day we went to the Leighton Buzzard Quarry railway which turned out to be a very good show with a long trip on the narrow gauge railway up to the Quarry and Brickworks, going through housing estates and crossing several roads on the way.

At the beginning of July it was off to Hollowell with Stuart and Laura, and meeting up with Richard and Shirley at the show. The return home turned out to be a challenge. After leaving Northampton, still about 45 miles from home, we pulled into a lay-by to let some queuing traffic pass by, and the clutch release bearing broke up on the Anglia. A decision was made to see how far I could drive towards home without using the clutch because we needed the car the next day for the Fanshaw show at Hertford. We arrived home successfully by judging the speed at roundabouts and traffic lights and pulled on to the drive at 7.45pm. It was gearbox out and new clutch put in and off to bed and finished off in the morning, and then on to the Fanshaw show where it rained a lot! Our group members had taken the gazebo so the morning was spent with 14 people sitting looking out and waiting for the rain to stop.



Photo 1. David and Lesley Heard with 2nd place trophy at Quainton



Photo 2. North London group on a typical day out

It was a credit to the organisers as out of 150 cars booked in there were over 100 there.

Other shows we visited were Harpenden Highland Gathering (excellent), West Bergholt, BMC show at Peterborough, Woburn, two evening shows both with warm weather, and Duxford Air Museum where we had a club stand and used the new 'A' board for the first time. The following week it was another air show at Rougham which after a very wet start turned out a really pleasant day. The August Bank Holiday weekend we had a show at Cuffley and on the Monday we went on our normal trip to Quainton Railway. David and Lesley Heard picked up a trophy for second place, which is a good achievement because over a hundred cars turned up, all of good quality. We attended another air show at the end of the month and this turned out to be very enjoyable with aircraft flying all afternoon, after a delay because of dense fog most of the morning.

# Federation News

Peter Williams

**This is the ninth in the series to keep you up to date on news from the Federation of British Historic Vehicle Clubs. I normally say 'see December 2005 for a full explanation' but there will be lots of new members that have joined since then so it is probably worth restating what the Federation is all about.**

### What is the Federation?

The full title is the Federation of British Historic Vehicle Clubs, normally referred to

as the FBHVC. It's a bit like a trade union for old vehicle clubs to give us a more powerful, collective voice when dealing with governments and other authorities. Clubs pay an annual subscription to the Federation; individuals can also join for a subscription of £12. A large percentage of clubs in this country catering for historic vehicles of all kinds are members of the Federation. A newsletter is published six times a year to keep member clubs informed and our chairman normally attends the Federation AGM. There is also a website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk). Other countries around the world have similar organisations and they all come together under FIVA

(Federation Internationale Vehicules Anciens), who monitor and lobby on EU legislation. If that's all clear, read on. I will attempt to pick out the important bits from each newsletter for this feature in *Sidevalve News*.

### Do the authorities know that your insurance is up-to-date?

If you renew your vehicle tax online, the DVLA computer checks that your insurance and MoT are up-to-date. The information on insurance comes from the Motor Insurance  
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# Regional News

## Yorkshire

Nigel Hilling

### Thornes Park, Friday 4th July

This is an afternoon/evening event that normally attracts a few hundred entries. I missed it this year but there was apparently a good selection of Sidevalves present. Gerald Pollard was there with his Anglia and I understand he met up with Michael Allen, the author of the Ford Anglia, Prefect, Popular book that features Gerald's Anglia on the front cover.

### Hollowell Steam Fair, Saturday/Sunday 5/6th July

My annual trek down the M1 to this event was a little wetter than usual and the whole weekend was very mixed, weather wise. I had Kevin Upson's living van to shelter in but we still ended up going back to his house for the night rather than staying on site as we would normally do. We also managed to fit in a visit to see Trevor Hardcastle who is currently preparing an upright Pop for trialling. He and the rest of the Sidevalve entry will hopefully have had a successful Edinburgh Trial (early October) by the time you read this.

### Newby Hall, Sunday 20th July

A massive event with 1500+ exhibits and a large autojumble which was blessed with dry weather – almost summery! We had a club stand (photo 1) but with a few less attendees than usual due to holidays and other varied reasons. The decent weather made a pleasant change and most of the day was spent wandering round the autojumble and mass of exhibits. This show is well worth a visit if you have never been before. Some other Sidevalves were in attendance in other sections and if those people would like to join the club stand then you would be most welcome – just give me a call.



Photo 1

### Tatton Park, Saturday 16th August

This is another massive event on a par with Newby Hall but with perhaps more modern sports car exhibits and less vintage ones, and is held over two days. It includes a large

autojumble and it takes all day to get round this and the exhibits. I made my usual pilgrimage across the Pennines to enjoy the hospitality of the Merseyside branch on the Saturday before continuing south to the Peter Collins Celebration event at Shelsley Walsh on the Sunday. Yorkshire folk are always welcome at Tatton and indeed any of the Merseyside region events, so if you are interested for next year just let me know or contact Joe Wheatley direct.

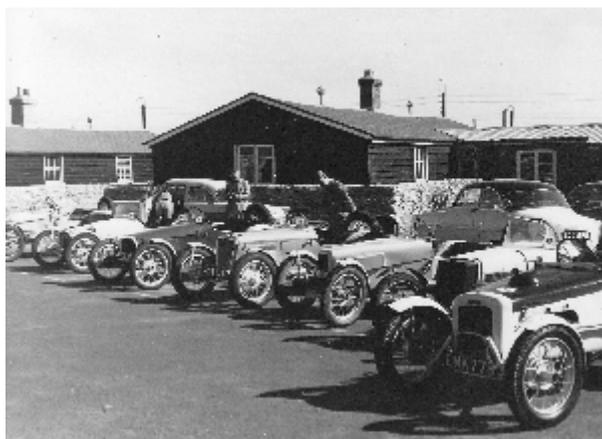


Photo 2

### Other Events

I believe we have had cars out on many other events recently including the Hope Rotary run finishing at Bamford, the Barnsley Rotary event at Cannon Hall, and the Ripon Racecourse event, all on 27th July. In addition we had a presence at the Yorkshire Thoroughbred Car Club event at Wilton Park, Barnsley in August. I am sure there will have been many other events in Yorkshire attended by FSOC members despite the poor weather that we have had this summer. The York Historic Vehicle Group's event at the Knavesmire on 7th September was cancelled due to the site being waterlogged and I have no doubt that other events will suffer the same fate as the rain continues.

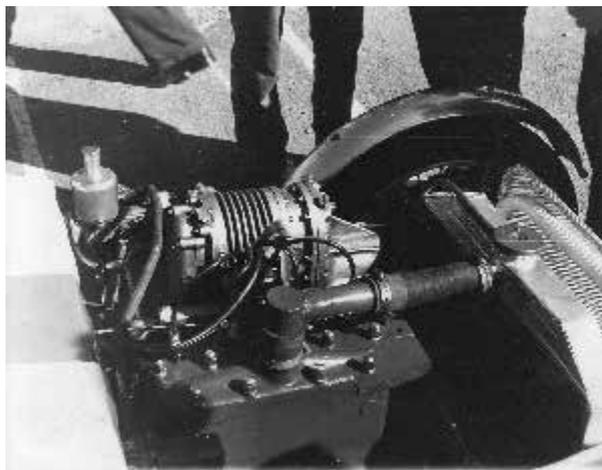


Photo 3

### Old Trials Cars

Dave Till, a member from Scunthorpe, kindly passed me some old trials photos from around 1956/57 taken at Bovington Camp in Dorset where Dave was stationed at the time. Many of the specialist trials cars of that era were based on an Austin 7 chassis with Ford 10 engine and would also often use the pre-war Ford axles. Photo 2 shows a selection of cars, photo 3 shows a nice blower installation on a 10 hp engine, and photo 4 looks like an early Cannon Trials car which generally used the E93A engine and front axle with a Morris rear axle. Thanks, Dave.



Photo 4

### Forthcoming Events

By the time you read this the show year will be all but over and it will be time to get down to those maintenance jobs that you have been

putting off all year. John Duckenfield has just bought a 100E to add to his 103E so will no doubt be busier than usual. Meetings will of course continue on the last Tuesday of the month at the Black Bull from 8.00pm. In December, as the last Tuesday falls between Christmas and New Year, we will be meeting on either 16th or 23rd, possibly at a different venue. If you are not a regular then contact me nearer the time for details.

## Cambs, Lincs & Norfolk

Brian Cranswick

### BMC/BL Rally, Peterborough – Eastern Day Meet, 3rd August

I arrived early to set up the club stand. The show organisers had allocated us a very large plot. I was soon joined by Alan MacDonald from Corby in his 100E. This was the first Sidevalve event that Alan has attended with his Anglia (UJF 305). Alan's 100E has been converted to 4 speed by the previous owner; if only Ford had made them all like this from new! Next to arrive was John in the Siva and then a small convoy of six cars came along, all from the North London Group lead by Robin and Jennie in the E04A, later followed by another 100E from the same group. This made a total of 10 cars on the stand: six 100Es, two 103Es, one E04A and a Siva. Good sunny weather was enjoyed on the day but when it was time to leave for home, some black clouds appeared overhead and followed

me all the way. I just made it back in the dry. A very enjoyable day spent and many thanks indeed to everyone who supported this event; I hope we can improve on the numbers next year.

### Skylark Country Show – 30th August

A nice local event which seems to be getting bigger and better each year. I was the first to arrive and set up the new bunting to mark up the stand. This was another first Sidevalve event for new member Dave Hodges who arrived next in his recently purchased Pop. After getting the car through its MOT Dave is undertaking a rolling restoration. This is a 1959 model and was first registered in Belfast; it still has its original Irish registration number 9015 OI. Dave certainly picked up some useful tips for his restoration by having a good look round my Pop, OLH 20.

Pete Todd, one of the show organisers, allocated us a nice plot. Pete owns two Sidevalves – an E494A (579 UXM) and a 100E (KVG 489A). His 100E, which he has owned for over 20 years, has just been put back on the road after a 10 year lay-up.

This 100E has probably the best condition bodywork I have ever seen; considering it was sprayed over 10 years ago it looks like it has just come out of the body shop and also has a new interior. Pete now intends to join the club, which will be great for the group as he owns two really nice cars. Pat Swann brought along his E83W butcher's van (748 AVW), making a total of five vehicles displayed on our stand; two 103Es, one E83W, Pete's E494A and a 100E.

Another new local member introduced himself – Dave Windsor from Murrow, who is restoring his 300E which he has owned for 48 years since new. We look forward to seeing the finished van next year.

### E494A Has A Problem

Trevor Kafton's 1951 Anglia (LYU 893) recently developed a nasty oil leak; it seemed to be coming from the sump. Alan our local friendly classic mechanic soon sorted things out. Fortunately for Trevor it was not as serious as it initially looked; the fault was an easy repair as the leak was only from an oil pipe which feeds to the external filter.

### John Beautyman

I am very saddened indeed to report the recent death of Wisbech club member John Beautyman. His family will be in our thoughts at this difficult time. John owned a 100E (LAH 42A), which was one of the very last to be made and the 'A' registration plate was put on the vehicle from new.

### Member Wants A Good Home for His E494A

I had a call recently from a local sidevalver who wants to sell his very tidy and roadworthy 1953 E494A Anglia, which he really wants to go to a good home and to someone who will care for and enjoy looking after the old girl! If you are interested then give me a call and I will let you have the member's details.

## Jersey Meeting

Gerald Pollard

**My wife Pat and I love Jersey and usually spend a week over there each summer. Some years ago we met up with a fellow club member John Miller, resident in Jersey, who along with many Sidevalves has an E04A in a maroon over black paint job identical to my E494A – LBM 764. We have met John and Cara on other occasions and this year was no exception when we joined them along with Peter Bagot and Janice, who were over for the Battle of Flowers with their 36 CX Tourer trailed in from Kent.**

John brought along his laptop so whilst savouring the local brew we were able to view his collection of vehicles, which is extensive. We had taken our photos along too, on a memory card, so the Yorkshire Sidevalves were given a showing as well.

We had a grand evening and after a few more G&Ts found ourselves, after midnight, inspecting the Tourer which was parked nearby in a floodlit car park.

Thursday was Battle of Flowers day and the Tourer was in the classic car parade along with a 1953 Prefect belonging to Michael Dean, another Jersey man who – John has since informed me – has recently acquired a green 103E which is original. The only problem is that it's on a driveway and can't be removed because a Land Rover with a broken chassis is in the way.

John also provided me with a bakelite window surround (rear offside) which I've needed for ages. This I carried home as hand luggage and am pleased to say arrived intact.

So, another great holiday, enhanced with meeting fellow sidevalvers if only briefly. Next year, if my Anglia is fit and well, the plan is to drive down and cross on the ferry for the Jersey Motor Club week.



## Merseyside

Joe Wheatley

### Roy Barker

It is with great sadness that I report the passing of Roy Barker, one of our most active members in recent years. Roy was diagnosed with stomach cancer towards the end of last year and died on 24 July.

Roy had been a regular attendee at our events and meetings, having bought a 107E in late 1999/2000. Though the car was in reasonably sound condition Roy wanted to fully restore it. He had it in storage for several years. In the meantime he bought a 105E from another ex-member, Ian Park, and came to shows in that but he really wanted to get out in his 107E. Finally in 2005 he employed a semi-professional restorer to go through the car completely. This cost several times what the car was worth but the finished product was immaculate in all respects. One of the first outings for the car was to the Tatton Park show in June 2006 where it won the prize for the best restoration. Roy won several other prizes with the car at other shows over the past two years.

Roy and his wife Helen had become very friendly with Ken and Andrea Riley since Ken joined the club after buying a black 100E Prefect a couple of years ago. Ken has taken on Roy's 107E so we will continue to be reminded of Roy's good humour and inexhaustible stories about driving British trucks and the characteristics of Gardner diesel engines. He always enjoyed coming to the meetings and retained his passion for old cars to the end, always ready to pitch in with any advice and assistance if needed, and his 107E was always a standing credit to him. Our thoughts are with Helen and their daughters.



Roy Barker and his 107E after winning Best Restoration at Tatton Park in June 2006. Picture by Frank Wells.

### 6 July – Shaw & Crompton Vehicle Rally

I was not able to attend any of our planned shows this weekend. Still, we had a good turnout. Our stalwarts Bernard Ellicott, Frank Wells (100E Pops) were joined by Tony

Woostenhulme (white 103E), Alan Tomlinson (green E493A) and Neil Turner (black 100E Prefect).

Tony has restored his 103E over the last few years. The major work is now completed with the car painted in white with red roof fabric and wing beading to complement the red upholstery. Tony received the first prize in the '1950s Saloon' class. Alan's E493A received second prize in the same class followed by Neil's 100E Prefect who received third. A clean sweep by the FSOC! I'm really sorry I missed this event and beg forgiveness if I have missed out anyone else who did attend.



Picture from Shaw & Crompton. All prize-winners in 50s saloon category. 1st white 103E – Tony Woostenhulme; 2nd green E493A – Alan Tomlinson; 3rd black 100E Prefect – Neil Turner (with Bernard Ellicott in the background). All taken by Frank Wells.

### 12-13 July – Cheshire Steam Fair

Frank and Bernard attended on the Saturday and on Sunday were joined by Alan Tomlinson, Alan Chapman (cream 103E (he tells me off if I say it is white!)), Tony Ikin (white (definitely) 100E Pop) and myself. Ron Taylor and his pal in his E83W were sent off to join the commercials. This was one of the few dry and nearly sunny days this summer and both Jill and Alex came with me in Freddy.

The usual interesting mix of vehicles and stalls including many selling local foodstuffs. A thoroughly enjoyable day out for one and all.

Unfortunately the electric fuel pump on Alan Tomlinson's E493A packed up shortly after setting off home. We stopped to offer assistance but Alan had the new pump with him and is now very adept at swopping them. Five minutes spannering saw him up and running and I don't believe he has had any problems since.

### 20 July – Fleetwood Festival of Transport

I didn't realise how far Fleetwood was when I booked this one! The 'show' takes place in the main streets of the town which are closed off for the day. Nobody else from our Manchester side attended but on arriving I met Derek Boon (green 100E Prefect) and Dave Levay and family in a newly acquired Mk1 Austin 1800. This car was being auctioned off on eBay after the death of its first owner. The description was minimal and only one picture was supplied but Dave put a bid in of £185 which turned out to be the highest. The car is very sound, minimal superficial rust, perfect interior and sound mechanics. Dave pumped up the suspension, serviced the car, refurbished the braking system and replaced the tyres, and now uses it when he wants to take the whole family to a show in one car. It seems you can still find bargains on eBay.

This was the busiest show this year and I did not stop talking to people all morning. Most just passing ('My Dad had one of those ...' etc.), lots of people on holiday including some fellow enthusiasts. I spent some time taking to John Wylie from Driffield in E. Yorks who has an E493A, 100E and Mk1 Cortina. I gave out a couple of membership forms too. I set off home after collecting an attendance plaque from Mrs Dibnah (the late Fred Dibnah's wife).

### Sunday 27 July – Audlem Car Show

Audlum is about 50 miles away down the A49 and t'other side of Nantwich. I woke early to a rather damp and overcast morning, but by the time I had crossed the M56 the sun was out and it continued to blaze away all day.

This 'show' is in two parts. First everyone parks up on the village green at Hankelow. Each car had a designated spot marked out on the grass with a numbered peg. John & Olive Green were already there in their 100E Prefect, and we were soon joined by Ian Chapman (who lives in Hankelow), Tony Ikin and Ron Taylor in his E83W van. Ron had not entered but they managed to find him a space and he soon met up with Dave Riley with his E83W pick-up. Dave had starter motor problems which caused a bit of difficulty when time came to leave as she would not start on the handle either. In the end several burly gents gave him a push and off he went.

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# Specials Register

Rob Daniels

Welcome to new member this month Steve Millward who owns a 1953 Lotus 6. Can you please send me details and a photo of your car, Steve?

Can the member who sent me a very unpleasant email saying I hadn't welcomed him to the club please read the February edition.

With all the terrible weather we have been having, I have hardly driven the Shirley at all this summer – only the Historic Specials Show being attended and the weather that day wasn't without a couple of showers. Driving a car at 45-50 mph without a windscreen even in a light shower isn't very comfortable, but having not missed this show in the eighteen years it has been run I wasn't going to miss this one.

The journey to the Wildlife Park is around seventy miles from Nuneaton and having met up with the chairman, who was trailering the Nickri down due to recurring overheating problems, we started on our way down the Foss Way. The first slight problem occurred when we got to the vicinity of the Bull Dog Bash near Wellesbourne. Due to someone being shot on his way home from the Bash last year the Police had decided to plough something like £1.5 million into security this year and closed off the Foss Way. The diversion took us about half an hour out of our way. We then hit some rain at Stow-on-the-Wold: this hurts. Then going into Burford the trees lining the road disappear and with it being so windy that day the Shirley seemed to catch every gust, but isn't this all just part of the fun?



Nickri Syder and Shirley Mk2

Getting to the show slightly later than normal a few of the regulars were already there and we parked the Shirley and Nickri in line. Throughout the next couple of hours others arrived with all types of unusual cars. We had the usual Turners, Rochdale Olympics and so on, but as last year we also had a great turnout of Lotus Mk6s and Bucklers including two Buckler Mk10s, one wearing an RGS shell (a first for this show) and a rare Mk15.

A good turn out of various other Ford Specials was complemented by the Austin Sevens which were represented by a couple of Hamblins and the ubiquitous 'one off'.



Top: Mk10 Buckler with RGS body  
Middle: Line-up of Bucklers  
Bottom: Nick's High Boy, with Lotus 6s behind

A couple of nice surprises were the first time appearance of the High Boy Special of long time Coventry Group attendees Nick and Annette Whitehouse, and the arrival of the famous LMB Debonair 6VPB, built and once owned by Les Ballamy but for a long time owned and brought to the show by John Edwards of the Edwards Brothers fame. John parked up next to the Shirley so we had plenty of time to talk specials through the course of the day.



John Edwards with the LMB Debonair

Of course the real stars of the day were the Tornados, who were celebrating the 50th anniversary of the formation of the company. Co-founder Bill Woodhouse was there as was Eric Martin who was there from the early days until 1963. Due to the weather and a host of other reasons the mass turnout didn't materialize, but there were representations of nearly every model produced. There were two Typhoons, a Tempest, the Thunderbolt, Talisman and the Tornado Fiat 600D, which is basically a Ford 1500cc Cortina engine shoe-horned into a little Fiat 600 body. The only model not present was the shooting brake, but as mentioned last month, the most

amazing discovery in the Specials scene for quite some time is the original shooting brake Typhoon FXU 392, as featured in the April edition of this magazine. It was built for Anne Woodhouse and has been discovered in the USA. A certain club member is trying to acquire it and bring it back to the UK. Lets all hope that he is successful.



Sportsbrake found in the States

Also at the show was Martyn Morgan Jones who was there to promote his new book *Winds of Change: The Tornado Cars Story*, which had been released the night before. The ISBN for this book is 978-1-870519-76-2 and it is a thoroughly good read, with lots of very interesting pictures of the Tornado factory and its cars.

I had the pleasure of introducing John Edwards to Bill Woodhouse at the show: they hadn't met since their companies were next to each other on stands 48 and 49 at the January 1961 Racing Car Show which took place in the Royal Horticultural Old Halls, London. Interestingly Bucklers were on the other side of the Edwards Brothers on stand number 50. What a pity Malcolm Buckler wasn't at the show.



The prize winners

Quite a few new members came along to the show for the first time. One such person was James Barrett and his father who own a Mk2 Shirley. Glad to hear the restoration is progressing apace, James.

The awards were given at around 3pm and John Edwards was very pleased to receive the award for best in show. Thanks to everyone who attended and I'm already looking forward to next year.

# 100E and 107E Register

Rob Goodland

## The 'Ministry' Test

**At the time of writing it is early September. By the time this issue of *Sidevalve News* comes out, autumn will be completely upon us. But what does this mean to all of you out there with 100Es and 107Es? How many of our cars 'hibernate' for the winter? For my car, October means MOT time, which I always face with a certain amount of trepidation. Although I have a very friendly garage which I feel I can rely on to give my trusty old steed a fair hearing, there is always that niggling little fear of failure. Let's face it, failing the MOT isn't the end of the world, but there is always the worry that the car will need parts which you may not currently have, or that it will need lots of time and money spending on it.**

They say that a problem shared is a problem halved, so I thought I would tell you about a few of the jobs that I need to look at before the MOT and try to decide which parts I need to ask Neil Patten, our 100E and 107E spares secretary, to sell me next time I see him. Remember that one of the primary aims of the FSOC is to keep your car on the road! The spares service offers an excellent opportunity to get the parts you need for your car at a very good price. Some people like to use 'alternative' suppliers – but remember that the price shown on the club spares list is what you pay, and it includes postage. For me, it is a 'no brainer'.

Last time, I had one of those scary yellow advisory notes with the MOT stating that there was slight play in one of the lower suspension joints. This means that I need to get a ball joint kit to refurbish a track control arm. The kits are available from the club but I wonder if I have done enough mileage since the last test to warrant replacing it? Actually, thinking about it, the condition of the roads in Sheffield may have caused more rapid deterioration than I would like to consider! I may even have a suitable spare track control arm in good order, but I am likely to need rubber bushes for it – another thing on my shopping list.

The gearbox mount currently on the car is rapidly deteriorating. Most of you will be familiar with this, a U shaped 'metallastic' flexible mounting with rubber bonded in between the steel parts. The problem being that eventually the bond between the rubber and the steel breaks, leaving the tail end of your gearbox waggling around a bit. Although it has not completely failed, there is currently a nasty judder when reversing the car, particularly up an incline. I was not aware until fairly recently that the FSOC has actually had these gear box mounts remanufactured. In the 'old days' these used to be an exchange item; the new ones that Neil has had made

look excellent. In my opinion it is not worth considering fitting a secondhand one with such a good quality remanufactured item available at a modest cost. Go on, treat yourself! I know I will have to.

Before I can replace the gearbox mount, though, I need to sort out an oil leak (from the engine, not the gearbox). The Duckhams 20w50 mineral oil that I tend to use is not good for rubber items and I certainly do not want to damage a nice new gearbox mount prematurely for the sake of it, so also on my list is a 'conversion set'. I am reliably informed that this contains all the gaskets needed for the bottom end of the engine, along with oil seals. So, it looks like I am going to have to have the engine out in the near future. At least this will give me an opportunity to clean up the engine bay, treat any rust and get some paint on the bulkhead, suspension turrets, battery tray and the engine block. I have some new engine mounts to go on, too. The rubber on the old ones has started to go lumpy, so it is time for some new ones. Remember that these are exchange items and Neil will need the metal parts of your old ones for refurbishment.

Other than that, I need to get the grease gun out and go over all the nipples on the front suspension and on the prop shaft. All the electrical items currently work. I may need some new wiper blades, though, unless it is just that my screen is exceptionally greasy! Every time I use the wipers, the water forms droplets, and it is often harder to see through than before, until you squirt some screenwash on it. Although my screen is quite scratched in places, this has never been an issue on the MOT. It is another thing to worry about, though! You can buy a proprietary glass polishing kit which my dad has used on a scratched screen with some success, so this may be something to consider in the future. I also worry about my auxiliary driving lamps, which were fitted since the last MOT. These are fixed to the grille, so I am wondering whether to temporarily fit a different grille before the MOT just in case somebody important does not like them? Perhaps I might be a little paranoid now!

All this will hopefully prepare me for another relatively trouble free year of Sidevalve motoring. I often feel guilty for neglecting the car, especially as it rewards me with such reliability – I always know that it will get me home. Each little rusty spot makes me think that I am unfairly abusing the poor old girl, but it is important to remind yourself regularly that a car is there to be used and enjoyed. I always use mine in the winter. It is best to try to avoid periods when road salt is used, but frequent use of your car will keep the hydraulic brake and clutch systems in good working order. Get your car out when you can! Take it out on some of the routine trips occasionally, too. In my experience the

100E (and certainly the 107E) is suitably equipped to deal with the rigours of modern town traffic and gives other people something thoroughly wholesome to look at amidst the mass of wind tunnel styled hatches and bland boxy euro wagons. I try to take mine to work one or two days a week – it gets a good run and means that I am more likely to pick up on any little faults before they become too much of a problem.

## Ujeen finds a new home!

Our regional co-ordinator, John Duckenfield, has for some time been interested in getting a 100E. As far as I am concerned, this is only to be encouraged, as in our local group I am in a minority. Most people in the Yorkshire group drive 'sit up and beg' type vehicles. When John saw UJN626 for sale in the last issue of *Sidevalve News* he was naturally interested. He went to view the car and I went with him at the end of August to help collect Ujeen. It is a pretty looking, 1959 deluxe model from near the end of the 4-door 100E production run. The previous owner, John Howe, has been a sidevalver for many years, and you will probably be familiar with his amusing cartoons and illustrations of Sidevalve vehicles that have appeared in the club magazine for as long as I can remember. (*John gives his own account of the proceedings on the letters page – Ed.*)

The car has now been safely transported and garaged. As it has not been used for several years there are a few jobs to do before MOT time. I think that John is pleased with his new acquisition, particularly as Ujeen was made in the same year as his 103E Popular. It will be interesting for him to compare the two cars. The Popular has the 10hp engine, 6v electrics, thermosiphon cooling and entirely mechanical brakes. The Prefect in comparison is quite different, with MacPherson struts, monocoque construction, a redesigned Sidevalve engine and different gear ratios. It also has a special luxury item which most Popular drivers could only dream of – a heater! I hope that John gets the Prefect on the road soon, too. It will be nice to get a few local road runs in before next year if we can.

I am really pleased that this car has found a good home with someone who is prepared to maintain and respect the car as it is. Too many people replace the original equipment, normally frustrated that it does not perform to modern standards. Yes, there may be a place for customising cars, but at what cost? The charms of having a Sidevalve, for me, are the idiosyncrasies that make it a bit different and give it character. So, all you 100E drivers out there, defend your three speed box and keep your vacuum wipers – they both work adequately and they make life more interesting!

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# E83W Register

Yvon Precieux

01475 529267 6-9pm

## Registrar's Comments

Again a bumper crop of correspondence. In fact the response has been quite overwhelming so keep it up. From the replies to date it seems that the balance of restoration, history and general is a good mix with all for the moment.

## New Members

Since last issue members Gordon Rimmer, Jan-Erik Bothein and Trevor Turnbull have joined our ranks. Welcome to the register. Starting with Gordon Rimmer, Gordon has a steel bodied pick-up called Thomas, a rare beast of which there are at least six with this register. The vehicle was purchased from Mike Page in 1990 and restored over the next two years. For a truck the vehicle has done very little mileage at 18,562, which concurs with the information that goes back to its original owner from Mike Page. XTU 814 is shown looking resplendent in green bodywork and black wings (photo 1). Next is Jan-Erik Bothein with his 1953 van with a window on either side. Jan hails from Sweden and got in touch via the internet. His vehicle appears to have some slight modification to the mechanicals, or is it just the larger tyre, from what can be seen in photo 2? The panels appear sound and although restoration is required hopefully it will be another E83W on the road next year. Finally we have Trevor Turnbull from Redditch with his builder's truck PRO 160 (photo 3). The truck was purchased from a roadside garage on the A41. History is unknown other than it came from the Norfolk area. Restoration is contemplated but as to whether or not it will keep to its green coloured bodywork and black wings is up to Trevor.

## News from Down Under

Rodney Marshall forwarded an article from *Australian Classic Car*. The author refers to this Builders' truck as an E83 10/10. In the article the commercial is identified as being owned by vehicle collector Graham Kircher, a panel beater by trade, who purchased the said truck some twelve years back. Accordingly it had been stored for many years and on first impression looked pretty derelict, with the engine out of commission with a damaged big end bearing. Mileage was just 23,000 miles and condition of the running gear confirmed this. Restoration meant the E83W was dismantled down to its last nut and bolt, with replacement door timbers, with the opportunity



Photo 1



Photo 2



Photo 3



Photo 4

to strengthen relevant areas. The original grey was replaced with a two tone finish, and all the engine required to put the car back on the road was repair of the big end bearing. Regrettably there was little history to go with the vehicle but it is more than possible that this vehicle came to Australia as a cab chassis and was locally bodied. No photo this time as it needs permission, but at least we have a further vehicle surviving to add to the list.

## Ice Cream Vans

I am getting round to ice cream vans and hopefully should be able to cobble together an article for this register next issue. So, owners get in touch if you want a mention. Walls, the

ice cream company, owned at least one E83W and should anyone want to renovate an ice cream van to the Walls company colours and contours, I have the paint details and samples. For a preview, I've included a picture of one of the nicest bodied vans built by Vickers Body works circa 1949. The name of the ice cream vendor is J Dagostini. Is this name familiar to anyone? (Photo 4 via Dave Stables.) By the way, the registration MBU 512 pictured in last month's issue was originally on a standard van owned by one of our members. When sold it still retained the plate. The vehicle pictured may have been converted or the registration transferred but the vehicle in its current form is not on this register so I cannot check its credentials. I still retain detail of histories on E83Ws submitted by the membership. These have not been forgotten and will be printed in *Sidevalve News*.

## Steel Pickup Bodywork

Looking through the archives I came across an advert for an all steel pick-up body for an Austin A70. (Illustration 5) Notice the similarity to David Riley's steel pick-up in the June issue and that of Gordon Rimmer above. The advert is dated 2nd September 1950 and it is more than likely enterprising Ford personnel saw the opportunity of expanding the versatility of the E83W range when this type of body was initially advertised at stand no. 5 at the Commercial Show, 20-30 September 1950.

**ANTHONY**  
specialists in  
steel bodywork

Anthony, leading specialists in all types of steel bodywork, offer a complete range of bodies for tipping and general purpose work, including fixed, drop and double drop side models and pick-up bodies. Sturdily made for long, hard-wearing and hard-working service, their all-steel construction makes for exceptional rigidity, maximum resistance to corrosion, and ease of cladding.

Here you see two examples of Anthony All-Steel Bodywork. Note the robust construction and clean-cut, modern lines, matching its versatile efficiency.

All-steel stake-sided platform body on the Commer chassis 3255.

All-steel Pick-up body on the Austin A70.

Write for illustrated catalogue of the full Anthony range.

**Anthony Hoists Ltd**  
BRAINTREE ROAD - SOUTH RUISLIP MIDDLESEX - Telephone: RUISLIP 0911

Illustration 5

The manufacturer was Anthony Hoists Ltd, Braintree Road, South Ruislip, Middlesex (now Greater London). The servicing agents were Douglas Munro and Co Ltd, 48 West Regent Street, Glasgow; J and S Hemmings,

*Continued on page 35*

# Pre-War Register

Yvon Precieux

01475 529267 6-9pm

## Registrar's Comments

It's been such a wet summer that I have not been able to get to any event other than the Scottish Ford day. However I have managed to put back the rear axle on the Model C and sort out a leaking water manifold. When I purchased the engine many years ago at the Old Ford rally I dismantled it and found the original steel studs totally corroded. That year, Kevin Burke (Model Y) and I had some stainless steel studs made and on checking these in 2008, both were found to be in perfect condition. However, of great concern was the excessive amounts of crud that had built up at the back of the furthest end of the water manifold and inside this area of the block. This possibly was one of the reasons why the engine block was eventually changed to the one central water take-off point, as the third cylinder bore on these early engines restricts the water flow to the manifold (there is no provision for a decent water space between the cylinders on Pre-37 engines). I would recommend all members using these early engines to take off the hose connection from the manifold once a year at least, to flush out the engine.

Henry, my Model C van, now just requires new glass for the windscreen. In August Agatha, my 103E, broke down not far from home (electrical) and a well known member who just happened to pass by at the appropriate moment caught me on camera, so I have this feeling that I will be well and truly plastered in the pages of this issue.

## Correspondence

A smattering of letters and the odd phone call, so keep it up. Ian Maddams is one of the vital behind the scenes members who proofreads my copy for *Sidevalve News*, assists with extra informative detail and corrects me when I am capable of making the odd clang, so it is good to have Ian around. In the last issue I mentioned Ron Moore's tractor but accordingly it would appear from the bonnet panels that the military registration is really 02 ZY 89, although OZZY 89 does sound good. Ian indicates that the letters ZY refer to an ex WW2 engineer's vehicle re-registered under the 1949 military vehicle scheme still familiar today with army lorries, Landrovers etc., and that originally in the 1920-30s military vehicles had civilian sequence registrations (i.e. Middlesex county council) which for a 7Y Ford would probably have been a 3 letter-3 number combination. Ian relates that during WW2 military vehicles were re-registered with a single classification letter and a long

sequence of numbers. Ron's tractor would hence have had the letter Z (trucks up to 15cwt) followed by up to 7 digits.

Another letter, this time an e-mail via Shirley came through from Francois Lassalle in Collombes, France. An unusual request as it was for information on the Ford Eifel models, the Limousine, Cabrio-Limousine, Cabriolet and Tourer versions, to scale down to 1/43 version of each. Francois had been to Germany to meet representatives of the equivalent club over there with the deadline of two weeks. It took some time to copy information held over the years and after a phone call for his address, this was finally dispatched. It must have been useful as the letter received gave many thanks for the 'mine of information' followed a week later by two bottles of vintage French wine. So, look out for these unique Ford models in the next year or so.

Finally T. Page or Payne (apologies if I have the name wrong), who wrote in about Model Ys plus one he used to own with registrations starting with DPP. Alas I can find APP and CPP but no DPP registrations, so I guess they have all gone up to that big garage in the sky.

Thanks again for all the letters; keep them coming. If you would like a response prior to the magazine, don't forget an SAE.

## New Members

I would welcome Robert Mitchell from Troon to this register. I only have the membership form but from the limited detail, Robert's car is a 7Y circa 1937, purchased as a box of bits. This is my part of the country and though Troon is still some twenty miles distant, it is nice to know that a further fellow Sidevalver is not too far away. How about an Ayrshire group?

## Member's Profile

I mentioned Mike and Gillian Ridley Smith last issue and in August received a call from Mike. Both are very enthusiastic Prefect Tourer buffs but as explained previously, this register and Andy Main's register share and cover Prefect models. You can be in one or both, Andy and I do not mind. Mike and Gillian's Tourer Dorothy is painted black, was registered on 14th March 1939 and carries the registration plate HBB 316. The ignition number is MRN 1 and the boot is MRN 2. These little details on the register form may not seem worthwhile but overall when scanning in the information, it can reveal some interesting facts overall. The more detail, the better one can reach conclusions on things like badging colours etc. which on some cars still remain inconclusive. So please, when filling out a register form, like Ian and Gillian complete what may seem insignificant detail as it helps

with overall research. Mike takes up the car's history in the box on page 14 (Photo 1).



Photo 1

Continuing with Ford Prefects, Sam Roberts of the Y and C Ford register sent me the illustration of W Drummond and Sons Ltd, a dealership in Eire. Like today, good salesmen were essential for the profitability of the dealership and here the reps are seen with smart baggies and slicked hair as 'Our Representatives', covering all districts from Donegal to Cork, at your service for all matters, horticultural and agricultural, with requests for a call being perceived to receive the earliest attention. (Illustration 2)

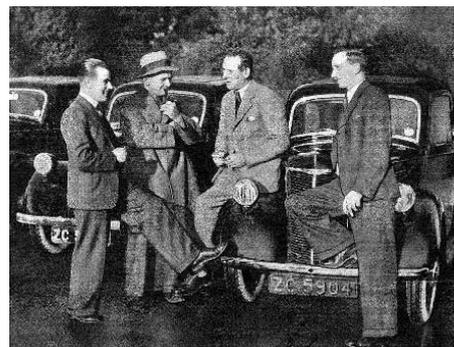


Illustration 2

## Streamlining

I don't know if any of you read the *Automobile*, but in June and July of this year there was an article on this subject in which the author attributes streamlining just to the Continent and America. One does get the impression in these articles that Britain had little to contribute yet there is a wealth of information, if these self acclaimed 'expert' authors would get off their backsides to look at the wealth of material in archives around the country. Contrary to these experts Britain did contribute to the streamlining era with designers like William Holland of Glasgow, a pioneer of this design on production commercial vehicles well before America and Europe got into the act. Why Britain has been left out in the cold is possibly due to our current experts concentrating attention only on the larger more luxurious car market, whereas our method of taxation at the

*Continued on page 14*

time required our designers to give attention to much smaller bodywork. Just think back some 20 years: these same experts dismissed our pre-war Fords as hacks. Things have changed since then, especially with books from Dave Turner and Sam Roberts. During the year I paid a visit to the Mitchell library, Glasgow – a fascinating place. In my perusal of engineering archives, a laborious process, I located a streamlined design for a Model Y drawn up in early 1933 in *Commercial Motor*. Illustration 3 shows a most satisfying car design configuration with the chassis extended to accommodate a boot and comfortable rear and frontal seating.

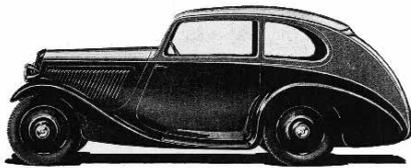


Illustration 3

Looking at the streamlined design one can see that the bonnet spreads further towards the front standing pillars which had a slope of 21 degrees to the perpendicular. At the boot end, the luggage door extends as one large panel from the chassis to the small slit window. The inside of this panel was intended to carry the spare wheel as the only alternative to the design was to have a tub in the panel to carry the wheel externally with a covering panel on top. A sunshine roof was part of the design but cannot be seen sufficiently in the drawing to distinguish this aspect from the roof line. I have the full schedule of drawings, dimensions, additional timbers, material and cutting requirements for body etc. to make up this model should some enterprising Model Y owner with just a chassis wish to construct such a vehicle. Just drop me a very large SAE. I'll give you more detail in the next issue when this topic will be continued.

### Bonderising and Painting the Model Y

Many members may have come across this process, which was a treatment for steel wings etc. prior to painting. Unlike other plants at Briggs Bodies Ltd, bonderising was not run on a continuous conveyor system. It was operated from a staging surrounding the cleaning and dipping tanks, the components being handled in batches of twelve on interchangeable cover plates. These were carried on an overhead runway enabling the batch of pressings to be lowered first into the degreasing tank containing trichloroethylene, following which the wings were wiped down and rinsed in a second tank before being transferred to the bonderising solution. The difference between bonderising and the then well known Parkerising method was that with

## Ford Prefect E93A (Dorothy)

Mike Ridley Smith

**I read with great interest the article by Sandeep Das about his Ford Prefect Tourer. We have just taken delivery of our 1939 model this year. Her last owner, who purchased her in 1978, was Patterson Ford Group (Newcastle) where she spent much of her time as a showroom exhibit. Latterly she was stored at the local Newburn Motor Museum. Prior to Pattersons she had two owners, both living within a few miles of Newcastle upon Tyne, and in fact her initial address is only one mile from where we live! We have much history for her including the ration books for 1939.**

After the sale of the family Ford business to Arnold Clark we took over the reins of looking after her. Neither my wife nor I were involved in the family business so this was a totally new experience for us. Gillian and I have been amazed at how much interest she has already attracted, presumably because of her rarity including the red Ford badges. We have a letter dated September 1978 from the then Director of Public Relations Ford Motor Company in Essex, stating that Dorothy was 'One of four of the known world stock – there being others in Berkshire, Sussex and Holland,' so it is even more interesting to read about another one in India. We were told that there were in fact only a few of this type ever made. The specification of Sandeep's looks very similar to ours, albeit with different wheels and bumpers. We have

the former, reagents were added to the solution to accelerate the reaction of converting the surface of the steel into a very finely divided coating of iron phosphate. Bonderising took 6 minutes against Parkerising's 60. Prior to painting, the bodies were treated with deoxidine, then washed down with water, followed by a spirit wash to remove all traces of moisture. Rags were then used prior to conveyance through the drying oven prior to the priming coat being applied. Bodies were lined up on four compacted conveyors that doubled back on themselves to give a continuous flow. Once through the drying oven, the conveyor made a hairpin bend passing the vehicle bodies at low level into the priming booths. Once through the bodies were conveyed at high level, crossing the original line to commence a second time to the booth. It was certainly state of the art. Each of twelve colours could be applied to car bodies without interrupting the flow. All rubbing down was done by hand, the earlier coats being flatted by waterstoning on a separate conveyor. In all some thirteen to fourteen coats were applied. (Illustration 4)

found some very helpful companies who along with FSOC are able to provide all the parts we need, although it is worth noting that apparently Ford had a bad habit of using their parts bins when assembling the few that were ever made, so some of the parts needed are not from the standard Prefect range!

Dorothy appears to be very original and with the help of a great mechanic after several hours we got her started – she hadn't been started in the museum for 10 years! Since February she has had the interior replaced with new Connelly leather, new carpets and a new hood – the side screens only needed new windows. We have replaced the wiring loom, hoses, tyres, petrol pump and carburettor and she is now being used daily, including taking the dogs walking at 6.30am and our 14 year old son to school with his mates. I am pleased to say she even gets many admiring looks from the Chelsea Tractor Brigade. I have also spent a very happy week polishing with T-cut and lots of Autoglym wax. You will notice that for safety reasons we have fitted indicators to existing holes in the bumper.

So there we are. Dorothy is now much loved, very original and is ready to be driven the two hours (or maybe five) to our caravan for the Kirkcudbright Car Rally on the August Bank Holiday weekend, and I have great faith she will make the journey.

Our next problem is trying to get insurance to allow our 20 year old son to drive her – not sure I will make too much effort with this problem though!

My e-mail address is michael@ridley-smith.co.uk should any members want any more information.

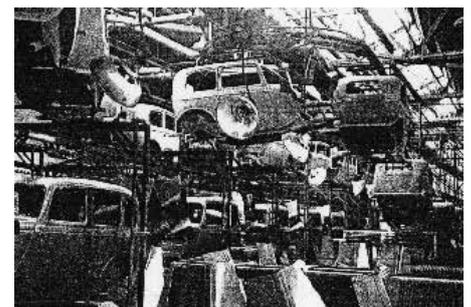
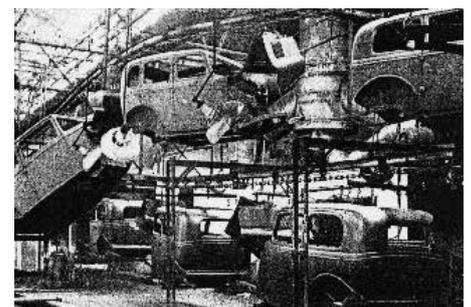


Illustration 4: Briggs bodies at different stages of preparation



# October 2008 Spares & Regalia Lists, Pop Shopper and Order Forms

Please keep this list safely as the Spares Lists will possibly not appear in all issues.

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

## Regalia List

<b>Books</b>		
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.50	
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00	
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00	
Reprint Model Y Bulletin.....	£11.75	
Reprint Workshop Manual for 100E and 300E.....	£24.95	
Reprint Parts Manual for 100E and 300E.....	£19.95	
Technical Tips for the 100E/107E by Jim Norman.....	£7.95	
100E Anglia and Prefect Instruction Book (1953-59).....	£3.30	
The John Howe Book of Cartoons.....	£5.50	
Ford Motor Cars, 1945- 64.....	£8.25	
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99	
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50	
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£19.95	
<b>Stickers</b>		
Running In Instruction Sticker (Upright).....	£0.90	
Running In Instruction Sticker (100E).....	£0.90	
Window Sticker-FSOC design.....	£0.75	
Silver Jubilee Window Sticker.....	£0.60	
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60	
I Love My Sidevalve Sticker.....	£1.60	
Register Sticker (state model) each.....	£1.10	
FSOC 30th Anniversary Sticker.....	£0.60	
<b>Magazines</b>		
Binder for Club Magazines (holds 2 years).....	£7.50	
Following back copies of Sidevalve News available.....	£0.95	
1990 April, June, August		
1994 December		
1995 February, April, June, October		
1996 February, April, August, October, December		
1997 February, April, August, October		
1998 February, April, June, August, October, December, with index for 1998		
1999 February, April, June, August, October, December, with index for 1999		
2000 February, April, June, August, October, December, with index for 2000		
2001 February, April, August, October, December, with index for 2001		
2002 February, April, June, August, October, with index for 2002		
2003 February, April, June, August, October, December, with index for 2003		
2004 February, April, June, August, October, December, with index for 2004		
2005 February, April, June, October, December, with index for 2005		
2006 February, April, June, August, December, with index for 2006		
2007 February, April, June, August, October, December, with index for 2007		
2008 February, April, June		
<b>Leaflets</b>		
Ford Pop Motoring at Still Lower Price booklet.....	£1.75	
Running in booklet Anglia / Prefect (date 9/49).....	£1.75	
<b>Models</b>		
Ceramic Cream Model of 103E Popular.....	£4.99	
Limited Edition E494C FSOE 30th Anniversary Model.....	£19.99	
<b>Badges</b>		
Enamel Lapel Badges: FSOE, 103E or 100E.....	£1.99	
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.45	
FSOE Grille Badge: Round or Square.....	£9.50	
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.25	
<b>Clothing</b>		
<b>Please state size, design, colour and second choice of colour for all items of clothing.</b>		
FSOE black and red quartered rugby shirt embroidered in script SM/Med/L/XL.....	£25.00	
FSOE Sweat Shirts embroidered in script.....	£15.50	
<i>Racing Green in SM/Med</i>		
<i>Burgundy and Navy in Med/XXL; Jade MED</i>		
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/XL/XXL; Raspberry SM</i>		
FSOE Polo Shirts embroidered in script.....	£13.20	
<i>Lemon, Sky Blue or Emerald in SM</i>		
<b>T-Shirts</b>		
Model designs.....	£8.00	
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL; Upright picture printed on front in Black XL; White L/XL</i>		
Script Badge Design.....	£7.25	
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>		
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>		
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED</i>		
<b>Other Regalia</b>		
Licence Disc Holder.....	£0.80	
Blue FSOE Mug.....	£4.25	
Tea Towel, All models design.....	£3.40	
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.65	
FSOE Woven Tie.....	£7.65	
Xmas cards (pack of 5 different designs).....	£2.20	
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre		
Per duster.....	£1.35	
Pack of two dusters.....	£2.40	
Pack of three dusters.....	£3.40	
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....		£5.00

## 100E and 107E Spares List

<b>Front Brakes</b>		
100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£34.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£22.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
E66-Z-1	Master cylinder repair kit.....	£8.50
100E-2207-B	Dust cover wheel cylinder.....	£0.90
<b>Rear Brakes</b>		
100E-2041-B	Snail cam (shoe adjuster).....	£0.50
100E-2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E-2119-B	Compensator (hand brake cable).....	£5.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57).....	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50
<b>Steering and Front Suspension</b>		
E55-DB1	Top suspension mount.....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member).....	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *).....	£27.50
100E-3289/90-B	Pair track rod ends.....	£22.00

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

100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit -	
	4 x E-10-DB- and 8 x 3063 .....	£25.00

**Rear Axle**

100E-1107	Wheel stud .....	£2.50
100E-1175	Rear hub seal, 100E only .....	£7.00
E493A-4050	Retainer (rear axle shaft grease).....	£7.25
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft.....	£30.00
100E-4676	Pinion seal, 100E only.....	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.00
100E-5719	Bush rear spring shackle (set of 4).....	£7.25
100E-5781	Rear spring eye bush.....	£6.50
100E-5781	Pair rear spring eye bushes.....	£11.00
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber.....	£40.00
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00

**Exhaust**

100E-5250	Stainless steel exhaust system, 100E only.....	£150.00
/5225/5255	Clamp (silencer outlet pipe) .....	£1.35
	Van silencer-mild steel.....	£20.00

**Engine Parts**

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£38.00
E93A-6256-A	Cam shaft gear.....	£27.00
E93A-6270	Timing Chain.....	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025" .....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060").....	£28.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4) .....	£26.00
100E-6507	Inlet valves (per set of 4).....	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set.....	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set	
	(std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£29.50
	Small end bushes (set of 4).....	£23.50

**Clutch and Gearbox**

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only.....	£4.00
100E-2140	Master cylinder.....	£72.00
E66-Z-1	Master cylinder repair kit.....	£7.00
E74-7580-A	Release bearing.....	£10.00
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£9.00
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking.....	£5.00
100E-7111	Counter shaft.....	£10.50
100E-7114B	Gear and bush assembly.....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.25
100E-7550-C	Clutch driven plate, 100E only	
	(exchange £10 surcharge *).....	£30.00
100E-7657	Rear oil seal.....	£7.00
100E-7569	Clutch pressure plate, 100E only	
	(exchange £10 surcharge *).....	£44.50
100E-17286	Ring speedo gear retainer.....	£1.00

**Cooling System**

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E-8115	Radiator drain tap (not original).....	£3.50
100E-8260A	Early top radiator hose, 100E only.....	£14.60
100E-8260B	Late top radiator hose, 100E only.....	£6.75
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat.....	£5.50
EOA-8620-C	Fan belt, 100E only.....	£6.00

**Fuel System**

	Fuel pump with spacer (no primer).....	£43.50
	Locking petrol cap.....	£22.50
	Petrol filler grommet.....	£12.50

100E-9276	Gasket (fuel tank sender).....	£1.00
100E-9288	Flexible fuel pipe.....	£14.50
100E-9437	Hot spot gasket.....	£1.95
100E-9627-A	Rubber (air cleaner).....	£5.95
100E-9959	Gasket carburettor float chamber.....	£1.45

**Ignition System**

7V-12098	Emergency Breakdown Kit (round type distributor only).....	£43.50
	Set 100E ignition leads.....	£14.95
	Nut H.T. lead distributor cap (set of 5) .....	£3.00
	Distributor only (rebuilt-exchange £10 surcharge).....	£50.00
	Distributor cap (D type).....	£25.00
	Distributor cap (round type).....	£14.75
	Contact set (D type distributor only).....	£6.50
	Contact set (round type distributor only) .....	£6.60
	Rotor arm.....	£3.25
	Condenser (D type distributor only).....	£6.50
	Condenser (round type distributor only).....	£6.50
	Spark plug.....	£2.95

**Electrical**

EOA-10001- B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A-10043	Brushes (EOA Dynamo).....	£3.20
105E-10043	Brush set.....	£3.20
E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-10505-B	Voltage regulator (push on terminals).....	£28.00
EOA-10505-D	Voltage regulator (screw terminals).....	£28.00
105E-11057	Brush set starter motor.....	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
EOA-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lamp with	
100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563-S	includes fixing screws.....	£15.75
	Pair of rear red tail light lamp lenses.....	£26.50

**Badges**

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

**Miscellaneous**

E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable.....	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£29.95
100E-7043504	Boot handle rubber escutcheon seal (Anglia / Popular).....	£3.95
100E-7303110	Front screen rubber.....	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95

**107E Specific Items**

105E-42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£140.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
105E-9448	Manifold gasket, 107E only.....	£2.00
E258-GD1	Clutch slave cylinder, 107E only.....	£25.00
E7Z-Z1	Clutch slave cylinder kit, 107E only.....	£4.00
105E-7550C	Clutch driven plate, 107E only	
	(exchange £10 surcharge *).....	£26.00
105E-7563D	Clutch pressure plate, 107E only	
	(exchange £10 surcharge *).....	£44.50
107E-8260	Top radiator hose, 107E only.....	£6.95
107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only.....	£40.00
105E-8620	Fan belt, 107E only.....	£3.00
105E-12116	Distributor cap (round type).....	£14.75
EOA-12199-C	Contact set (round type distributor only).....	£6.50
105E-12300-A	Condenser (round type distributor only).....	£6.50
105E-10043	Brush set.....	£3.20
105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

**Spares List for 8 & 10hp Type Models**

**Braking System**

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
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**Please note that all our prices include postage and packing! (for UK members only)**

B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly .....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W) .....	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only) .....	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W).....	£160.00
YE-2019A } CE-2019B } 7W-2019 }	Brake Shoes (set of 4-all models- exchange £10 surcharge) .....	£49.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y .....	£20.00
7W-2035	Spring (brake retracting) not E83W .....	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W .....	£18.50
E83W-2035	Spring (brake retracting) E83W only .....	£5.75
E83W-2035	Spring (brake retracting) (set of four) E83W only .....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£11.50
	Brake pedal return spring .....	£5.67
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£16.50
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£14.45
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.06

**Steering and Suspension**

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
E93A-3290	Track Rod Ends (pair) E83W .....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.82
YE-33111	King Pin Set, complete (Model Y) .....	£70.00
CE-33111	King Pin Set, complete (Model C).....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£53.00
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm (steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.25
YE-3616B	Horn Button and Nut (Y model).....	£5.45
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease).....	£7.25
Y-4217	Bolt (diff gear case).....	£3.25
18-4217	Bolt (diff gear case).....	£4.00
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.38
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.95
	Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
	Front Shock Absorber Link to fit E83W .....	£25.00
	Rear Shock Absorber Link to fit E83W .....	£25.00
	Shock absorber (specify which one required).....	£75.00
	Front wheel bearings (wheel) .....	£56.00
	Front wheel bearings (per axle set) .....	£110.00
	Suspension Buffer (fits all models except Model Y) .....	£15.75

**Exhaust Systems**

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system .....	£105.00
	E83W stainless steel exhaust system.....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system .....	£130.00
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£130.00
	Clamp (inlet pipe to manifold) .....	£15.00

**Engine Parts**

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly .....	£45.20
E93A-18670 }	Oil Filter Unions (pair) (fits all engines).....	£12.95
E98T-18672 }		
	Oil filter.....	£35.00

Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount) .....	£8.50
	Front Engine Mounting bolt .....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain .....	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.00
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£15.50
Y-6520	Valve Cover (fits all engines) .....	£5.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines) .....	£4.50
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£3.95
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.00
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.50
YE-6623	Oil Pump Screen (fits all engines).....	£9.65
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines) .....	£50.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040").....	£38.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34) .....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket .....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only).....	£70.00

**Clutch and Gearbox Parts**

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£11.50
Y - 5102	Gearbox Rubber Mounting (Y and C models only) .....	£30.50
	Gearbox Mount Upper (not Model Y or Model C models) .....	£9.95
	Gearbox Mount complete, per side .....	£20.95
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear .....	£1.25
7W-7050	Retainer (main drive gear bearing).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£2.95
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.80
Y-7069	Washer main shaft intermediate gear thrust .....	£3.00
E04A-7070	Retaining Ring (snap ring).....	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£4.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7090	Universal Joint .....	£30.00
103E-7114	Counter Gear (10hp).....	£45.95
Y-7119	Washer (Counter shaft gear thrust) .....	£6.28
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7523	Clutch return spring.....	£5.28
7W-7533	Clutch linkage clevis pin .....	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£25.00
7W-7561	Clutch Release Bearing Hub-All models .....	£19.50
YE-7563B	Clutch Cover-All models, except E83W (exchange - send with order) .....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£66.00
E74-7580A	Clutch release bearing-All models .....	£10.50
E70-7600-A	Clutch Pilot Bearing .....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter .....	£19.95
Y-5102	Large selection of used gearboxes available (collection only).....	£30.00

**Cooling System**

E0A-8100	Radiator Cap (pressure type for 103E and some E493As) .....	£3.95
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Y-8109	Radiator cap (brass screw type).....	£6.50	CE-13101	Spring (headlamp focusing).....	£0.65
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.50	E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) .....	£7.75
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.50	E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
	Radiator Hose (moulded-bottom).....	£10.50	103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
	Radiator Hose (moulded-top, state type of radiator cap and model).....	£11.50	103E-13408B	103E Plate (Rear Lamp Base) (pair) .....	£41.50
YE-8606B	Fan Blade (11").....	£5.90	103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.60
E93A-8610C	Pulley (fan and generator 3.12" O.D.) .....	£7.90	103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
E494A-8610	Pulley (fan and generator 4.12" O.D.) .....	£7.50	ET6-13465	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump) .....	£5.95	40E-13466	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£1.75
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£5.95	78E-13466	Panel bulb 6V 3W.....	£1.70
<b>Fuel System</b>			BE-13466-A	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.26
	Fuel Pump with spacer (no primer).....	£42.70	E83W-13550B	Sidelight Bulb 5W CC (not E493A).....	£1.26
	Fuel Pump repair kit .....	£27.25	CE-13740A	Popular no. plate lamp (E83W and 103E only) .....	£21.50
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.85	38193-57	Toggle Switch (panel lamp).....	£2.60
7W-9080	7W / E93A /E493A Petrol Filler Grommet .....	£10.75	E04A-118004B	Headlamp mounting bolts plus nuts (each) .....	£8.95
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.25		Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
YE-9355	Fuel Pump Cover (all models).....	£1.95		Rebuilt bulkhead cutout (exchange only).....	£24.65
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65	<b>Rubber Grommets and Seals</b>		
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50	E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
YE-9374	Gasket (fuel pump to cylinder).....	£0.95	7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.30
7W-9425	Inlet Manifold (10hp) .....	£17.00		E83W Bonnet Corner Pads (Pair).....	£8.95
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) .....	£2.95		E83W Bonnet Corner Pads (Full set).....	£12.95
	8hp manifold gasket.....	£7.50	81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
YE-9448	Carburettor Gasket Kit.....	£7.95	81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	Rebuilt 8 hp Carburettor (exchange-send with order) .....	£80.00		Grommet-gearbox cover.....	£4.50
	Rebuilt 10 hp Carburettor (exchange-send with order) .....	£80.00	CE-171515A	Set of three grommets-gearbox cover.....	£12.00
Y-9477	8hp Gasket (carburettor to inlet manifold).....	£1.25	E93A-17772 / 3	Grommet (windscreen wiper).....	£3.50
CE-9477	10hp Gasket (carburettor to inlet manifold).....	£1.25	E493A-17772/3-B	E93A Prefect / Anglia / 103E Bumper Grommets (pair) .....	£16.95
YE - 9555	Carburettor Float (all models) .....	£4.50	E93A-35184	E493A Prefect Bumper Grommets (pair).....	£24.95
YE-9660	Connector (Starter Valve Assembly).....	£5.00		Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) .....	£1.99
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95	E83W-111172	Opening windscreen rubber for E83W.....	£18.95
<b>Ignition System</b>			40-700546A	Blind Grommet (fits under 103E/E494A bonnet) .....	£0.62
	Emergency breakdown kit .....	£43.50	48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£2.40
E83W 12024A	Set E93A ignition leads .....	£14.95	E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
YE-12100B	6V Ignition Coil (All models-not original) .....	£38.75	100E-7043531	Boot T Handle Escutcheon rubber seal .....	£3.95
YE-12116B	Distributor-rebuilt (exchange-send with order).....	£50.00	62E-731942	E83W Door Rubber seal (enough for both doors) .....	£13.75
YE-12135B	Distributor Cap (All models 1935 onwards).....	£13.00	7W-940502	Opening windscreen rubber for Prefect and Scwt van .....	£15.50
YE-12185B	Oiler (screw-in type) All models 1935-1955.....	£1.55	7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£14.50
YE - 12191B	Toggle (All models 1935 onwards).....	£0.60	7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards...£2.75	
YE-12199B	Spring (distributor weight) no 1 - light .....	£2.85	7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
YE-12200C	Contact Set (All models 1935 onwards).....	£6.60	103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25
YE-12242-B	Rotor (All models 1935 onwards).....	£3.25			
YE-12300B	Spring (distributor weight) no 2 - heavy .....	£1.25			
52-12405A	Condenser (All models 1935 onwards).....	£8.60			
	Spark Plug, L86C (All models also 100E).....	£2.95			
<b>Electrical System</b>			<b>Miscellaneous Body Fittings</b>		
	Dynamo-2 brush, early type (exchange-send with order) .....	£87.50	E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W) .....	£12.60
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order) .....	£110.00	103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.38
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order) .....	£87.50	E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.50
E93A-10043	Kit (2 brush dynamo brush).....	£4.50	E83W-8215-A	E83W Grille Badge Mount.....	£19.00
EY-10043	Kit (3 brush dynamo brush).....	£4.50	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£5.90
YE-10094	Bearing (generator drive end) assembly.....	£5.95	YE-16750B	Bonnet Clip (Y model) .....	£19.85
YE-10160	Felt (dynamo drive end bearing) .....	£0.65	103E-17261 / 2-B	Speedo Cable (state model) .....	£19.85
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only) .....	£24.95	C46412AR	Dovetail (female) .....	£4.25
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00	E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/Scwt van-shafts and barrels not included).....	£49.50
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00	E493A-7022400	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/Scwt van .....	£29.95
EY-11057	Starter motor brush set, 8hp 2 brush.....	£4.75	E493A-7022401	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E93A-11057	Starter motor brush set, 10hp 4 brush.....	£9.50	E93A-7043500	E493A Prefect Non Locking Door Handle complete.....	£16.90
7W-11359	Spring (starter pinion retaining) .....	£0.78	C-943658	Locking Boot Handle, chrome plated, with keys .....	£11.95
BE-11450	Starter Switch.....	£18.00	7W961208-B	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only) .....	£3.75	BE-964280-H	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only) .....	£4.95	7Y-949624	Window Winder Handle .....	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.95	Y-949967A	Stainless Steel Door Hinge Pin (All saloons 1938 onwards) ..	£4.90
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W) .....	£0.75	C-949967C	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.80
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75		Striker Plate (C and CX, 1934-1936).....	£3.80
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00		Bootlid Script Badge (Popular, Prefect and Anglia) .....	£14.75
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.60		E83W wing mirror .....	£15.00
				Reconditioned window regulator (please return old unit with order).....	£45.00
				Radiator Muffs (E93A Prefect only) .....	£26.60



# Pop Shopper

## 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.

## Pre-War for Sale

1937 Ford 10 long wheel base for complete restoration. Some work started and all parts removed from shell. Stood in dry garage for 15yrs. Buyer collects. £900. Tel: Peter on 01489 574883 or email: peter@peterfkwilson.wanadoo.co.uk. Southampton. (Non-Member)

## Post-War Upright for Sale

1955 Popular 103E. MoT until Sept '09. Good condition but not concours. Tel: John on 0113 2932746. Email: jmclj2@hotmail.com Leeds. (Member)

E494A 1952 Anglia, black, wonderful original example. 12 months MoT. Rebuilt engine, new battery, tyres and exhaust. Old MoTs and tax discs. An enthusiast will love this car! £2995. Tel: Cliff on 01959 534795 or 07841 795947. Email: charrison@ispca.org.uk. Kent. (Member)

## 100E/107E for Sale

1960 100E Popular Deluxe. MoT & Tax July 2009. New front brake shoes, flexible hoses and wheel cylinders. Welding to O/S/R wheel arch and floor. Four new radial tyres 2007 and replacement engine and gearbox fitted February 2007. Needs a service and interior needs attention. £1875 ovno. Tel: 01306 884449 (w/e only). Surrey. (Member)

1962 100E Popular De-luxe Black with Red interior, non-runner but complete and with good mechanicals, requires welding, new sils included. £250 ono. Tel: Michael on 01788 816329 or 07966 431245. Email: michael.

dickman@btinternet.com Rugby. (Non-Member)

1959 100E Prefect believed one owner, buff log book, last taxed 1969. 45000 miles, interior good, sills, bottom of front wings and rear wheel arches require attention. Engine turns but not running. £500. Tel: Derek on 01132893050 or email: derek.burnell@talk21.com. Leeds. (Non-Member)

## Commercial for Sale

1949 Fordson 5cwt van for restoration, totally complete, dry stored and reasonably solid condition, some rust, please ask for photos. Original reg and documents. £2000ono. 07921958911 or email: justin280capri@hotmail.com. Poole, Dorset. (Member)

300E 1960 van very good original condition. MOT and taxed. Lichen green. Only three (private use) owners. 34000 miles. Engine reconditioned. New tyres. Some spares and literature included. £4250 o.n.o. (Norfolk). Tel: 01953 688108. (Member)

## Special for Sale

Two-seater Special, built during the war, using 10hp engine and shortened 1937 Ford chassis. New tyres and stainless exhaust. MoT August 09. £2000. Tel: Chris on 01483 892624 or email: chris28274@yahoo.co.uk. Surrey. (Non-Member)

## Wanted

E83W 10Hp engine any condition also any E83W parts. Tel: 01784 438354 or email: hythepark2@ntlworld.com. Surrey. (Member)

1950s style Anglia to restore. Tel: Brian on 0783 6367317 or 01737 823738. Email: b.pairvents@btinternet.com. (Non-Member)

100E Anglia Deluxe steering box, complete. Stainless steel exhaust system. Heater assembly (coolant). Complete floor (vinyl) carpet. Tel: Dave Till on 01724 710395. Scunthorpe. (Member)

Wanted 300E, Escort or Squire for enthusiast and Club member. Tel: Mr Gordon Downs on 01333 320780, email: firstshot@tiscali.co.uk, or write to 14 Durham Gdns, Lower Largo, Fife, KY8 6DU. (Member)

I wish to purchase Ford Prefect 1949/53 in condition 2. Tel: Paul on 01622 853777. Email: paulus-jo@tiscali.co.uk. Kent. (Non-member)

CX Tourer wanted. Donal Morrissy, 2 Aspen Lane, Ballyvaughan, County Clare, Ireland. Tel: +353 87 2557615 or email: donalmorrissy@gmail.com. (Member)

E494A 1951 Anglia driver's handbook for Anglia, paperback, type that would have come with the car. Good condition please. Fair price paid plus postage. North East. Tel: 01642 577637 after 6pm. (Member)

Aquaplane alloy super head and twin SUs to suit E93A and Ford 100E SV. Tel Mike 01562 752870, Worcs (trade)

## Spares for Sale

100E Spares. Radiators, gearbox, axle, vacuum tank, doors, bonnet, water pump, cylinder head plus more! All cheap & delivery possible. Call for details: Michael on 01788 816329 or 07966 431245. Email: michael.dickman@btinternet.com. Rugby. (Non-Member)

100E spares. Engine believed 50,000 miles, was running, £150. Loom £10. Light grey steering wheel £10. Engine and gearbox (needs attention) £35. Radiator (needs repair) £10. Tel: 01306 884449 (w/e only). Surrey. (Member)

## Miscellaneous

Workshop Manual for Anglia-Prefect (1939-1953) and Popular (1953-1959). Genuine Ford Sidevalve Owners Club book. Been in my family for years. Very good condition for year. Complete and no tears in paper. Price is £15 (including postage). Tel: Mr K. Eyre on 01909770244 or email: keneyre@btopenworld.com. S. Yorkshire. (Non-Member)

Chrome plating nickel copper to the highest possible show standard on new or used parts from bezel to bumper. Phone Mike 01562 752870, Worcs (trade).



# Sidevalve News

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

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

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

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

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

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

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

- Please indicate heading:**       For Sale       Wanted
- Pre-war                       Post-war upright       100E/107E
- Special                         Spares                       Miscellaneous
- Other (please state) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

FSOC Membership No \_\_\_\_\_

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

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



Please fill in the whole form including official use box using a ball point pen and send it to:

Membership Secretary  
The Ford Sidevalve Owners' Club Ltd  
PO Box 8095  
Bishops Cleeve  
Hertfordshire  
CM23 4QZ

Name(s) of Account Holder(s)


Bank/Building Society Account Number

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Branch Sort Code

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Name and full postal address of your Bank or Building Society

To: Branch/Agent	Building Society
Address	
Postcode	

Reference Number

P	E	C	S	U	B	S													
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Banks and Building Societies may not accept Direct Debit instructions from some types of account

Instruction to your Bank or Building Society to pay by Direct Debit.

Originator's Identification Number

6	3	0	6	5	6
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FOR FSOC LTD OFFICIAL USE ONLY <small>Printed part of the instruction to your Bank or Building Society</small>
<b>THE FSOC UNDERTAKE TO USE THIS DIRECT DEBIT MANDATE FOR ANNUAL MEMBERSHIP SUBSCRIPTIONS ONLY.</b>
<b>MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:</b>
FSOC MEMBERSHIP NO: _____

Instruction to your Bank or Building Society  
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Signature(s)
Date

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- This Guarantee is offered by all Banks and Building Societies that take part in the Direct Debit Scheme. The efficiency and security of the Scheme is monitored and protected by your own Bank or Building Society.
- If the amounts to be paid or the payment dates change FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed.
- If an error is made by FSOC Ltd or your Bank or Building Society, you are guaranteed a full and immediate refund from your branch at the cost of no payment.
- You can cancel a Direct Debit at any time by writing to your Bank or Building Society. Please also send a copy of your letter to us.

# Specialist Applications Register

Peter Williams

I'm starting to get to grips with my new post. This register certainly covers some weird machines; the good old sidevalve engine must have been very adaptable. For this month's contribution I thought I'd concentrate on a vehicle that is a bit nearer to 'our' cars than a boat or aeroplane. This was brought on by reading an article by Bill Aldridge in another magazine that I subscribe to, *Heritage Commercials*. Bill was covering the lighter commercials made by the Jensen Company and one of these, the Jen-Tug, used the 1172cc Ford engine and gearbox. This was a small articulated outfit for a load of up to 2 tons.

Jensen developed the Tug from a previous vehicle, the Rawlence articulated tractor. It was intended to compete with the Scammell Mechanical Horse for the mainly railway parcel traffic but never achieved a market break-through. The engine and gearbox were mounted in a sub-frame half way back down the chassis which could be quickly removed as a unit complete with the radiator. The remote gear-change mechanism must have been quite complex, terminating in a column-mounted lever.

The heart of this type of vehicle was the method of quickly changing semi-trailers. The Jen-Tug used a unique automatic coupling where the driver could disconnect the trailer by pulling a lever in the cab, then drive off, at which point the front of the trailer ran down a ramp on the back of the tractor leaving it supported on its fixed front wheels. He would then reverse under the front of the next trailer which would be raised by the ramp and automatically coupled by the hook system at the top of the ramp. The major difference from the Scammell system (which had a folding wheel assembly under the middle-front of the trailer) was that trailers for the Jensen had fixed wheels at each front corner of the trailer. When coupled, these trailer landing wheels sat alongside the rear wheels of the tractor. This required the rear track of the tractor to be very narrow (only 29 inches) which gave it a very odd look and no doubt made it a bit dodgy when cornering.

The first Jen-Tugs were produced just after the end of the war and the Mark I model with the Ford engine went on until 1952, when the Mark II was introduced using the Austin A40 1200cc engine. The last Jen-Tug was produced in 1957.

It is believed that only one Jen-Tug survives and this was photographed by Bruce Palmer in 1985 on the London to Brighton Commercial Vehicle Run. This was reported in *Sidevalve News* in August 1985 and,



A lovely period view of Jen-Tugs at work. They were ideal for access to narrow streets and restricted entrances.



British Railways was the biggest user.

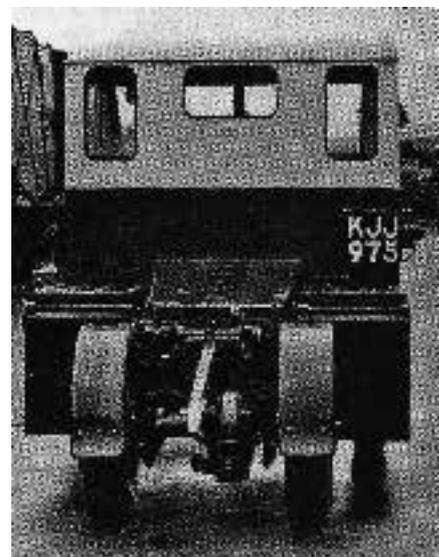
according to the owner, 'it is a pig to drive and only does about 25mph.' The name on the cab was Bishops Garage, Vicarage Lane, Hailsham. Has any member in that area seen it about? Is it still a runner?

*Credits: I am grateful to Bill Aldridge and Heritage Commercials magazine for permission to reproduce text and pictures. The Mechanical Horse Club also caters for owners of Jen-Tugs.*

Bruce Palmer's picture of the sole survivor at Brighton in 1985. It is believed to have been made in 1950.



A good view of the narrow back axle and coupling ramp. This vehicle is a later electric version with the batteries in pannier boxes.



# Letters and E-mails

**SVN Editor,  
PO Box 1172,  
Abingdon S.O.,  
OX14 5WA**

**E-mail:  
editor@fsoc.co.uk**

## So Long, Farewell, Auf Wiedersehen, Adieu

Dear Sidevalve,

With Ujeen (UJN626, 100E Prefect) finally being sold and taken away by John Duckenfield back to Sheffield yesterday, I thought I would write a final goodbye to the FSOC, as I shall allow my membership to expire at the end of the year after some 22 years.

Poor Ujeen has been off the road since about 2002 as other interests took time, and a Ford Corsair became our holiday car for tours to different parts of the UK. Our last great journey in Ujeen was 'up north' to Yorkshire for which I drew the cartoon below for my wife. At least with the experience of that holiday, Ujeen will have some chance of understanding the local dialect when John gets him back on the road! I'm sure that John will keep members informed about his progress.



My interests have moved on to various model making activities – in particular with regard to model trams. My Sidevalves now are rather smaller in size, being 1/72 scale. The photo shows an E83W van on my model of Dog Kennel Hill in South London before the trams were withdrawn in 1951. This model



along with a 103E and other period cars can be purchased for about £3 each from model railway shops.

Whilst gathering all the various Sidevalve items I have collected over the years in order to pass them on to John, I recalled many happy memories with Ujeen. I passed John a spare copy of a video of the 1992 Essex Fun Run and also the 1992 Dagenham Pilgrimage which saw 100 Sidevalves run from Romford Market to the Dagenham works.

I have also scanned my entire collection of Sidevalve cartoons. Please take them for the Sidevalve archive and please feel free to use them in the future as you wish.

It was sad to finally sell Ujeen on, but I am very pleased that John is the new owner and wish him every happiness. Ironically my wife and I are seriously considering moving to the Peak District in two or three years, and will perhaps meet up with John and Ujeen out on the road.

A final goodbye and thanks to any members that recall myself and Ujeen in Sidevalve adventures of the past.

Best regards,

John Howe



Ujeen's departure



A done deal!

## Pale Pigs

Dear Sidevalve,

I think I can provide some information about the colour of Johan Stromberg's vehicle (August issue, page 9).

English Ford models have been imported to Austria since the 1950s. In 1958/59 Ford Austria started a big Anglia demonstration with about fifteen or twenty Anglias all coloured like Johan's car. A caravan of them, all in the same colour drove through Austria for a couple of weeks – it was very nice to see them. I started my job with Ford Austria at that time and thought 'you will never have such a nice car of your own'.

I don't know if the colour was unique to those originally delivered to Austria. It would be interesting if Johan's Anglia was one of these.

Unfortunately no more documentation exists about the colour code, so I am afraid Johan will have to talk to a good car varnisher to meet the colour.

By the way, if Johan or somebody needs 100E parts I have some for sale; for example new front mudguards and new front metal, door luggage compartment etc. The price would not be an issue but the cost of freight is the problem.

Some other questions? Please don't hesitate to contact me.

Best regards from Austria.

Josef Schallmoser

## The Year from Kent

Dear Sidevalve,

Many thanks for a superb magazine which drops through the letter box every two months.

The year started well with a 3½ hour run on Easter Sunday to Chatham Docks. What a superb place – submarines, warships, sailing boats, RNLI museum, Dickens World. Pity it snowed. Tim Brandon, Jim Miles and Stan Bilous were also there and a lovely 7W or 7Y (I can't tell the difference) locally driven.

The next outing was the Vauxhall motoring museum, a very grand museum open twice a year. Over the May Bank Holiday I took in Sheringham and Holkham Hall. The next bit of travelling was the FSOC Holiday on the Isle of Wight. I had a wonderful time there after the first night spent on the sunbed by the pool owing to being locked out, due to the ferry being cancelled at 11 o'clock. I met some new friends including my driver, John Farrer, who drove me about on my first day. He put eight spoons of sugar in his cup of tea but it was a big cup. He had snow mountains of salt on his food but he is 79, so who are

we to disagree? A lovely holiday – clean hotel, good food, well priced. Well done Robin and Jennie.

Then it was off on the Y+C holiday to North Yorkshire, taking in the Grassington Festival and York. This month of August looks busy – Wetheringsett Railway, Quainton Rally and Radio Norfolk Car Rally. I sometimes wonder how I make time to go to work.

I had a lovely time at the AGM especially the road run around Holmfirth. Well organised.

Yours faithfully,  
Michael Capps

### Poster Session

Dear Sidevalve,

I bought this poster (below) from, I assume, about 1955/6 for the Ford Escort. There seems more than a little licence in the illustration – the car looks slightly sleeker than mine and I wouldn't bet on getting that much luggage in! The copy is wonderful – there's nothing new about spin.

'A Ford 5-Star Car – the gallant Escort. Now it's at the Airport! The 'Escort' – always in use with its profitable, economical versatility! When there's so much space to be filled you can't resist adding those extras which you would leave behind with a saloon car. Once under way, Ford Glide-ride suspension nurses you and your load over the worst roads. Other important Ford features make the 'Escort' by far the best value for money – hydraulic assisted clutch and brakes (8 in. in diameter for added safety), a rally-winning engine – you've seen how the Anglia can go – and deep-seated comfort. And what a wonderful view! It's a 'Spacewagon' for roominess and a



'Spacewagon' for light and air. The designers have done well to give so much strength and rigidity to such a graceful car.'

Having read that I might have thought how much I would like one and then be surprised to find that I already had one.

Yours,  
Richard Watson

### Keeping Going

Dear Sidevalve,

I received my copy of *Sidevalve News* today, and was both delighted and flattered to read John Duckenfield's very kind comments about myself! It made my day.

John's Regional Groups article is spot-on, in my opinion, though from my experience I would say that lack of involvement by members is a problem common to almost all clubs and societies of every type, not just cars.

I was, for some years, Membership Secretary of the Moulton Bicycle Club. Currently I am Secretary of the Mid Wales Classic Vehicle Club and Secretary of the Old Boys' Association for my former school (1959-64). At various times I have also been involved with other organisations.

It is always the same story. A hardcore of people do everything, with the rank-and-file happy to let them do the work then sit back and reap the benefits. Some members have so little input one wonders why they bother to pay their subs, though as you point out in the case of the FSOC it is no doubt mainly to gain easy access to spares. If I'm perfectly honest that's why I joined originally, as I thought (incorrectly, as I now know) that was the only way to purchase spares for sidevalve Fords.

Obviously the way forward is to sign up more members, but I would say – again from my own experience – the best ones are those who approach someone in the club and say 'How do I join?' rather than those people who are persuaded to join when they have little real interest in doing so. Again that applies to any club.

The MWCVC chairman often hands out

membership forms to likely people at classic car shows, but only rarely is one returned. We only charge £10, less than the cost of a round of drinks, so it can't be the cost putting people off. We currently have 36 members (no Ford Sidevalves though) and I have never seen some of them. So why did they join? I guess it is because they think they might as well, for the sake of a tenner.

On the other hand the FSOC charges £28, but that includes six excellent magazines and access to technical support as well as spares. But it is quite a substantial sum, and I agree that to increase it might well be counter-productive. I think we also need to realise that many people belong to more than one car club, and the cost of subs does add up. It also divides their loyalties.

On another subject, I note that Ivor Bryant says that Morgans are his favourite sports car. That is a coincidence, because Stephanie and I have recently ordered a new 4/4 Sport which we hope to receive in January next year. I organised an MWCVC trip to the factory in June, and before we entered the gates it had never entered our heads to make such a purchase. But we were very impressed, and we suddenly thought well, why not spend our money on ourselves instead of leaving it to members of the family we never see from one year to the next?

The good news is we have no plans to dispose of our 1959 Popular, partly because we love her too much, partly because she is not worth a lot. But it is not about the money, it is about the pleasure of ownership and meeting lovely people.

I suppose the bad news is, being realistic, that the Morgan is bound to take preference, at least until the novelty wears off, and the Pop is going to take a back seat. We will keep her taxed and insured, as she has not been off the road since 1959 (we have a complete run of tax discs from 1965 to date) and it would be a shame to break the chain.

Also I will keep the Mid Wales & Borders Group going, even though it has no members. At least the club has a presence in the area, as you say, and one day things might change. It does not cost anything, so what do we have to lose. We love living in Welshpool, so will not be relocating to a city! After 55 years in Leicester, which has become a dreadful place over the past few years, we now prefer life in a small market town!

With best wishes,  
Dennis J. Duggan

# From the Archives

Peter Williams

You may remember that I mentioned a while back that we had been given a quantity of old copies of *Practical Motorist* by the Y&C Register. I have been ploughing my way through them in search of Sidevalve-related items and this is the first selection.

## Adjusting the Big Ends

The magazine was published every Friday at a price of 3d. In the issue of 26th February 1938 there was a double-page spread headed "*Practical Motorist*" Data Sheet No.9 – The Ford "Ten". This included the full specification, routine servicing items and details of decarbonising, valve grinding, dynamo adjustment and bearing adjustment. The section on valve-grinding covers the unique Ford system of split valve guides and non-adjustable tappets which must have seemed quite strange to motorists of the day more used to conventional valve arrangements.

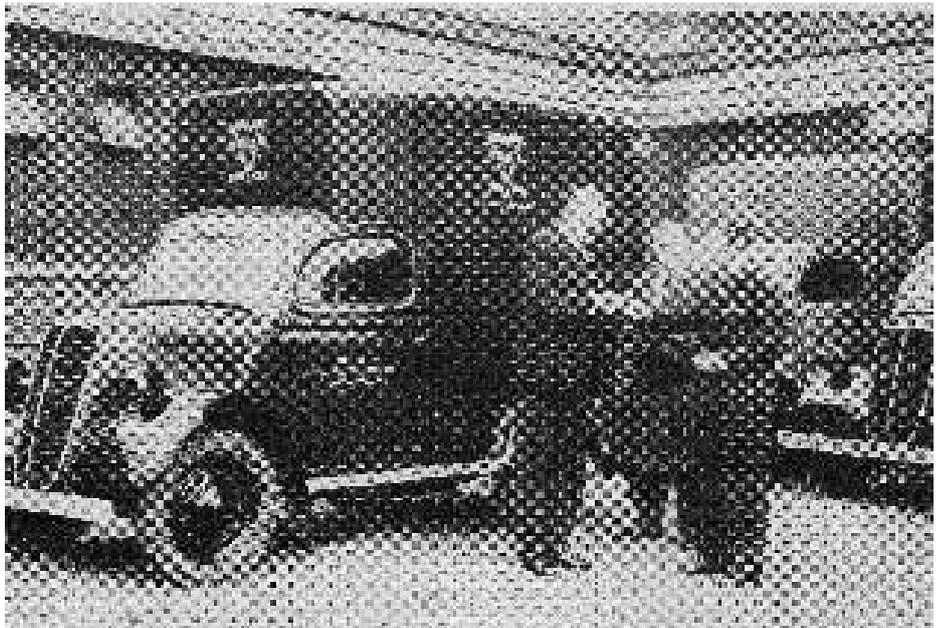
The bit that surprised me was headed 'Bearing adjustment' and the text was as follows.

'To take up big-end bearings remove split pins locking the bearing nuts and remove the nuts. Draw caps off connecting rods studs, noting which way round they are fitted. Shims will be found between the caps and the connecting rod. Remove one shim from each side of the cap. This should be sufficient. Replace caps. Tighten nuts firmly but do not overstrain. If castellations do not line up with pin hole, remove nut and with a flat file carefully file a fraction off the bearings face of the nut. The main bearings can be treated in a similar manner.'

My experience of white-metalled bearings is that they are either in good condition or totally shot with big pieces of white-metal completely missing. It seems entirely haphazard to remove shims of unspecified thickness without measuring the state of the bearing and shaft. In any case, I've never seen any mention of big-end shims in a Ford workshop manual. Can any of you greybeards out there throw more light on this one?

## Road Test Data

Also in the same edition was a table of performance figures taken from previous road tests carried out by the magazine. This included the Ford 8 and 10 from July and November of 1937. The table includes figures for acceleration and top speed. The 0 to 30mph time for the 8 was 9.6secs. and 7.6 for the 10. The 0 to 50mph times were 30.2secs. for the 8 and 22.8 for the 10. The top speeds were



given as 58 and 65mph. The Morris 8 series II was in the same table, and had a 0-50 time of 29.4secs and a top speed of 60mph.

## The Motorist's View of the Authorities

All through the early copies of the magazine the editorial comments were very much angled to the view that motorists were oppressed and misunderstood and that the various law-makers and the police were amateurs who didn't understand the finer points of motoring. As an example, the following appeared in February 1940.

'Stealthily the 30 m.p.h. speed limit which came to an end on December 31st 1939, was re-imposed for a further period of one year. It originally came into force on March 18th 1935. The limit has, of course, been a complete failure as any speed limit is bound to be. It certainly has brought the law into disrepute. In spite of the law, however, motorists will continue to drive at any speed they think safe providing they are not under the surveillance of the police. It is a law that never has been and never will be enforced. Some unlucky motorist will be caught and hauled before the magistrate and fined. The law-breaking will go on, however. Whilst there is a war on it is one thing we must tolerate, but again I warn the Government that when this war is over they will not be able once again to re-impose the will of a cranky few on three-million motorists, most of whom know more about road matters than do those who are supposed to watch over their interests.'

So nothing changes, then, except the bravery of publishers to print such views.

## Tea Cars Came Before Food Vans

Various articles have appeared in these pages about the emergency food vans that Ford supplied in large numbers later in the war but it seems that they were doing similar things in the earlier years of the conflict. In *Practical Motorist* of 16th March 1940 a picture (above) and story were included in a page headed 'News of the Week'.

'Tea Cars for the Troops'

Five "tea cars" – Fordson 10 cwt. Vans, specially designed to serve hot refreshments to troops where no canteen is available – have been presented to the Y.M.C.A. by the Ford Motor Company, Ltd.

Three of the vehicles are to be used with H.M. Forces overseas while two will help to serve Balloon Barrage and Anti-aircraft posts in this country. The vehicles will supply the men with hot tea, hot pies, cigarettes, chocolate and other comforts which otherwise would be difficult to obtain. Free writing paper, envelopes, games and reading matter will be issued.

The bodywork is of special design, and the interiors are of sufficient height to allow helpers to serve from inside. The rear is enclosed by two doors and a deep hinged panel which can be raised to form a canopy. The vans are fitted to carry urns of tea and a pie oven in addition to an extremely varied "stock", which includes tooth paste, razor blades, combs and other everyday needs as well as food and cigarettes.'

## Positive Earth

A popular mod to 'our' vehicles which gives rise to technical queries in *Sidevalve News* is changing to negative earth. It may  
*Continued on page 35*

# Simca vs Ford

John Porter

## Two family saloons – two different markets.

In 1937, simultaneously in France and Britain, two new family cars were introduced. As the French horsepower rating was different to the RAC rating the Simca was 6CV and the new Ford 10hp. Both were around the popular family car size of 1100cc and produced approximately 30bhp (again the French measurement was different to that of the UK so direct comparison is difficult).

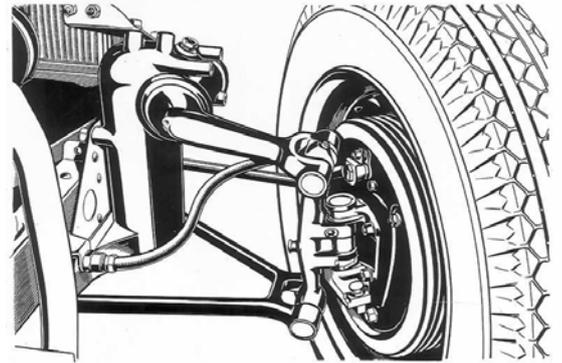
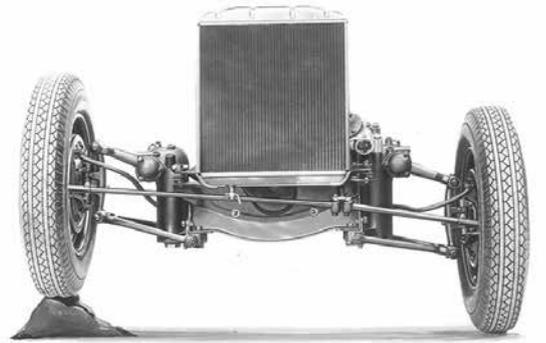
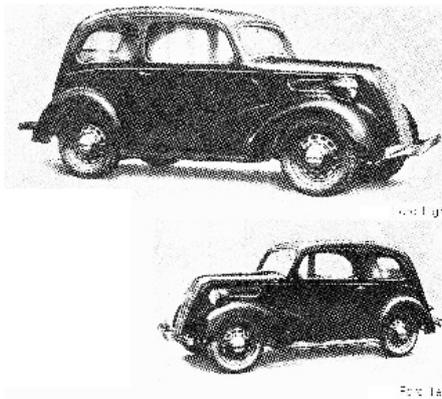
Simca was a relatively new name on the automotive scene as the business previously constructed FIAT cars under license in France (SIMCA – Société Industrielle de Mécanique et la Carrossiere Automobile). The all new Simca was designed in France and, while looking much like a larger version of the previous Simca 5 which was really the Fiat Topolino, was completely different underneath. There was nothing revolutionary; the engine was at the front and drove through the gearbox to a rigid rear axle suspended on two cart springs. Likeness to the previous Fiat Topolino apart, the new Simca was also quite similar in looks to the new Ford 7W. Where the new car scored over the opposition in Europe was in the engine compartment. The engine of the new car was overhead valve where all of the opposition was still ‘soupape latérales’ – Sidevalves to you and I. The Amilcar, Licorne, Renault and Rosengart family saloons were all still using the trusty sidevalve engines. Also the Simca had four speeds which the opposition still at that time did not all have – the Simca 8 had synchromesh on the top two gears. As we all know four gears are better than three! The combination of OHV and ‘4 on the floor’ was always going to trounce the opposition. Unlike most of this opposition, 12 volt electrics ensured prompt cold starts and dependable driving at night. The rear end may have been unremarkable but the front suspension was independent (using the Dubonnet principle – see illustration) and gave a much more acceptable ride than a transverse sprung Ford on the stone-paved French roads of the time. It is likely that this was one of

the Ford’s problems in gaining a substantial foothold in Europe post-war. Like the Ford, the Simca 8 used hydraulic lever dampers but of a different manufacture – rejoicing in the name of Delco-Lovejoy! Fuel consumption was around 32 miles per gallon with a top speed of just under 70mph, which was not so different to the Ford 10.

Within a short time the Second World War broke out and, as with the British Ford, full production did not start again until 1947. Besides the saloon, a ‘break’ and ‘découvrable’ were offered (estate and convertible respectively). Production ended in 1949 – the Ford as we know, in Popular form, ran until 1959.

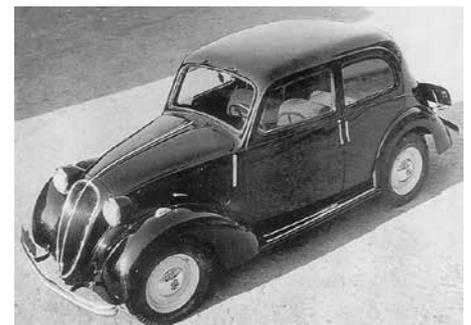
The Simca for obvious reasons had a short production run compared with the Ford and France was in a much worse situation after the war than Britain. Production numbers for the Simca are not known but are believed to be very much lower than the British Ford. Survival rate for the Simca is incredibly low (much the same as other European cars of the period) whereas our little Fords are still scrambling out of the woodwork! Getting parts for your Simca is a nightmare due to the low survival rate and low production – the Ford enjoys the full support of the FSOC!

The Ford 8 (below) and 10 (bottom)



The Dubonnet suspension system illustrated

Top to bottom: Simca 8 Break, Simca 8 Coupe, Simca 8 Saloon



	Ford 10	Simca 8
Engine Capacity	1172	1090
Power output	30 (bhp)	32 (ch)
Cooling	Thermosyphon	Waterpump
Gearbox	3 speed	4 speed
Suspension (front)	Transverse	Independent
Suspension (rear)	Transverse	Semi-elliptic
Brakes	Cable & rod	Hydraulic
Electrics	6 volt	12 volt
Weight	750Kg	860Kg
Top speed	69 (at 5,000rpm)	70 mph
Fuel consumption	30 mpg	30 mpg

# Upright Clutch Change

Robin Thake

**After my clutch change on the Anglia (see London Regional report) it was suggested that I wrote an article on how I did the job.**

There are two ways to change the clutch on an Upright car: either engine out (lifting gear needed) or gearbox out after removing the rear axle with torque tube. I chose the latter. The advantage of gearbox out as against engine out is that it can be done by one person.

First remove the earth lead from the battery and then it's down to work inside the car. Remove carpet and gear lever (block off hole with rag where lever came out to prevent anything falling into the gearbox). Next remove the floor over gearbox. Work can now start around the gearbox by removing the speedo cable, the rear brake rod, clevis pin and the handbrake cable from the gearbox.

Also, remove the wired up bolts from the torque tube.

From under the car remove the clutch fork and clevis pin, and place a small jack with a piece of wood on the top under the rear of the sump. At this stage it is a good idea to turn the fan blade so it is at the quarter to three position because the rear of the engine will need to be raised slightly.

Now start work at the rear of the car by raising the wheels with a jack to approximately 100mm (4inches) from the ground and placing axle stands on the chassis member just in front of the rear wheels.

It is now necessary to remove the shock absorber arms followed by the two 'U' bolts holding the spring. The axle can then be lowered back so the wheels are back on the ground. Back inside the car the torque tube with the universal joint can be lowered to the ground; then undo the bolts holding the gear

box (leaving the top two bolts still in) to the engine and remove the rear gearbox mounts. At this stage it will be necessary to raise the engine slightly so that the gearbox will come over the cross member. Back in the car again, the final two bolts can be removed and the gearbox slid back and out of the car.

After removing the six clutch bolts access to the clutch is obtained. If a new clutch is to be fitted it is a good idea to change all components because the release bearing tends to run dry.

Refitting the clutch needs a mandrel to align the clutch plate to the flywheel. Also it is a good idea to use a torque wrench to tighten the pressure plate bolts.

Assembly is in reverse order, not forgetting to wire the torque tube flange to the gearbox and adjust the pedal travel to 5/8inch.

## Siva: 40th Anniversary 2009

John Porter

**It was in 1969 that Michael Saunders of Siva Engineering contacted Neville Trickett to develop an idea that Michael had for a cheap, easy to construct and fun car that could be built on our beloved Ford Popular chassis and running gear. It is because the 103E and its predecessors possess a complete running chassis (like the Beetle and 2CV) that the model became the darling of the special builder in the late 50s and early 60s. Cheap, robust and with Ford's spares back-up, these mechanics formed the basis of the first Siva – a white four seater. The concept was extended to a two seater roadster on the same mechanical basis but these were not produced in anything like the same numbers as the four seater tourer.**

As 2009 is the 40th anniversary of the first Siva, it would be a great opportunity to get as many Sivas together in one location as possible. The last time that there were more than three together was probably at the 1974 Siva Day at Bryanston School, Dorset. Since that time we have had three at the All Ford Day and the same number at one of the Specials' Days. These were both at least ten years ago. Funnily enough both days were wet ... Note: if you spell-check Sivas it is suggested that you use the word Sieves or Divas – both in their own way quite suitable.

Many Edwardians, as these Sivas are collectively known, have survived out of the 100 or so kits that were produced for upright running gear. There are now a sizable number on the road so this is a good excuse to get as many together as possible. Michael Saunders would be able to view his progeny – so to speak!

Any suggestions for location and date would be most welcome.

*(Photos of Pete Tinsley's Siva, now with a new owner)*



# Ford at Brooklands

*These articles are reproduced courtesy of Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 0QN. Thanks to Angela Hume for providing them and securing permission.*

The name Ford first appeared on a racing car at Brooklands in 1908 when a Model N Ford competed for the Brooklands Cup in the opening meeting of the season.

At the end of the second meeting two Fords were entered in what must have been the most boring race of all time, the Tyre Changing Plate for a 30 sovereign prize. Competitors had to replace the offside rear tyre with the spare tyre and inflate the tyre by hand. The event was won by Frank Newton's Napier even though Newton was slower at the tyre changing than the drivers of the two Fords.

However, the Fords distinguished themselves at the same meeting in the All Comers Handicap, which attracted an entry of 21 of whom 19 actually started. Run over a distance of 7¼ miles, the Handicap attracted a wide range of cars including machines from the continent. The very slowest entrants – two single-cylinder models – were given a start of 4¼ miles. The two Model N Fords were only a quarter of a mile behind and soon overtook the limit men.

It looks as though the handicapper, Mr Ebblewhite, was too generous with his handicap allowance since the two Fords won easily, E.A. Anthony coming in ahead of the sister car of H.A. Bate. That was the first season that there were handicap races at Brooklands and an editorial in the Autocar complained of the lack of method in handicapping.

Certainly the handicapping seems to have thoroughly confused the crowd who, on being told that the highest speed attained in the race was 95mph, confidently believed that the winning Ford had gone that fast and went home talking about the wonderful performance of Ford cars. Actually it was a German racing car that had started from scratch which had achieved 95mph ...

At the end of 1908 the famous Model T Ford made its world debut at the Olympia Motor Show and the first man to buy a Model T was Brooklands racing driver and aviator Oscar Bickford.

In March 1910 the Royal Automobile Club tested a Model T Ford at Brooklands, reporting



## The Gymkhana

**It was Campbell who suggested that Ford should hold a Gymkhana at Brooklands on 17 June 1939.**

In its preliminary briefing book for Ford dealers, Ford was sufficiently enthusiastic:

*'Variety is to be the keynote of the day and everyone will find much to amuse and thrill them. It will be a day full of general interest rather than one confined to events of the kind usual at motor meetings.*

*'There will be breathtaking incidents in plenty.*

*'Certain competitions will be open to the Ford owning public – some serious, some humorous – but all interesting.'*

The public response was outstanding. The event was scheduled to open at 2.30 but by 1 o'clock all the roads



that it covered a flying mile at 39.325mph, could run half a mile at 6.74mph on top gear – it only had two speeds operated by a pedal – and would climb the Test Hill at 11.48 from a standing start.

In 1910 the Model T was firmly enough established on the motoring scene for there to be a special two mile race for *'Four cylinder Ford cars of 3¼ inches by 4 inches bore and stroke furnished with a Model T pattern chassis, the driving wheel and gear ratios being as supplied by the Ford Company for this pattern car.'*

There was an entry of 12 cars, first home being the aptly named Roland Winn followed by A.E. George and Percy Hendy.

This event was so successful that in 1912 there were two races for Ford Model Ts, the second of which was watched by Henry Ford himself, paying his first visit to Europe to see the newly-opened British Ford factory at Trafford Park in Manchester.

In 1913 at the Easter Meeting H.E.S. Huth in a Model T won the 10th 70mph Handicap at an average speed of 56.75mph.

Model Ts appeared intermittently at Brooklands during the 1920s. In 1922 a driver named Rothermel ran a Ford capable of 73mph against well known Brooklands cars such as the V12 Sunbeam, the 1912 Lorraine 'Vieux' Charles III and Bentley. Unfortunately

from London to Weybridge were jammed and it was taking 45 minutes to drive from Weybridge to Brooklands itself. By 4pm all the car parks at Brooklands were full, cars and people who couldn't get their cars into the track were just leaving them by the roadside – there were no yellow lines then! – and making the last part of the journey on foot. The attendance was over 30,000.

The paddock was full of the latest Ford vehicles – cars, trucks and tractors and the star attraction was a midget Ford Ten racing car which Henry Ford had presented to Sir Malcolm Campbell.

Ford could not compete with such formidable opposition and was not placed.

Alfred Moss, father of Stirling, competed with a special Ford, its Model T engine with an overhead valve conversion, lightened flywheel and balanced crankshaft. It won the 75mph Short Handicap at the August Bank Holiday meeting in 1925 watched by the largest crowd at the track since the war. Amongst the crowd was the Crown Prince of Japan, the future Emperor Hirohito.

After the Model T era the Ford presence at Brooklands was mainly to use the track and Test Hill for high speed testing, braking etc.

Ford cars and vans were used as personal transport and racing car transporters by such famous Brooklands personalities as B. Bira, Dick Nash and Eric Fernihough.

The link with the aviation side of Brooklands dates back to the Circuit of Britain Air Race of 1911, when the *Daily Mail* followed the race – which started from Brooklands Airdrome – with a fleet of 20 Model T Fords, arranged in relays along the route.

Said the Ford Times: *'The selection by the London Daily Mail of Model T Fords for the work following these airships over country, some parts of which were almost impassable, proves the place held by Ford in the automobile industry of England.'*

# Tales of BLC

Jim Norman

**It's been a busy couple of months, although this involved using rather than working on the car. One unexpected job was announced by a strong smell of petrol inside the car, especially the boot. Hopes that it was merely the sender unit's gasket were soon dashed and I bowed to the inevitable: the tank would have to come out.**

This isn't a bad job when you know how, but the petrol pipe's union nut underneath the tank can be entertaining. It rusts to both the pipe and tank and refuses to budge; at least, without causing damage. The trick is to cut through the pipe about an inch below the nut, giving enough room for the tank to clear the boot floor but enough pipe that some ¼" ID fuel hose and clips can remake the pipe. Remember, though, if doing this, that petrol will come out of the pipe as you cut it, so take all the fire precautions you can, including a foam extinguisher.

In BLC's case, the pipe and unit were shiny steel and came straight out. A replacement tank was painted and fitted and the whole job took about half an hour. The tank was replaced by a spare, which was quickly given a coat of black paint before installation. The old tank was in excellent condition except for a small area underneath. It sits on an insulation of foam rubber, which soaks up water and corrodes the tank above. I have plans for repair and will let you know the outcome.

We didn't really go away this summer, but had a few days' touring around. On 23rd July we ambled over the Cat and Fiddle to Derbyshire, reaching a pleasant Matlock in the afternoon. The following day saw BLC take us around the Lake District, reaching Keswick and Penrith, or about 400 miles in the two days.

17th August saw us with the Merseyside Group at Tatton Park; this was an expensive mistake. There weren't any problems, just a lot of autojumble for sale and far too much of it found its way home with me! The most expensive item was an RHG exhaust manifold, a direct replacement for the original 105E item. This looked much nicer: it was in black enamel and far better shaped than Ford's attempt. It was fitted that same evening.

Returning from work the following day showed what I'd bought. A short but steep



Above: BLC at Hampton Loade. The steam engine, running under her LMS number of 2968, hauled a joint FSO/SMF (the loco's owners) Christmas meal train, The Christmas Cracker, on 21st November 1992; and was used in another very successful joint effort, including a Sidevalve meet at Arley, Shropshire entitled 'The Classic Connection', on 5th September 1993 and repeated on 22nd June 1997. Below: at Hay-on-Wye

hill has a ninety degree bend at the bottom, restricting initial speed to 25mph. Full throttle in third gear would give about 38 mph at the top, but the Nikki carb improved this to 41-42. This time the speedo read no less than 51mph! I suspect the car has around 60bhp available, which is a fair increase on the 39 it started with.

August bank holiday gave us three nights away at Bridgnorth. The Saturday was spent in that town while Sunday was another expensive day as we made our annual pilgrimage to the second-hand book capital, Hay-on-Wye. The car really enjoys the sort of roads along which we travelled to South Wales, and Derbyshire and the Lakes too. The manifold makes it feel much more relaxed and acceleration and hill climbing are much better. With the excellent handling from the discreet suspension tweaks, she can maintain a fair pace along these bendy roads. Modern cars just can't compete: we were stuck behind a Jaguar X Type for 15 miles north of Ambleside! Fuel consumption has improved by about 2mpg as well; worth considering these days at 18,000 miles per year average!

So what's next to do? Well, the CD player has become very temperamental and will be



replaced by one with a USB port for an MP3 player. The problem is: I just can't find a period one ...

# The Great British Beer Festival

Patrick Russell

## Earls Court, London, August 2008

**What on earth, you might wonder, has a beer festival got to do with Sidevalves? Admittedly I'm sure a few of us Sidevalve owners enjoy the odd pint or two of ale, but other than that?**

Well, in this case, there is a definite connection. My Ford E83W pick-up truck MBW 138 is finished in the livery of White Horse Brewery. Members may well recall previous articles regarding this vehicle. The brewery is situated in the Vale of the White Horse, Oxfordshire. The area is named after and renowned for its ancient hill carving of a white horse near an iron age hill fort, alongside the Ridgeway (a centuries-old drove road along which cattle were herded). The views from the top of the hill are breathtaking and the site is well worth a visit, for a day out. The brewery takes its name from the hill carving and has adopted the effigy of the white horse as its symbol. It produces a range of traditional ales, and a porter.

I finished the restoration of my truck in June 2007. I had several meetings with the brewery directors during the restoration and they showed an interest in having the vehicle painted in their livery. They agreed to sponsor it by meeting the cost of the painting and also the traditional sign writing. In return, it was agreed that I would make occasional deliveries of their ales, principally to the old historic public houses in the City of Oxford, and to make the truck available for promotional work in connection with their trade. From my point of view, this would involve enjoying myself using the vehicle for the purpose for which it was originally built, and from their point of view, the truck would act as a very striking mobile advertisement. This arrangement seems to work very well. I do, indeed, have a great deal of fun, and the vehicle attracts a great deal of interest, and attention, for the brewery.

The Great British Beer Festival, held in Earls Court, London, took place in early August, this year. It is probably *the* major event on the brewing industry calendar and breweries, large and small, from all over the UK attend the event to sell and promote their brews, and vie against each other to try to win prestigious awards for their brews. It was agreed that the truck would go to Earls Court, to act as part stand, part backdrop, for White Horse Brewery. The venue is about 70 miles from my home, which is near Witney, in Oxfordshire. I was scheduled to take the vehicle there on Saturday 2nd August, and leave it there for just over a week, during the beer festival.

I woke up around 7am on the Saturday morning, and guessed by the light in the bedroom that it was not a sunny morning. I

drew back the bedroom curtains, with some apprehension. Damn! It was drizzling and the patio was wet. So much for the hours of cleaning and polishing the truck over the few previous days. Oh well, that's life!

After a double check of all the truck's 'vitals', I set off just before 9am. The drizzle was still falling and the roads were wet. However, the truck didn't seem

to mind it at all; in fact it seemed to positively relish the conditions, and the little 10hp engine buzzed sweetly and merrily along the dual carriageway of the Witney bypass. I have noticed before that engines really do seem to run better in damp conditions and I even remember reading somewhere where manufacturers experimented with water sprays in fuel systems, as they also recognised this phenomenon. Whatever; the truck was pulling really well. The traffic conditions were fairly light and the well known mediocre performance of the E83W didn't seem to cause any bother to other traffic. They were able to overtake me without difficulty, and even seemed content to stay behind me when they couldn't get by, so I didn't find it necessary to pull in to let little convoys go by me.

I circumnavigated Oxford on the northern bypass. Even the infamous vacuum wiper was behaving itself, 'tick, ticking' its way across the screen, and having no difficulty in coping with the drizzle building up on the windscreen. My son in law had given me a bottle of Rain.X to try out. According to the blurb on the bottle the liquid puts a layer on the windscreen which results in the rain drops sliding off the screen in the slipstream as the vehicle moves along. Of course the flat, virtually upright screen of my E83W, coupled with its rather limited top speed, isn't really conducive to creating slipstream, but I did find that the wiper cleared the screen much better than before – a definite improvement. I don't really think I would bother to use it on a modern car with efficient wipers, but I will definitely use it again on my truck. I believe that anyone with an Upright Ford, having bog standard wipers, like I have, would reap the benefit of using the product. The liquid is about the consistency of water, so a little goes a long way and the bottle should last a long time.

I continued on the A40, heading towards the M40. My intention was not to use the motorway as I intensely dislike using them in my Ford, due to its slow top speed. I always feel extremely vulnerable on fast stretches of road. I intended, instead, to follow the A40 route through Milton



The truck alongside its modern counterpart outside the brewery.

Common, Lewknor, Stokenchurch, High Wycombe, Beaconsfield, Gerrards Cross, and Denham; then heading into London.

I turned off on the A418, briefly, just before the start of the M40, then picked up the A40 through Milton Common. At this point the M40 and A40 run parallel and close together. My road was virtually devoid of any traffic and I could see the vehicles speeding along the motorway. Even though lorry traffic was relatively light, due to the week end, the traffic that was there was creating quite heavy spray conditions. I smugly congratulated myself on my choice of route. Much safer. I passed through Milton Common and, just as I was leaving the village, a Wolseley 4/44 came in the opposite direction. I put my hand up but I am pretty sure the driver ignored my acknowledgement of a fellow classic enthusiast. Perhaps he was miffed by the miserable weather conditions spoiling his nice paint work. Oh well.

The truck purred on through the pretty village of Tetsworth. Still hardly any traffic. Then a Land Rover towing a trailer with a vintage tractor aboard came in the opposite direction. I got a really cheery wave back from him in response to my wave. That's better!

I pressed on and arrived at Lewknor cross roads having still encountered hardly any other vehicles. The skies had become noticeably blacker and the heavens opened. Just what the doctor ordered! My little truck romped up Stokenchurch hill, easily, in top gear, with the engine pulling lustily. This of course had an adverse effect on the wiper which kept coming virtually to a standstill, due to the heavy throttle opening, and I had to keep 'blipping' my right foot to make the wiper give a quick wipe to clear the screen of the heavy rain. Almost at the top of the hill I met a Bentley saloon of about 1940s vintage, coming down the hill. My wave was totally ignored! Oh well, I liked *his* car, anyway, even if he wasn't impressed by my humble little Ford commercial!

Continued on page 32

# The Great British Beer Festival contd.

Part of the requirements for leaving the vehicle inside the Earls Court building stipulated that it should be drained of fuel. To this end I had deliberately not refuelled my truck, which had been showing just over a quarter full when I left home. However, now that I had reached Gerrards Cross, the needle was hovering between a quarter and empty, and I kept looking at it nervously. I fought a little mental battle with myself, because although I had a can of fuel with me, I didn't relish the idea of running out of fuel in London itself, which I predicted would probably awkwardly occur in the jostling traffic conditions which usually prevail near Earls Court. So, I chickened out and popped into a petrol station to put a few litres in the tank. After Denham I filtered into the three lanes of London-bound traffic. By now the drizzle had stopped and the weather was brightening up considerably. The roads were dry here and it didn't seem as if they had had much rain, if any. Typical, near the end of the journey!

On reaching the Exhibition Centre I turned into the main gate, where I was met by a young lady in a Hi-Viz jacket. I cut the engine and dropped the window down as she approached with a smile. 'Oooh, I do like that!' she said emphatically. Like many people had done before, she ran her hands over the glasslike finish of the wooden dropsides. Her admiration pleased me immensely. I told her what I was there for and she directed me to the Traffic Office, where a young man consulted his clipboard. I was relieved when he said, 'Oh, yes.' It was obvious to me that I was expected after all, which was good news. He directed me to the marshalling office in Seagrave Road.

Outside the office stood a little group of marshals in Hi-Viz jackets and they all came up to look at the truck when I pulled up. There were a few brewery drays there too, and a little army of hire vans, all awaiting their turn to go to the Centre. I suppose my truck was a bit of a novelty compared to the

rather dreary liveries of some of the drays and vans. I booked in at the office with my vehicle and personal details. I found all the staff very friendly and helpful, which was rewarding. Being asked to hang on for about 15 minutes, I returned to my truck, and enjoyed a cup of coffee from my flask. I sent a text message to my wife telling her I had arrived safely. With almost perfect timing, I was just finishing my coffee when I was told it was clear for me to go into the Exhibition Centre. I was met by a marshal at the doorway. I donned my Hi-Viz jacket I always keep in the truck. The marshal asked me to put my hazard lights on, but as the vehicle isn't fitted with them, he settled for headlights on instead. I followed him into the building, and we threaded our way through a swarm of fork lift trucks, and personnel hauling kegs on pallets, with pallet hand trucks. The truck created a little bit of interest from them as I inched my way through.

Arriving at my allocated spot, two or three other marshals came across to look at the vehicle, and asked me all about it. After chatting to them for a while I drained the fuel into a jerry can and disconnected the battery. Although the engine doesn't drip oil to any degree, I put a drip tray underneath the motor.

That done, I ate the rolls I had brought along and had another cup of coffee, whilst watching all the activity going on. Leaving the truck keys with the marshals I left the building, preparing for the first leg of my journey back home on public transport. I caught the tube without any problem, and then linked up nicely with the Oxford Tube coach, near Victoria Station, and enjoyed an uneventful trip back to Oxford. I then caught the service bus back to Witney, where I was met by my wife, having texted her on the way back.

On Sunday 10th August I was picked up about 9am by the director of White Horse Brewery to go to Earls Court to collect my truck. The feedback of the success of the truck

at the festival was very positive. It had attracted a great deal of attention and the mobile phones had been clicking away, taking photographs of the vehicle on the stand.

We soon arrived at the Exhibition Centre where my truck had a very light layer of dust over it, but apart from that no ill effects. In fact, the staff had erected a barrier of 'gates'

around it. Again I found the staff very friendly and helpful, and very interested in the history and details of the vehicle. I retrieved the fuel I had drained out of it previously, from the Centre's Gas Store where it had been stored for safe keeping, and put it back into the fuel tank. I checked all the truck's fluid levels, which were perfect. I connected the battery leads, and once the fuel pump had primed the carb, the vehicle started without any problem. I stowed everything away and checked to see I had left nothing behind, and then bade farewell to the staff. I was soon out among the London traffic, and once again was causing some interest from pedestrians as I drove along. The weather was totally different from my outward journey. The strong wind was sending the clouds scudding across the sky, but the wind had the effect of drying up the road which had been subjected to heavy rain the day before. The sun shone quite strongly at intervals, making for quite pleasant driving conditions.

As with the journey up, the traffic flowed quite well out of London. Leaving the area, on a long gradient, I slowly caught up with a Morris Series E saloon, but he turned off right just before I got close to him. Near Gerrards Cross I overtook (yes, in an E83W!) a flat tank motorcycle chugging along the road – though he was only doing about 25mph! I enjoyed a completely uneventful journey home. It seemed to pass very quickly, and was really enjoyable in the more pleasant weather conditions. Almost before I knew it I was reversing up to my garage. I felt very pleased with myself, and my vehicle.

My truck, once again, had provided me with a really enjoyable experience, and given me an immense amount of pleasure. That's what Sidevalving is all about!

And cheers!

P.S. Now the work begins! Due to the wet conditions on my outward journey the truck is covered with a film of road dirt. It doesn't look too bad from a distance but up close ...! Unfortunately, being a pick-up, the high body exposes a great deal of the running gear. The spare wheel and carrier, the back axle, torque tube, radius arms and chassis side members plus a myriad of other mechanical bits and bobs are all plainly in view. If I simply wash the truck down, these exposed parts will look really manky! The only way to do the job properly is to drive the truck up on to my car ramps so that I can crawl underneath. Then with a bucket of water and a brush, and/or sponge, wash these areas down by hand. Of course there is no way to avoid getting a soaking into the bargain. I wonder what would happen if I drove into one of these 'Hand Car Wash' places? Another alternative might be to let my three little grandsons loose underneath the vehicle – they would enjoy that, with all that water splashing about! Final option: any members got a nice E83W van they would like to swop for a truck?



The truck inside the exhibition centre. The lighting is a bit weird inside the building, so there are lots of 'highlights' on the photo.

# Save Your CB Points (and ditch that troublesome condenser ...)

Steve Waldenberg

CB points are getting harder to find these days and condensers are quite troublesome too. These deteriorate with age and new old stock are generally not much use. There is no way of testing these so far as I am aware. Full electronic ignition is not really the answer on older cars used infrequently. However, a device that can save your points from burning is the Boyer Bransden electronic unit illustrated here.

On positive earth cars you can also dispense with the condenser, so that's another item you need no longer worry about.

It costs about £30 and the neat little unit can be located out of sight on many cars if you are prepared to lengthen the wires. However, as the unit has a couple of indicator lights it is best placed somewhere where these can be seen. And as the unit is not very obtrusive, it really does not spoil a concours engine bay. I have used these devices with great satisfaction for some years. I had a Mk1 Ford Cortina Estate from 1987 until recently and only changed the points once in all that time after some 50,000 miles, and that because the fibre cam wore down! I have one on my Jowett Javelin and my Triumph Dolomite 1850 - the one with the very awkward distributor. And on



these cars I have not had to adjust the points in ages.

I recently went pre-war with the acquisition of a 1938 Austin Cambridge, and have fitted one of these units in that too.

I have no connection with this company, in case any one has any suspicions! They can be found on 01622 730939, or no doubt on the web.

## Tyre Tips

Jim Norman

The 100E came with crossply tyres as standard, originally tubed but later tubeless. The standard size for saloons was 5.20x13; 5.60x13 was optional. Vans and estates used this size as standard with 600x13 as optional.

Today, many owners have fitted radials, usually 155R13 although some use 145R13. These transform the vehicle, greatly improving both roadholding and handling, and some of the more objectionable aspects of these are eliminated or reduced, especially rear axle hop on bends on rough surfaces. Additionally, radial tyres are easily available, cheaper to buy and longer lasting.

It sounds like a good deal, and overall it is. But there are some issues: firstly, they don't look quite right, and if at a concours they will lose points. The walls also flex more on the road, giving increased rolling resistance, noise and fuel consumption (I didn't notice any of these, but so I am assured!). So if you use the cars for shows only and like to take home the odd trophy, crossplies are the way to go. But there are other issues, resulting from the difference in sizing.

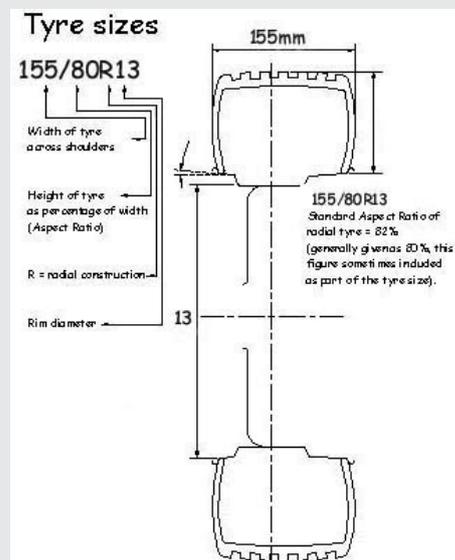
Wheels are always sized in imperial – inches – despite several attempts to go metric. Crossply tyres are also sized in inches, e.g. 5.20" as above. Radial tyres are sized in metric, e.g. 155mm. But what do these mean?

The initial figure, either imperial or metric, is the width of the tyre across the shoulders. The height of the tyre is not given but for a crossply it is 98% of the width, or near enough the same 5.2". A standard radial has a height of 82%, known as the aspect ratio (normally rounded down to 80%), e.g. 155mm x 0.8 = 124mm. (Although 82% is the standard aspect ratio, low profiles would state the aspect ratio after the width, e.g. 155/70R13. These are not recommended for 100E wheels.)

The problem occurs when the overall radius, and hence circumference, varies from one type to the other. With the crossply, the overall radius is 6.5" + 5.2", or 11.7". The radial's calculation is a little more complicated, but 124mm is 4.88" in real money, giving 11.38". This represents a reduction of 2.75% (not considering the height reduction due to bulging at the point where the tyre contacts the road surface, which is more pronounced on a radial anyway), which is the amount by which the speedo and odometer will now over-read. Your speedo will tell you are going

slightly faster than you are, but it probably did anyway: manufacturers make them that way to try to inhibit excessive speed. As it happens, the old Ford speedos were pretty accurate, but any tendency to over-read will now be exaggerated.

Is it worth worrying about? Probably not, but at least you should be aware of it, and the increased performance is simply the speedo's telling lies!



# Dancing to a Popular Tune

Søren Palsbo

**Did small English cars with absolutely classic steering equipment and slim tyres dance that much in the ‘good old days’ when they were exposed to sidewind and/or ran on uneven roads?**

I can’t remember. I was only a passenger in cars like the Popular 104E when they were new as I was too young to drive them myself by then. But I learned how to use a clutch and shift gears on a private field in my mother’s Prefect 100E when I was merely a young teenager. Therefore I haven’t had difficulties with the limited number of gears in my 1954 Popular of which the first gear is only accessible when the car is standing completely still. The Prefect taught me that many years ago.

But the dancing? My local and most cherished mechanic says that the steering condition of the car is OK and that it behaves as should be expected. So at least some cars made more sidesteps decades ago than modern cars. I wonder if drivers then had very tense forearms as I have when the speed approaches 40mph, or if they just relaxed and enjoyed the dance?

One of Denmark’s relatively few surviving Populars (namely mine) was an entry in this year’s veteran run on the island of Bornholm in the Baltic Sea. The entries comprised some 140 veteran and vintage cars and motorcycles dating from 1919 to 1972, the oldest being a Ford Model T which has been an entry in 30 of the 31 ‘Bornholm Rundt’ (Round Bornholm) runs.

As the Popular was bought last November and the Danish veteran car registration and insurance conditions prohibit driving from mid-November to mid-March, I drove the first metres in my ‘new’ Popular when the car left the local mechanic’s garage a few weeks before the veteran run. Most of the readers of *Sidevalve News* probably mend their cars themselves. Should there be any Sidevalve owners apart from myself who can’t, they will know that mechanics who can fix old cars



Photo 1. The view from H 17 737 of the Bornholm summer-landscape. Photo: Lennart Bydal



Photo 2. More than one of the onlookers to the start of the Bornholm Rundt veteran run told the happy owner of H 17 737 that a Popular was their first car. Photo: Lennart Bydal

have become rare. What will we do when the last pre-computer age mechanic dies?

Apart from the unexpected dancing the Popular gives the driver and its passengers a lot of fun and association with the cars in the TV series *All Creatures Great and Small*. I have often hummed the melody theme from those beloved vet stories when we go around the hilly and beautiful landscapes of Bornholm. The Popular with production number 766845 left the London plant in January 1954 and was sold to its first Danish owner in February 1954, given the registration number H (Præstø County) 17 737. This number plate the car has again. The car is waiting for us in an outhouse by our little country house on Bornholm when we have some holidays to spend, and in the meantime it can have a chat about the good old days with another Popular (production number 779922) produced only a few weeks later in 1954. The black beauty was bought as a short cut to the pleasures of vintage motoring as the Dorchester Grey Popular bought in 2005 still needs some restoration. The story of the latter was published in *Sidevalve News*, volume 24, April 2007.



Photo 3. Slim with dancing inclinations. The Popular in the Almindingen forest in the middle of Bornholm. Photo: Lennart Bydal

*Merseyside Regional News*  
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At 12.30 the cars set off, in number order, on the short drive to the sports field at Audlum. On the way every house had at least two people outside smiling and waving at the cars; many had the whole family watching. Space was tight in the sports field but they managed to squeeze everybody in. Festivities continued into the afternoon, culminating in an aerial display by an early mark Spitfire (last year it was a later mark with clipped wings in D Day markings). As the plane zoomed and climbed overhead Ron was delighted. Somehow he had never seen or heard a Spitfire in flight before and this was a real treat.

Shortly after this a gentleman stopped by Freddy and said ‘FDY – that’s a Hastings registration. I knew that car when it was new.’ Chris Lewis was a young lad in Hastings though he now lives locally. In 1952 FDY was a new registration series and new cars of any kind were very rare so Chris and his chums used to ‘collect’ the new numbers when they saw them. He recalled my car appearing a few streets away; he did not know the owner but after 56 years he still recalled the registration. After nine years of shows this is the first time anyone has recognised the car from its first 20 years.

To finish the day off nicely we were all invited to a barbecue at Tony & Jane Ikins’ who only live a few miles away. After a very pleasant evening Ron and I set off at about 20.30 and had a wonderful run home down the A-roads into Warrington. Every traffic light (and there are over twenty!) between Audlum and Stockton Heath (Warrington) was on green, or changed to green as we approached. A perfect end to a perfect day!

As usual our activities in July and August take up a lot of space so I will leave the description of our outings in August and September until the December issue of *Sidevalve News* (gosh, it will be Christmas before you know it!).

I will close by giving an example of what the club is all about. Steve Rooney has had a 100E Pop awaiting restoration for many years. I first went and looked at it for him in 2001 but he started attending our meetings and some shows (only when it rains!) to get advice on how to dismantle, restore and repair parts on the car. He is not a confident mechanic but hopefully our guidance and advice will enable him to make progress. A few weeks ago Steve called me for a chat and told me of a 100E engine for sale on eBay. He knew Frank Wells’s engine was on its last knockings (literally) and asked for his phone number. Thanks to Steve’s thoughtfulness Frank was able to use his daughter’s computer to purchase a complete engine and ancillaries for £50, collecting it from Wrexham about 35 miles away. That should be a great help in keeping Frank mobile in the coming months. As they say, one good turn deserves another.

### Federation News

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Database which is kept current by the various insurance companies but instances have occurred where the data does not get transferred. If this happens to your vehicle then it will appear to DVLA and to a policeman or some special cameras that the vehicle is not insured.

In most cases you will be able to sort out the problem by producing your insurance certificate at a police station but much wasted time and trouble will have been spent. For peace of mind you can check the situation of your vehicle by visiting [www.askmid.com](http://www.askmid.com). You just enter the registration number and tick a box to confirm that you are the owner, and it will confirm that the vehicle is insured and confirm the make and model. I don't know what message you get if the vehicle is not on the database because I don't own an uninsured vehicle!

### Private hire vehicles

I know that 'our' cars are used sometimes to take other people to special events such as

weddings or school dances but if it is done for hire or reward there may be problems. Such activity is illegal in England and Wales (except for weddings and funerals) unless the car, the driver and the booking operator are licensed with the local authority. This regulation is not new but the Federation is drawing attention to it in view of a recent court case where a convoy of four classic cars was transporting a group to a special occasion. The owner of the vehicles and the booking operator were not licensed and were fined £1050 with £450 costs.

### Leaded fuel and additives

There has been some doubt over the continued supply of 4-star leaded petrol but the supplier, Bayford Thrust, has recently announced that it has resolved its storage problem and future supplies are assured. If you visit the Federation's website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) and click on 'fuel additives' there is not only a list of all garages that stock 4-star by county, but also the current list of available additives approved by the Federation.

### 100E and 107E Register

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#### How Many Cars?

How many club cars do you own? I am interested! I have a 100E Anglia that I use on a regular basis but I also have two Prefects, one 100E and one 107E. I am sure that I am not the only one out there with a collection. I often struggle to find time to spend on all of them. I would like to know how other people cope with multiple car situations. It would be great to hear about individual cars or even fleets. Remember that the FSOC is here for *you* and *your* cars and it would be fantastic to feature some of your 100Es and 107Es in future magazines.

#### Late Registration!

I am always interested in cars which are new to the register. Sometimes they have disappeared from the radar for a while before resurfacing; others are totally new to the club. It is like a jigsaw puzzle with a lot of pieces missing. Obviously, I know that lots of cars will not have survived but I am sure there are still loads out there that I don't know about. Maybe as a club member you have acquired additional cars since joining the club – I know I have. Being a registrar seems a bit like being a curator of a museum – collating and looking after information so that it is not lost forever. It would be great if at some stage you can pass on details of any of your cars that I may not know about as I would love to hear about them and fill in some of the gaps!

### E83W Register

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Jubilee Garage, Pensnett, Brierley Hill, Staffs; Tayfen Garages Ltd, Tayfen Road, Bury St Edmunds; and St Andrews Motors Ltd, Gallowgate, Newcastle upon Tyne. There is no doubt that the pick-up steel body did come from Anthony Hoists and this does help to fill in the chapter on these versatile commercials. Of notable interest is the fact that by 1956, the E83W was the second cheapest pick-up out of a listing of 24 vehicles. The cheapest was ... and please don't laugh ... the Reliant Regent three wheeler, the one with the exposed single wheel at the front.

#### A Speedy E83W

You may recollect my comments on the pedestrian speed of the E83W and the use of a high ratio axle? During the summer Brian Malin, of Buckler and 5cwt van fame, dropped me a note to say that he used to own a standard van. The registration was XTA87. This would do 56mph flat out, whether empty or fully loaded, regardless of wind direction. The higher speed was via a 6.83-1 rear axle ratio. Tuning of the engine made no difference but despite this the tuning mods were kept on the van. In those times one could take a few liberties; downhill and out of gear the van could go considerably faster. With brick aerodynamics and the need for an awful lot of road, this was soon discontinued. XTA 87 went to Holland in 1982 and became an RAF tender. Regretfully it is not on the register.

### From the Archives

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be of interest, therefore, that an article in the *Practical Motorist* of 9th March 1940 discussed the merits of changing to positive earth.

'As many modern cars use the positive earth system, some readers may wish to modify the wiring on their own cars. In some cases the modification is impracticable, but it has been found, however, that in other cases it can be carried out without difficulty.

When magneto ignition is used there are no complications, but with coil ignition Lucas recommend that the coil should be replaced by one of the type specially designed and made for positive-earth systems. This has a different secondary winding capable of withstanding the additional electrical strain to which it is subjected. It should be explained that by using a positive-earth connection it has been found that battery-terminal corrosion is eliminated and also that low-speed "pulling" is generally improved, due to better ignition. It will be understood that the advantages are real when it is noticed that the number of manufacturers using the positive-earth system has increased in the last two or three years.'

So if positive earth was so popular back then, when and why did everything change and should you re-think your decision to change to negative earth?

### Car Radios in France

One other little snippet found in the wartime copies of *Practical Motorist* puzzled me. See if you can think who this might have been aimed at in March 1940.

'Cars taken to France by tourists must not be fitted with radio. Even if the tourist is only passing through France en route to another country, the radio must be removed.'

I thought the 'tourists' in France in 1940 were mostly driving tanks!

# My Ota Tractor

Edward Huxley

The three wheeled Ota Tractor was manufactured by Oak Tree Appliances of Coventry in 1948 and the company I formed in 1946, Huxley's Agricultural Machinery Supplies Ltd in Staines, was one of its first agents. It was marketed worldwide by Slough Estates, then acquired by Singer Motors who also produced a four wheeled version. Then Singers went broke and that was the end of a brilliant little tractor.

Last year I attended the annual Chertsey ploughing match, which attracts vintage tractors from all over the country. This revived my interest and via the internet I obtained an excellent book by Joe Paget and Bill Mills, *Ota and Monarch Tractors*, which mentions my old firm. With help from George Holt, who runs a successful club for owners of another vintage machine, the two wheeled British Anzani Iron Horse, I bought my OTA from Ken Stopher in Suffolk who has a collection of vintage tractors. A three wheeled Mk 2, made around 1950, it was in pretty good condition, but clearly needed some restoration. Luckily one of my old employees was delighted to help, so we got started.

First thing we needed was a new 6 volt battery and fan belt – not standard as it also drives the hydraulic pump. Then a new exhaust; I got this made by a chap less than a mile away.

The next piece of good fortune was a recommendation from Joe Paget to join the FSOC and I was delighted to find that spare parts for the E93A engine and good advice were available. Thank you Shirley Wood, John Pole and Angela Hume who came and took the photos.

The engine is the industrial version of the well known 10hp sidevalve unit, fitted with a Handy governor which gives 17bhp at the maximum governed speed of 2000rpm. The gearbox was also supplied by Ford with three forward and one reverse gear, to which OTA coupled their own double range auxiliary box, which gave a speed range of 3/4mph to 15mph in the six forward gears provided.

I am enjoying this restoration project and who knows, my little OTA may be good for another 58 years! However, I end with a sad quote from the book I mentioned:

'So one of the most successful compact tractors produced in the post war period went out of production. This was not as a result of design failures but the financial

circumstances of the companies in control of its destiny. If some foresighted company had taken up the opportunity at the time, perhaps the Monarch would have evolved into a British challenger for the Japanese compact tractors so popular today.'

One of the parts I fitted to the engine was a new fuel pump. The original had a primer but I could not get hold of one of those. It works fine, but when starting the engine from cold I have to take the top off the air cleaner and blank off the air supply to get the fuel to come through. The choke is not sufficient. There is no problem in restarting once warmed up. If anyone has information on how I could obtain a pump fitted with a primer, either new or used, please do let me know.

And my company? From agriculture it went into garden machinery, then specialised in grass machinery, manufacturing, importing and exporting. It is finally now solely engaged in all weather surfaces for golf (see [www.huxleygolf.co.uk](http://www.huxleygolf.co.uk)) run by my sons Paul and Barry from Alresford, Hampshire.

