

# News

# Sidevalve



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## Features this issue

Squire Misses His Escort

The Cost of Classic Motoring?

Dellows Climb New Heights



# Sidevalve News

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## Club Officials

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

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<b>Technical Advisor 100E, 107E</b>	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB
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## Registrars (Specific Model Enquiries and DVLA Applications)

<b>Pre-War</b>	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Position vacant.
<b>E83W</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
<b>Anglia, Prefect, Popular Specialist Applications</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
<b>Specials</b>	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warks, CV10 0BZ E-mail: robert.daniels@ntlworld.com
<b>100E/107E</b>	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

## Area Groups

Local area 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>Cambridgeshire</b>	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
<b>Coventry and Midlands</b>	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter at Sv1172@aol.com</i>
<b>Devon and Cornwall</b>	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
<b>Essex</b>	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
<b>Glos, Hereford and Wores</b>	John Pole 01684 564829. E-mail: john@polej.freeseerve.co.uk <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: Bunch of Cherries, 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>
<b>Merseyside</b>	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freeseerve.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
<b>Northamptonshire</b>	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
<b>Norfolk</b>	Colin Read 07957 557793 or norviccol@yahoo.co.uk
<b>Central Scotland</b>	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
<b>Sussex</b>	David Taylor 01435 813665. <i>3rd Wednesday: Barley Mow, Selmeston, A27. 7.30pm.</i>
<b>Surrey</b>	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
<b>Yorkshire</b>	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

## International Contacts:

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<b>Ireland</b>	Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173
<b>Sweden</b>	Borje Jernheim, Tenniv. 33 19277 SOLLENTUNA. Tel: 08-754-3032

# Editorial

John Porter (Chairman)

## Lifeblood wanted

I would like to take this opportunity to ask local area group members to help the club by encouraging enthusiasts who own a Sidevalve and who visit FSOC stands at classic car shows to join the club. Hopefully, all local groups have a stock of the most recent membership forms and flyer that introduces the club. If, for some reason, you don't have any forms then contact Shirley Wood for a pack. In an emergency, it is always possible to download a copy off the FSOC website. This is the best way that any of us can help the club in the long term as members are the lifeblood of any club and, of course, its reason for being in existence in the first place. The value of having local groups promoting the existence of our club to the new owner and the benefits of membership is immeasurable. The club's committee is keen to help local area groups in their promotion of the FSOC and are open to any suggestions that you think will promote the club's services and activities at local level and, indeed, national level.

## Hello Ben

Fresh new editor Ben Jeapes sharpens his editorial skills from this issue onwards. You may remember that we said goodbye to Teresa Butler last issue and Ben has agreed to take over the reins. His email address is: [editor@fsoc.co.uk](mailto:editor@fsoc.co.uk) or for paper copy

use: *Sidevalve News Editor, PO Box 1172, Abingdon Sorting Office, Oxon. OX14 5WA.*

## Used/unused

Also, whilst on the subject, an amount of unused members' contributions have surfaced and we will do our best to include these in future magazines and return the originals. Members' contributions for the magazine and/or the website are always welcome. Please pay attention to the submissions deadline: the tenth of the previous month!

## AGM 2007

The 2007 AGM for the Ford Sidevalve Owners Club will be held on the 9th June 2007 near Peterborough. The event will be held at the Orton Hall Hotel, The Village, Orton Longueville, Peterborough, PE2 7DN. Full details of the venue and the agenda will appear in a later magazine. Our thanks to Brian Cranswick for helping with the organisation of this event.

## Remanufactured Perch Bolts now in Stock

I'm pleased to report that the Club now has remanufactured perch bolts for the E93A models in stock. Each perch bolt is available at £38 each. Details can be found on the 8 & 10hp spares list.

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## Membership Renewal for 2007

**Enclosed with this issue of *Sidevalve News* is the first renewal reminder notice. Although your membership does not expire until 31st December 2006 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 and 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 is due and not before, and you don't have to worry about remembering to renew in the future.**

The December issue will carry the second and final reminder notice, so if you renew in October do not renew again in December. All members will receive both notices regardless of whether they have renewed

early or not as these are sent with the magazine direct from the printer.

Remember, if you want to receive your February 2007 *Sidevalve News* on time you must renew your membership by the 31st December 2006.

Membership cards for 2007 will be sent out with the February 2007 magazine.

There are many advantages in belonging to the Club and below are just a few:

- Spares Service
- Magazine
- Technical Advice
- Local Groups
- Events
- Remanufactured Items
- Registrars
- Free adverts

*Shirley Wood – General Secretary*

# Events

John Porter

The 2006 Midlands Run took place in Leicestershire with a bit of Staffordshire and Warwickshire thrown in for good measure. As I said in the last issue, Leicestershire is good for sidevalving as we have very few hills to speak of. We had a total of six Sidevalves entered and quite a mixture they were too! One 103E classic trials Popular driven by Ken Green, 100E AA estate car driven by Steve with his son navigating, and Graham Carr in his two-tone 107E Prefect. We also had 'Team Shirley' with Mk2s belonging to Geoff Hammond and Rob Daniels. Finally, Brian Malin drove his Buckler trials car from Rugby. So, a varied field of Sidevalves with which to surprise and entertain the local populace. The route was about 45 miles which was a comfortable distance to cover before lunch.



Nearly there! Rob and Sue Daniels on the Midlands Run 2006

The run ended at the Church End Brewery just outside Nuneaton which serves some very fine ales (brewed on the premises) together with ciders and wines from English presses and vineyards. Due to a mix-up by the manager who had organised a display of local classics, lunch was somewhat later than the hungry crews could cope with ... As is usual for the Midlands Run the losing team organise the next year's event, so in this case the hapless AA van crew were tasked with the next event.

## National Sidevalve Day

Due to a venue change after the possibility that the Shackerstone Family Festival would not run this year, the build-up to the event was



AA van and 107E at rest after the Midlands Run 2006

Upright: first in class



not straightforward. Traditionally, the festival has been on the field directly beside the station of the preserved railway – the Bosworth Line which ran from Measham to Nuneaton to serve the coalfields in the area. The railway had a very short commercial life and did not fare as well as the Ashby Canal that it was designed to replace. Only part of the line exists and is run by very keen volunteers from the old Shackerstone station, whereas the canal is open from Nuneaton (where it branches off the Coventry canal) to almost the original terminus at Measham. Local volunteers run the line of which about four miles are still metalled. The main station is at Shackerstone with two smaller ones at Market Bosworth and Shenton.

Turnout for the National Day was not as good as last year but we had a good cross-section of Sidevalves from 7Y to 100E Popular. Judging of the selection of Uprights was at least brisk yet thorough by our two Upright commercial owners: Nick Whitehouse and Mark Fellows. The E494A Anglia just pipped the 7Y of Alan Summons (who won the farthest travelled Sidevalve, from Lowestoft) to the post of Best Upright. The full awards list is as follows:

- **Best Upright** – E494A Anglia owned by Geoff Hammond.
- **Upright second in class** – 7Y owned by Alan Summons.

Upright: second in class



Best 100E



Best Sidevalve Based Special



Best Commercial



- **Best 100E** – Norman Wedley from Peterborough.
- **100E second in class** – 100E Popular owned by Godfrey Hands of Nuneaton.
- **Best Sidevalve based special** – Shirley MkII owned by Rob Daniels, also of Nuneaton.
- **Best commercial** – E494C owned by Nick Whitehouse. This green and black 5cwt van was Nick's works van for many years and has just emerged from a few years slumber to drive all the way from Worcester.

We actually had two classic trials Sidevalves – an Anglia E494A belonging to Nigel Hilling from Yorkshire and a Popular 103E driven from the Black Country by Ken Green. Just goes to show that Uprights are still competitive in motor sport.

Please note: The National Classic Car show has changed its traditional date in November to the end of October and, as a consequence, the Restoration Show has had to move forward to avoid the clash. More details in the events listing below.

### Somewhere to while away the hours

**21st October. Malvern Classic Car Show,** Three Counties Showground, Malvern, Worcs. This well established show now includes a classic auction as well as the trade stands. Contact 01584 811118 or the website for the auction or Greenwoods for general enquiries: [www.vintageandclassicmotorcarauctions.co.uk](http://www.vintageandclassicmotorcarauctions.co.uk)

**27th-29th October 2006. The Classic Motor Show** at the NEC, Birmingham, West Midlands. We now have a stand at this very popular end of season show. We will have a four car stand consisting, at the time of going to press, of a 100E Popular, E494A Anglia, Shirley MkII and 300E van.

**5th November. Autojumble and Spares Auction** at the Bridge of Earn (M90 Junction 9). Entry £1 – now there's a bargain these days!

**11th November. Grand Northern Autojumble** at the Borough Hall, Headland, Hartlepool. Free parking and open from 10am to 2pm. Contact 01429 420311.

**11th and 12th November. Autojumble, Automart and Restoration Show,** Royal Bath and West Showground, Shepton Mallet, Somerset will be over two days. £6.00 entry with free parking. Telephone 0117 907 1000 or club rep Ivor Bryant.

**For 2007:** Classic Car Show at Royal Bath and West Showground, Shepton Mallet, Somerset will be February 17th and 18th 2007. Details from Ivor Bryant.

**Advance date:** Ford Sidevalve Owners' Club AGM on the 9th June 2007 at 11am with buffet lunch to follow in the Coach House at the Orton Hall Hotel, The Village, Orton Longueville, Peterborough, PE2 7DN Tel: 01733 391111.

# Area News

## North London

Jennie Thake

The North London group have been busy showing their cars at some very nice places in recent weeks. We went to a very interesting afternoon show at a working watermill at Hatfield, so we took our 23-month-old grand daughter Charlotte to get her interested in the Classic Cars. She was very interested in everything, especially the hands-on toy museum and the miniature flour grinding display. In early August we joined Brian Cranswick at the BMC Show at Peterborough where other makes had been invited; it was interesting to see the enthusiasm for the cars which in the sixties were very unreliable and poor build quality. The Allegros and Marinas on show were a classic case of 'The restoration made them better than when they left the Showroom'.

The venue was very good and a good day was had by all of our group members that attended. After the lovely sunshine in June and July the weather in August changed to showery so the first time for many years we did not attend the Woburn Show.

We went to a small show run by the local Jaguar owners club at an Old Persons

Residential Home; we sometimes think it difficult judging our type of cars in concours competitions but they had bigger problems because not many people wanted their cars judged, so prizes were being given to perhaps the only entrant in a class. We obviously didn't look too old because they let us all go home at the end of the day!

On the August Bank Holiday weekend we entered two shows; on the Sunday we went to Trent Park near Enfield where there were five Sidevalves from our area and on the Monday four cars went off to the Quanton Steam Railway where we enjoyed a pleasant day.

At the August group meeting we had a splendid 18 members attend so we took over the conservatory room. New member Phillip Collins who is restoring a 100E was there for a second time, gathering information; John West and his wife came for the first time in their Upright Pop which they have owned for many years; and our two good members from Harlow were also there. They also arrived at the BMC Peterborough show in a lovely Austin Atlantic. David Heard and Ian Boyle came to the meeting in their Upright Pop and 100E respectively so it made a nice show on the pub car park.



The cars at the Enfield show all taken at the August bank holiday weekend



Group members having fun at Quanton Railway

## Coventry and Midlands

Mark Bradbury

**Disgusted! Do you ever feel totally disgusted with yourself? I do, now Autumn's nearly with us (in fact it will be well and truly Autumn by the time you read this) and I've hardly turned a wheel with my newly-acquired Sidevalve since the Club's AGM at the Coventry Transport Museum.**

Any excuses? No, not really, although the summer was at times either too wet or too hot and not much in between. I didn't even manage the group's summer run or to attend National Sidevalve Day; not very impressive for a Committee member, with or without portfolio. We have had lots of nice holidays though ...

I haven't even done much work on either car: the 100E still hasn't been properly serviced (though there's plenty of time over the next few months) and apart from completely stripping its engine, progress on the on-going restoration of my '56 103E has been largely non-existent - more of a non-going restoration, really.

On the subject of that engine strip, several members have said they're interested to know what I found.

I'd already removed the sump (I may have mentioned this fact last time) so the next thing to tackle was the valves. Bear in mind I'd done only minor work on engines before (overhead valve decokes and the like) and never on a sidevalve unit of any kind, so despite the use of the correct drift I was a little surprised at the trouble I had just getting the valves out; basically I always tend to err on the way-too-gentle side and all that was required was a healthier wallop with the hammer.

On closer examination the valves were not quite as healthy as I'd first thought (and hoped); most of the seats (exhausts especially) are quite ridged and the contact area on the valve is quite wide - it definitely needs valve work then. At this point I also noticed that the timing chain had more slop in it than, well, you know what I mean - at least they're not too expensive. Incidentally, I've procured a set of the 'short' valves; is it a good idea to fit these with adjustable tappets (for ease of setting up, really)? With shorter valves do the standard size valve springs run a little over compressed? Does it matter?

The next hurdle to overcome, and possibly another victim of my too softly-softly approach, was removing the camshaft sprocket. Two tyre levers was the suggested solution but in the absence of those a couple of large screwdrivers were tried without success. A rummage through my scrap bin (you know, the one the present Mrs Bradbury is trying to get me to throw away...) and I'd located a short piece of angle iron with - believe it or not - a couple of holes which lined up almost

spot-on with a diagonally-spaced pair of holes in the sprocket. Using a couple of nuts and bolts (just squeezed in) and a socket as a spacer, I soon had the sprocket carefully and evenly pulled off.

The camshaft came out next and looks good (nice 'pointy' lobes with no scoring anywhere) although 'miking' it up will be necessary to confirm this.

Next off was the oil pump and apart from a lightly scored baseplate (easily rectified) it looks okay - a life spent submerged in oil must help here; I don't know whether the bushes are worn, though...

Yet again I struggled, this time with the big-end caps (foolishly I hadn't banked on them being such a tight fit over the studs), but I eventually got the pistons out. Although the pistons themselves were fitted the right way round (slot to camshaft) the rods are fitted to them with the cast letters facing either way - three one way and one the other I think; I don't think it matters - but with one cap effectively upside down as well (and not the 'matching' cap), it's all a bit shocking to an engine rebuild virgin. At least the numbers I found on three of the rods tally up with their position (the fourth doesn't seem to be numbered...), but does anyone out there know if I should smell a rat? Obviously I need to measure things properly - is 'Plastigauge' as fiddly to use as it looks, particularly with the crank and rods out of the block? Is it best to take the parts to an engineering shop for checking? The journals don't look too badly marked, likewise the big-ends themselves; I'm hoping a light polish and a set of shells will be enough, but of course until things are measured I just don't know. Arrrggghhh!

The bores don't look worn but number two does have a little pitting (the corresponding piston's rings are clogged with rusty muck) - again, it all needs measuring. I'm hoping a rebore of around 20 thou might be enough to reclaim the cylinders; the pistons are marked (again, I don't know whether it's excessive or not) but to my surprise the gudgeon pins move in the boss, which considering gentle heat is needed to move them (or so the manual says...) suggests the pistons are worn.

Another clue as to the state of bore wear is that Cords (or similar) have been fitted at some point and I think the bores are standard size despite a mileage (on this, the original engine) of 47,000 miles; I reckon it's long overdue for some bore work!

Over the winter the plan is to accumulate the bits needed, get the machining done and re-assemble it ready for next spring, but based on this summer's inactivity I'm not holding my breath.

Well that's enough of my engine (for now at least) but if you do have any thoughts or answers, drop me a message on [general@markbradbury.wanadoo.co.uk](mailto:general@markbradbury.wanadoo.co.uk).

With the season already starting to wind down, the main two attractions for the Coventry and Midlands group at this time of year are the National Restoration Show at the NAC, Stoneleigh and the Classic Motor Show at the NEC. More details of both of these shows are available on the events page, and we're always looking for 'new' cars to display of course...

You all know by now that everyone is welcome at our monthly pub-meets but the venue has now changed. Still held at around 8pm on the second Tuesday of every month, we have now moved to the Griffin Inn, Coventry Road, Griff, Bedworth, Warwickshire CV10 7PJ.

One attraction of this new place is that during the summer months they hold a classic car meet in the pub grounds (from around May through to September or October; so sadly you've missed out for this year).

It's a really interesting mixture of basically everything from Austin Sevens to Jaguars, with a few of our Ford Sidevalves in between and around 50-60 cars in total; the meetings traditionally start around 8pm but if the car meet is on then it's a case of the earlier the better because if the weather is good, the field gets pretty full very quickly. Go on! Give us a try - you know you want to!

## Mid Wales and Borders

Dennis J Duggan

**The Mid Wales And Borders Area Group has been in existence for well over a year now, and still has only two members (one of them being me!). The group is clearly not a viable proposition, presumably because of the scarcity of Ford Sidevalves in this neck of the woods. Study of Andy Main's register confirms there are very few in the area.**

So with regret I have to say the MW&BAG is now officially extinct.



## Merseyside Group

Joe Wheatley

### Sunday 25 June – Sheffield Festival of Transport, Graves Park

Jill and I ground our way up the Snake Pass on Saturday morning. Not too bad – we only had to use second gear for a few miles as we rose up out of Glossop. Graves Park was only a short distance away from where we stayed in Grenoside and we were soon parked up between a V8 Pilot and a Grey E494A Anglia, joined by Trevor, our host. John Hogan from Archer Lane in Sheffield had owned his Pilot for many years and knew my father, having purchased spares from him. In fact he complained that he missed the service from Nordan Services! I had met the owners of the E494A, Peter and Dawn Rowley of Worksop, before.

I enjoyed this Council run show until it came time to leave. I wanted to set off at 16.00 so I could pick up Jill and return home while the England World Cup match was on the TV. The Council Safety Officer did not want cars to start moving until 17.30 for 'health and safety' reasons. In the end common sense prevailed and I left at 16.00, picked up Jill and enjoyed a very quiet drive home. The south side of the Snake Pass has a more gentle gradient so we managed to get all the way over the top without changing out of top. Altogether we covered 150 miles during the weekend, showing that even Uprights can be used, providing you are not in a hurry!

### Saturday 1 July – Westhead Carnival & Car Show (Nr Ormskirk)

This is a small local village carnival with 50 or so classic cars in attendance. A very pleasant day out with band, craft tent, Saxons vs Normans battle re-enactment, dog training displays and more besides. We had quite a good turnout for a Saturday. In addition to me and Freddy, Frank Wells (100E), Alan Chapman (E493A), Bill Moore (103E) and Roy Barker (107E) all came out to enjoy the sun. (We had a few burnt noses this day!) Two of the interesting exhibits were a VW Beetle with the front removed and replaced with motorcycle front forks to make a trike. The owner had to remove the rear window also because it blew out on the motorway. There was also a very nice little Morris 8 Van. This was owned by George Garlick of Preston who had a newly restored E83W Utilicon at the same show last year. The van had never been purchased by a farmer but had never been used. George obtained it, still in primer as delivered, and re-commissioned the van over last winter.

### Sunday 2 July – Shaw & Crompton Vehicle Rally (Oldham)

This was the first time I had attended this event which is sponsored by the Shaw & Crompton Town Council. They close off the main street in Shaw and allow the exhibitors to park there – the first time I had been able to park on double yellow lines with impunity. Jill and I arrived at about 10.00 to find Frank already in place with his 100E Pop. Bernard Ellicott was supposed to join us but his 100E Pop had failed its MOT due to some small areas of corrosion near the anti-roll bar mounting. Bernard, being the thorough sort, has taken the car off the road until he has thoroughly examined the whole area and rectified any possible future problems. He gave his pass to Roy Barker and came down with Roy in his 107E. During the morning there was also a nice Grey 100E Anglia parked up. We never saw the owner, so if this was you please give me a call so we can invite you to some more events.

Part of the show is a parade around the environs of Shaw & Crompton. At about 12.00 we followed the Lady Mayor in a 1920s Thornycroft Brewers Dray. The response outside the centre was a bit disappointing as Frank had told us that in previous years people had waited outside their houses to watch the vehicles as they passed. Very few did so this year – perhaps a problem with advertising locally? By the time we returned the pub in the high street was open and we found ourselves conveniently parked outside. It was a bit odd sitting on our folding chairs on the pavement in the middle of a town but it made a change from being in a field somewhere.

Highlight of the day was the (bag) Pipe Band that marched up the road and entertained us for some minutes. After this they retired to the pub and their second performance was much less professional as a result. We were confused to hear Bernard's name over the PA, but all became clear when Roy found he had been awarded 2nd Prize in the pre 1960 category. He had come in on Bernard's pass! That is two prizes Roy has won, which shows what a good job has been done on his 107E.

### Sunday 9 July – Cheshire Steam Fair, Tabley House (Nr Knutsford)

As the weather did not look very promising, Jill decided to stay at home. My son Alex decided to risk it as he had not been out in Freddy this year. Despite an unpromising start the day was mostly dry which was some reward for Frank (100E Pop), John Green (100E Prefect), Dave Levay (Squire), Alan Chapman (103E), Tony Ikin (100E Pop) and Bill Moore (103E).

There were the usual steam fair attractions and we enjoyed going around the stalls and exhibits. Alex was particularly interested in a very nice Model T, having heard something of the 'Tin Lizzie' in his history lessons. The owner explained that the 'T' was so successful because it was very reliable and easy to drive – one pedal to go forward, one to go backwards, hand throttle, second (top) gear engaged with the handbrake and no clutch pedal. As a new learner driver Alex was much impressed with this simplicity!

On returning home I thought I would check the adjustment on my headlights. To my surprise I found that once again they were not working. This time I pulled out my AVO meter and started to check through the circuit. Removing the dipswitch from its mounting I found that the screw on the live feed had worked loose, causing the intermittent failures of recent months. A quick tighten of all three screws soon had things working again.

I thought I should check to ensure that other connections had not come loose (I have previously had problems with the LT lead working loose on the coil). While checking the connections to the distributor I found that the adjusting screw into the head had worked loose and the engine was running with the timing very retarded. I advanced the timing in increments and test drove the car after each. I must have advanced the timing by 10-15 degrees without any pinking and the engine seems to pull much better now. I will be adding a lot of items to check as part of my regular services!

### Monday 10 July – Club meeting – Bottle & Glass, Rainford

A good turnout for the holiday period. Dave Broad has replaced the head gasket on his 300E van and has fixed various induction leaks so it now runs properly. Chris Toombs has obtained a new fuel pipe for his 103E and has finally stopped his fuel leak. Mike Brockelhurst continues to have 'teething' problems with his E493A. Now the wheel/steering problem has been fixed his engine has developed a knock. Hopefully an oil change and tune up will help improve things.

### 5 & 6 August – Woodvale Rally (Nr Southport)

This is one of my favourite events because of the variety of displays, attractions and stalls. Dave Broad had kindly agreed to take our marquee over. With great care it just fits into his 300E which Dave was towing to the show behind his mobile home.

*Continued on page 8*

## Norfolk

Colin Read

### Police Gala Day

I managed to get to the police gala day at the Norfolk show ground: it was sunny and had a good turn out. There were a few familiar Fords amongst them from the club and a few non-members turned out, including Richard from East Dereham with a rescued Pop RVD 392. I also spotted a beautiful Prefect UYX 157, even though I didn't get a chance to speak to the owner, so a good day was had.



RVD 392



UYX 157

### Merseyside Area News cont ...

A lot of our 'regulars' were on holiday or otherwise engaged so I was not expecting a very good turnout this weekend. We arrived just after nine to find Frank Wells already on site (as usual) and Dave's 300E was already in place. We were soon joined by Chris Buxton & friends (MkII Escort), Alan Chapman (E493A) and Peter & Sue Tinsley (7W).

The weather was peculiar, overcast but very warm without the usual stiff breeze. Jill and I spent some time going around the stalls and car boot sale. We picked up a 'period' picnic set to display on the back seat of the Prefect, an unusual Willow Pattern plate and various other trinkets. The other displays were worth viewing too with marquees dedicated to model boats, trains, Meccano, crafts & new age stuff and much more. The model planes were as fascinating as usual and this year there was a WWII Griffon aero engine being run up at regular intervals as well as the Merlin seen in previous years.

Some of the car stands were a bit thin on Saturday, but Jill and I were very taken with a stand from a breakaway Mini Owners club. They only had five cars on display (MkI saloon, MkI 'Woody' Traveller, Clubman Traveller, Mini Mayfair & Cooper) but the pitch was surrounded by a wooden picket fence and there were small benches dotted about. By each car was a poster advertising that model with the car dressed exactly as it appeared on the poster (e.g. luggage piled up at the back of the 'Woody' Traveller). The finishing touch was a display case in the middle of the pitch enclosing a model of the pitch itself – complete with model cars, posters and even a model of the model display. I just hope they received an award for this as a reward for their hard work and imagination.

A WWII flying display at the close of the day comprised model bombers and fighters flying through 'flak' provided by large roman candles with impressive ground explosions representing bomb bursts.

Sunday looked to continue in the same vein. Alex and a friend, Johnny, came with Jill and I in Freddy and our friends Don and Ann accompanied us in their Mondeo. We were six again with Frank (100E) and Dave (300E), Chris Buxton (MkII Escort) joined by Arthur Speakman (Falcon Caribbean special) and Dave Rothwell with his newly acquired E83W pick up.

Alex's friend Johnny also comes from a classic car family (his Dad has several cars including the gold Chevette saloon which ran over Rose's dad in *Doctor Who*) and passed on this tip from his Dad. Apparently domestic dishwashers are very good at cleaning up smaller car components. He would not say how he discovered this, but I can only assume that his Mum must have been away for a few days at some time.

The weather turned sour about four as it started to rain. We cooked our tea in the marquee while we waited for the public to leave, Dave Broad kindly waiting until we had finished, but it was still raining at six thirty so we had to put the marquee away wet for the first time. (Not bad for four years!)

### Sat 12 & Sun 13 August – Astle Park Traction Engine Rally (Chelford)

Frank Wells attended on his own on Saturday but a cloudy and wet Sunday saw Frank (100E Pop), myself (E493A), Tony Ikin (100E Pop) and Roy Barker (107E) on site. Fortunately

the rain had not soaked in so the field and roadways were not too muddy. I also saw Dave Levay with his Squire and the Leach brothers with their E494C vans, but sadly did not get round to speaking to them.

It rained on and off all day but this did not detract too much from the event. Lots of stalls as usual and the usual excellent mixture of vehicles.

We met a few fellow enthusiasts during the day. Melvyn Perry of Macclesfield has a black E493A which he hopes to have on the road shortly. Steve Watson of Penketh, Warrington is undertaking a brave restoration of a 100E Pop. Both took away membership forms, so I hope that they see their names in the October *Sidevalve News* and can join us at some future events.

At about three we were asked to proceed to the show ring to drive around for the public. As we parked up in the middle I thought I heard my name over the tannoy, but thought nothing of it. Fortunately Roy and Tony have better hearing than I and told me I had been asked to go to the commentary box. To my surprise I found that Freddy had picked up another pot! The Alan and Andrew Barber cup for Best post 1940 Saloon.

Now, in my opinion there were lots of vehicles more deserving of this award than me (Roy's 107E and Dave Levay's Squire to name but two) but I was very grateful that the organisers should reward a regular attendee. It was also nice to see that one W S (Bill) Moore won this cup in 1996 with his 1959 103E! I hope they award this to another Sidevalve in 2016.

## Yorkshire

Nigel Hilling

### Area News

Meetings continue to be at the Black Bull in Midgeley on the A637 Huddersfield to Barnsley road as we have yet to find anywhere better. Attendance remains buoyant and rarely falls below 10 although the coming winter months may well take their toll. As ever our area members have been out and about at many shows and road runs, and one intrepid adventurer has taken his Upright Anglia to Scotland for a two week tour including a visit to John O'Groats. I shall be pestering him on his return to write an article about his travels.

### Newby Hall

Our only official club stand is at this event in North Yorkshire. Ten assorted Sidevalves turned up to be greeted by very warm sunshine; some of the cars are pictured in photo 1. 1500 vehicle entries, a large autojumble, a stately home and gardens all make for a good day out. We welcomed one new face to the event, with a Pop painted black and yellow reminiscent of some Bugatti models.

### Doncaster Run

Many Ford Sidevalves came out of the Ford factory at Doncaster (formerly owned by Briggs Bodies who also turned out Jowett bodies), and so we thought it time that we paid a visit before any remnants of the old buildings disappeared. This was incorporated with a road run starting from Wakefield and visiting various points of interest on the way. Thanks to Gordon Mackenzie for coming up with the route and instructions.

We started the run at a café so that a hearty full English was available to those in need. Six Sidevalves (2 Pops, 2 Anglias, a 5cwt van, and an F4 Morgan) set off on a scenic route to our first stop at Markham Grange nurseries where we picked up another Pop and Prefect from the Sheffield area. There is a steam museum at the nurseries but strangely this is only open during the week. After a short break, with some partaking of the tea and buns in the café, the run continued around to the north and then east of Doncaster, passing close to the Sandtoft Trolley Bus Museum and then an old forge in Owston Ferry before turning back in towards Doncaster. The next stop was at the Doncaster Air Museum on the site of the old Doncaster Airport, where a photo opportunity was duly taken in front of an old

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photo 1: Newby Hall



photo 2: plane and automobiles



photo 3: Sidevalves outside Briggs Bodies



photo 4: barbeque time



## Cambridgeshire

Brian Cranswick

### Wood Green Steam Rally 22nd / 23rd July

The weather forecast for the Saturday did not appear great, with thunderstorms and showers predicted. In the end the early rain missed the Godmanchester Showground; we only had a storm late in the afternoon, which eased to drizzle for the drive home.

Five Sidevalvers attended on the first day: myself, Norman Wedley, John Beautyman, Alan Rogers and Mike Capps. This made a nice showing of 2 100Es and 3 Uprights.

On the Sunday, with good weather forecast, we had another five members' cars on our stand. This time Nick Davey travelled across in his 103E from Bury St Edmonds, with the others being me and Ollie the 103E, Alan with another 103E, John in a 100E and non member Colin Pettit in yet another 103E! Colin intends to join the club soon and we look forward to him bringing along his 1954 black Pop, TAS 369, next year to the shows. Being a 103E enthusiast it was really great to see a line of four 103Es in a row: three black cars and one in green.

Unfortunately due to illness and a stay in hospital, local member Edwin Dickerson could not make this show. Edwin normally brings both his 100E car and van to this event. I hope he has now made a full recovery.

### BMC / BL Rally 6th August

The responses had been slow and a little disappointing for this event. I was hoping to fill the large stand that had been allocated to us. The date seemed to clash with a number of other local shows and holidays, which did not help at all. I arrived early to set things up: at first I thought I might be the one and the only Ford Sidevalve at the show but I am pleased to report I was soon joined by Robin Thake, Andy Westwood and Stuart Cecil with their ladies from the North London Group. Local members Mike Capps and Jeff Lawrence in his really smart sign written EO4C van followed them. This made a total of four Uprights and two 100Es, making a really nice display: we had loads of room left for a lot more! I felt sorry for the Marina Club parked nearby with a really small stand. They had thirty cars all crammed in on their display and you could hardly move between them. My Uncle Luke made his annual pilgrimage to this event in his aged and a little rusty harvest gold Marina.

This is quite a big annual show mainly for cars made by BMC & BL, with the organisers certainly being more than happy to let other makes come along to enlarge the gathering.

During the day a very enthusiastic and knowledgeable commentator visited every stand, talking at length about the cars on display and how you could join the club. I heard over the tannoy speakers that I am now on the Ford Sidevalve Owners Club: I jumped up from my chair and had a few minutes of fame when interviewed about our cars and club. This chap was very good, knowing his stuff about the small Fords and their model numbers.

It was interesting to note from the day's commentary about the membership size of some other clubs attending, such as the Allegro and Marina each having about three to four hundred members. Compare this against the eleven hundred in the FSOC: we are really a large club, which is a credit to our type of cars with most models still surviving well. I recently read an article stating that from the 800,000 Marinas originally sold in the UK only 745 are left running on the roads today, and even from the last 1 million Ford MkIV/V Cortinas from 1976-1982 sold in the UK, only about 2000 are left running on UK roads. Hence the old saying - they don't make them like they used too!

I would like to thank all the North London group for coming along; they certainly helped to make the stand's day with their cars. They seemed to enjoy the hot summer's day and Robin was even lucky in the show raffle.

### Skylark Garden Centre Tractor & Vehicle Show 3rd September

A nice little local country show, which seems to have carried on from the old AVMEC Floods Ferry event. I could have had a large club stand at this event, but in the end the numbers were small. John Beautyman with his 100E was parked up within the Wisbech Historic Motor Club. I parked next to a blue 100E Prefect No HSK 867 - I don't know the owner's name, but he is a member and a retired coach trimmer.

I noticed a nice black 100E Anglia, UYB 525 at the show, which I recognised as it used to belong to the past local 100E registrar Tony Fox. It is now owned by a chap named Mark from Wisbech; he is interested in joining the club and I have provided him with an application form. Mark had no knowledge of Tony Fox, the old owner, but inside the car was a Club trophy award from about 10 years ago, which shows its past winning club history.

Hopefully we can have a larger showing at this event next year, if it does not clash with the National Sidevalve day.

### Ollie the 103E running report

Following the retrim the boot has now been lined out with some of the spare floor material. This looks very smart and makes loading the boot much easier, with a flat panel made to cover the spare wheel. The new seats are proving to be very comfortable indeed.

I have recently ordered and received a new three-brush dynamo from the club spares which has yet to be fitted. I am replacing a non-original dynamo and regulator, which was fitted many years ago and has now completely packed up. Thirty years back in the early days of Pop ownership, I was unable then to source the correct parts. To get out of trouble a larger tractor dynamo and regulator were substituted. This worked very well, especially when using the car in the winter on short dark journeys to work - no more constant flat batteries probably due the constraints of the three-brush system. I have found a new old stock cutout in my stock of Pop parts. Hopefully this should be okay and things will be returned back to the original specification.

The gearbox seal causing my oil leak has still not been sorted out. This has now been booked in with Alan, my local mechanic, to fix with a few other little jobs. I will report next time on how all these things have gone.

### Fame for a local E93A

I received an interesting telephone call one evening from the *Practical Classics* Magazine based in Peterborough. They wanted an E93A for a forthcoming article and a photo shoot at the Nene Valley Railway. The nearest available E93A is owned by local Sidevalver Mike Capps, so I suggested they contact him and Mike has agreed for them to use his car. This has got to be very good publicity for Mike and the Club, so look out for this soon in your newsagents. I look forward to hearing from Mike how it all went. I know they normally pay your expenses and take you out for lunch. I just hope they want a 103E in the future: if they do then Ollie is at the ready!



# Squire Misses His Escort

Richard Watson

Having had my 100E Escort for a year or more, I felt it was high time I got round to getting some jobs done. In particular I wanted to replace the window rubbers which were all hard and, to say the least, porous. I had been getting almost as wet inside the car as outside when it rained – that together with vacuum wipers made wet weather an experience to be avoided. The MOT was due and a few problems were found with the brakes and steering. There was a little welding to do and I wanted to get all the old underseal off – some of it was cracking and falling away – to be replaced by wax oil.

I wanted the car ready for use at the end of May for an event at the Mid-Suffolk Light Railway (The Middy) museum where I am a volunteer. This turned out to be a bit of a tall order – nothing is ever straightforward where old cars are concerned. At this point I want to sing the praises of the Club's Spares Official, Neil Patten. Not being much of a mechanic myself I had all the work done at Bridge Works, Hasketon, nr Woodbridge in Suffolk by Phil Watson (no relation but highly recommended – he did my MG as well: 01473 735588). Poor Neil had to put up with me as a relatively ignorant go-between. So, instead of one tidy order, we ended up with about three or four orders for parts. Of course he came up trumps – those of you who have had dealings with him will know how much he is on the ball. Unfortunately, due to the problems I caused we couldn't get the car ready in time for the event.

However, I must tell you about the event, otherwise the title won't make sense. Last year I used the Escort, this year I used a 1933 Austin 10 as a substitute – well, at least it's a Sidevalve! Do you remember the 1953 film



*The Titfield Thunderbolt?* Basically it was a typically 1950s English comedy about a group of villagers who take over the running of their threatened branch line. The Mid-Suffolk Light Railway ended up at a village called Laxfield – hence we came up with an event called The Laxfield Thunderbolt. During the day we recreated various scenes from the film at the museum, including the one where the squire nearly misses the train.

We had a steam roller trundling down the lane to the museum station followed by yours truly, duly dressed as a 1950s squire in my Escort (last year), Austin 10 (this year) tooting impatiently to get past and being answered back by the roller's steam whistle. Meanwhile the station and loco crew were hamming it up on the platform asking what had happened to

the squire who was supposed to be catching the train to go to market. In due course the roller clanked into the station yard with the squire sweeping past to stop in a cloud of dust, hop out of the car, rush onto the platform and jump on the train in the nick of time. The visitors enjoyed the performance and we had fun but it was a shame that I wasn't able to use the Escort both years.

If any groups want to use the museum as a destination for a run or for an unusual venue for a static display they can contact me on 01473 622728 or [Richardwatson@fish.co.uk](mailto:Richardwatson@fish.co.uk). I enclose a picture of a Y type parked at the museum alongside a Jowett and my Escort on one of the later days when it did make it to form part of a display.



# 100E & 107E Register

Tony Lloyd

## The Ubiquitous Pop

If you mention the 100E to members of the public at a car show they will invariably say 'Ah yes, the Popular'. The Popular for some reason lives in people's minds as the definitive 100E. The fact that there were thousands of Anglias and Prefects that preceded it does not live in their memory and in fact surprises them.

So what is it about the Pop that makes it the 100E? I think that it must all be to do with the name. The last model is remembered and remains in the collective memory, and the preceding models are forgotten or not remembered so well.

When the 105E Anglia was introduced, Ford wanted to maintain an economy model. The 103E Popular was beginning to become really ancient in its performance. During the 1950s technology had moved on. It was therefore decided to continue the 100E in an economy form. Basically, the standard Anglia was given a redesigned light cluster and the waistline strips, and this became the deluxe Popular. The standard Popular was even more Spartan. There was no under-dash parcel shelf, no opening quarter lights, no metal inserts for the window rubbers, painted wiper arms, no bonnet motif, a single sun visor, no interior light, no door pulls or ashtrays, the door cards were just plain coloured board; and, as on the early Anglias, the boot was locked with a carriage key. There were no changes to the Popular throughout its production life. It was the cheapest car around at £515 for the deluxe and £494 for the basic model.

So, production began in August 1959 with chassis number 783719. From October 1961 a new numbering system was introduced; the last number of the old style was chassis number 961574. The chassis number of the last Popular is not known for certain at present. In all the reference books this is listed as B115380 but a later number has turned up. Total production is listed as 126,115 and production ended around June 1962.

The 100E Popular was the last Sidevalve engined car produced by any British based manufacturer and as such deserves to be remembered for that fact alone.

## Tyres for the 100E

As you may know I am also the Technical Advisor for the 100E and in this capacity I have had a couple of questions about tyres for the 100E. Original equipment for the 100E was crossply tyres, but yes, these can be



The standard Popular

replaced by radial tyres. If radial tyres are fitted, they should be fitted all round, i.e. on all four wheels. If this is done then handling will be improved, albeit at the expense of originality. So if you are a diehard purist, then crossply tyres are the choice, but if you are not, then choose radial tyres.

Another question I have had is, can tubeless tyres be fitted? The answer to this is yes, they can. The 100E wheel was designed with the tubeless tyre in mind. Tubed or tubeless, crossply or radial, it does not matter – all types can be fitted.

## Registrations

I have received, recently, a couple of applications for retaining original registration numbers that have been incomplete.

There is a well proven procedure to be followed when applying to retain registration numbers. This has been laid down by the DVLA and not by the club. Corners cannot be cut with this. It is a waste of my time and that of the applicant when I have to write letters requesting more information. These then have to be answered by the applicant before things can proceed.

The procedure has been well publicised within the pages of this magazine. If you are not sure what to do, then contact me first for information. I, and the other registrars are here to help you.

The deluxe Popular, front



The deluxe Popular, rear





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

**Note that all prices for FSO C regalia and spares include postage and packing for the UK only.**

## Regalia List

### Books

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).....	£3.25
The John Howe Book of Cartoons.....	£5.00
Ford Motor Cars, 1945- 64.....	£7.95
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.....	£19.75

### Stickers

Running In Instruction Sticker (Upright).....	£0.85
Running In Instruction Sticker (100E).....	£0.85
Window Sticker - FSO C design.....	£0.75
Silver Jubilee Window Sticker.....	£0.60
Historic Ford - 'Keep off My Arse!!' sticker.....	£0.75
I Love My Sidevalve Sticker.....	£0.75
Register Sticker (state model) each.....	£1.10
FSO C 30th Anniversary Sticker.....	£0.60

### Magazines

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	
2002 February, April, June, August, October	
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	

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.50
Running in booklet Anglia / Prefect (date 9/49).....	£1.50

### Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£6.50
Ceramic Cream Model of 103E Popular.....	£4.75
Limited Edition E494C FSO C 30th Anniversary Model.....	£19.99

### Badges

Enamel Lapel Badges: FSO C, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.12
FSO C Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.50

### Clothing

**Please state size, design, colour and second choice of colour for all items of clothing.**

FSO C black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSO C Sweat Shirts embroidered in script.....	£15.50
<i>Sky Blue or Racing Green in SM/Med/L/XL/XXL;</i>	
<i>Burgundy in Med/L/XXL</i>	
<i>Red, Black or Royal Blue in Med/L/XL/XXL; Navy in Med/XXL; Jade MED;</i>	
<i>Raspberry SM</i>	
FSO C Polo Shirts embroidered in script.....	£12.60
<i>Lemon, Sky Blue or Emerald in SM</i>	

### T-Shirts

Model designs.....	£7.75
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£6.25
<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>	
<i>Royal or Black MED</i>	

### Other Regalia

Blue FSO C Mug.....	£3.99
Tea Towel, All models design.....	£3.15
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.10
FSO C Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.75
Licence Disc Holder.....	£0.80

Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre

Per duster.....	£1.25
Pack of two dusters.....	£2.25
Pack of three dusters.....	£3.00

Gift Vouchers (can be exchanged for Regalia, Spares or Membership)..... £5.00

## 100E and 107E Spares List

### Front Brakes

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).....	£13.50
100E - 2061 - A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£22.00
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
EOA - 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.....	£0.80

### Rear Brakes

100E - 2041 - B	Snail cam (shoe adjuster).....	£0.50
100E - 2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00

100E - 2119 - B	Rear brake spring (set of 4).....	£22.00
100E - 2220 - A	Compensator (hand brake cable).....	£5.00
100E - 2220 - C	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E - 2221 - B	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
100E - 2261 - D	Rear wheel cylinder 8" (57 - 62).....	£15.80
	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

### Steering and Front Suspension

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
100E - 1190	Hub seal 0.983".....	£7.00
105E - 1190	Hub seal 1".....	£7.00
105E - 1201	Hub bearing inner 1".....	£12.00
Y - 1202	Hub bearing inner 0.983".....	£29.95
Y - 1216	Hub bearing outer.....	£20.00
100E - 3073	Track control arm repair kit.....	£16.00

E - 20 - LB - 1	Stud and bush.....	£15.00
100E - 3063	Bushes per set (track control arm / cross member).....	£7.00
100E - 3078 - C	Track control arm right hand (exchange £10 surcharge *) .....	£27.50
100E - 3079 - B	Track control arm left hand (exchange £10 surcharge *) .....	£27.50
100E - 3289/90-B	Pair track rod ends .....	£22.00
100E - 3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit – 4 x E-10-DB- and 8 x 3063 .....	£25.00
E - 10 - DB - 1	Bushes per set (track control arm / anti roll).....	£7.00

#### 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.....	£125.00
/5225/5255		

#### 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 (exchange £10 surcharge *) fits 100E and early 107E.....	£18.00
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 .....	£6.75
100E - 8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E - 8507	Water pump gasket.....	£3.00
116E - 8575	Thermostat .....	£5.50
EOTA - 8620 - C	Fan belt, 100E only.....	£6.00

#### Fuel System

	Locking petrol cap .....	£22.50
	Petrol filler grommet.....	£12.50
100E-9437	Hot spot gasket.....	£1.95
100E-9627-A	Rubber (air cleaner) .....	£5.95
100E-9276	Gasket (fuel tank sender) .....	£1.00
100E-9288	Flexible fuel pipe .....	£14.50
100E-9959	Gasket carburettor float chamber.....	£1.45
	Fuel pump with spacer (no primer) .....	£43.50

#### Ignition System

7V - 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
	Set 100E ignition leads .....	£14.95
	Distributor only (rebuilt - exchange £10 surcharge) .....	£50.00
	Distributor cap (D type).....	£17.50
	Distributor cap (round type) .....	£14.75
	Contact set (D type distributor only) .....	£6.50
	Contact set (round type distributor only).....	£6.50
	Rotor arm .....	£3.00
	Condenser (D type distributor only).....	£6.50
	Condenser (round type distributor only).....	£6.50
	Spark plug .....	£2.50

#### Electrical

EOTA - 10001 - B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E - 10001 - B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A - 10043	Brushes (EOTA 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
E0A - 10505 - D	Voltage regulator (screw terminals) .....	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor.....	£3.75
204E - 13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent) .....	£22.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A - 13480	Brake light switch .....	£6.50
E1050 - NC - 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E - 134641 - C	includes fixing screws.....	£15.75
50563 - S	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.....	£20.25
100E - 17262	Speedo cable .....	£17.50
100E - 9627A	Air cleaner rubber, 107E only.....	£3.50
100E - 964280	Window winder handle .....	£5.15
100E - 7010128	Right hand side door sill.....	£35.00
100E - 7010129	Left hand side door sill .....	£35.00
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.....	£135.00
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
E72 - 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.....	£6.95
105E - 8501	Water pump, 107E only.....	£40.00
105E - 8620	Fan belt, 107E only.....	£3.00
105E - 12116	Distributor cap (round type).....	£14.75
EOTA - 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.....	£6.90
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
	Rear Wheel Bearing Repair Kit (fits all models except E83W).....	£150.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£66.00
YE - 2019A } CE - 2019B }	Brake Shoes (set of 4 - all models - exchange £10 surcharge).....	£45.00
7W - 2019 }		
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.....	£5.50
E83W - 2035	Spring (brake retracting) (set of four) E83W only.....	£19.95
Y-2035	Spring (brake retracting).....	£5.00
Y-2035	Spring (brake retracting) (set of four) Model Y.....	£18.75
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).....	£9.95
E93A - 2248	Rear axle brake plate securing bolts, long (each).....	£5.25
7W - 2249	Rear axle brake plate securing bolts, short (each).....	£5.25
Y - 2454	Brake Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£10.25
	Brake pedal return spring.....	£5.00
E83W - 2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W - 2580/1B	Front Brake Cables (Pair E83W).....	£20.50
7W - 2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE - 2793	Spring (handbrake lever pawl).....	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£16.25
	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	Perch Bolt.....	£38.00
E83W - 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE - 3290 - E } E93A - 3290	Track Rod Ends (pair) all saloons and 5cwt vans.....	£62.50
	Track Rod Ends (pair) E83W.....	£60.00
YE - 3304C	Draglink (Y model).....	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.66
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).....	£4.95
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.....	£1.99
Y - 4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.50
	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
Front wheel bearings (wheel).....	£56.00
Front wheel bearings (per axle set).....	£110.00
Suspension Buffer (fits all models except Model Y).....	£15.25
Shock absorber (specify which one required).....	£75.00

### Exhaust Systems

E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£115.00
E93A-5255-C	Model Y stainless steel exhaust system.....	£95.00
	E83W stainless steel exhaust system.....	£87.50
	5 cwt stainless steel exhaust system.....	£90.00
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£115.00
	E04A-5255-B	

### Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly.....	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines).....	£11.50
E98T - 18672 }		
	Oil filter.....	£35.00
Y - 6038	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount).....	£8.25
	Front Engine Mounting bolt.....	£0.95
E93A - 6250A	Camshaft (Chain Driven).....	£59.50
E93A - 6258	Retainer (camshaft sprocket) chain driven camshaft.....	£2.65
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.....	£1.85
E93A - 6319	Starting Dog (fits all engines).....	£4.50
Y - 6384	Starter Ring Gear (fits all engines).....	£46.50
CE - 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A - 6505F	Long Exhaust Valve (Can also be used as inlet).....	£14.50
Y - 6513	Valve Springs (set of eight) (fits all engines).....	£15.00
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).....	£35.00
	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", +0.030", +0.040").....	£38.00
	3 - Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34).....	£27.50
	8hp decoke gasket set (1935 - 1953).....	£45.00
	8hp manifold gasket.....	£7.50
	10hp manifold gasket.....	£7.25
	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
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.....	£29.95
	Used engines suitable for rebuilding available (collection only).....	£70.00

### Clutch and Gearbox Parts

Y - 7015	Main Drive Gear (8hp).....	£35.75
YE - 7015	Main Drive Gear (10hp).....	£38.00
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.....	£21.50
E04A - 7070	Retaining Ring (snap ring).....	£0.99
	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).....	£6.25
	Reverse Gear.....	£29.50
YE - 7222	Selector Housing.....	£19.05
Y - 7523	Clutch return spring.....	£5.00
7W - 7533	Clutch linkage clevis pin.....	£2.00
Y - 7550	Clutch Plate - All models, except E83W (exchange £10 surcharge).....	£25.00

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

7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge) .....	£61.00
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge) .....	£65.00
E74 - 7580A	Clutch release bearing - All models.....	£10.50
E70 - 7600 - A	Clutch Pilot Bearing.....	£5.75
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter.....	£19.95
Y - 2454	Clutch Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£10.25
Y - 5102	Gearbox Rubber Mounting (Y and C models only).....	£29.95
	Large selection of used gearboxes available (collection only).....	£30.00

**Cooling System**

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
Y - 8109	Radiator cap (brass screw type).....	£6.00
Y - 8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.25
	Radiator Hose (moulded - state top/bottom, type of radiator cap and model).....	£10.25
	Radiator Hose (moulded - E83W - state top/bottom).....	£10.50
YE - 8606B	Ran Blade (11").....	£5.90
E93A - 8610C	Pulley (fan and generator 3.12" O.D.) .....	£7.90
E494A - 8610	Pulley (fan and generator 4.12" O.D.) .....	£7.50
E93A - 8620 - A	Fan Belt (late 8 and 10 hp engines without waterpump) .....	£5.95
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£5.95

**Fuel System**

	Fuel Pump with spacer (no primer).....	£42.70
	Fuel Pump repair kit .....	£26.75
E04A - 9080	103E/E494A Petrol Filler Grommet .....	£12.75
7W - 9080	7W / E93A /E493A Petrol Filler Grommet .....	£10.45
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.00
YE - 9355	Fuel Pump Cover (all models).....	£1.50
YE - 9364-B	Gasket (fuel pump screen cover).....	£0.65
YE - 9365	Fuel Pump Cover Screen (all models).....	£1.50
YE - 9374	Gasket (fuel pump to cylinder).....	£0.95
7W - 9425	Inlet Manifold (10hp).....	£17.00
YE - 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) .....	£1.95
YE - 9555	Carburettor Float (all models).....	£4.50
	Carburettor Gasket Kit.....	£5.05
	Rebuilt 8 hp Carburettor (exchange only) .....	£60.00
	Rebuilt 10 hp Carburettor (exchange only) .....	£60.00
YE - 9660	Connector (Starter Valve) Assembly) .....	£2.00
48 - 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

**Ignition System**

E83W 12024A	6V Ignition Coil (All models - not original) .....	£38.50
	Set E93A ignition leads.....	£14.95
YE - 12100B	Distributor - rebuilt (exchange £10 surcharge).....	£50.00
YE - 12116B	Distributor Cap (All models 1935 onwards).....	£12.50
YE - 12135B	Oiler (screw-in type) All models 1935 - 1955.....	£1.35
YE - 12185B	Toggle (All models 1935 onwards) .....	£0.56
YE - 12199B	Contact Set (All models 1935 onwards).....	£6.50
YE - 12200C	Rotor (All models 1935 onwards) .....	£3.00
YE - 12300B	Condenser (All models 1935 onwards) .....	£7.90
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.50
	Spring (distributor weight) no 1 - light.....	£2.50
	Spring (distributor weight) no 2 - heavy .....	£1.25

**Electrical System**

	Dynamo - 2 brush, early type .....	£87.50
E494A - 10001	Dynamo - 3 brush, early type only (exchange £10 surcharge) .....	£110.00
E494A - 10001	Dynamo - 3 brush, late type only (exchange £10 surcharge) .....	£87.50
	Bearing (generator drive end) assembly.....	£5.50
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
7W-10505	Cut out assembly (rebuilt, exchange only for use with 3 brush dynamo).....	£24.65
E93A - 11001	10hp Starter Motor rebuilt (exchange £10 surcharge).....	£110.00
YE - 11001C	8hp starter motor (exchange £10 surcharge) .....	£110.00
7W - 11359	Spring (starter pinion retaining).....	£0.65
BE - 11450	Starter Switch.....	£18.00
E493A - 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only) .....	£3.75
E493A - 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only) .....	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£0.55
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.55

E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only) .....	£4.00
YE - 13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.55
CE - 13101	Spring (headlamp focussing) .....	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) .....	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E - 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E - 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E - 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.50
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£1.30
40E-13466	Panel bulb 6V 3W .....	£0.95
78E - 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.85
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£0.85
E83W - 13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
CE - 13740A	Toggle Switch (panel lamp).....	£2.50
38193-57	Headlamp mounting bolts plus nuts (each) .....	£7.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£24.65

**Rubber Grommets and Seals**

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards) .....	£1.99
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.55
	E83W Bonnet Corner Pads (Full set) .....	£12.65
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A .....	£3.50
	Grommet - gearbox cover .....	£4.50
	Set of three grommets - gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) .....	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair) .....	£21.50
E93A - 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.95
E83W - 111172	Opening windscreen rubber for E83W .....	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
48-702610A	Door post rubber bumper (one per door post 1937 onwards) .....	£2.35
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.10
100E - 7043531	Boot T Handle Escutcheon rubber seal .....	£1.95
62E - 731942	E83W Door Rubber seal (enough for both doors).....	£13.50
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van .....	£15.50
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A .....	£13.25
7W - 941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.75
7W - 970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25

**Miscellaneous Body Fittings**

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular).....	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount .....	£14.25
E83W - 8215 - A	E83W Grille Badge Mount .....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) .....	£5.90
YE - 16750B	Bonnet Clip (Y model).....	£19.85
103E-17261 / 2-B	Speedo Cable (state model) .....	£19.85
C46412AR	Dovetail (female) .....	£4.25
E93A-7022400-A	Door handles and escutcheons - pair (Anglia/103E/5cwt van - shafts and barrels not included).....	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van .....	£29.95
E493A - 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included) .....	£31.50
E493A - 7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A - 7043500	Locking Boot Handle, chrome plated, with keys .....	£11.60
C - 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E) .....	£11.75
BE - 964280 - H	Window Winder Handle.....	£4.65
7Y - 949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£4.90
Y - 949967A	Striker Plate (Rear door 4 door Y model 1932-1934) .....	£3.80
C - 949967C	Striker Plate (C and CX, 1934-1936) .....	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	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

Ford Eight Type 7Y 1937, 35k miles. Restored with Green/black paintwork. New interior roof lining and external lining. All the seats have been re-upholstered and carpet renewed. Original engine, which runs smoothly, inc the following spares - 2 x wheels with tyres, front bumper, radiator, hub caps and small accessories. Original interior door panels kept, along with original instruction book & handbooks. £4050. Tel: Nick 01487 823621 or 0770 280 9191. E-mail: nickgreen2b@hotmail.com

## Post-War Upright for Sale

103E, black, immaculate/concours 1958 103e Ford Popular with lots of spares. Tax discs and paperwork relevant to the cars maintenance and history. Offers. Telephone Mark Eliot 07779 289541. E-mail markaeliot@hotmail.com

103E, 1959, Popular, original specification, kept garaged, reg 907 REV, collectors' plate. House move forces sale. £1250. Telephone Alan Wigglesworth, 0115 9821454, Notts. E-mail alginny@keyworth41721.wanadoo.co.uk

E493A, 1953, Prefect, black, original reg MDG 112. Owned since 1982, new MOT, fair condition, getting little use, needs new carer, offers. Telephone David Ross 01242 529793 Glous. E-mail david.ross5@btinternet.com

103E, 1955, Popular, black, £2950. Owned for 23yrs, restored over this period, engine restored by specialist, rear axle recently re-ended, very reliable, now 12v excellent condition. Telephone Mr E Clift 01841 541440.

2 x E493A, 1952/3, Prefects, both run and drive well. One with V5C, nice car, interior poor. No. 2 tatty but sound interior, very dirty, some spares, £1100. Telephone Martin Lee 01252 322600 or 078080 45377, Hants.

## 100E/107E for Sale

1959, 100E, four-door saloon ambassador blue. Unused and dry stored since 1983. In need of restoration, some parts included. 2 owners. Offers. Telephone Mr Allen 0121-350-0224, Birmingham.

Pale blue Pop, 100E. reg 131 LYD. Garaged since purchase 1984. Restoration project, reasonable condition. Telephone Mr Stuart R Brown 01752 201117, Plymouth, Devon.

100E 2 door, UNFINISHED project in bits, rebuilt engine, all parts available to complete. Lots of extra spare parts, too many to list. Telephone Steve Enever 07710217116, Hornchurch / Essex.

100E for sale. Please e-mail or phone for details. Telephone P Watts-Barnes 01454 311765, Bristol.

58/59, Anglia for sale 100E, \$2100 US currency. New paint, less than 20k on rebuilt engine. Truly a must see. Telephone Justin Parrill 01 303 588 4002. U.S.A. - Denver, Colorado. E-mail jbparrill@earthlink.net

Ford Anglia 100E, historic vehicle, 1959 model, one year's MOT, road tax exempt, many new parts, all bills and receipts. Heartbeat T.V. history, inc police uniform. £2,495 ONO. Telephone Mark Hodgson 01642 762973, Cleveland. E-mail m.hodgson4@ntlworld.com

1958 Ford Anglia 100E for sale, low mileage, sound body, excellent interior. Needs some work. Offers invited. Buyer collects. Telephone Liz Todd 07949747452, Leeds, West Yorks. E-mail Elizabeth.Todd@btinternet.com

1958 Prefect 100E, two pedal manual, 1244 miles from new. Needs some restoration. Sensible offers please. Telephone John Tilston 01706675604. E-mail john.tilston@ntlworld.com, Rochdale.

100E, 1960, Ambassador blue, one owner from new, before us, amazing full history, body excellent, interior complete v-good, no time for finishing touches. Telephone Nick Vass 01722 790173. E-mail nick@vassman.freemove.co.uk, Salisbury

## Special for Sale

Two-seater Y based space frame, frame built in the 1950s. Unfinished project. E93A engine and box Y axles. Brown logbook. £800 ono. Telephone Jason Taylor 01749 850811, Somerset. E-mail jpwt\_landrover@hotmail.com

## Wanted

Boot lid for 103E in decent condition. State price. T Welch, Cretney Cottage, Primrose Hill, Asmall Lane, Scarisbrick L40 8JL

## Spares for Sale

100E Popular Deluxe. Dark blue, MOT & tax July 2007. Engine and interior need some attention, resprayed 2005, £1750. Telephone Fraeme Spong 01306 884449, weekends only.

100E bonnet & boot lid. 3-speed gear box. Telephone Rasik Jobanputra 01438 239285, Stevenage.

Rear bumper pre 1956 Anglia fluted, needs attention, £10. Used water pump £5. Indicator switch £15. Early Anglia/Prefect wiring loom £5. 2 x steering wheels, one light grey VGC £20, one black reasonable condition £15. Telephone Fraeme Spong 01306 884449 weekends only.

Early 100E Anglia parts; instrument pod with 3 round instr and ignition / headlamp, 2 front wings/bonnet/2 doors (one complete; other just shell), carb; wiper motor; engine block; several boxes of small bits; etc. etc. E-mail your needs; very cheap to clear.

leswfoster@hotmail.com or tel. -1 604 943 4936, Vancouver, BC, Canada.

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Bonnet for a 100E, also a few books on 100Es. Ian Greenwood E-mail ian007@blueyonder.co.uk, Brighouse.

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Breaking a 1962 popular 100E, interior is past it, the panels are good. Telephone Mat 0797722005, Bucks. E-mail burgessandblke@hotmail.com

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100E rear doors 1 nos. 1 repaired both in red brown £80 each. Front doors 107e £60 each. Photos available. E-mail amandaskinner51@hotmail.com

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Prefect rear doors for sale and rear axles. Telephone Paul Hanley 0117 9682061, Bristol. E-mail paul.hanley4@btinternet.com

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E83w van steering column £25, drivers door £15, N/S inner wing £30, door pillar and panel for drivers side cab £25. Telephone Brian Maylin 01788 572848, Rugby.

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E83w spares for sale: starter £40, dynamo £40, voltage reg £10, o/s door £35, front bumper £30, 3 x tyres new old stock 5.25/5.50x18 £35 each. Telephone Jason Simmonds 01462 629877 / 07932086404, Bedford. E-mail jasyam400@aol.com

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Special tools for removing the valves and guides and for re-grinding. These consist of a 'crocodile' spring compressor to give access for the removal of the split collets, a mushroom shaped drift for removing valve guides and a split guide with ball bearings which made it possible to accurately grind-in the valves without the guides in situ.

In addition I also have the following original books in very good condition:

(1) 8 and 10 H.P. Industrial Engines. Instruction book published by Ford Motor Company Limited in March 1952.

(2) Pitman's Motorist Library: The Ford Eight and Anglia Handbook (Covering models from 1933 to 1948).

(3) Pitman's Motorists' Library: The Ford New Anglia and New Prefect Handbook. A practical Handbook covering all models including the Escort, Squire and 5-cwt and 7-cwt vans. Published 1959.

(4) Ford Car Owner Handbook, covering all models of Fiesta, Escort, Cortina and Capri. Reprinted in 1981.

(5) Ford Fiesta Operating Guide.

A set (8) of eight new (boxed) John Bull Snow Grips to fit tyres 5.50 upwards.

£20 plus postage for everything.

Telephone Anthony S. Dowden 01386 442266, Evesham

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1949 Anglia spares. As part of my garage clear out I have 2 hub (brake drum pullers), a split valve guide removal tool, a new 6v ignition coil and a 4 cylinder distributor cap

(not sure if this a Ford item). These items are available free of charge to anybody who can collect them from my home. I live in Hythe, Kent. E-mail tooper44@toucansurf.com

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100E three speed gearbox, complete and with gear lever. Offers please. Must sell - need room in garage. Telephone Dave Bailey 01616 121110, Denton, Manchester. E-mail d.bailey747@ntlworld.com

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100E spares, new 8 boxed brake shoes, clutch plates & hoses, pipes and cables, bearings, points, condensers, rad pressure clips, 2 radiators, gaskets many types, original service manuals and ref books, coils, fuse boxes, dist caps and many more, also Sun visor black, hydraulic jack/ axle stand, petrol cans, period Brexton picnic box original and complete, china set blue. Prefer to sell as a job lot £150 ONO. Telephone F.B. Coates 01923 222813, 07702 734 904, Watford. E-mail f.b.coates@amservice.com

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1956 Ford Anglia dashboard. A. Mayell. E-mail anakander@pgen.net, Guildford area.

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## Miscellaneous

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100E, 1956, Thames instruction book for 5 and 7 Cwt vans, average condition £7.00. This includes P&P. Telephone Shaun Knights 01394 420499

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# 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:

**Geoff Hammond**  
**103 Shorncliff Road**  
**Counden**  
**Coventry**  
**Warwickshire**

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.**

# Letters and E-mails

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

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

## Have you seen this car?

Dear Editor,

I would like if I may, through the pages of your magazine, to ask the members of the Ford Sidevalve Owners Club about the possible existence of a rather special family motor car.

The thought occurred whilst looking through the club magazine Christmas edition, belonging to my great friend and club member Eric Thornton. Eric and I have shared this passion for cars in general since our apprentice days together at main Ford dealer Nesham's of Teesside, during the early 1960s. In later years when we both married and had families, the friendship and love of old cars has continued, but I digress.

Back to the point of the letter, I would be interested to learn if our 1960 100E Popular MXG316 still exists.

The story starts on the 17th August 1960. That was the day my father took delivery of a brand new Pompadour blue Ford Popular deluxe saloon, registration MXG316 from Nesham's Garage, Grange Road, Middlesbrough. Two days later on the 19th August it was my seventeenth birthday, the day I had been impatiently waiting for. I was one of those fortunate young men who were able to learn to drive in a new car. My mother also learned to drive in the Popular, also passing her test first time.

When the car was one year old and well out of warranty (six months in those days if I remember correctly) my father and I decided it would be a good idea if it was fitted with a four speed gearbox. At the time, advertised in the motoring magazines, C.T. Wooler Engineers were offering a four speed gearbox which would fit in place of the original three speed unit, without a great deal of modification. This consisted of the box and internals of the 105E Anglia, a shortened input shaft, and an aluminium bell housing, a special clutch disc which had the fine splines of the 105E but the original pressure plate was retained. The two things to complete the package were a



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modified rear gearbox mounting and a 105E speedo cable. We had to have the prop-shaft shortened by one inch, and balanced.

The improvement that this new gearbox made to the car was beyond all our expectations, making it very flexible. I remember how frustrating it used to be when faced with a hill which was too steep for top gear, but not steep enough for second. Fuel consumption also improved from the more usual 28-32 mpg to a very respectable 40-45 mpg. We continued to make improvements to the car through the subsequent years. Below the chrome strip was painted Windsor grey, together with 107E chrome wing flashes. Fog, driving and reversing lights were added, with bumper over-riders, wing mirrors and wheel trims. We finally part exchanged the Popular in March 1965 for a new 105E Anglia.

It would be nice to think MXG316 was still around, perhaps on the road with an age related registration number, or under restoration with the present owner perhaps trying to learn something of the car's early life. Also to think that the delights of that four-speeder could once again be enjoyed.

Yours sincerely,

Geoff Cooper  
14 Cartmel Road  
Redcar  
Cleveland TS10 4JT

## By the book

Dear Sidevalve,

The enclosed photo of a special-bodied E83W Thames van, forwarded to me by Pete Stanners, may be of interest.

Pete spotted it in the Photo Archive pages of the *East Anglian Daily Times* – the theme that week being 'Education', in various forms.

Apart from the various well-known factory bodies, the Ford E83W has been fitted with an amazing variety of specialist bodywork, from ambulances to dustcarts, ice cream vans to breakdown trucks. This is the first time I've seen one fitted out as a mobile library, presumably being operated by Suffolk County Council to visit the then large number of village schools in Suffolk's rural areas.

Although much of the detail is hidden by the group of children, just enough is visible to indicate that it was built up from a drive-away chassis-cab. The rear mudguards are separate items, not part of the body sides, and the loadspace, in addition to having the large lift-up flaps, is taller than the standard cab roof.

Anyone recognise themselves, brothers or sisters?

Best regards,

Ian Maddams

# Letters and E-mails cont . . .

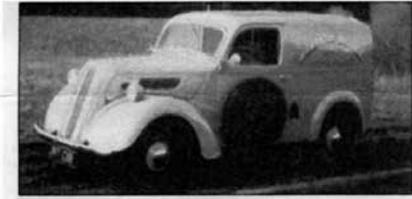
## Joke or record?

Dear Editor,

Is this one for the 'joke' page of Sidevalve News, or the Guinness Book of Records?

Yours sincerely,

John Candy



**1953 FORDSON 5CWT VAN.** Always garaged, purchase invoice, original logbook and reg, one family owner most of its life, all original panels and fabric roof panel, 69,000 miles, professionally restored to the highest standard, no cost spared. £12,500. Tel:



## Anglia spares

Dear Editors,

I just happened to meet Robert Flagel from the USA on the Internet. He has a Ford Anglia 101E which he is restoring and I got a couple of pictures from his website on Yahoo groups '100E'.

I thought the chassis number etc. would be of interest to some of the members.

Robert's email address is [rflagal@sprynet.com](mailto:rflagal@sprynet.com) and he is looking for spares.

Yours sincerely,

Tom Bowles  
Member #631



## Inundated

Dear Editor,

This is to update you on the saga of my 100E that does not like to start once it has been switched off.

I have to say that I was delighted with the response which came by phone, e-mail, fax and word of mouth. My thanks to everyone and my apologies to anyone that I did not get back to, as I was inundated. My answerphone packed up on several occasions.

Lots of the suggestions we had already tried, but there were some very interesting ones, including selling the car!

Everyone was confirming that it was something to do with the petrol and not electrical. I should have clarified that I still run the car on good old fashioned leaded.

Well, touching wood and keeping everything crossed, she is behaving herself.

Two suggestions that seem to have contributed to this were to have drained the entire fuel system and fill it with brand new leaded petrol, and to run with the bonnet open. Fortunately with the forward-opening bonnet this is feasible, but if the success continues, it suggests that I need to improve the airflow through the engine. Particularly around the fuel pump. Bearing in mind that it has been rebuilt at least twice.

Hence, thanks for all the help. The position is being monitored and I am looking for a little fan that I can put in the engine bay and turn on as and when necessary from inside. Or to fit an electric pump.

Yours sincerely,

Brian Turnbull

Area News Yorkshire  
Continued from page 9

DC3 that used to fly out of the airport (photo 2). Here we were joined by the Leafsweeper Pop (yes it does actually do that!), then it was on to the town centre and the Doncaster Museum which houses a Doncaster-built Pop.

Next was the drive out to the Briggs bodies plant, which took us past Arkwright's shop from Open All Hours. No sign of Granville or Nurse Gladys at what is actually a hairdresser's shop. We took an 89-year-old ex-employee of Briggs Bodies to identify what is left of the original plant, which is actually very little, and another photo was taken (photo 3). The run was coming to an end and so to the finish venue, the Old Rectory at Sprotbrough. This

was the boyhood home of Douglas Bader, the WW2 air ace, but is now run as a B&B by a club member and Leafsweeper owner! Here we joined up with a local Triumph club for a barbecue to finish the day (photo 4). Thanks to Gordon for organising the run, Trevor for hosting the finish, and all who participated.

## Shackerstone

The omens were not good for the National Sidevalve gathering, with heavy rain and strong winds across northern England on the Saturday of the show. I travelled down early on Sunday morning and encountered more

rain on the way but fortunately the weather improved and it turned out to be a warm, sunny, albeit still windy day. I was surprised to be the first Sidevalve to arrive but soon found a full English breakfast and tea on offer for £3.50 to keep me going whilst the other entrants arrived. Ken Green was next on site - we triallers are always early! There is a steam railway and canal with lots of old boats just a short walk away from the main festival site so there was plenty to keep us occupied during the day. The journey back north was uneventful, to complete a good day out.

# From The Archives

Peter Williams

This month I've picked out one of the more modern books in the archive, *Complete Catalogue of Ford Cars in Britain* by David Burgess-Wise, published by Bay View Books at £13.95 in 1991. This is what might be called a coffee table book – big and colourful with lots of great pictures.

It covers everything from the Model T to the Fiesta but there is quite a bit on 'our' vehicles. David Burgess-Wise is renowned for his knowledge of Ford products and there is no doubt that the contents can be taken as accurate. A few interesting facts in the foreword include 'in Britain, where Ford production began in a converted tram factory in Manchester in 1911, over 20 million Fords have been built, double the number made by any other marque.' He notes that 'No other make engenders such enthusiasm as Ford; of the 350 antique car clubs in Britain, 40 are for Ford owners.'

The book takes each model in turn, with details of its development, numbers produced, technical specification and lots of lovely period photographs. Highlighting the importance of the Model Y and its derivatives, David says of the various eight and ten hp models from 1932 to 1959 'The longest-running "bloodline" in Ford of Britain history was that of the Ford 8/10 series, in production with a virtually unchanged specification from 1932 to 1959. Indeed, this mechanical coelacanth had several features that would not have been unfamiliar to the owner of a 1909 Model T – transverse leaf springs fore and aft, located by tie rods, a monobloc sidevalve engine with a detachable cylinder head, and mechanically-operated brakes.' The Model Y (or Model 19E as it was called at the design stage) was 'created in Dearborn from drawing board to prototype between October 1931 and February 1932 and was in full production in the new

Dagenham factory in August 1932'. This is a quite remarkable achievement, considering the facilities and machinery available to them in those days.

Amongst the interesting facts are such snippets as 'The E93A Prefect (1938) and the E04A Anglia (1939) were the first Ford models to be marketed with names rather than series letters;' and 'the millionth car built at Dagenham was an E93A Prefect' which was marketed as 'the ten ahead of its class'.

If you are the proud owner of a 103E Pop (1953-59) then you might like to know all the goodies that were deleted from the spec of the Anglia from which it sprang. You lost the proper carpets and you only got a single wiper, smaller headlights, painted steel dash, body-colour hubcaps, with no parcel shelf or ashtrays or interior light. But when introduced it was billed as the world's cheapest car at £390 and they certainly were popular: in 1953-4 more 103E Populars left Dagenham (66,933) than the combined total of the new 100E Anglias and Prefects (60,511).

The text for the 100E starts, 'The introduction of the 100E range at the 1953 Motor Show was a major step forward for Ford, for these were Ford's first monocoque construction small cars. Experimental overhead valve engines had been built but this thoroughly modern small car surprised the pundits by having a flathead engine.' And further on, 'The Macpherson strut suspension wrought miracles with the handling, and 100Es were both raced and rallied to good effect.' It also tells us that the NewtonDrive version was not well received and only 50 were ever built. Total production figures were for Anglia, 279,203 fully built and 66,638 'knocked-down' for export as kits; for Prefect, 178,750 and 76,905.

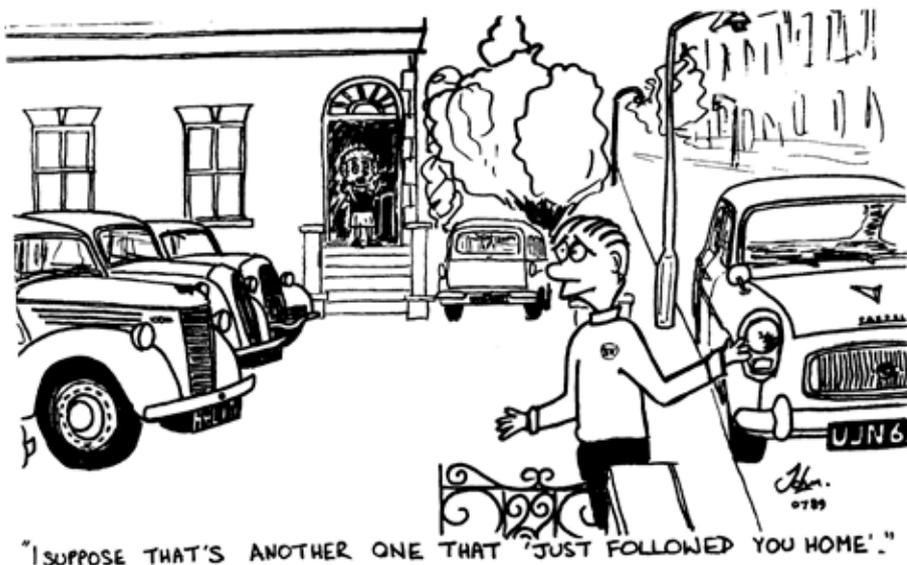
E93A Prefect was the millionth car built at Dagenham



Introduction of 100E Anglia and Prefect at the 1953 Motor Show



Unfortunately the book is no longer in-print but worth looking out for in second-hand shops. Pictures by kind permission of MBI Publishing.



Yvon Precieux

## Registrar's Comments

The 17th Scottish Ford day was celebrated on the 2nd July and by God did it rain. Considering the long and quite fantastic summer we've had here in Scotland, could it be that someone up there doesn't like Ford rallies? We collared and followed a customised American fifties model, after having gone slightly astray in the town of Stirling, and arrived at the Bridge of Allan games park comparatively fine and dry. After parking up the heavens opened up and did it open up. Every time Christine and I ventured out, down came the rain and this continued throughout the day, although I did at least manage to speak to member John Z Miller. My Model C was the only commercial and the only pre war small Sidevalve Ford. Alas no Model Ys although there was a customised one. Of the post war type just several 103Es, a E494A and E494C with some 100Es and a rare Squire could be seen.

## Modified and Overhead Inlet Valve Cylinder Heads

Forget what you read about today's new ideas in engines. Since the late 1800s to the First World War much had been identified in relation to engine technology. Thanks to those pioneering days every facet from umpteen cylinders to one cylinder, multi-valved to 16 12, 8,6,3, and 1 cylinder to straight, V, radial and aero had already been demonstrated. Cylinder heads were no exception. Sidevalve, inlet over exhaust, overhead valve, X flow, twin cam and a multitude of other examples which today we are 'reinventing' had all been investigated. So when the Ford small sidevalve engine was introduced on the Model Y, aluminium and modified sidevalve heads were soon available. One of the first to advertise their wares was V W Derrington, London Road, Kingston with their successful 'Silvertop' and 'Alta' special cylinder heads. These special heads were produced as early as 1933 by the company, Aluminium Alloy Cylinder Heads Ltd, Manor Gardens in Chelsea, London. The sole concessionaires was Mr J A K Fergie of the same address. These heads were expertly made and were still available to the late 1950s. The price for the 8 engine varied from 25 shillings and 6 pence to 42 shillings and 6 pence. For the 10 engine, it was a hefty 4 pounds 10 shillings. Other companies entered the field but, predictably, quality of the aluminium alloy and cast material could vary substantially. With the likes of components such as the

Silvertop and Alta 'Ali' heads creating the atmosphere for more speed from the Model Y engine, the inlet over exhaust cylinder head for this new Ford 8hp engine soon became viable and economical to manufacture. William Whatmough and Les Hewitt were the first to come up with a general type of OHIV design which since has undergone just slight change, under what is referred to as the Whatmough/Hewitt patents. Ford dealerships were quick to exploit the selling power of such an accessory item to further complement their own sports models. Indeed dealerships such as Dagenham Motors took up a partnership individually with the patent designers to gain an advantage over their rivals: W A Whatmough became their own designer with the firm Bettaway Engineering Co Ltd of The Quadrant, Richmond, Surrey manufacturing and marketing the specially designed IOE cylinder head. As with most things new to the realms of motoring, there were small teething problems with aspects of the design and with the metallurgy after and during prolonged use. These were identified and improved upon and these units did and have become dependable when they have been found and resurrected (mainly due to their cast iron construction). In 1934 an open 4 seater Model Y was tested at Brooklands using this type of head. Maximum speed was tested at 70 mph and the engine was able to freely run at 6000 rpm without any problem. Another 8 head was Autostat and these and others were made available in 10hp form when the 10 engine was introduced on the Model C. These heads including the 'Ali' flatheads decreased towards the war years but were brought back to life in the early fifties in various guises with the specials craze. Derringtons were still there with Aquaplane, Barwell Motors, Pearl Cooper, Buckler, Dante, Lita, Speedex, Alexander Engineering and LMB being the better known. Worth mentioning is someone called Macwhitts who in the late 1950s devised a Harry Weslake airflow engineered IOE design of cylinder head on the lines of the pre-war unit, which was marketed at first as the 'LRG' head for the Post war E93A chain driven engine. This stood for London Road Garage, but when the 100E engine became available it was simply known as the 'Elva' head. This was claimed to give some 68bhp, twice the normal stated output. A suspiciously similar head 'Powermaster' was soon marketed by Willmont. The ultimate, an X flow head, was fabricated by a Frank Murray in the mid 1950s and fitted to a 300E in 1958, but that's another story. One of the reasons why many of the IOE heads were discarded, for indeed many were manufactured and purchased, was the fact that later difficulties were encountered with

Illustration 1: a drawing which shows the head, containing overhead inlet valves and passages, as fitted to an 8 h.p. Ford engine. (Inset) a blanked inlet port and push-rod.

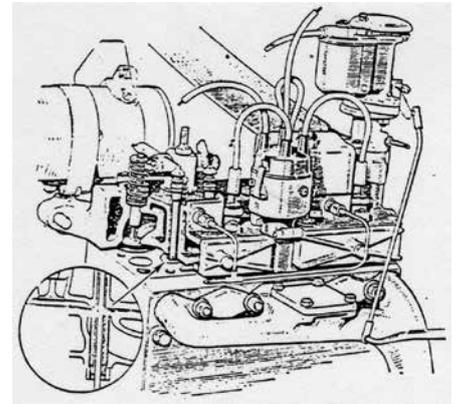


Illustration 2.

**SUPER PERFORMANCE**  
**an "ALTA" HEAD**

38.2  
22/6  
17  
PH 7  
S.V.  
22/6  
85-

The "ALTA" head gives an increase in speed of approx. 2 m.p.h., improves acceleration and hill-climbing by 50 to 75 per cent., and reduces petrol consumption.

Also Special Aluminium Cylinder Heads for MORRIS FORD, 85-10; AUSTIN 6, MORRIS 6; STANDARD 6, 85-10; STANDARD FIRE, 11.1; HANWICK, 25-10; MORRIS 10, 65.

**REMOTE GEAR CONTROLS**  
gear mechanism fully enclosed in main body, a polished aluminium-casting, gear lever in plated.

AUSTIN HORNET 59/6  
MIDGET 4 spd. models  
ESSEX TERRAPLANE 67/6

**LUGGAGE CARRIERS**  
chromium plated air steel, light very strong, 17" x 31" x 11" deep.

**SPORTS SCREENS**  
In safety glass, polished aluminium frame with fittings adjustable, 17" x 6" 12/6. With instrument board fittings, 2/6 extra. Special polished dashboards for sliding to 2.2 Midget, Daytons, and Alvis cowls illustrated, 78/6 complete with "Aviation" cast aluminium fittings, clips, etc., ready to fit. 1100 models ready to fit.

**A DEEP NOTE EXHAUST**

W. DERRINGTON  
108, LONDON ROAD, KINGSTON-ON-THAMES, Near Merton Sta.  
Open 8.30-7.30. Wednesday 8.30-1. Phone: Kingston 2720.

gaskets and spare parts when the companies that made them expired. Finally I would mention that a Buckler 90 using a Ford 10 engine and Elva IOE head was timed at 118mph in New Zealand a fair number of years back. Not strictly pre-war, but worth mentioning as it shows the ultimate versatility that could be found on the Ford sidevalve engine in its most potent form (Illustrations 1 and 2).

## London Transport

As with any transport undertaking public services, a fleet of miscellaneous vehicles were required. These ranged from massive breakdown tenders to humble yet still vital small vans. In 1933 London Transport took over a motley collection of vehicles from its predecessors. Each of the previous concerns had its own peculiar numbering system and all these systems

# Pre War Register cont . . .

Chassis number	Type	In Service	Registered	New	History
Y78950	box van	10/34-08/48	AYV799	10/34	purchased new
Y78986	"	10/34-09/48	AYV798	10/34	purchased new
Y93189	"	11/40-05/48	CMC253	02/35	acq 2nd hnd AE Gould Ltd
Y99450	"	07/41-07/44	BYE164	06/35	acq 2nd hnd via E Murrell Ltd
Y100312	"	06/41-11/42	CMG896	05/35	acq 2nd hnd via Blare & Sons
Y131047*	"	01/42-12/46	FPA915	03/37	acq via Ministry of Home Security (MOHS)
Y151463	"	10/40-11/48	ATM188	10/36	acq 2nd hnd AE Gould Ltd
Y185026	"	06/41-06/44	DYL140	06/37	acq 2nd hnd via Chaseside Motors London E9

\*The vehicle Y131047 may have been in the showroom for some time re its late registration.

were continued for new vehicles up to mid 1939. At this time it was decided to renumber all these vehicles into a common system starting at 1. Some of the vehicles were not renumbered and retained their old numbers until withdrawn.

Early liveries of service vehicles were usually red or red with a cream top half. During WW2 many were painted in khaki, especially those used anywhere near an aircraft production factory. After the war a distinct livery was developed. Vehicles concerned with the railways, trams or trolleybuses were painted in the new standard 'Chiswick green' which was a rather drab dark army green colour. The colour lasted up till the mid 1960s where it was changed to grey with a dash of pink. One could still find vehicles in the old livery. Where do our small Fords come into the equation? Well surprisingly, tucked between the Albions, Cubs and Regents, there were a small number of Model Ys, a good fleet of E83Ws which varied from the box van (one included a wireless), laundry van, Utilecon with seats to the 100E boxvans. The few Model Ys are noted. All would have been painted in the 'Chiswick green' livery.

## Lost and Found

Remember this topic with articles falling from cars being reported to the RAC and AA

Photo 3: sunglasses but no corks.



organisations in the early Thirties? I've found some more. Reported in December 1934, three refer to starting handles. One a rear car seat, spectacles and suitcase and 5 separate wheels complete with tyres. Of interest was a brown leather wallet found in Streatham, London. Could this have been the only known 'full' wallet, so far identified, that a then tall, young, handsome and quite dent free Stan Bilous, Model C restorer and South East London group leader, acquired from his great auntie Esmerelda, who quite rightly clouted him round the ear for losing it? Answers anonymously on postcards please.

## Travels

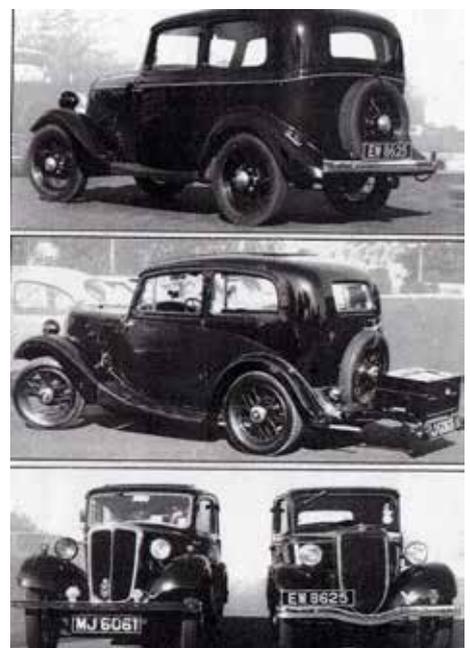
A few years back in Australia I managed to find this old Morris in Darwin. Aussie Fords are similar with only slight variations with bonnet, grille and rear wings. Yours truly in sunglasses but without the bobbing corks on the hat is advertising the paintwork (Photo 3).

## Comparisons

The Morris 8 has always been a contentious issue where it relates to the Ford Y. According to Claude Baily, who had risen from chief draughtsman to assistant chief designer at the Morris Works, it was probably L P Lord - later Sir Leonard Lord - who initially set the wheels in motion at Morris engines, where he was in

charge of machine tools. For such a new and urgent project such as the Morris 8, and almost certainly to save time, a Ford Model Y engine was procured and the engine stripped down to the last nut and bolt. Baily was then called in and was asked to draw up the first Morris 8 engine from dimensions basically supplied from the Ford Model Y engine via Lord's department, the Morris unit being more or less an outline rather than a carbon copy of the Ford, although at the time it was not common knowledge that the Ford 8 unit was the basis for the Morris 8. While both engines retained a 3 bearing crankshaft, capacity and internal dimensions differed. From a styling point of view there were obvious signs with similar features of raked radiator shell and curved rear quarters which made the cars look more modern, from an earlier era that had seen Upright and boxlike styles. Dimensionally wheelbase and track were the same with slight variations of 2 inches to the length, 0.5' to the width and 1 inch to the height and door gap. Ford was cheaper at £120 when compared to the Morris at £132 and 10 shillings for the Tudor version but competition got fiercer when Ford cut the price to £100 in October 1935. It was most careful to qualify the claim that it was the first £100 car by including the word 'saloon', as Morris had had the earlier honour of marketing the £100 car, the very basic Minor in 1931. Morris received a taste of their own medicine when the company Singer brought out their 9hp Bantam, which in styling and looks was very comparable mirror-wise to their 8 sharing the same wheelbase, track and overall length measurements to the inch. (Illustration 4).

Illustration 4: Singer Bantam and Morris Tudor



# Specials Register

Rob Daniels

Work on the Shirley has progressed over the last month or so, with the diff ratio now being changed to 4.4-1. A Panhard rod has also been fitted to the rear and telescopic dampers have been fitted to the rear. Last month I wrote that I was unsure what size wheels I should fit now that the rear axle ratio had been changed. My mind was made up for me when the current tyres were given a closer inspection. I suppose the name 'Henley' on the side of the tyre should have made me suspicious. I'm not sure when this company went out of business but I do know that Ford fitted Henley tyres to their cars when new. Yes, the tyres were in a very dangerous condition – not only were the side walls showing signs of cracking but this was also evident between the tread. 16" nil – 15" five.

I haven't really driven the car very far since the work, but the twenty or so miles I have driven in her is enough to show the difference

in speed and handling. I think the Panhard rod on the front plus the addition of a close ratio gearbox is going to be the next change.

Since my last report, we have been to two more shows. The first was the Historic Specials Day in August. It was a great drive down there, but with just standard pre-war running gear I really was struggling to keep up with JP's Siva, especially up the hills when his high ratio diff and 8hp gearbox gave him the advantage to leave me for dead. The Shirley is also pinking really badly, which makes you want to back off the accelerator to reduce the noise.

There was a good turnout at the show this year, although the numbers were down slightly, with 48 cars in attendance. Every year you get something that hasn't been there before and this year was no exception. Firstly we had four Lotus Sixes, secondly there was an Edwards Brothers Debonair in attendance for the first time and thirdly we had a Nordec Excell. The Excell is owned by Angus Dudley who came along with his father-in-law

Clive Wren, who owned the Nordec company. Clive's brother Terry, sadly deceased, owned Terry Wren Motors and there was also a TWM there. Previously the two brothers had jointly owned Convair Developments and yes, there was a Convair there too.

Surprisingly we only had one Falcon there this year, but we did have two Hamblin Deluxes and a Super Sportsman, to complement the Super Twos and Hamblin Cadets. Four Bucklers made the trip but no Dellowos. Early Rochdales seem a bit thin on the ground now and there was only one GT there, but about a dozen Olympics. Next year is Falcon's 50th anniversary, so here is an early plea to all Falcon owners to get their cars ready.

The FSOC National Rally was the other show that we attended in the Shirley, this time with the modifications completed which made the journey a bit more entertaining. The turnout here was terrible with only around a dozen members bothering to turn up with their cars. This made the judging a farce and certain members of the committee wonder why they bothered to do what they do. The three Specials in attendance were the chairman's Siva and Nickri Spyder plus the Shirley. We had a great day out at a great show and I even came back home with a sun tan. The next time out will be the All Ford at the end of September; let's hope there are a few more Specials there this year.

## Edwards Brothers Story

John and Wilf Edwards first advertised their shells for sale in April 1959. Intended for the Ford chassis, they were sold as just the front and rear sections with instructions on how to make the doors out of aluminium so as to fit the wheelbase of your choice, all for £39.

After this one advert in *Car Mechanics*, plus another one in August the same year offering a wide range of accessories as well as the body shell, the work load got so heavy that the two brothers had to give up their day jobs and look for some premises. Initially they had been selling the shells from a rented shop in Newcastle and having the shells made by Wilson's, a coach-building firm of Newcastle (Staffs). But in January 1960 they bought an old pottery in Tunstall Stoke-on Trent.

Soon the waiting list was sixteen weeks long. With Wilson's being unable to cope with more than eight shells a week, another set of moulds were made and then another. Such was the demand that, even producing fifteen shells a week, they still had a waiting list of sixteen/eighteen weeks.

In early 1960 elder brother Sid was asked to join the family firm, taking over the administration, and in July 1960 the EB 60 was announced. The earlier model was now



Above: JB chewing the fat with Michael Saunders, designer of the Siva.

Below: Clive Wren with Convair Mk1, Nordec Excell and TWM at the 2006 Specials Day.



# Specials Register

called the 50 and was still available in its basic form. The 60, priced at £101.15.0 came self coloured in red, primrose, white, blue or green, and was complete with properly moulded returns to the wing edges, double skinned bonnet lid and doors, a windscreen, bulkhead (from a Wolseley 1500 rear) and dashboard. A hardtop was also available at £18.18.0. A lot of the 60s were sold complete with a boxed Ford chassis (£136.5.0) and a few months later EB announced their own ladder chassis.

The EB 93 chassis had unequal length wishbones and coil sprung dampers to the front with quarter elliptic springs, lever arm dampers and a Panhard rod to the rear. With rack and pinion steering the cost of the chassis was £86.

Then, at the Racing Car show in January 1961, the brothers announced The Debonair. I think the best way to describe the beautiful Debonair is to leave it to John Edwards:

“In producing the EB Debonair the object has been to provide a car body which in design and finish would stand more than favourable comparison with any medium priced production car. The elegant styling and standard of finish will appeal not only to the sporting enthusiast but to the motorist who requires for general use a car with individuality. The inside of the doors and rear quarters are fully panelled and the headlining is also fitted. The dashboard, with padded and leather covered top, embodies a beautiful walnut grained fascia edged in chrome and this decorative feature is continued along the waist rails of the doors and rear quarter panels. Wind-up windows separate quarter lights are fitted to the doors, together with push-button rotary locks, internal handles being recessed immediately in front of the built-in armrest.”

Designed to fit the new EB93 or the Ford 7'6" chassis, prices started at £238. By 1962 it was also available with flooring to suite LMB, CRS and other flat floor type chassis, priced at £148 plus another £35 for the floor.

Only 55 Debonairs were produced but a whopping two thousand 50 and 60 models were made, and from July 1961 the price of the EB 50 was down to an amazing £29. Surely the lowest price ever for a shell.

Also in 1961 Peter Morgan contacted the company with regard to making him a body shell. Hence the Morgan 4 plus 4 plus was born, although never achieving the orders that they had hoped for.

By late 1962 the sports car side of the business had declined and the company were doing a lot of work for local process engineering firm William Boulten Ltd. This eventually led to a joint partnership of the two companies and the brothers selling the



Above: Trevor Pyman's Ginetta G2.

Below: Supers, Hamblins and Lotus at 2006 Specials Day

Below: Porcus Volans @ 2006 Specials Day



EB50



ED93 chassis



LMB Debonair.

Keele Street works to Boulten's, but they only merged the process engineering part of their company. They were left to carry on with their body shells and general mouldings on the other side of the street in a building they were renting. Then in the summer of 1964 the company was sold to ERF, for whom EB (Staffs) were making cab panels and front wings amongst other things. It was to be another three or four years before John, Sid and Wilf eventually left the EB companies altogether.



# Tales of BOA

Jim Norman

**We made Devon, as mentioned last issue, without incident. BOA wasn't actually used as much as usual once we got to Dawlish, but there were a couple of days outings, the furthest to Plymouth. Happily, the oil consumption has dropped to virtually zero, compared to the two hundred miles per pint, not thousand as a bit of mis-typing stated a couple of issues ago! Goes to show how bad that oil leak really was.**

Maintenance has been, I must again confess, virtually non-existent but one source of annoyance has been resolved: the spot lamps. These have been on the car for a long time; they are fair-sized Lucas units with sealed beams. One unit has never worked but the other gave a good light until a stone put a hole in the lens. The lamp soon filled with water, which not only stopped it working but tarnished the backing, making it look awful.

A pair of genuine Ford accessory-type lamps (still of Lucas manufacture, but much smaller) were instead fitted but the problems I've always had with these lamps reappeared. They use pre-focus bulbs, which either fail to contact and so don't light up; or short circuit to the housing, which is quite spectacular for a couple of seconds! So a pair of sealed beams would be bought and fitted, so the first lamps could go back on.

Unfortunately, these were 5 3/4" units, as used by the small four-lamp headlamp systems, and really I need the inners: single filaments types. 'Don't make the five-inch ones any more,' was the response of every shop I went to until, after several weeks, I

found a little place in Leigh which bore a great resemblance to Aladdin's cave: I've been in the trade a long time, but never seen so much stock in one small place. He assured me he could get them, but only the outers.

He did! At £11 each they weren't exactly a bargain, but after some work modifying both the sealed beams and spot lamps, I got them installed – and working! I sat back and waited for a dark night, and yes, in conjunction with

the halogen headlamps, the lighting is very, very effective. I felt very satisfied with my efforts.

The following day, a friend and former 100E owner dropped off some old parts he had found at the back of his shed. Among them was a Lucas 5 3/4" sealed beam spot lamp in good condition. I connected the wires to the battery; it lit up immediately ...

The lights finally and successfully refitted. Yes, I know: I'll wash it again one day!



## The Cost of Classic Motoring?

Dennis J Duggan

**My wife and I purchased our 1959 Ford Popular 103E (UVN 96) in January 2005. During that year we covered some 800 almost trouble-free miles, though high oil consumption was a constant worry. The car went well enough but was often accompanied by a cloud of smoke. Things got so bad that we carried a gallon of oil in the boot. A trip of 30 miles would drop the level from 'full' to 'fill', and if not topped up there would be nothing at all on the dipstick after 80 miles. But given our low mileage, and the fact the car was otherwise reliable, we decided to live with it.**

I know many readers of *Sidevalve News* would have quite happily stripped the engine, identified and rectified the fault, and put it all back together. But I have no facilities, not even a car port, and few tools. In any case whenever I try to repair anything, be it a car, bicycle, vacuum cleaner or lawn mower, nine

times out of ten it ends up worse than when I started. I know the theory, and can follow the instructions in a manual, but somehow it always goes pear-shaped one way or another.

At the end of 2005 our local paper, *The County Times*, ran a competition in conjunction with W R Davies, local Ford dealers. The prize was three free services. I dutifully sent in my entry and was gobsmacked to receive a phone call to say we had won!

W R Davies have a depot in Welshpool but they asked me to take the car to Newtown, fifteen miles away, where they had a suitable mechanic called Len. The first service was booked for a cold, frosty morning on 6th February 2006. The old girl started second go as per usual, and off we went at 8am.

Six or seven miles from home there was an almighty bang. The engine kept going, but power was dropping with every yard and we began to slow down. Through the rear-view mirror I spied clouds of white smoke. I

switched off and we opened the bonnet, but surprisingly saw nothing out of the ordinary. No smoke, no steam, everything quietly where it should be.

Nothing else to be done but phone the RAC. All the RAC man could do of course was radio for a breakdown lorry. This came around noon, and transported me and the car to W R Davies, Newtown. They took the head off, had a look inside and told me there was nothing they could do. They also said the radiator was empty. They were simply not geared up to rebuild a 1959 sidevalve engine, but all was not lost. Just down the road, in Abermule, was M E Poston, Motor Engineers, whose main business was sorting out problems like mine, and the engine was taken there for examination.

A gudgeon pin had snapped, destroying the piston as it attempted an escape through the block. It had done so via a waterway and most of the coolant had ended up in the sump. Mr

# More New Parts from FSOC

Joe Wheatley

**Breathe again! Stop the fumes from entering your Upright with new gearbox grommets and gearlever boot. These are not a standard size grommet, if you have ever tried to get any from your local accessory shop, which is why we have had to look carefully at remanufacture to make sure that they are an exact (and fume free!) fit. It is worth mentioning that not all grommets and gearlever boots from other sources fit like the real thing. These grommets fit in the two holes that give access to two of the bellhousing bolts and to the gearbox dipstick access hole. If you have a fummy cabin in your Upright then these will certainly help but you must ensure that the gearlever rubber boot is in good order (also available for the club stores). With a standard gear box cover, three grommets will be required. It is also essential that all the floor plates and the gearbox cover fit well and all the screws and clips are in place as Ford intended. Once you have sealed the ingress of warm oil fumes, you will notice that the dribble of hot air is also stopped so you may have to think about a heater! Still, that is another project ...**

Put some sparkle into your Sidevalve with a set of new quality ignition leads. These are made to the exact requirement of the ignition system of the Sidevalve. They are not a set of standard lengths from the local spares shop that will inevitably drape themselves around the cylinder head because they are far too long. The authentic end connections are fitted to provide the correct period look with today's suppressed performance.

Poston said the engine was beyond economic repair and urged me to seek a replacement. The engine was the original and I wanted it repaired, but the sums just did not add up. Plus I would have to source all the parts required, which in itself seemed horrendously complicated when I saw the list.

I turned to the FSOC, who advertised used engines for rebuilding @ £70. I contacted a firm called Vintage Spares, Happisburgh, Norfolk (a.k.a. Small Ford Spares). They advertised two types of 103E exchange engines. One was to Ford specification, costing just under £1,000; the other was apparently made to closer tolerances, with hardened valve seats etc, but costing another £500.

We opted for the cheaper version, but they did not have one in stock and I had to wait until one was available.

By mid-April our engine was ready for collection. We had been led to believe it was off an ex-MOD pump and had thus seen little use. In any case it had been stripped and rebuilt. We set off on the long trip to Norfolk,

Upright oil filter



At long last, we have a solution to the cost and difficulty of replacing the sealed upright oil filters. The remanufacturing team has developed a new casing that houses a replacement canister (easily available from any motor factor) whilst looking externally just like the original. The new filter assembly will attach to the lubrication system of any Ford 8 or 10 using the original flexible pipes (exact replicas of which are available from the club stores). The original Ford bracket is used to mount the new filter assembly. These filters

are not as 'full flow' as on the 100E engine and merely filter a by-pass supply of oil, but it is better than no filter at all! In the fifties many of the small cars used a similar add-on system (Renault, Fiat and Standard) as a precursor to the more full flow system which is obviously better but requires a redesign of the block and oilways. Totally full-flow – from the oil pump direct to the oil filter and then to all of the bearings – followed in the sixties.

the original engine stashed in the boot. It was unloaded and swapped for the replacement. I asked more than once if there was anything off the old engine I needed to take back with me, and was there anything additional I required for the new one. The answer was 'no'. I took their word for it and we set off back.

Next day I delivered the new engine to Len at W R Davies. After a brief examination the first thing he said was, 'Where's the gasket for the manifold?'

I returned home and phoned Small Ford Spares. They put one in the post the same day, though it meant another trip to Newtown.

Next day Len phoned to say he was missing the bracket to fix the dynamo to the engine, and also the shaft connecting the distributor to the oil pump. Another call to Small Ford Spares who said yes, they did have them, and they would post them immediately. The only other real snag was that somewhere along the line the fuel pipe had gone missing, and one had to be made specially (at a lawnmower shop, of all places).

On 21st April the car was ready. In total, including the replacement engine, labour and travel costs, the replacement engine cost us just over £2,000. W R Davies sent a car to collect me. I climbed into UVN 96 with a feeling of trepidation for the trip home, but once on the road I was fine.

The new engine is only marginally quieter than the original, except at tickover, but there is also a noticeable increase in power and acceleration, especially when tackling hills, and of course oil consumption is minimal.

I know some readers will wonder what all the fuss is about, as in their terms my engine problems are only a minor hiccup to be solved one spare Sunday morning. But it was a big deal to me at the time, to say nothing of the cost. Are any other *Sidevalve News* readers as mechanically inept as me, I wonder? Surely I can't be the only one. Trouble is we are not a wealthy couple, and paying someone to carry out servicing and repairs can knock quite a hole in the finances.

But that's classic motoring, I suppose.

# Anglia, Popular & Prefect Register

Andy Main

What a rally season it has been, from washed out in late May to weeks of wall to wall sunshine and looking for shade. We attended our last rally on the 10th September in very warm weather. To get one's attendance plaque you had to take part in the arena parade and the entry into the arena was a slow moving queue. I followed a rare four wheel Messerschmitt, which decided to vaporise and was unable to move without a push from two stewards. It had to be pushed out of the arena. Whilst seen by a few hundred spectators and recorded on disc/film by some of them, it received no media publicity, unlike another German produced car.

A parade in central London on Sunday 16th July to mark the return to London of the British International Motor Show, 250 classic cars from every decade of the past century, was watched by thousands of people lining the streets. A German built Ford Eifel (10hp sidevalve) needed a push after breaking down in the parade: a film crew recorded this and a large photograph was printed in *The Daily Telegraph* with a heading "A fine time to show your age".

## One Less For The Road

Whilst visiting a preserved railway in Norfolk I saw the two halves of this green 103E Popular resting against each other (photos 1 & 2).

## Nearly Ready For The Road

Bill Underwood from Bideford, North Devon purchased his black 103E Popular on 21st September 2003. It is shown on the day of delivery after being off the road for a number of years (photo 3). Club and Popular Register grille badges are secured to a metal plate. Accessories fitted are a Delaney Gallay heater, radiator blind and revolving ashtray. Bill has supplied the following.

"UTT 152 was first licenced on 5th December 1955 by Harrison's Garage (Totnes) Ltd, The Plains, Totnes. The first service following delivery was at 289 miles after being driven down from Doncaster and purchased on 10th December by Mr J. Luraball. The second owners were Mr & Mrs Mingo from Totnes in 1974, road tax then costing £9-15p for four months. There appears to be an off-road period and it was sold to Mr P. Wells from Hoddesdon, Hertfordshire on 9th March 1981.

Mr Wells was a Club member and attended Southern Sidevalve Day on Sunday 28th June at the Cotswold Wildlife Park near Burford, Oxfordshire. (I wonder if Mr Wells purchased the Popular Register badge from me on the Register stall?) The Ford Festival at Knebworth Park was attended on 12th July. In May 1983 Belcher Engineering undertook

engine work, fitted new king pins and overhauled the brakes – a bill of nearly £700.

Another bill survives from 30th January 1986 from Bridge Hill Motor Bodies (Buckfastleigh) Ltd, South Devon to fit axle supplied and prepare for MOT with the invoice to Mrs Wells. It is not known if Mr & Mrs Wells were then living in Buckfastleigh, eight miles away from the original selling garage, as the invoice gave no address. It was sold on 1st November 1987 to Miss R.J. Parkes from Royston, Cambridgeshire. A second period off the road and it went back west when sold to Mr S.A. Hawes from the Plymouth area on Christmas Eve 1999. The intention was to restore it but pressure of work meant that UTT 152 stayed in a shed until 21st September 2003 when I purchased it.

I cut my teeth on a Pop back in 1957 when I came out of the Air Force. Four ex Air Force lads at Butlins in a Pop – what a holiday. We became friendly with the Camp Dancers Chorus Girls. My first ever night driving was coming down Mount Snowdon with four guys, three with a girl on their laps and myself driving, headlamps showing the proverbial ten yards ahead. Subsequently I married one of the girls and from that time starts my affair with the Popular. This one will return to the ranks of Pristine for old time's sake. Snowdon, overloaded or not, 'The Pop' OLA 441 never let us down."

The new paintwork is a £200 respray and from (photo 4) it looks very professional: any technical tips on how you did it? Bill enquires if OLA 441 is on the Register? Regretfully it is not known and the Register contains no vehicle of that registration series.

## Register 25 Years Ago – Club News 1981

Standing at nearly 200 vehicles, one of the newest owners was John Hayes from Bristol who displayed his Register badge on the 1954 trials 103E Popular he was entering in the 1982 Peking to Paris Run.

Following requests from Prefect owners for a Prefect badge (38 registered), as they did not all wish to display, a Popular badge a batch had been produced. It was also decided as from 1st January 1982 to change the name to the Popular and Prefect Register.

Club News included the fifth Register order form with two new items – boot lid badges for the Anglia, Prefect and Popular models and the previously mentioned Prefect Register badge. Advance orders were being accepted for the forthcoming Anglia, Prefect and Popular bumper grimmets.

Congratulations were given to the E83W and 107E Registrars for the recently formed Registers. Congratulations were also given to Linda and myself on the birth of our second child David: he is now 6'2" tall.



Photo 1 above and Photo 2 below: a car in two halves (103E Popular)



Photo 3 above: UTT 152 in 2003, the day after delivery  
Photo 4 below: UTT 152 after the respray



# Area News

## Bristol & West

Ivor Bryant

### Bournemouth to Bath commercial run



Above and below: 300E vans on the Bournemouth to Bath commercial run



Below: Dave Sheldon 8hp van



### Chipping Sodbury 2005

Y van, Jack Russells , Chipping Sodbury



### Dorset Steam 2006

CX Tourer



Below: Ota tractor in the auto jumble



Below: Airport tug, Lansing Bagnal at Dorset Steam 2006



### North Nibley 2006



Above and right: Y car and breakdown truck (both belong to Ian Moss) at North Nibley 2006



# Dellows Climb New Heights!

Jim Norman

## Dellow Motors 60th Anniversary 1947-2007



The Midlands Automobile Club (MAC) recently hosted the 60th anniversary of Dellow Motors at the Shelsley Walsh Hill Climb on June 3rd/4th and in doing so attracted the largest single gathering of Dellow trials cars for over 20 years!

Incorporated in 1946 by Ron Lowe and Ken Delingpole, the early Dellows first arrived in 1947 with just a handful of Austin 7 chassis based prototypes. A further 250 cars were eventually built in all, from the full production Mk 1 until the very last Mk6. It's a remarkable testament to their inherent build quality and design (and no doubt enduring popularity) that almost 90% of these cars still exist today.

Not only that but they are still also competing very effectively in a number of classic trials events such as the recent MCC Lands End trial.

A notable feature of these wonderful little cars was their unique use of ex-WD UP3 rocket tubes to form the chassis – a novel example of recycling WW2 surplus being ceramic lined 3.1/8 inch diameter high strength Chromium Molybdenum.

Many of these surviving cars are now dispersed worldwide as North America became a modest export market, but nonetheless over 26 cars spanning the entire model range turned up on the day, accounting for some 10% of all known survivors.

Sunday morning featured a brief scenic run to the site of the original factory in Alvechurch before re-joining the other cars at the event. Tony Marsh, a notable Dellow competitor in the 1950s and a former British Hill Climb champion, even completed a run or two up Shelsley in a Dellow with Angela Wall (Ron Lowe's daughter) and Malcolm Delingpole – son of Ken, of course.

Two cars stood out especially at the meeting. KOP 263, though long thought to be lost, is the very car once owned by Doc Hardman (reputedly the maddest driver Ron Lowe ever encountered) who drove it to victory in the Daily Express MCC 1250 mile Rally in 1952 – true to form he even drove it up the steps of the Grand Hotel Brighton

in evening dress to accept his cup! Sitting alongside him at the time was his navigator and wife Molly who passed away only this year at the age of 100, showing it's not just Dellows that are long lasting!

The event also featured the first outing of Lewis Tracey's car, CAB 282, an early Austin 7 chassis based prototype and the third Dellow ever built, which reunited this historic and much documented car with a former owner Mike Lawrence who had not seen the car since the mid 1960s. Another landmark for CAB 282 was when owner Peter Seabrook-Harris fired it up for the first time in over 40 years.

Says Mark Hayward, chairman of the Dellow Register

'Having first founded the Dellow Register in 1969 with John Temple, I never imagined that 37 years later we would have traced 215 cars out of the total production of 250 and actually see 10% of them at one venue.'

Says David Haley, Editor of the Dellow Register Newsletter:

'We owe huge thanks to John and Mark for first having set up the Dellow Register at a time when these cars were often dismissed as mere backyard specials and also more recently to everyone who helped make this landmark event happen. In particular the MAC crew plus Jeremy Nightingale and his wife Melody, with help from David Bache and John Spencer who cut a tremendous dash in his magnificent Morgan Aero on the scenic run.'

The whole Dellow event was captured on camera by Kingfisher TV, working on behalf

Former owner Mike Lawrence looks on for the first time in 40 years with amazement at the resurrection of his old trials car!



of Central Television for future broadcast and may be available for sale eventually through The Dellow Register:

<http://www.dellowregister.co.uk>

For further information and alternative pictures which can be emailed please contact

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The film crew from Kingfisher TV were on hand all day filming the event.

