



News

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Sidevalve

Features this month

National Report
LMB Book Review
Aveling-Barford Roller

Journal of the Ford Sidevalve Owners' Club



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Sidevalve News Editor,
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Cover photograph: a pre war 7Y deluxe from the club archives.

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 No and enclosing SAE. Telephone at stated times only.

Chairman	John Porter, [REDACTED] E-mail: [REDACTED]
General Secretary	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA
Membership Secretary	Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts CM23 4XZ
Treasurer	Tony Young, [REDACTED]
Spares 8hp, 10hp Models	Shirley Wood, Spares 8hp and 10hp, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA
Spares 100E, 107E	Neil Patten, [REDACTED] E-mail: [REDACTED]
Remanufactured Spares	Neil Patten, [REDACTED] Peter Ketchell, [REDACTED]
Technical Advisor 8hp, 10hp	Andy Hunneybel, [REDACTED]
Technical Advisor 100E, 107E	Tony Lloyd, [REDACTED]
Regalia and Books	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA
Events Co-ordinator	John Porter. <i>Address as above for Chairman</i>
Publicity / Pop Shopper	Geoff Hammond, [REDACTED] E-mail: [REDACTED]
Sidevalve News Editor	The SV News Editor, PO Box 1172, Abingdon S.O., OX14 5WA
Archivist	Peter Williams, [REDACTED] Email: [REDACTED]
Committee Members	Stephen Wood (8 and 10 hp Spares), [REDACTED]
Registrars (Specific Model Enquiries and DVLA Applications)	
Pre-War	Yvon Precieux, Cliff Lodge, [REDACTED]
E83W	Glen Bubb, [REDACTED] E-mail: [REDACTED]
Anglia, Prefect, Popular	Andy Main, [REDACTED]
Specialist Applications	Andy Main, [REDACTED]
Specials	Rob Daniels, [REDACTED] E-mail: [REDACTED]
100E/107E	Tony Lloyd, [REDACTED]
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.	
Bristol and South West	Ivor Bryant, [REDACTED]. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter on Sv1172@aol.com</i>
Devon and Cornwall	Ian Rooke, [REDACTED]. <i>Please ring for details of local activities</i>
Essex	Roger Birdseye, [REDACTED] and John Hull, [REDACTED]. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm</i>
Glos, Hereford and Worcs	John Pole, [REDACTED]. E-mail john@polej.freesev.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm</i>
Hampshire	Mick Crouch, [REDACTED]. <i>Please ring for details</i>
London North	Robin Thake, [REDACTED]. <i>1st Monday: Bunch of Cherries, Hatfield Road, St.Albans, Herts. 8.00pm</i>
London South East	Stan Bilous, [REDACTED]. <i>Please ring for details of local activities</i>
Merseyside	Joe Wheatley, [REDACTED] E-mail: [REDACTED] <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Northamptonshire	Danny Moody, [REDACTED]. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm</i>
North Scotland/Grampian	Raymond MacDonald, [REDACTED]. <i>1st Friday: Les Coull's Workshop, Main Street, Newmill. 7.00pm</i>
Central Scotland	Robert Traynor, [REDACTED] (8-9pm), E-mail: [REDACTED] <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm</i>
Sussex	David Taylor, [REDACTED]. <i>3rd Wednesday: Barley Mow, Selmeston, A27. 7.30pm</i>
Surrey	Tony Russell, [REDACTED]. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling, [REDACTED]. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm</i>
International Contacts:	
Australia	Gordon Cowley, [REDACTED]
Belgium	François Jordaens, [REDACTED]
Canada	Ed Ingold, [REDACTED]
Ireland	Colm O'Neill, [REDACTED]
Sweden	Borje Jernheim, [REDACTED]

Editorial

John Porter (Chairman)

This edition of Sidevalve News is based on the new format of the August issue designed by John Maggs - a professional graphical designer. The club has paid for this revised layout to take us over the next 5 years or so. The actual editing and compilation of this issue has been done by Teresa Butler (who helped the club out with membership duties before Rod took over a few years ago). We have had no alternative but to pay Teresa to do this work, as no one has volunteered to take over as the Sidevalve News editor. Unfortunately, money spent on, what is in effect outside labour, cannot be spent on services for members - such as remanufacture, increasing the spares in stock and literature reprints. It is disappointing that no one in the club is able or willing to help out with editing the magazine. If anyone feels that they can assist us in the future then please contact John Porter or Shirley Wood.

Peter Williams (owner of Noddy the E83W pickup) has taken over from long-serving Bryan Baker (who has retired to Spain - lucky fellow!) as the club's archivist. Peter has been to the club stores, where the archive is now kept, to start to catalogue and reorganise all the material that the club has accumulated over the last 25 years or so. No one knows exactly what we have, although there should be a complete set of the magazines, for

example. Also, Peter will continue Bryan's work on indexing the content of the club magazines, which at present runs up to the end of December 2003. This index should be available from Peter (his details are inside the front cover of this magazine) as an Excel file that is searchable by topic, but please give him time to actually do the indexing! I have found this list very useful when it comes to finding references to subjects or technical articles over the years - providing you have a full set of magazines! If you ask Shirley very nicely, there are a good number of back copies at the club stores available at a reasonable cost. These magazines contain a wealth of material that has been accumulated over the years from sightings of rare sidevalves to technical articles on the inner workings of our cars.

If the congestion charging blueprint (based on the London experiment) is of interest to you and your use of your sidevalve in various parts of the country, then try this internet site: http://www.theregister.co.uk/2004/02/17/londons_charge_zone_blueprint/

Can you imagine this technology on a positive earth 6 volt upright, or a Siva come to that?



103E Popular drives past the Pilton Post Office on the A361, near Shepton Mallet, Somerset

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Events

John Porter

National Sidevalve Day was at March, near Peterborough and part of an established annual classic vehicle show, and for the first time in 12 years I was not able to be there. Pat and I had already booked a gite for our annual holiday in the far east of France. Local club member, Brian Cranswick organised the club stand, ably assisted by Geoff Hammond (Publicity) and Rob Daniels (Specials Registrar). Brian's report on the event is contained in this issue together with a selection of photographs from him and Geoff Hammond. I would like to thank Brian and his supporters for all the hard work that they put in to make the day such a success.

The continuing success of Specials Day at the Cotswold Wildlife Park is reported in the Specials Column by Rob Daniels. Perhaps the secret is the non-official nature of the day and the central venue in Oxfordshire?

The Shackerstone 2 day event in early September in Leicestershire continues to be well supported - one member even brought 3 cars! One of which is an E493A Prefect sporting a re-chromed grille and replacement dashboard. This is never an easy job as the bakelite is very fragile at this age (aren't we all?).

I would like to take the opportunity to consider what sort of events the FSOC provides for club members. It is more and more the case that travelling long distances to club events is not an attractive proposition for sidevalve owners. Whether this is due to the present road conditions and modern traffic, or whether we find travelling in a sidevalve any distance too unpleasant in comparison to driving a modern car? Whatever the reason, turnouts at the National Sidevalve Day are variable in the extreme. To some extent, this is due to location, as most events in the South East are well supported by club members whereas elsewhere the support is less good. A thriving local group has a great bearing on the support on the day - like Tatton Park near Manchester last year. Demographically, we have more members in the South East with pockets in the other major conurbations. If we just have a National where we know the support is generally good, then we would probably stick to the South East. Over the years as Events Co-ordinator, I have tried to move the National around different areas of the country. The Committee has also done the same with the AGM and for the same reason - that being to give the opportunity for club members to get together once in a while in their local area. In doing this, we accept that turnout can be either high or low, and that will have a knock-on effect on the organiser, who puts a lot of effort into setting up an event in their local area. If support is good (as in

the case of this year's event in East Anglia), then that person will feel that the work is worthwhile and they will be encouraged to do something else for the club in the future. In the case of poor support, the organiser will feel disappointed and let down and will be unlikely to do anything in the future.

Club stands at local events around the country are numerous and well-supported by club members as are the "national" classic car shows at the NEC and NAC, where club stands give visiting members a chance to meet some of us and talk about sidevalve matters.

Feedback and your views would be helpful - preferably by email to Sv1172@aol.com. Should we continue to move the National Day and the AGM around the regions, or fix the location in one part of the country? Do members actually want a "traditional" National Day, or would they prefer something else? The AGM we must have for company legal reasons, but we can just as easily have this meeting at a central location every year. The provision of a buffet lunch and a local activity has been well supported over the last 5 years at AGMs in all of the locations except the last (June 2004). One suggestion is that the AGM be fixed at Abingdon and combined with a spares afternoon at the club stores. Are there other activities that members would rather have organised such as road runs, museum visits or guest speakers that would replace the National Day? If after reading this you have a view, then please let me know.

Events Listing

There will be club stands at the following events:

22nd to 24th October. The Classic Motor Show at the NEC, Birmingham, now extended to 3 days (to include the Friday) and earlier than usual. Quite how this will turn out no one knows, but help will be needed on the FSOC stand on the Friday, as not everyone will get the day off. If you can help out then contact me on [REDACTED]

31st October. The National Restoration Show at the NAC, Stoneleigh, near Coventry, Warwickshire - just off the M6/M69/A46/M40 junctions. Five acres of indoor stands are promised, together with club displays and demonstrations on engine rebuilds, trimming, lead loading, welding, panel beating and metal polishing, to name but a few. The Coventry Group have yet to decide what we are doing and to whose car!

7th November. The Footman James Autojumble Automart & Restoration Show at the Royal Bath & West Showground, Shepton Mallet, Near Bristol. Contact Ivor Bryant if you can supply a sidevalve or just want to help out on the club stand (Ivor's contact details are inside the front cover).

18th December. Coventry Group's Christmas Dinner at the Horse and Jockey, Congerstone, Leicestershire (just off the A444 north of the A5). Email John Porter on [REDACTED] for details etc.

Membership Renewal for 2005

Enclosed with this issue of Sidevalve News is the first renewal reminder notice. Although your membership does not expire until 31st December 2004, 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 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 2005 Sidevalve News magazine on time you must renew your membership by the 31st December 2004.

Membership cards for 2005 will be sent out with the February 2005 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

North London Group

Robin & Jennie Thake

After reading Jim Norman's comments on the comparison between his Prefect and the Ford Focus he had as a courtesy car (June magazine) and also the reply by Ian Maddams, it made me think of my own position.

I have reached the milestone in life of being 60 this year. I have become a Grandad for the first time, I am sure I have not got the same amount of hair as I had last year, and what I have got left has gone grey. I am sure that every time Jen goes to the hairdresser her hair has more tint than last time. When I am driving on the road, everybody else seems to be driving too fast. So, I have taken stock of the situation and have realised that I must be getting old because I love my Ford Focus!

The North London Group has been very active, showing their cars at some good shows. John Finnitt organised a really good fun run, taking in Hendon Air Museum, which was very enjoyable, and then going on to Dagenham Motors Garage to look around the workshop and showrooms before going on to John and Caroline's home, where a barbecue was waiting for us in very nice surroundings, with plenty of sunshine and excellent food.

The following day, John and Marg, Richard and Shirley, Andy and Sara, Stuart and Laura, John Swade and myself went to Woburn Abbey, where we enjoyed plenty of sunshine and a very good picnic; the temperature this year was pleasantly warm, not like the 100 degrees we had last year!

We took the Martin special to the Thurlow Show at Haverhill on a very warm day and did not need to put any water in the radiator, so



Cars lined up at Hendon museum

I think I may be getting somewhere towards solving the overheating problem.

As a lead up to a busy Bank Holiday weekend, the usual three cars from our home town went for the first time to a very good show at Rougham Airfield, where we saw a brilliant air display by vintage aircraft and some unusual displays in the arena. The weekend started with a family wedding on the Saturday, where the Anglia came into its own ferrying the bridesmaids to the church and the reception (the bride used a Rolls Royce, so no competition there!) Sunday saw four of our group at the National rally, which started as a damp and windy day but brightened up later. We met up with many old sidevalvers and also some new ones to chat to. Brian made a great job of his first National, which was enjoyed by all. John Perron was really pleased

to pick up his second trophy of the year, with runner up prize in the 100E class, and I was also pleased to be awarded the best upright trophy. It must have been a difficult job judging the classes because there were some very nice vehicles in all classes on display - thanks to Brian for a good day out.

Bank Holiday Monday we were off to Quainton in Buckinghamshire, to the steam railway; so to save too much travelling, Laura and Stuart, Andy and Sara and ourselves stayed overnight at Eaton Socon near Bedford. After a leisurely start to the day, we met up with Colin and Richard and Shirley, who was celebrating her birthday (catching us up now!). This show is always a good day out with rides on the steam trains and a good look around the engine sheds.



John Perren receiving his award at the National Rally

Ford Sidevalve Owners' Club AGM

Copies of the minutes of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited and copies of the audited accounts can be obtained from the General Secretary.

Please send a large stamped addressed envelope if you would like a copy.

Merseyside Group

Joe Wheatley

7 & 8 August - Woodvale Rally near Southport

This was the first time I had attended, as we are usually on holiday at this time. This show has a very wide range of exhibits - cars, commercials, motorbikes, stationary engines, model aeroplanes (biggest show in Europe?), model boats, model trains, craft fair, fun fair, car boot sale and more. All on a large airfield just south of Southport.

I had arranged to camp out over the Friday and Saturday nights with my son Alex, my pal Don and his lad Martin, praying that the BBC forecast for a dry weekend was correct. We managed to get all our gear and the club marquee into my Mondeo and Freddy, and set off at about 17.30, arriving on site an hour later. We eventually found the pitch for our cars and discovered an area set aside for car exhibitors to camp about 250 yards from our stand. We set up our tents, struck up the barbeque and had a very pleasant meal followed by Don and Martin trying to teach Alex and I how to play backgammon.

Our pitch was about 100yds from one of the runways. A very large, lively group with a fully working Dennis fire engine was camped down by the runway. We watched, amused, as they used the fire-engine to pinch a couple of Porta-Loos for their own use and then proceeded to have a quite boisterous party until early in the morning. Fortunately we were far enough away to enjoy the antics, as the Dennis ran up and down the runway with the lights and siren going!

Saturday morning dawned bright but with a heavy dew, though the strong sunshine soon dried this out. After a good cooked breakfast we went over to our stand to find that Frank Wells and Bernard Ellicott had already arrived with their 100E Pops. We all mucked in and put up our 'lucky' marquee to ensure the rain

stayed away. Bernard had also prepared some new metal poles on which to hang our banner that worked very well. Our pitch was huge, considering I had only asked for 10 passes, so I was a little embarrassed that we were only 4 on Saturday and that included Simon Rennie's 'Mr Bean' yellow Mini, as his 100E Prefect had destroyed its gearbox mounting.

There were not many cars displayed on Saturday, in fact many of the pitches were empty. This gave us plenty of opportunity to enjoy the other exhibits. When I was a teenager I spent a lot of time making and flying model aircraft - my, how the technology has moved on in 35 years! The 'model aircraft' are now often categorised as 'pilot-less aircraft' because of their size. A 'normal' model (Spitfire or similar) would have a wingspan of 7-9 feet and the specialist stunt planes were larger with 100 - 200cc engines!



Frank Wells relaxing in our Marquee at Woodvale!

The biggest 'model' on display was a B52 bomber with eight mini turbojet engines and a wingspan of 23 feet!

Returning to our pitch after lunch I found Roy Barker on our stand talking to a lady, Ellen Smith. (Roy had his 105E on the Anglia club stand opposite ours). Ellen's husband Adrian had recently purchased a 107E and she was enquiring about spares etc. Roy passed on his enthusiasm for 107Es and I had a chat to her about the club. As I had a couple of spare passes I asked if they would like to come back on Sunday with their car. At least we would have another car to display tomorrow!

The grand finale each day was a mock

bombing raid by two Wellington bombers (about 12' span) supported by various Spitfires & Hurricanes (only 6' or so) while the odd Messerschmitt, Fockler Wulf and Heinkel buzzed about with them. Two model tanks were set up on the ground 'firing' at one another. Roman candles and air-bombs made realistic flak for the planes to fly through and some serious explosions on the ground represented the bomb strikes. A bit too realistic for some of the modellers, as one Spitfire dived in from about 50 feet, and another made a very bad landing with the wheels up.

Show over for the day we made our way back to the tents and enjoyed a beer while watching the model stunt planes practice until it got dark. A dish of pasta and several glasses of red wine ensured a good nights sleep, despite the Dennis party Mk II in the distance!



Bernard Ellicotts 100E Pop with 'Continental' spare wheel mounting

The weather was not as good on Sunday. Saturday had been hot and sunny with a light breeze, but on Sunday this had increased to a good blow. This made cooking breakfast difficult and we had to take down our large 'igloo' type tent because the wind was blowing it out of shape. So it was almost 10.00 by the time I got to our pitch with Freddy. As usual Frank and Bernard were already there, as was Adrian & Ellen Smith & family, this time with their Grey 107E. Adrian had seen the car locally and purchased it for £90. It required a little work to get through the MOT but was complete and usable. The only thing dissuading him from undertaking more than local trips (the Smiths live nearby in Southport) was lack of a spare wheel. Adrian intends to perform a 'running restoration' on this Prefect over the coming months.

Our numbers were further increased to six when John Hunter arrived with his E04A Anglia and Ron Taylor with his trusty E83W van. We were still a bit sparse on our large pitch but nobody seemed to mind.

Many more cars were in attendance on the Sunday and the number of punters also increased. (I think I heard that over 20,000 people attended over the two days!) The rain stayed away until late afternoon, by which time the marquee had been safely dismantled and put into Ron's van.

All in all an excellent weekend and one I would recommend to anyone, whatever their interests!

Monday 9 August - Club meeting - Bottle & Glass, Rainford

A good turn out considering we were in the middle of the holiday period. Frank had brought a spare 100E wheel for Adrian Smith so he can feel comfortable getting to Tatton Park in his 107E in two weeks time. Bernard brought back most of the 1" square tubing I had given him as he had only used a few feet making up the supports for the 'Continental' spare wheel mounting he has installed on the back of his 100E Pop. This really looks good and I'll try to send in a picture for the mag. If anyone else would like to know how it was done please feel free to write to me and I'll pass the request onto Bernard.

Jim Norman joined us in the famous 'BOA', and John Smith in his E04A Anglia, though Bill Moore and I came in our modern cars. Simon Rennie was waiting for a new gearbox mounting so was in his Mini once again. Chris Toombs' 103E is still off the road though he has now removed the fuel tank ready to seal the inside to stop rust etc blocking up his carb. He also has to fit a 'new' gearbox and I recall volunteering to help (if it ever stops raining!). Mike Brockelhurst has to find another sprayer to paint his E493A, as the chap who was to do it has a new contract that will prevent him doing anything other than insurance work. This is a great pity as Mike has taken pains to ensure that the whole car is ready to be painted and this will put him back some months. Dave Broad has also been having some trouble getting his 300E van back together. His son managed to drop his motorbike and himself onto the van, putting a substantial scrape onto the rear quarter. Dave also discovered that the repairs to the sills had not been done quite right resulting in the wing bottoms refusing to line up. Having got these sorted when he tried to fit the doors he found that the aperture was now too small! So back to the body shop once more, hopefully this time to get everything put right once and for all! (Dave swears he will never undertake another 'nut & bolt' restoration ever!).

Our final attendee was Frank Saunders. Frank has a four wheel Mercury 'Truck' with a 10HP sidevalve engine. This was used as a 'tug' in a factory pulling loads up to four tons!

14 August - Astle Park Traction Engine Rally, Chelford

The weather the week before this event was awful so I was expecting a mud bath, but was pleasantly surprised by how much the ground had dried out. Frank and Bernard had attended on the Saturday and did get rained on a little, but the Sunday stayed dry and made a very pleasant day. This show seems to get bigger every year and I'm sure that there were more exhibits and stalls than in previous years. (39 steam engines & cars, 8 Fairground organs, 99 Commercial, 7 Fire-engines, 21 Military Vehicles (Including a Model T pick up with Lewis Gun), 167 Cars, 25 Land



Tatton Park (L to R): Bill Moore's 103E, Ian Park's white 100E Pop, Somon Rennie's Blue 100E Prefect, Bernard Ellicott's yellow 100E Pop and Freddy.

Rovers, 82 Tractors, 92 Stationary Engines, 149 Motorbikes and 38 Pedal Cycles according to the program!). Frank and I found some bargains, including those welding masks that remain transparent until you strike an arc. I had only seen these advertised for well over £100 but we each picked up one for £59. We will let you know how they perform!

Frank, Bernard and myself were joined by Tony Ikin in his Grey 103E and Alan Chapman with his white 100E powered 103E (I have previously described Alan's car as an Anglia, but it is in fact a Pop with Anglia headlights designed to confuse the unwary!). Dave Levay and family were also on site with his lovely grey Squire and his son's immaculate A35.

I also spotted an E83W pick up on site, so introduced myself to the keeper. The truck belongs to Henshaws (General Dealers, Macclesfield), but was brought to the show by Steve Lee from Macclesfield. The truck was a 'work in progress', having been painted, and is not yet back on the road, though is running. As commercials are a bit thin on the ground up here (Ron Taylor's fleet excepted) I gave Steve a pass for Tatton Park to help fill out our stand next week.

Another treat was a 1948 Series One Land Rover, which was fitted with some original farming implements. A grass cutter was slung on one side and at the rear a saw table with circular saw was suspended. The owner let this down, connected a drive belt to the take off at the rear of the vehicle and proceeded to cut up a quantity of logs from a nearby fallen tree. Very impressive, but I fear the health and safety lot would have had a dicky fit had they watched as there were no guards or guides on the saw table that I could see!

21 & 22 August - Tatton Park

Alex and I would not be camping this weekend as we were going to visit my parents. The weather had been awful all day but was forecast to improve. I had arranged to meet Bernard, Tony & Dave on site on Friday afternoon to put up our marquee, so went down to my lock-up with Alex to load it into my Mondeo. A few items seem to have moved when I opened the door but I thought little of it until we tried to pick up the large cardboard box with all the joints & sheets in it. It was soaking wet! The floor of the garage was dry



Tatton Park: Henshaws E83W

Merseyside cont . . .

but must have been flooded to a depth of 2" sometime in the past couple of weeks. Two years and the first time the thing gets wet it is in a garage!

As a result Alex and I were half an hour late arriving at Tatton Park, so Bernard and Tony were already waiting. We were lucky that our pitch was on the high side of the site and was surprisingly dry. Fifty minutes effort saw the marquee up, just in time for the rain to start again! We left my Mondeo inside the marquee and went off to find Dave Broad and Brian Hamer who were setting up camp with their caravan & camper. As usual they were well equipped with all mod cons including a full size fridge inside Dave's Transit and a generator to ensure the beer stayed cool. Dave had sworn that he would have his 300E at Tatton this year, but was thwarted by the problems mentioned at our August club night. As the van was still at the bodyshop we commiserated and hoped it would be at the next Tatton show in the spring.

Alex and I were driving home when my mobile rang. (I had my hands-free kit on as usual!). It was Bill Collins, a long time local member who had sold his 100E several years ago. However he has recently purchased a 100E Prefect and wondered if I had a pass so he could take it to Tatton on Sunday. Despite having left things a bit late, his call was very timely because I had the passes with me and I would be driving past the end of his road in Glazebrook in about five minutes! I don't think I have ever been able to satisfy a request for a pass so quickly!

I had Peter, an old university friend, staying over on the Friday night. He has just bought his daughter a Triumph Spitfire so he came with me to the show on Saturday. We arrived just after 08.30 but Bernard and Frank were



Blackpool - Barry Clark's (or rather his wife's) 1936 Model Y Tudor

there before us, as was the Henshaw's E83W (though we did not see Steve Lee all day!). Peter went off to check out the autojumble and I went to blag a bacon butty from Dave & Brian. Very glad I did so, because the heavens opened and monsoon conditions ensued for about 15 minutes. However the magic of the gazebo was not yet spent and no more rain fell all weekend.

When I returned Roy (105E) and Ian (100E Pop) had arrived, followed shortly by Simon Rennie in his 100E Prefect having changed dodgy gearbox mounting, Tony Ikin (103E) and Bill & Adriene Moore (103E). So with eight cars on the stand we managed a very respectable display on our pitch.

As usual we had many visitors to the stand, reminiscing as they viewed our cars. One gentleman in his 80s told me that an E493A was his first 'proper' car (wonder what the improper ones were!) and that he had covered some 120,000 miles in his. What a hero! He and his wife toured the south of France one year after he had modified the front seats to fold flat so they could sleep in it. Three axles were consumed during the 120k miles and, thanks to plenty of practice; he could change an engine in three hours or less. (I should have asked him to visit Chris Toombs....)



Blackpool - Gary Mullineaux's 100E Pop

Another gentleman and his son in law were examining my car very thoroughly (apologies, but as usual all names have vanished from what I laughingly call my memory). When I introduced myself he explained that he was from Calcutta and had restored an E493A out there! So rare are old Fords in India that his local Ford main agent offered him a new hatchback in exchange for his Prefect. (He must have read Jim Norman's article on the Focus because he refused!). Unfortunately his Prefect had been vandalised and all the badges stolen so I pointed him to the 'Pop Parts Plus' stand in the autojumble.

5 September - All Ford Gathering - North Promenade, Blackpool

As usual, Jill and Alex travelled to Blackpool with me and then left me on the front while they went off to visit my father-in-law. The weather started off calm (unusual for Blackpool) but overcast, but as the tide came in at lunchtime the clouds disappeared and the sun shone all afternoon and evening. Frank, Bernard & Ernie Wilson were already on site with their 100Es, Frank Saunders had brought his little Mercury truck and Adrian & Ellen Smith with their 107E sporting new carpets. Shortly after Gary Mullineaux from Lytham St Anns arrived in his Ambassador Blue 1961 100E Pop as did Simon Rennie in his similarly coloured Prefect.

As this show is in a public area there is not a lot of autojumble, just a long line of Fords, mostly from the 70s and later. Mine was the second oldest car on show, the oldest being a 1936 Model Y Tudor owned by Barry Clark of the Y&C Register. I had not seen this car before but it was a little gem. All original, except for a waist-down re-spray and a refurbished interior - and with only 32000 miles on the clock. Barry says that this is his wife's car so all I can do is applaud her taste!

The summer is almost over now, and despite the diabolical weather, we have only been rained upon once or twice. Things will quieten down now until next year, apart from our meetings at the Bottle and Glass. Time to do some maintenance or, better still, to report on someone else's!

Events for 2005

Please send me suggestions for additional or different events for next year.



Blackpool - Frank Saunderson's Mercury truck with Adrian Smith's 107E behind

Letters and E-mails

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

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

Mag Looks Great

Dear Editor,

I would like to say that Sidevalve News looks great, and is a credit to all the officials for making the club one of the best. I remember the club at the All Ford Rally, back in the early to mid eighties when I was a member of the Mk1 Consul, Zephyr and Zodiac Owners' Club, and I was impressed at the turn out of sidevalves. I remained a member of the FSOC until 2000.

I enclose a photo of my 100E/300E 7cwt van which was converted to look like the Squire (a bit anyway) - it had the fuel tank moved to the rear and fold down seats, plus footwells and windows, but the back doors were still the van type. We drove many miles in my 100E, the picture shows my wife and first son in 1960 in Somerset (we had four sons).



I am now the proud owner of a very nice 1957 Squire, which was on the front cover of SV news vol 20 No.6 Dec 2003. I wonder if 402 JMV, the 7cwt van conversion is still around or if any one knows of its fate? It was last seen at "Raymond Ways" Kilburn, (1963).

Regards

Tom Bowles.

If you know the whereabouts of Tom's van then I can pass details on to him via Sv1172@aol.com.

Press Release from the Federation of British Historic Vehicle Clubs

Possession Tax Rears its Ugly Head Again!

DVLA's Consultation of Fee Proposals, issued in August, sees a return to the discredited attempts of the early 1980s and mid 1990s to make motorists pay an annual fee even if keeping their vehicles off the road.

This grossly unfair proposal is one of several contained in the consultation whose theme is that an "annual registration charge" should be collected at tax disc renewal or SORN declaration to subsidise the costs of first registration of new vehicles as well as the costs of issuing/replacing driving licences for individuals. The proposals suggest that first licences for those under 21 should be free of charge.

The level of the fees proposed in DVLA's "preferred option" is £4.50 per VED or SORN transaction, collecting over £155 million extra revenue from vehicle owners, without appearing to be an increase in taxation.

Once authorised, this would be a fee set by DVLA and not subject to annual parliamentary scrutiny in the budget; how long would it be before the £4.50 fee rose to £10, or £20?

FBHVC is campaigning to oppose the proposals and invites enthusiasts at the International Classic Motor Show at the NEC (October 22-23-24) to visit stand 20700 to sign a petition. FBHVC Chairman, Andrew Burt, commented "The proposal affects all motorists, but the suggestion that there will now be a charge for obtaining a nil-rate VED tax disc for pre-1973 vehicles, and a charge to make this issue of the magazine (on page 14). If you're not going to the NEC, then please fill in and send it off to the address at the bottom of the petition form."

National Sidevalve Day 2004

Brian Cranswick

Bank Holiday Weekend August 2004, held at Fenland Vintage County Show - Floods Ferry, March, near Peterborough.

The last Sidevalve day in this part of the country was held in 1987 at Lilford Park, Oundle. After a call to John Porter, I made a suggestion to have a club stand at my local show near Peterborough, this then soon developed into using this venue for the National club rally.

Hoping for good weather following all the recent rain in August, I did not want this weekend to be remembered by the could be rather apt name of "Floods Ferry". On the Saturday the sun was shining, and with help from Michael Capps and Godfrey Hands, the club banner and bunting was set in place. Sidevalve members started to arrive and we quickly had 11 vehicles on the stand. This was made up of 5 x 100E type saloons, 4 x uprights, 1 E83W and a model Y (non member). The E83W belonging to Pat Swann, was a well restored van and sign written in the local butchers name of "J H Betts". The weather remained good all day, just what we wanted!

The Sunday started dull and slightly wet, however this did not seem to deter any Sidevalvers. Vehicles started to arrive and we soon filled the stand with 22 cars. This included 11 x 100E types, 6 x uprights, 2 x E83W's, a Y type and 2 specials belonging to Rob Daniels and Geoff Hammond.

The sun came shining through when fifteen club member's cars started the afternoon arena parade, all stopping to have a commentary about their vehicles. This was a splendid sight to see, with a display of virtually all the club models lining up. Quite a fitting end to what was a really great turn out on the day.



Organiser, Brian Cranswick presents the Upright award to Robin Thake

The job of judging was extremely close as many of the cars were so good. It was difficult to determine all the winners. The final results were as follows:

1st 100E/107E

- Brian Rickett (8062 VW)

2nd 100E/107E

- John Perrin (POO 389)

1st Uprights

- Robin Thake (HKK 976)

2nd Uprights

- Paul Brown (OVF 961)

1st Commercial

- Pat Swann(748 AVW)

2nd Commercial

- Peter Williams (MSK 949)

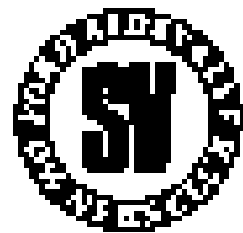
1st Special

- Geoff Hammond (CSJ 793)

Peter Williams also won furthest travelled, coming all the way from Gloucester in his 100E engine E83W name "Noddy". No prizes for the shortest distance, however Paul Brown could have qualified, hardly having time to push his choke in, only living about a mile up the road.

The Bank Holiday ended with a smaller number of cars gathered together on the Monday.

May I take this opportunity to thank everyone who came to the National Sidevalve day and contributed to making this a successful and enjoyable weekend.



The line up in the arena



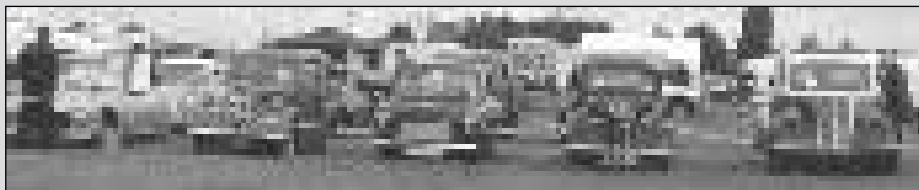
(above) Best Special - Geoff Hammond's

(above) Best 100E (Brian Rickett) and 2nd Upright (Paul Brown's E493A)

(right) Brian Cranswick's Pop & Best Commercial (Pat Swann's E83W)



(below) cars on the club stand



(above) 2nd Commercial - Peter Williams' E83W "Noddy"



(above) 2nd 100E (John Perrin's) & Best Upright (Robin Thake's E04A)

(right) a line up of 100Es

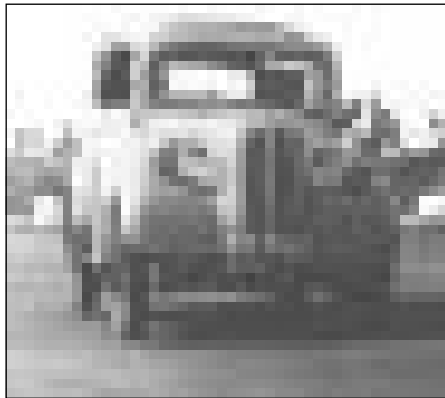


Out In Front The Leslie Ballamy Story

By Tony Russell

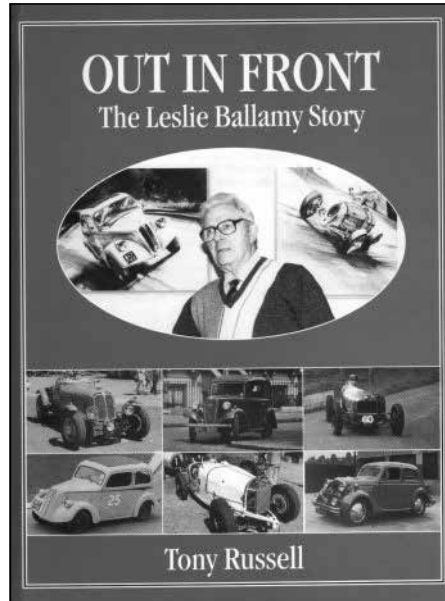
It's not very often that we get a book review in these pages, but this book is the exception, not only because it is written by our very own Tony Russell, but also because it is the story of one of the biggest names in the Ford Sidevalve dictionary. Leslie Mark Ballamy.

Tony has had the pleasure of having access to all of Leslie's files and archives over the last few years, many of which are reprinted in the book. He has also had the chance to meet many of Leslie's friends and acquaintances, who shared with him their memories of the great man.



This story is not just about tuning Ford Pops; LMB's story is about much more than that. The story starts in 1903 and while his early life is justifiably fascinating, it was in 1932 that it starts to get really interesting, when the motoring equivalent of splitting the atom first happened. The first LMB IFS was fitted to Austin Sevens, but the conversion on the small Fords was not far behind. No, that's not the end.

After the small Fords came the big Fords and the Mercurys and Lincolns, and then some really serious motors including the Delarge, Bugatti and Bentley. There are a number of LMB cars that will be familiar to most of you and these are all documented. There's a chapter on the LMB Debonair, which was built in conjunction with Edwards Brothers of Stoke. There's the PM family Four that was well documented over a four month period



while supposedly being built up by staff of Practical Motorist magazine. The book also documents all of Leslie's cars that he built for himself and his friends and documents their time at the track putting them through their paces and putting much bigger cars behind them.

We all know LMB were based in Guildford, but throughout the course of the book it is clear that he moved around quite a bit over the thirty odd years, with at least half a dozen premises bearing the famous logo. As I flip through the book while writing this I'm amazed by the quality of the photos, with most pages containing at least one, and many containing three or four or more.

The book charts all the different phases of Leslie's career including the collaboration with numerous people who have helped him and a few who have angered him. Here you can read the story of the Reliant Sabre, the Epoch, The Shamrock and the Adastras. The chapter containing the Ford tuning parts and LMB at Guildford will be of interest to all.



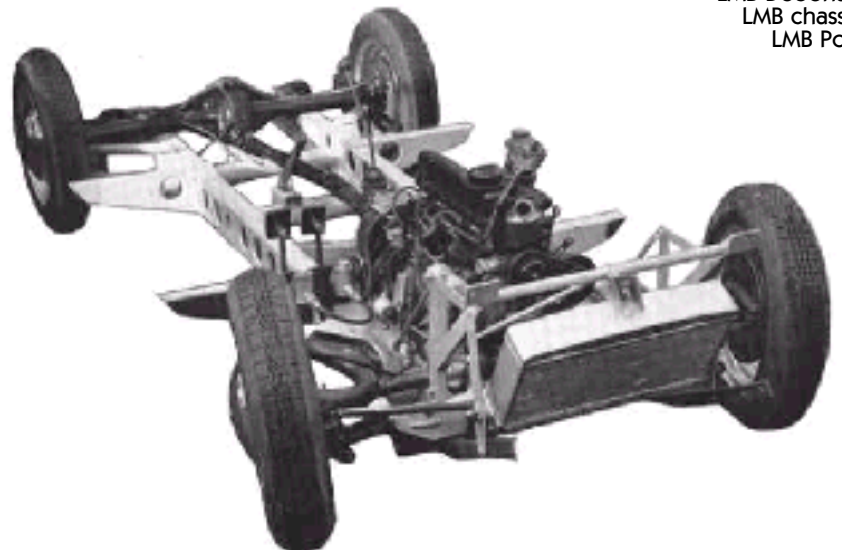
What happened to Leslie after he left LMB, why did he leave LMB, who designed the machine that wove the carpet you are standing on? The answers are all in this book.

I have not read all of the book yet; it's one of those books that, while you know you should read it from cover to cover, you can't help but flick through the pages and look at the pictures, reading a bit here and a bit there. It's just a great book that covers the fascinating story of a great inventor and engineer. Well done Tony for getting the story out.

You can buy "Out In Front" from the club stores today for only £19.75, including p&p. Details in the regalia list in the centre of this magazine.



Photos - clockwise from the top:
The book
LMB V8
LMB Debonair
LMB chassis
LMB Pop



Please keep this list safely as the Spares Lists will possibly not appear in all issues.
Note that all prices for FSOC regalia and spares include VAT, postage and packing.

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

Model Y, 1937, part restored (abandoned project), sensible offers to good home, telephone [redacted] Bolton.

Ford 8 'Y' type. 1936, Registration number CPP 925. Ill health forces sale. Please contact B. F. Pyke on [redacted] (Kent) for further details.

Post-War Upright for sale

E494A, Anglia, 1953, Excellent condition, MOT to May 2005, Lots of pictures and info on my website WWW.ford.anglia.ic24.net £2,750 but 10% less to any genuine FSOC member. Telephone Alan Bloomfield [redacted], St Albans.

103E, Popular, 1959, Reconditioned original engine, new tyres, brakes, king pins, seats recovered, floor boards, re-sprayed black, not concourse but quite good, MOT April 05, drives OK, 75,000 miles £1850, Telephone Donald Orchard, [redacted] or [redacted] north Dorset.

103E, Popular, 1956, Good original condition, black, needs some restoration for MOT / made roadworthy, same owner/ FSOC member last 10 years, number plate valued at £2000, offers circa £1200. Telephone Richard Heath, [redacted], Surrey, Email: [redacted]

103E. Popular, 1954, bought as an abandoned project, still an abandoned project! Winchester blue, most parts, with extras, best offer secures. Telephone Kevin Davies [redacted], Conwy.

E493A, Prefect, 1953, Excellent condition full restoration, grey paintwork, red seats, new tyres, little used since completion. New project forces sale, £3300. Telephone N. Knight [redacted] Hants.

E493A, 1953, Prefect, Taxed, No MOT, good runner, needs small amount of work to both inside and body, used regularly, £800 ONO lots of spares. Telephone J.Hilton [redacted] Manchester.

103E, Popular, 1958, Fawn, restored approx 10 years ago, excellent condition, MOT and Taxed, ready to use or show, £2500 or with number plate PDP926 £3500. Telephone Karl Green [redacted], E-mail: [redacted]

100E/107E for sale



FOR SALE - The rarest 100E in the world? 1955 100E Anglia Newtondrive Convertible in Ivory White. 30,000 miles from new, two owners. Converted to a drop-head by the present owner several years ago. Sill structure and chassis strengthened. Modified Beetle hood frame with custom built hood. Wind down rear windows. Rust free body and working Newtondrive gearbox. MOT and taxed. House move forces sale. £3500 Telephone Tony Salt on [redacted] or [redacted].

100E, Squire Estate, 1959, Lovely restored condition, Ludlow green with excellent 2 tone green interior, excellent chrome, drives very nicely, history, workshop manual, MOT, £2375 ONO, Telephone Steve Minns, [redacted], Norfolk, E-mail: [redacted]

107E, Prefect, 1960, two tone, burgundy & grey, excellent condition, photos available, MOT, £1050. Telephone L.Bird [redacted] E-mail: [redacted]

100E, Prefect, 1958, doors complete, windscreens, wings, front panel, plus other spares. Telephone P. Hanlgy [redacted] Bristol. E-mail: [redacted]

100E, Popular, 1961, 1 owner since 1978, needs TLC - respray etc, MOT till end Sept, Taxed till May 2005, £650 ONO. Telephone: Greg Chapman [redacted] Cornwall. E-mail: [redacted]

100E, Prefect, 1955, body shell complete, glass, trim and fittings, well rotten, offers. E-mail [redacted]

100E, Anglia, 1958, rebuilt engine, many new parts, requires TLC & small amount of welding, Garaged, unfinished project. No tax or MOT. £350 ONO. Telephone: Darren Ellis [redacted] Surrey. E-mail: [redacted]

100E, Popular deluxe, 1959, restoration project, complete and original, body need works, upholstery good, £250 ONO. Sussex. Telephone Stephen Prior [redacted]. E-mail [redacted].

Commercial for sale

E83W, Drop side pickup, 1952 & 1936, model Y, tourer, both Taxed & MOT and enough spares to fill a transit, £8000 the lot, Telephone C.Kefford [redacted], between 5 and 6pm, Bedfordshire.

300E, Thames 5 cwt Van, 1954, earliest recorded surviving example in good condition, MOT and Taxed 2005, serviced, new tyres, much work done, period accessories, history with buff log book. £2995. Telephone Jeff Lawrence [redacted] Cambs. E-mail [redacted]

E04C, Fordson 5 cwt van, 1945, rare model finished in blue/black, previously restored approx 10 years ago, partly sign written, buff log book & original registration number plate. £4995. Telephone Jeff Lawrence [redacted] Cambs. (email as above)

Wanted

100E, Escort, 1956, Interior light, temperature gauge and working fuel pump, Telephone, Cliff Rees, Hampshire, E-mail:

300E, Van, rear lights, Anglia 3 bar grille, chrome headlamp surround, wide steel wheels, 100E steering wheel, rear quarter bumpers, front bumper, choke, starter knobs. Telephone Steve Minns

E83W, Cab doors, Front Wings and any parts to complete restorations on 3 x E83W pick ups required. Can arrange collection from anywhere, Telephone Leslie Devereux or South of Ireland. E-mail:

Drivers door lock for 1959 Ford Anglia 100E. The whole handle can be bought for £45 but I only need a lock, any ideas? Telephone Harold Shaw, Northern Ireland. E-mail:

E83W, Fordson Van 5 or 10 cwt, anything considered, Cash waiting for right deal, telephone Rodney Rich home or E-mail:

Pre-war 8 badge as fitted on bonnet. Telephone Geoff London, E-mail:

103E any condition or EO4A anything considered, Telephone J Randall Northants anytime or E-mail:

7W /7Y or early Prefect, adjustable seat runner for passenger side or a non adjustable one would do, to fit the seat Telephone: John Proctor E-mail:

E494A, approx 1953 in good condition, buyer happy to tidy various parts to bring up to show condition Telephone Gerry Meadowcroft E-mail:

Spares for Sale

E493A, Prefect, brand new front grille never used, book part no.8203, any reasonable offers, Telephone, Andy Acton, Manchester, E-mail:

100E, 2 front seats red, 1 front seat blue, reasonable condition, free Telephone, Cliff Rees, Hampshire, E-mail:

103E, Popular, 1955, breaking for spares most parts available. Telephone Karl Green E-mail:

103E bits, radiator grille, bonnet, inner wings, rear seat, full set of glass, assorted trim, 7" chrome headlights, 2 radiators. email for photos, Telephone, Richard Fenton, London, E-mail:

Anglia/Thames, many parts new or reconditioned, Crankshaft/Pistons, backend parts? Shocks. Over 100 parts £50.00. Delivery is Cost of Diesel + £20.00 per 100 miles, Telephone, Ms Calder, Inverness, Scotland, E-mail: Jane@techfix.org

100E, Rust free bonnet, doors and boot lid, Axle, struts, springs, steering box and arms, steering wheel, prop shaft, wheels, seats and instrument cluster. Telephone Mark Littleford, Bridgnorth, Shropshire. E-mail:

E83W front road spring £20, E493A wheel new Avon tyre £80, Valve spring set £10, Set of 8 brake shoes £60, bonnet £25, Large Notek spot lamp £15. E493A, Wheels 16", set of five, four with tyres £50. Doors £20 each, various other parts available, also Ford books, Anglia Prefect etc. E83W gearbox £25, Buyer collects Telephone Paul Brown

100E, various parts, boot lid, front screen, side windows 2 door, wheels, prefect rear doors. Telephone Godfrey Hands, Nuneaton. E-mail:

Popular front £50, Prefect rear seat £60, 205 x 16 radial tyre £50, 600 x 19" cross ply tyre £50 Telephone M. Capps Cambs.

Miscellaneous

Various Ford books. Contact D. Earnshaw on (Rotherham) for details.

FBHVC Petition

We, the undersigned, call upon the Prime Minister to block the proposal by the Driver and Vehicle Licensing Agency to subsidise the costs of first registration of a vehicle and the issue of driving licences by levying an annual registration charge on vehicle licensing transactions, including Statutory Off Road Notifications.

We support the views expressed in the Federation of British Historic Clubs' response to the recent DVLA consultation that such a levy is a possession tax by another name and that any shortfall in income for maintaining the vehicle register should be met from within the existing Vehicle Excise Duty charge.

Name	House Name/Number	Postcode	Signature

NOTES: If you have signed this petition once, please don't sign again. Signatures that are not accompanied by name, house identifier and post code can not be counted. Please return signed slips to FBHVC either at stand 20700 at the International Classic Motor Show (22-24 October), or by post to Kernshill, Shute Street, Stogumber, Taunton, TA4 23TU, by 30 November. It is planned to present the petition to Downing Street early in December.

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.....	£17.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.50
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).....	£3.00
The John Howe Book of Cartoons.....	£5.00
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£19.50
Out In Front - The Leslie Ballamy Story by Tony Russell.....	£19.75

Stickers

Running In Instruction Sticker (Upright).....	£0.75
Running In Instruction Sticker (100E).....	£0.75
Window Sticker - FSOC design.....	£0.50
Silver Jubilee Window Sticker.....	£0.50
Historic Ford - 'Keep off My Arse!!' sticker.....	£0.65
I Love My Sidevalve Sticker.....	£0.65
Register Sticker (state model) each.....	£0.60
..... or two for	£1.00
FSOC 30th Anniversary Sticker.....	£0.50

Magazines

Binder for Club Magazines (holds 2 years).....	£6.90
Following back copies of Sidevalve News available.....	£0.75
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, June, August, October	
1998 February, April, June, August, October, December	
1999 February, April, June, August, October, December	
2000 February, April, June, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.25
Running in booklet Anglia / Prefect (date 9/49).....	£1.25

100E and 107E Spares List

Front Brakes

100E - 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£25.00
100E - 2018 - C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£25.00
100E - 2035	Front shoe return spring kit.....	£3.60
100E - 2038	Adjuster repair kit (front).....	£13.50
100E - 2061 - A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£35.00
100E - 2061 - B	Wheel cylinder 1957 onwards right hand side.....	£12.00
100E - 2062 - A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E - 2062 - B	Wheel cylinder 1957 onwards left hand side.....	£12.00
100E - 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.00
E0A - 2078	Hydraulic flexi hose.....	£13.00
100E - 2140	Master cylinder.....	£72.00
E66 - Z - 1	Master cylinder repair kit.....	£7.00
100E - 2207 - B	Dust cover wheel cylinder.....	£0.50

Rear Brakes

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

Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£5.50
Ceramic Cream Model of 103E Popular.....	£4.50
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.05
FSOC Grille Badge: Round or Square.....	£9.00
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.00

Clothing

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

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

T-Shirts

Model designs.....	£7.75
E83W picture printed on front in Black L; Red or Black XL; 100E Design White L/XL; Upright picture printed on front in Black XL; White L/XL	
Script Badge Design.....	£5.95
Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only	
Ford Prefect: White SM; Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L	
Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED; Royal or Black MED	

Other Regalia

Blue FSOC Mug.....	£3.50
Tea Towel, All models design.....	£2.95
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£1.99
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.25
Licence Disc Holder.....	£0.50
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 - 2096 / 7	Rear shoe return spring.....	£3.60
100E - 2119 - B	Compensator (hand brake cable).....	£5.00
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£16.50
100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£16.50
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.....	£35.00
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.....	£31.50
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".....	£20.00
Y - 1216	Hub bearing outer.....	£12.00
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).....	£7.00
100E - 4209	Crown wheel and pinion.....	£75.00
100E - 4235	Half shaft.....	£25.00
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.....	£6.00
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 /5225/5255	Stainless steel exhaust system, 100E only.....	£105.00
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel.....	£20.00

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£35.00
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.....	35.00
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").....	£28.00
	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 *).....	£26.00
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.....	£3.60
100E - 8115	Radiator drain tap (not original).....	£3.50
100E - 8260A	Early top radiator hose, 100E only.....	£12.50
100E - 8260B	Late top radiator hose, 100E only.....	£6.00
100E - 8275	Water inlet tube.....	£8.20
100E - 8286	Bottom radiator hose, 100E only.....	£6.00
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-9627-A	Rubber (air cleaner).....	£3.50
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.....	£36.50

Ignition System

7V - 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
100E - 12116	Distributor cap (D type).....	£17.50
105E - 12116	Distributor cap (round type).....	£14.75
100E - 12199	Contact set (D type distributor only).....	£6.50
EOTA - 12199-C	Contact set (round type distributor only).....	£6.50
100E - 12200	Rotor arm.....	£2.75
100E - 12300 - B	Condenser (D type distributor only).....	£6.50
105E - 12300 - A	Condenser (round type distributor only).....	£6.50
100E - 12405 - T	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).....	£6.70
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.....	£33.00
204E - 13007A	Headlight bulb pre focus 40 / 50 watt.....	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent).....	£22.50
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.....	£15.00
E6AJ - 1	Prefect boot script.....	£15.00
100E - 16606	Prefect bonnet.....	£15.00
E5AJ - 1	Anglia boot script.....	£15.00
100E - 16606	Anglia bonnet.....	£15.00
100E - 16606 - G	Popular bonnet.....	£15.00
100E - 7042514	Popular boot script.....	£15.00
100E - 16850	Bonnet 'V' motif.....	£35.00
	Deluxe boot script.....	£15.00

Miscellaneous

E40GB1	Gear lever gaiter.....	£20.00
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).....	£1.95
100E - 7303110	Front screen rubber - deluxe only.....	£29.95
EOA - 732003-B	Floor grommets - per set of four.....	£5.15
100E - 7322610	Interior door handle.....	£8.75

Please note that all our prices include VAT, postage and packing!

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.....	£125.00
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.....	£6.00
107E - 8286B	Bottom radiator hose, 107E only.....	£6.00
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.....	£6.85
B-1175	Rear Wheel Retainer (fits E83W).....	£6.85
48-1190-A	Retainer (front wheel grease) assembly.....	£5.75
7W-1225-B	Rear Hub Bearing (fits all models except Models Y,C and E83W).....	£28.00
	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).....	£65.00
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.....	£4.90
7W - 2035	Spring (brake retracting) (set of four) not E83W.....	£18.00
E83W - 2035	Spring (brake retracting) E83W only.....	£5.50
E83W - 2035	Spring (brake retracting) (set of four) E83W only.....	£19.95
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).....	£9.55
E93A - 2248	Rear axle brake plate securing bolts, long (each).....	£5.00
7W - 2249	Rear axle brake plate securing bolts, short (each).....	£5.00
Y - 2454	Brake Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£9.95
	Brake pedal return spring.....	£5.00
E83W - 2498A/B	Rear Brake Cables (Pair E83W).....	£61.40
E83W - 2580/1B	Front Brake Cables (Pair E83W).....	£20.25
7W - 2580/1/4/5	Set of Brake Cables (not E83W).....	£59.95
YE - 2793	Spring (handbrake lever pawl).....	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£15.75
E83W - 2853B	Hand Brake Cable (fits E83W).....	£13.95
119276 - ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.05

Steering and Suspension

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.....	£60.00
	Track Rod Ends (pair) E83W.....	£60.00
YE - 3304C E493A-3304	Draglink (Y model).....	£69.50
	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.65
YE - 33111	King Pin Set, complete (Model Y).....	£65.00
CE - 33111	King Pin Set, complete (Model C).....	£65.00
7W - 33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£51.50
E83W - 33111	King Pin Set, complete (E83W).....	£59.00
Y - 3446	Front axle A-frame Bush (fits all models).....	£4.90
YE - 3616B	Horn Button and Nut (Y model).....	£5.25

E93A - 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.00
E493A 4050	Retainer (rear axle shaft grease).....	£7.00
E93A - 4607	Pin (Drive Shaft).....	£2.00
Y - 4636	Lock Washer (pinion bearing nut) all models except E83W.....	£1.95
Y - 4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.50
	Shock Absorber - except Models Y and C (exchange £20 surcharge).....	£55.00
	Front Shock Absorber Link (exchange £10 surcharge).....	£20.00
	Front wheel bearings (wheel).....	£32.00
	Front wheel bearings (per axle set).....	£60.00
	Suspension Buffer (fits all models except Model Y).....	£14.00

Exhaust Systems

Y - 5230	Model Y stainless steel exhaust system.....	£75.00
CE-5230/ CE-5255B	Model C stainless steel exhaust system.....	£85.00
E04C - 5230-A	5cwt van stainless steel exhaust system (all 5cwt vans).....	£80.00
E83W - 5230-A	E83W stainless steel exhaust system.....	£80.00
E93A-5230/ E93A-5255-C	Prefect and 7W stainless steel exhaust system.....	£90.00
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£95.00

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).....	£7.95
E98T - 18672 Y - 6038	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount).....	£7.95
	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).....	£45.95
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
E93A - 6510B	Valve Guides (per set of eight).....	£94.95
Y - 6513	Valve Springs (set of eight) (fits all engines).....	£9.95
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).....	£0.70
Y - 6610B	Oil Pump Gear (fits all engines).....	£4.50
YE - 6623	Oil Pump Screen (fits all engines).....	£2.65
	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 (std, +0.010", +0.020", +0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040").....	£36.00
	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).....	£35.00
	8hp manifold gasket.....	£7.50
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
YE-6051-B	8hp cylinder head gasket.....	£15.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£29.95
	Used engines suitable for rebuilding available (collection only).....	£60.00

Clutch and Gearbox Parts

Y - 7015	Main Drive Gear (8hp).....	£32.75
YE - 7015	Main Drive Gear (10hp).....	£38.00
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
E04A - 7070	Retaining Ring (snap ring).....	£0.99
E93A - 7085	Rear Bearing Retainer.....	£17.00
Y-7090	Universal Joint.....	£30.00
103E - 7114	Counter Gear (10hp).....	£45.95

Y - 7119	Washer (Counter shaft gear thrust).....	£6.25
CE - 7141	Reverse Gear.....	£24.50
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 (exchange £10 surcharge).....	£20.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge).....	£59.00
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge).....	£59.00
E74 - 7580A	Clutch release bearing - All models.....	£10.00
E70 - 7600 - A	Clutch Pilot Bearing.....	£4.50
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter.....	£19.95
	Complete Clutch Assembly - All models (exchange £20 surcharge).....	£85.00
Y - 2454	Clutch Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£9.95
Y - 5102	Gearbox Rubber Mounting (Y and C models only).....	£29.50
	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.60
Y - 8109	Radiator cap (brass screw type).....	£5.50
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).....	£9.95
YE - 8606B	Fan Blade (11").....	£5.90
E93A - 8610C	Pulley (fan and generator 3.12" O.D.).....	£5.90
E494A - 8610	Pulley (fan and generator 4.12" O.D.).....	£5.50
E93A - 8620 - A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£5.75
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£5.75
E493A - 8501	Export water pump (exchange £10 surcharge).....	£79.00

Fuel System

	Fuel Pump repair kit.....	£26.50
E493A - 9030	Locking Petrol Cap (fits all models including 100E).....	£22.50
E04A - 9080	103E/E494A Petrol Filler Grommet.....	£12.50
7W - 9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.25
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.00
YE - 9355	Fuel Pump Cover (all models).....	£1.50
YE - 9365	Fuel Pump Cover Screen (all models).....	£0.75
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).....	£3.50
	Carburettor Gasket Kit.....	£5.05
YE - 9660	Connector (Starter Valve) Assembly.....	£2.00
48 - 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.55
	Fuel pump (no primer).....	£36.50

Ignition System

E83W 12024A	6V Ignition Coil (All models - not original).....	£38.50
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).....	£0.55
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).....	£5.75
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.50

Electrical System

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
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
E93A - 11001	10hp Starter Motor (exchange).....	P.O.A.
YE - 11001C	8hp starter motor (exchange £10 surcharge).....	P.O.A.
BE - 11450	Starter Switch.....	£17.00
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).....	£0.50
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.50
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).....	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
ET6-13465	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
40E-13466	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£1.20
78E - 13466	Panel bulb 6V 3W.....	£0.95
BE-13466-A	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.75
E83W - 13550B	Sidelight Bulb 5W CC (not E493A).....	£0.75
CE - 13740A	Popular no. plate lamp (E83W and 103E only).....	£19.50
38193-57	Toggle Switch (panel lamp).....	£2.50
E04A-118004B	Headlamp mounting bolts plus nuts (each).....	£7.80
	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.50

Rubber Grommets and Seals

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.95
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.25
	E83W Bonnet Corner Pads (Pair).....	£8.45
	E83W Bonnet Corner Pads (Full set).....	£12.45
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
E93A-17772 / 3	Grommet - gearbox cover.....	£3.45
E493A-17772/3-B	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.35
E93A - 35184	E493A Prefect Bumper Grommets (pair).....	£21.50
	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.95
E83W - 111172	Opening windscreen rubber for E83W.....	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.30
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).....	£11.00
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van.....	£14.60
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A.....	£12.95
7W - 941480 / 1	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.65
7W - 970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.95
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£12.95

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).....	£5.85
103E-17261 / 2-B	Speedo Cable (state model).....	£18.50
C46412AR	Dovetail (female).....	£4.00
CE - 17515A	Grommet (windscreen wiper).....	£3.50
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).....	£29.95
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).....	£11.50
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).....	£14.25
	E83W wing mirror.....	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60

Please note that all our prices include VAT, postage and packing!

100E & 107E Register

Tony Lloyd

Forgotten Hero?

Fifty one years ago this month the young 100E was pushed, squinting and blinking against the blaze of publicity, into the motoring limelight. It was well received by a car starved motoring public. The Ford Motor Company put a lot of effort into marketing this model and they had done their homework well. Here was a car for the average family. A comfortable ride, good size boot, powerful engine (for the time) and great styling.

It is strange, therefore, that in some respects it is the forgotten hero of 50's motoring. If the public is asked which car they most remember from this era it would likely be the Morris Minor that topped the list.

The 100E and Morris Minor are both equally good cars. Both represented the new age of post war motoring for the masses and both were aimed at similar market sectors. Both sold well. So why is the 100E remembered less fondly than the Morris?

The relationship between the 100E and the Minor can be paralleled with that of the Hawker Hurricane and the Supermarine Spitfire. Both were designed during the 1930's to an Air Ministry specification. Both represented the new age of high speed, heavily armed monoplane fighters. During the Battle of Britain, Hurricanes shot down more German bombers than the Spitfire and a similar amount of German fighters. So why is the Spitfire remembered more fondly than the Hurricane?

The answer to both questions is longevity of production. Both the Minor and the Spitfire were in production for a long time. To enable this to happen both were re-engined several times with larger and larger capacities. The 100E and the Hurricane, on the other hand, both had Achilles heels. The 100E had its sidevalve engine; the Hurricane the traditional way it was constructed, and both were therefore a sort of halfway house between old and new.

When they were conceived these were more than adequate, but both lost out to the march of technology and when the time came,



instead of being developed further, both were replaced by a new model. In the case of the 100E, replacement was by the 105E Anglia, and for the Hurricane, the Hawker Typhoon /Tornado was the replacement. So in the minds of the public at large, the Minor and the Spitfire became the icons, and the 100E and the Hurricane were condemned to a less famous (although no less worthy) role.

When Ford did eventually make the 100E the car it should have been and brought out the 107E it was all too late. In the brash, throwaway 1960s, new was 'in' and who cared about that old sidevalve even though it had a new engine!

The Last 100E (cont'd)

I have had a letter from member Chris Sanders about last issue's article on the last 100E. I thought that this article would have thrown up a bit more interest, but this letter from Chris is the only one that I have received.

"Dear Tony,

Just been reading your article 'In Search of The Last 100E'. Interesting, and I have been searching through all my books, papers etc and come up with the same date as you:

June 1962; all the books say it. As you say, you have the proof that they went further with 115445. The story about picking the car up in the factory garage in August sounds true to me. My father, also a Ford man 1937-67, used to pick his cars up from the factory, all employees did. I think it was about 1965 that there was a directive to say employees had to go through the dealer network and no more factory collection.

June seems an odd time for production to finish, as usually machinery ran until shutdown in August when it was removed/modified for new models. I have been thinking though, about the relationship between the Popular 100E and MK1 Cortina. This was announced in September '62, but I have a photo of demonstration Cortinas in June '62 at a race circuit. They must have been clearing space in the factory to produce the Cortina around this time.

The only other possibility to me is were they still being produced in Cork, Southern Ireland, and cars brought over to fill orders outstanding after June? People seem to forget about Cork, but this was in production until 1984 and produced all sorts of weird and wonderful models. They made 100Es at Cork, there is a photo of them on the line in my Cork book - cars, vans and estates. This plant generally produced for the Irish market. Also, Doncaster produced the 103E Popular. Did it produce any 100Es? I don't know. Possibly the D 12B 115380 was the last Dagenham number? Bill Ballard in his Sidevalve book discussed the last Popular and the above number decodes as 'D' Dagenham or Doncaster - 12 is Deluxe Popular (11 would be standard) 'B' = 1962 'A' being 1961. He puts the 115380 also as June 1962".

Chris also suggests contacting 'Ford News' as this is sent out to all Ford pensioners and somebody might remember something. This I am in the process of doing and I will let you know if there is any outcome.



The Hawker Hurricane and (top of page) the 100E - victims of a short production time?

Anglia, Prefect & Popular Register

Andy Main

Those of us that have attended rallies and other motoring events during the last few months may have looked at various vehicles and thought - is it classic, considering it is only xx years old? At a steam and country fair I attended was a display of six Chrysler PT Cruisers ranging from less than six months old to two years. Whilst the model may have a retro look I personally would not classify it as a classic yet.

Whilst a display at a car show may be appropriate, at a steam and country fair they didn't fit with the image for me. Whilst many shows have a minimum age criteria for vehicle entries, they did look odd with the more usual display of post-war cars in the arena. A few years ago on arrival at a show one was given a programme, sandwich and drink vouchers to be exchanged in the refreshment tent. Programmes are now often charged for and I expect due to food hygiene regulations sandwiches are no longer available. With the high cost of insurance, tea/coffee may be a further high risk in case the hot drink is spilt and an insurance claim is made.

Hole in One

Whilst many people enjoy the challenge of hitting a golf ball using the least number of putts to the next hole (a hobby that has no interest to me, pitch and putt on holiday too), the roads in Kent, and I expect in every other county are becoming one large course. The roads are either deeply rutted as if in some war zone, or the road has been resurfaced but the manhole covers have not been raised to the new road level. Whilst much practice and much luck must be involved in golf, on the public roads I always discover that rut/sunken manhole with little effort. Whilst we may not



Photo 2 (left) and photo 3 (right):
The birthday surprise!

pay road tax we still pay a lot of tax each time we fill up.

Ardingly Find

At the Ardingly Vintage Vehicle Show held on the Sussex County Show Ground in early July in the autojumble area was a chassis (described as E93A) with engine for sale at £200 (Photo 1). With the kind permission of the stallholder, the wheelbase was measured which confirmed that it was not from an E93A Prefect. After much scratching with a coin before a wire brush was found the chassis number was revealed. This confirmed that the chassis was from a 1946 EO4A Anglia. A 10hp engine was now installed. The only history known was that a "specials body" had been fitted but removed many years ago. Also for sale were a Model Y rear axle, and radiator grille. On display on the nearby FSOC stand was a sidevalve powered mouse! Far too big to use with a computer or catch in a trap.

Birthday Surprise!

Donald Stuart from Sheerness, Kent had been assisting Alan Bricknel, who lives nearby, with his 1953 E493A Prefect, which included rebuilding the engine. Don takes his friend Pamela shopping and near to his 65th birthday

was asked what he would like. Don decided on a steam train ride on the Kent and East Sussex Railway between Tenterden and Bodium. On the journey home after an enjoyable day, Don's Commer Highwayman started to play up and a stop was made at Alan's for a birthday drink as pre-arranged. Just as they were leaving, Alan slid the documents and keys to the Prefect across the table to Don and requested that he removed "his Prefect off the drive". Don thought that it was a wind up and slid them back. Don was then informed that Pamela had bought the Prefect for him and that he had previously been working on his own Prefect! The following day Don caught a taxi to Alan's and returned with his birthday present.

At the Easter Transport Festival held at the Historic Dockyard, Chatham, Kent I first photographed NVM 513, Pamela sits beside the Green Magic Monster as it is called (Photo 2). First licenced on 1st May 1953 in Manchester, green NVM 513 joined the register on 1st October 1992 when owned by Clive Morris from Rochford, Essex. Purchased in May 1992 with a mileage of 12,452 it was last on the road in January 1989. The previous owner (details not supplied) had rebuilt the engine (not the original), transmission and axle. Clive was only going to repair the rusted body areas and touch in with spray to keep it as near to original, and was hoping to get it on the road in 1993. Photo 3 was taken in black and white in August 1992, differences are black painted bumper and wing mirror, and wing mounted flashing indicators, spotlight and badge mounting. I never received any further correspondence from Clive and I was also unaware that Alan Bricknel owned it too. Alan in fact owned it for ten years, purchasing it as a wreck and restored it six years ago which included a full respray. Don became the surprise owner on 13th July 2003, the mileage then being 16,932.



Photo 1

Down the Road

Two miles down the road from me lives Ron Wood who is in the very early stages of restoring his black 103E Popular (Photo 4). First licenced on 16th April 1959 in Middlesex, 524 UMC first joined the register on 1st April 1994 when owned by Mr. T Chaney from Billericay, Essex, having purchased it in January 1973. No early history was provided but in 1994 it was then under restoration.

Ron's son has a customised 103E Popular and whilst looking for spares for it came across 524 UMC advertised in the local paper, an advert I missed. The Popular was found to be in too good a condition for spares so Ron is now restoring it. The original engine had been replaced by 1994, and the present engine is an eight. Ron has undertaken extensive welding to the rear end and the interior requires completely replacing.

Sidevalve Vans are like Buses!

The vans are sought after, often to advertise businesses but due to the lower numbers built compared to the saloon cars and the often very hard working life the vans had, survivors are quite low.

Jeff Lawrence sold his 103E Popular OFF 402 last year to make way for a Fordson 5cwt van to promote his small business, Peakirk Bookshop, near Peterborough, selling rare and out of print secondhand books. Following appeals and a feature in February 2004 edition, Jeff had no luck at all. Being impatient, Jeff writes, he spotted an advert for a Ford Thames 300E van, LVS 466 which, again being rare, he thought would be ideal as a good alternative. Jeff therefore bought the van, and, as a bonus, Tony Lloyd, the 100E Registrar informed him that it is the earliest registered surviving example of this model, manufactured and registered in 1954. First owned by an Oxford bakery it has had much work undertaken over the years and



Photo 4

drives beautifully. It is often approached by onlookers who make the often-said comments "you don't see many of these now", and "I had one of them and put side windows and a rear seat conversion in it"

About two weeks after trailering the 300E from Hampshire, Jeff noticed another advert for a sidevalve van, this time a Fordson E494C 5cwt, which he just had to buy. Another journey to a different part of Hampshire (why are so many sidevalve vans for sale in Hampshire?) on 22nd February and he returned with van and trailer to Peterborough again!

This van doesn't have any history with it, apart from the original buff logbook, and is unknown to the Register. KP B 304 was first

registered on 19th October 1945 in Surrey, and apart from an owner in Sussex, the Fordson has remained mostly in the Hampshire/Dorset counties. It is believed that a full restoration was undertaken about ten years ago and sign written as a Building Contractors on the side panels. Painted blue with black front wings Jeff intends to complete a light restoration in the summer, including a change of sign writing to Peakirk Bookshop.

So what about Elvis the 300E van? (LVS 466) Well, as Jeff also owns a 1961 Singer Gazelle Convertible and a boring modern day car, reluctantly Elvis has to go due to lack of space. Photo 5 features Elvis the 300E and Fordson E494C 5cwt van, still sign written for the Building Contractors.



Photo 5

Pre War Register

Yvon Precieux

The Taking of the Stone of Destiny (How small Fords played their part)

(Acknowledgements: Ian Hamilton ("The taking of the Stone of Destiny") and archival newspaper articles).

Registrar's Comments:

The small sidevalve Ford has played an important role in the pre- and post war history of the last century. This part of the Small Ford history however, is rather special, as the use of two small Fords in a task to take a legendary stone back to Scotland caused quite a stir at the time. With the general interest shown in films of legend, folk-lore and Biblical origins, you never know, one day someone may decide to make a short film and the merits of these two old Fords in serving a nation may be taken up by a larger audience and perhaps create the motivation for the continuing survival of early sidevalves and other vehicles in the small Ford range.

There was a time when any incursion into Scotland, be it by invasion or retreat of its southern neighbour, resulted in much of its nation's records being destroyed or taken south. Those that survived were kept in London and it was only in the late 1930's that a group of Scottish historians travelled to London in a request to retrieve some of these ancient scriptures. The manner in which certain documents were freely handed back caused many Scots to consider the Stone of Destiny, the symbol of Scottish existence and identity, which had been removed from the Palace of Scone to Westminster Abbey by Edward I in 1296. By 1950 the chain of events to retrieve it had been initiated.

Historically, the stone of Destiny is symbolic as it forged the basis of Celtic nationality, the stone having been carried by the Celts across Europe to Scotland via Fergus Mor McErc from the Irish Gaelic kingdom of Dalriada. Mor McErc invading Argyll sometime during the fifth century. Then and even today there is still debate whether this Coronation Stone or Stone of Scone, as it is sometimes called, should be called the Stone of Destiny, some saying it is the Bethel stone, which dates back to Jacob. Whatever its early history, its origins are without doubt ancient as is its use as the crowning seat for every Scottish King.

A Plan is Hatched

We pick up the story in autumn 1949. Ian Robertson Hamilton, a young university student from Paisley, was travelling down



The Stone of Destiny

to London to see the stone for the first time. An idea was kindled to take back the stone, culminating in a plan of action, which was started in November 1950. Studying every book on Westminster Abbey he could lay his hands on, Ian Hamilton paid a second visit to London. A recce and copious notes later, he was on his way back to Glasgow. One of the more ponderables was the calculation of the weight of the stone, a haphazard figure of four hundredweight being arrived at by the simple comparison with a tombstone. The plan was for a night raid - a daylight raid was out of the question due to extra activity in the chapel at this time of the year. It was also decided that four people were needed to perform the actual task of removing the stone, and so with three able recruits: Kay Matheson, Alan Stewart and Gavin Vernon; all that remained to be acquired was transport, a hire car being the ideal choice.

8 hp Getaway Cars

On Thursday 21st December 1950 the car was collected. There was some dismay on being provided with an 8hp Ford of some 12 years vintage. This was old for a car even at that time and would appear to identify the vehicle as a 7Y. Finding nothing basically wrong with the car and with the diminutive 8 horse engine pulling well, the pre-war Ford 8 was hired. Although it had been envisaged that 3 people were to undertake the task of removal of the stone, the benefit of a second car was prompted by Alan Stewart with the question "Do you want an Armstrong or another Ford?". On a cost basis, the next statement was rather obvious but questionable "Would an Anglia carry four hundred weight?" The non-hesitant reply was "Yes, if required

it would carry Nelson's column, pigeons and all". The sheer ruggedness of our old Fords was familiar then. The second small Ford, an E04A, was now part of the plot.

Snow on the Pennines

On Friday 22nd December 1950, just over 54 years ago, two 8 horsepower small sidevalve Fords, one an elderly 7Y, the other an E04A, set out at 7 pm from Glasgow. Ian Hamilton and Alan Stewart sat in the E04A Anglia, following the rear lights of the 7Y driven by Gavin Vernon and Kay Matherson, through the blackness of the night to the border and on to Carlisle. Changing drivers and snatching the odd half hour of sleep assisted the arduous drive. By the time the two small sidevalves had reached Scotch Corner, snow had started to fall, flurrying past the somewhat vacant 6 volt headlamps. The backbone of England, the Pennines lay before them. Halfway to the summit the weather deteriorated further. Now both cars were sliding on the wet ice with continuous stops to scrape ice from the windscreens as they strove to achieve the summit. On the way down the conditions improved and soon they were running on slush, the two Fords with their direct steering taking various unnerving sideways swings and slides across the road when black ice was encountered (unlike today, gritting was not common on all A roads, drivers had to contend with no major motorways, no road lighting, no heating, much lower speeds, black ice, bad visibility and driving into ditches). At dawn on the 23rd a stop was made at a cafe in Nottinghamshire, and by the afternoon the outskirts of London had been reached.

Westminster Abbey

The Anglia and the 7Y were parked up near to what now can be identified as the MOD buildings Whitehall/Northumberland Avenue; then a building site. At the Abbey door the group split into two parties, paid the admission price and entered. Particular attention was paid to the Coronation chair under which the stone rested, as it was hoped to keep chair damage to a minimum. The night was drawing in and the debate was whether to proceed that Saturday night or the next day Sunday/Christmas Eve. The obvious choice was Sunday, as not only would activity be higher with Christmas celebrations, but the police would be more occupied with revellers to consider a raid by a few Scottish activists. It was decided that Alan Stewart and Kay Matherson should drive off in the Anglia to familiarise themselves with an exit route west out of London, as a prelude to carrying the stone to Dartmoor, prior to its final destination, Scotland.

The First Attempt

Rising early Sunday, Gavin Vernon and Ian Hamilton parked the 7Y outside the west door of Westminster Abbey. The time was 5.15pm. The jemmy tools to accomplish the task had been hidden under Ian's coat. At a discreet distance to Gavin and the Abbey guide, the top of the north transept was reached. In somewhat comparative darkness, with the guide just out of sight and a nod from Gavin, Ian Hamilton managed to crawl and cramp himself under a cleaner's trolley and tried to be perfectly still. At 6pm the doors were shut, the lights turned off. Darkness provided Ian with the safety of an invisible blanket to move around. Three paces on, there was a noise, a light swung round and footsteps came forward to where Ian stood. It was the night watchman. Giving a false name and the excuse of being shut in Ian was quietly led out of the Abbey. With this, their first real endeavour, having been a somewhat bungled attempt, and financially lacking the means to afford a hotel meant that sleep now had to be contemplated in the two Fords. This being Christmas dictated that the night would be freezing. A daylight raid had not been on the cards but in the absence of more time and money, this now was deemed likely. Time was now of the essence, Kay Matherson had caught a cold and the need for her to rest indoors somewhere was immediate. With the group temporarily down to three, matters were getting desperate.

The Second Attempt

Luckily enough, Westminster Abbey was still open and though their presence at such a late period was remarked upon, a chance conversation between the Archdeacon and night-watchman provided the group with some vital detail of when the watchman would be away. Although late, it was still too soon to attempt a break in. The group waited until 2am in the early hours of Christmas Eve. At 3am Kay Matherson was woken, creating much

commotion and suspicion with the proprietor. By 4am the E04A Anglia, being the more common type of Ford model in use on the roads, was parked adjacent to the Abbey walls, with Kay Matherson acting as look out in the 7Y. A hefty jemmy tool and the combined weight of three Scotsmen prised the Abbey door open. Inside, the Confessor's chapel was in darkness, but there was sufficient light from the torch to identify the Coronation chair. Brute strength splintered the retaining wood bar and the Coronation Stone was away from the chair. Pulling at one of the iron rings, the stone separated - a corner had come away. The stone was now two. On reflection, the fact that it was now in two, meant the stone was just that bit less daunting to lift and move towards the entrance. The smaller fragment was placed in the Anglia just as a policeman, who had noticed the car, was approaching. Pretending to be a couple, Kay and Ian managed to engage the policeman in convivial conversation, ending in their being politely requested to park in a nearby public area. During this time the other part of the stone was being manhandled by Gavin and Alan out of the entrance. On seeing the policeman at the car, they froze and quickly edged back into the Abbey. The Anglia, it was assumed, would now be recognisable after this encounter with the police and with a fragment of the stone in its boot, the need to get as far away from London was paramount. With the next watch due, Kay alone was left to continue the journey home, after dropping Ian off as near to the Abbey as was possible. Pulling away from the second set of traffic lights, the boot of the Anglia violently dropped open and the stone fell out. How Kay managed to manhandle the fragment back into the boot only history can relate, but manage she did.

The Stone is Taken

Still quiet back at the Abbey, Ian located the remaining part of the stone, but there was no sign of Alan or Gavin. A quick check to the 7Y and still no sign of either. Eventually locating the keys to the 7Y he found the battery flat. A turn of the starting handle, the engine fired and it was back to the Abbey. The stone was still lying where it had been left. This seemed to be the last, desperate opportunity to secure the Stone of Destiny. With his overcoat, Ian hauled it at one end, it moved. Rocking it from side to side and swinging the stone through the open door, one end was heaved towards the rear seat. Pushing the other end, it was left to topple into the back of the car, bringing the 7Y lurching and crashing onto its own springs. Forgetting his overcoat, which still lay on the ground, Ian grabbed the wheel of the small Ford and was soon out of Parliament Square. With limited knowledge of the roads, Ian was soon at a loss as to exit. As fate would recall this was to be fortunate as soon afterwards in the distance two familiar figures, Alan and Gavin, could be seen walking away from him. Sneaking up quietly and braking suddenly made them flee, but the shout of "I've got a bit of Bannockburn in the back seat" made them stop.

Hide the Evidence

With the main portion of the stone taking up the rear and room for one passenger in the front, Alan fell inside and Gavin closed the door. The rendezvous would be Reading Station at 4 o'clock - providing of course the old car made it. Steering the 7Y, Ian found the weight gave the overladen car better stability with the brakes and 8hp engine just coping. The taking of the stone would soon be common knowledge and a place to hide the stone was sought. The place had to be further south, well away from the search area from London to Scotland. Out of the town and in open countryside the 7Y just made it up hills in first gear, whining as all old Fords do. A farm track was found and with the brakes half shot, the Coronation stone was lifted, rolled, dragged, pitched into a ditch and covered with grass. The 7Y was thought to be a hot car, with the police having details of the number plate. The thought of abandoning it went through their minds, yet this was Christmas and with no newspapers providing details, there was still enough time to retrieve the evidence, the overcoat, left behind in the car park.

Back to London, then home

The 7Y headed back into the now familiar area of London. Stopping the car opposite the still deserted car park the coat was retrieved. With fortune and time still on their side, the decision was taken to locate and find a new hiding place for the stone of Destiny. The road was easily found and the stone was once again lifted and rolled into a better geographical position. All that remained now was to get back home. The clutch of the 7Y was let out and the accelerator pressed to its driveable limit. The crew and the car having an uneventful return journey, reaching the border late on Christmas day. Later that week arrangements were made for an Armstrong Siddely to locate and carry the main part of the stone back north. The Anglia driven by Kay Matherson had reached Birmingham the previous evening where it remained in a friend's garage with the remnant of the stone still in the boot for a fortnight, prior to it being driven to Scotland to match up with the rest of the stone. Eventually the story was made known, but no criminal proceedings were ever made against the 4 who, more or less on their return, immediately identified their cause to the press and public alike. Of the Stone of Destiny, the two pieces were handed over and eventually brought back to London in April 1951, but the request for it to be returned to Scotland never went away.

The Stone Returns Home

In 1996 the Coronation Stone, under military escort, was paraded down the Royal Mile in Edinburgh to Edinburgh castle, where it now resides (Christine and I were there)What happened to those two infamous but remarkable small Fords used we will never know, but their place in history will now always remain.

E83W Register

Glen Bubb

Following on from the "Where Are They Now?" slot in the last magazine, in which I included a photograph of a steel bodied pick up NCA 129. NCA, according to the latest records I had of it, was owned by Bev Jobins and had been rescued from a caravan site in North Wales by Rick Jones of Cheadle, Cheshire.

As that issue of Sidevalve News came through the letterbox on the Saturday morning, we attended the Nantwich Transport Festival on the Sunday, in both our Prefects (E93A and E493A). Whilst relaxing in the sun behind the cars, we were told by a member of the public that there was an "Austin exactly the same as these" in the station yard at Whitchurch. When I passed by on the train a few weeks later, it turned out to be a Popular/Anglia - obviously that very rare car, the Austin Popular!

We were also approached by a chap who asked if we had any E83W spares. We said we did but they weren't for sale as we had two E83Ws. Following a talk about E83Ws, it turned out that this E83W owner was none other than Rick Smith, the original rescuer of NCA 129. Not only that, but Rick now had NCA 129 back in his possession after a series of owners, and was embarking on its restoration, along with sundry sidevalve specials, a Dodge car transporter and a Standard 10, amongst other things.



Photo 2: an early Thames E83W - any guesses as to what it is?

Rick is also the webmaster of the E83W's own website (www.E83W.co.uk), and also has another steel bodied pick up CJM 357 (photo 1), which was purchased new by a Mr Hodgson of Witherslack, Grange-Over-Sands, and has been owned by Rick since 1993. Rick had the day before collected an early post war pick up from a chap in Kent who had lost interest in it, but I didn't note the number.

As if this wasn't enough of a coincidence already, Rick lives approximately 10 miles down the road from me now, so the E83W registrar and website are centred on North Shropshire and South Cheshire. Unfortunately, Rick has let his membership lapse, but assures me he will be joining again.

Another delve into the archives has come up with two more interesting pictures. The first is of an unidentified Thames E83W with a very smart body (photo 2), which would appear to be a gown van. This was sent to me by John Coleman of Bishops Stortford, who had found it in a clear out. Inspection of the rear of the picture, which is obviously one used by the coachbuilders, says that it has shelves in, so presumably is not a gown van. Any guesses as to what it is?

The third and final photograph this issue is one of Ford's own E83W pick ups - FER 39 (photo3) in the now defunct Ford Museum at Dagenham. I don't know where it is now, but presumably it may appear at Gaydon one day.



Photo 1 (above): Rick Smith's steel bodied E83W pickup
Photo 3 (right): one of Ford's own E83Ws - where is it now?



Tales of BOA

Jim Norman

With the welding complete, BOA passed her test for another year, and as I write this we are about to depart on a week's touring holiday based at Cleobury Mortimore, near Kidderminster. The car is more than ready for this, and after a hard year so am I,

The car is used every day and, however good she is, 40 year old technology does have some drawbacks, some of which have been addressed. The car is not exactly as Dagenham produced her, and my list of modifications - and the reasons for them - are here recounted.

Externally the car still looks quite original; in fact there is little to see anywhere, and the modifications are all reversible should the fancy ever take me. But vacuum wipers, quaint in a summer shower, are more problematic in a winter blizzard. Electrics from a Mini, as per 100E Technical tips from the club stores, cured that. Other improvements to safety include radial tyres (cheaper too, and longer lasting) and sealed beam headlamps, although these will be replaced by domed halogens before next winter. The boot lid has an external rack to improve luggage capacity and a pair of reversing lamps hang from the towing bracket. Other than that, all is as Ford intended.

Inside are some additional gauges: oil pressure and voltmeter, and the hazard warning light switch. These are discrete, and the gauges are even period, but the radio/cassette player is fully up to date. The speakers though are hidden under the dash and completely invisible. Under the original carpets is the sound deadening from an Astra and Mark V Escort we scrapped at college, so the noise levels are very low. The original seat covers are not the car's best feature, and are hidden below some modern cloth covers, which also reduce the feel of cold vinyl on a chilly morning.



Jim Norman's trusty 107E, affectionately known as "BOA"

Underneath, the rear springs have an extra leaf added for caravan towing and better handling (again, full details in Jim's Technical Tips available from the club stores), the former of course requiring a towing bracket. The diff ratio, as already reported, is a non-standard 4.125:1 to give slightly better cruising.

It is under the bonnet that most differences are apparent: the Nikki carburettor surmounted by its K&N air filter is all too obvious. Next seen is the alternator to ensure a full battery on cold winter mornings, while tucked away on the offside inner wing is the electronic ignition unit, again ensuring a first time start. The only other item of note is

the electric fan for the radiator, but this you have to look for below the card cover. The main modification though is not apparent: the original engine has been modified to 1200cc. This, I feel, makes the car safer on the road, as she is less of a hindrance to other road users. But I still drive well within the capabilities of the original brakes, steering and suspension: speeds above 60 mph are rarely seen and I have no idea of what her maximum speed is, or inclination to find out.

Perhaps this is not everyone's idea of how a 107E should be presented, and she certainly wouldn't win prizes at a concours. But she is seen on the road, every day, a mobile advert for the classic car movement.

Visitor from Sri Lanka



FSOC members are all over the world and some are keen enough to pay us a visit and go away with bags of spares for their sidevalve. Mr L P Dela Bandara flew from Sri Lanka to London and then by public transport to the club stores in Abingdon. The upright spares team (Shirley and Stephen Wood) were on hand to help Mr Dela Bandara sort out the spares that he needed for his black Popular 103E back at home. He also kindly left us some Sri Lankan delicacies, which included some samples of tea, which have been enjoyed by all of us as an alternative to PG Tips! Mr Dela Bandara is the furthest travelled customer (to date) and he has recently telephoned to say that he will be returning next year to see us.



Specials Register

Rob Daniels

Please ignore the introduction to last month's specials register pages. I must have had some sort of illness when I wrote it. What could I have been thinking of; how I could possibly have some money in the bank and a space on the drive and think that I wouldn't buy another car? It's a perk of the registrar's job and that of running my web site, I suppose. When someone wants to sell a car the registrars usually get to hear about them first and sometimes these cars are just too good to refuse, as was the case of my latest acquisition. During the early part of August this email dropped into the inbox:

"Hello Robert,

My Father has what we believe to be an AKS Continental Mk 3 that he built in the early 60's. The car was used as everyday transport until he took it off the road to alter the seat for my mother, unfortunately he never finished it!! The car has been covered for many years but needs a complete restoration (the fiberglass seems to be quite good).

He now realises that he will never restore it himself and needs to sell it to someone who could. We unfortunately do not know what a reasonable price would be and the rarity of the car etc. Would you be able to advise us?

Thank you,
Matthew Turner"



Photo 1: Rob's latest acquisition
Photo 2: the dash
Photo 3: the interior



Photo 4: AKS Continental

As the emails continued it transpired that this was the sort of car that turns up once in a blue moon and the sort of car that I have let slip through my fingers in the past. Not this time though. The AKS now resides at the Daniels residence and the specification is: Ballamy wheels (5) and hubcaps, boxed van chassis, panhard rod front and back, Buckler "D" gears, 4.4-1 cwp + calibrated Speedo, fully trimmed including the head lining and all built to an amazing quality. He was an engineer at Marconi and must be some sort of perfectionist. It was built with all new parts including a rebuilt engine, gearbox, back axle and steering box. It has all the bills and receipts and has 21,000 miles on the clock. Saying that, it has been off the road since 1963 and wants work.

Although it is a saloon and not the best body AKS built, the good point is that the hard top is removable and will be rebuilt as a convertible!

EB enquiry

Hello Robert,

My name is Rene Wagner and I'm an owner of an Ashley 1172 roadster with detachable hardtop (see photo 5). The front wheel suspension is modified, as you can see (photo 6). I bought the tuning-book for specials but - I'm sorry - no information was included. Now I have the problem, that I have to buy new shock-absorbers, because the old ones are in very bad condition. I contacted a German company, which can produce new ones, but this will cost a lot of money. Maybe you or some of your website-visitors can help me, by finding some shock-absorbers for a payable price?

This rare front suspension was made by the Edwards Brothers, EB. The dampers were made by Woodhead Monroe. I have spoken recently to John Edwards who ran the company and he told me that someone from Woodhead came to see them and looked at what they were doing, took dimensions etc and came back with the correct units. John has no idea what the damper units were from or what spring rating they used. If anyone can help, please contact me.

Shortly after this conversation I had the opportunity to visit John Edwards and his wife and took with me some of the Edwards Brothers memorabilia that I had collected over the years. These included the recently



Photo 5: Rene Wagner's Ashley Roadster

acquired photos of the EB chassis that were featured in the last magazine and the original spec sheets, some of which John could not remember drawing. He told me that these were printed by one of the secretaries who would often moan about the job. Anyone who remembers those old foolscap duplicating machines will remember it was a messy affair at the best of times. One interesting fact that John told me, was that all the laminators at EB were female. The only pictures I have seen of the laminating shops of specials companies only ever included men. Incidentally if anyone requires a pair of new front wings for their EB 50 or 60, then contact Danny Moody whose details are in the front cover of this magazine. I sold Danny these many years ago and after selling his car discovered the wings at the back of the garage.

One of the main reasons that I went to see John Edwards was to see his newly restored EB Debonair, a photo of which can be seen in the LMB article. The car is the LMB Debonair number one and after being sold by Les Ballamy, was owned for many years by a neighbour of John's brother Wilf. Wilf had always said that if he ever wanted to sell it could he buy it. Eventually the day came, and after Wilf's death the car was taken on by John who has done a smashing job of the restoration. John has promised to bring it to the Historic Specials Day next year.



Photo 6: the Ashley's modified front suspension

Historic Specials Day

Historic Specials Day had a good turnout of cars again this year with around 60 in total, which seems to be the norm. I didn't get the exact figures, but from memory there were 3 Bucklers, around the same amount of Dellows, 6 Falcons, 2 Ashley's, 6 or 7 Tornado's, 2 Siva's, 3 Hamblin's, 1 Shirley, lots of "one offs" including 2 V8 sidevalve powered cars, one and a half Super Two's, 6 Rochdale's plus Fairthorpes, Turners, Peerless etc, etc.

The photos (7, 8 & 9) show the amazing turnout of Falcons including 3 Mk2's, the convertible one clothing a Watling chassis and sporting an original factory windscreen. The other Falcons are from left to right: - Mk4, Mk3 and the Peregrine 1000.



Photos 7, 8 & 9: the amazing turnout of Falcons at Historic Specials Day

The National

The FSOC National Rally had a very disappointing turnout of specials with only the Shirley of Geoff Hammond and my own Rochdale GT in attendance. Geoff and I had traveled 90 miles or more in our cars to get there, which was done nearly all the way on Motorway and dual carriageway. Driving a special is nothing like driving a saloon, you can cruise all day at 60-65 mph and long distances are covered with ease. Please try and attend in your special next year.



Photo 10: the Rochdale GT & Mk 2 Shirley at National Sidevalve Day



Photo 11: Protea & Flamingo from South Africa

South African Special

Rob I am sending you this mail with some photos (photo 11). The Protea was made in South Africa by a Mr. Meyers in 1957. 14 of these cars were built before production was ended. The one on the photograph was no 4. Meyers went back to the U.K. in 1958. Is it possible that he sold the moulds in the U.K.? The car was rebuilt by me in 2002 and is currently in the Heidelberg motor museum. The chassis is made out of pipe with some Ford running gear and a 100E motor. I have some more photos which show more details. If I get hold of a scanner, I will send them to you. As far as I know there are 4 of these cars in SA today. You could also buy the bodies and fit you own running gear. Don't know how many of these where build. There is not a lot of detail which is the same. If possible see if you can get any information. The GSM Flamingo is no 60 of 1964.

Chris Loaw

Siva Snippet

It must be reported that a well known Siva enthusiast has acquired the Siva Edwardian Moulds and that the original designer is already making plans for an updated version. You never know what will turn up on ebay these days! (see photo below).



Mystery USA Special

Hi Rob, trying to find info on this car. Can you help? I sent you a picture a few weeks ago on this mystery car. There were a lot of cars made from fiberglass in the 1950s. Many of them have lost their identity. My motor head son, Jason found this car on ebay a year ago and I purchased it. It came from a guy in Pittsburgh area. He had found the car in the Hemmings magazine. He had the car for only three months before he sold it to me. When he purchased it he learned that the car had been in storage at a local dealer since the early 70s. I also was told it was built in California. Does have tag on motor with info on motor rebuild. (Coach Maintenance from Los Angeles).

Since then I have been trying to find out any information I can on the car. I contacted Greg Sharp of NHRA, George Barris, Dick Dean and a few others. No one has ever seen this car? The styling appears to be mid 1950s with the newest part being a 1955 Buick windshield. The car is set on a 1933 Ford frame that was "Z"ed to lower stance. It has 1936 Kelsey hays wheels, 1940 Ford juice brakes, 1942 59L flat head (bus motor), Harrell heads, Evans two pot manifold with 97 Stromberg carbs, a Harmon & Collins duel coil ignition supplied spark, shifting was a 1936 top loader transmission. The car has period Stewart Warner gauges and cool Naugahide interior. The paint is the original lacquer as are tyres and every thing else. When I got car it did run, but nothing was ever hooked up. Grill was just set in place. Wiper was a dummy, seats not bolted down, hood not latched down, etc.

After a summer of constant breakdowns, we decided to do a semi resto. My son Jason and I removed the motor and trans. Motor was taken apart. It took two week to get the heads off. Block was completely clogged; heads were in bad condition due to years of



Photo 13: Mystery Special from the States

deterioration from setting. I did get lucky and found a man in California who reproduced heads using original moulds. While apart we found some cool work had been done: a Winfield semi grind cam, a 3 3/8 bore, a 4 inch crank, block was relieved, ported and polished. We added a 1939 top loader trans, new radiator ETC. Car definitely attracts a lot of attention. I hope you can help. Thank you for your time,

Mike Acerra

If anyone can help Mike with the identity of this special please contact me and I will pass on the info.



Photo 14: Rear view of the "mystery" USA Special

Separation - the Way Forward.

John Porter

A seizure came my way the other day, which concerned the separating of the engine and gearbox in an upright. What happened applies to a 100E as well in much of the detail. In this Pop, the clutch had become more and more unpredictable and jerky in use over the last year. This was worse than is usual for an Upright. The only remedy was to replace the clutch unit. As you Upright owners may already know, there are two alternatives: remove the engine or remove the back axle and then the gearbox - yes, really! If you have a crane then removing the engine is the best bet, as this is what they did in the "trade" when, as always, time was of the essence. If you have a jack and stands then the removal of the axle and the gearbox is best although time-consuming.

Refer to your Manual

The actual procedures involved in both cases are covered in the Ford workshop manual that every member has in their proud possession - you do, don't you? At the very least you can read it the night before so that you will know what will happen the next day. As Bryan Baker remarked some issues ago, it pays to remember that the Ford manuals are written for the professional mechanic to do the job in the least time, with the least trouble and with the correct tools. It should be noted that if the intrepid sidevalve enthusiast cannot understand the text or method involved they are advised not to attempt difficult or potentially dangerous tasks. At the very least talk it over with a knowledgeable friend who knows their way around a sidevalve. We are not talking Corsas, Astras and Fiestas here!

The Crane Method

Anyway, to the task in hand. As a crane was available, option 1 was pursued - removing the engine. As this was a 103E, the bonnet and radiator had to be removed to allow some access and engine forward movement. The engine can be literally "unhooked" from the hoses, cables, rods and exhaust before suspending the engine and the front mounting removed. The gearbox does need to be supported at its forward end as the engine is moved forward off the input shaft. It was at this point that the whole proceedings came to an abrupt halt as the engine would not move away from the gearbox flange! The Ford manual does not cover this eventuality as it only assumes a nearly new car. At this

point, it was clear that the only solution was to remove the engine and gearbox as one unit after refitting the bellhousing bolts. This means the removal of the gearbox and floor covers and then the clutch-rod, speedometer cable, torque-tube flange and gearbox mounting. Time considerations fly out of window now! Actually getting the complete unit out of the engine bay is not easy. Ideally use a hydraulic crane or a set of chain-blocks - don't try brute force - cast iron means cast iron! Still, if you drop it on your feet you will at least be good at scuba diving! It is safest to remove the front grille and roll the car back away from the hoisted power-unit. With the engine and gearbox out do not be tempted to try and lever the engine and gearbox apart. There are no leverage points and damage can be done. Now it is becoming a long job, with the replacement of the clutch incidental to actually getting access.

Wind the Nut up!

Taking out the bell-housing bolts (again) and applying a tube to the clutch lever arm to start the separation can be successful. Easing oil can be sprayed into the clutch drain hole in the general direction of the clutch centre. This will help to ease the seizure although it won't do it quickly (leave it over night).

However, in the case of this car more thought was required. A slide hammer of the type used to remove hubs etc can be attached to the rear of the gearbox and judicious action applied. Don't get too enthusiastic or you might damage the rear stud threads. Doing this did get a small gap between the engine and gearbox - just enough to get a nut in the gap. This allowed longer bolts into the bell-housing so that the nuts could be wound up the threads to force the housings apart. Do this evenly and with some feeling (refer to the photo below).



Use a nut and bolt to gently force the housings apart

Do the Job Properly

If you have been successful, then no damage has been done to any part of the power-unit and the clutch can be removed. It is not worth only doing part of the job - replace the clutch plate, cover and release bearing (available on

exchange from the club stores). The old clutch will be asbestos lined so precautions will need to be taken - do not blow the dust out with an airline! Use brake-cleaner or liquid solvent until all friction material debris is cleaned away.

Reassembly - Mind Your Fingers

Reassembly, as they say in the manuals, is the reverse of disassembly! Check the spigot bearing for condition, as grease can only be loaded into the bearing when the clutch is removed. Apply High Melting Point grease to the bearing, as well as to the clutch release bearing tube and the clutch spline (sparingly).

It is probably best to fit the gearbox back into the car first, although you will need help to line up the torque tube splines without getting fingers caught! The engine can then be refitted and connected up. Alternatively, you could refit the engine and gearbox as one, but it is tricky to get that universal joint to line up - with even more opportunities for squashed fingers. Still, at least they will match the flipper feet that you acquired from dropping the engine earlier!

Do test that the clutch releases before putting the radiator, coolant and the front grille back on - just in case.....

If all is well, the bonnet, gearbox and floor covers can be refitted. Don't forget some free-play (I won't tell you what the spellchecker wants to correct this word to!) at the clutch pedal, as specified in the manual. If all is well after testing, then you can put all the last bits and pieces back.

You Never Know

When dealing with old cars, you never really know how long a job will take. Previous botched jobs that come to light can make you wish that you had never started! Pre-war cars that were resuscitated after the war were worth any amount of sharp practice to either make the car work or secure a profitable sale. There were few spares, as the factories were still geared up for shells, tanks and firearms and money was, to say the least, tight.

I only found out that my Model Y had no splines on the rear end of the propeller shaft (where it slides onto the pinion shaft), after it failed in the Outer Hebrides (the islands off the West Coast of Scotland) and I was over 400 miles from home. The car had been undisturbed since the war and had relied on just the securing rivet to drive the car along. To get home, I had to run some lines of weld down the inside of the shaft and then file them down with a square, rat-tailed file on a Sunday morning, before the ferry sailed for the mainland on the Monday morning.

Oh! Joy of joys!

Starting a Ford 8 Model Y

Peter Perkins

A short essay to apprise those younger than I (which is most people), of particular "Joys of Motoring" in the 1950's.

For the first time, the average working class man could have a car - just. Being poor, and everybody I knew was poor, the cars we had were worn out. I was aware of another minority world of different cars because there were many good new cars in the fifties. Austin A30 through 90, Rover 75, Vauxhall Cresta, Jag 2.4, Morris Oxford and Standard Vanguard, etc. These phenomena were seen about but were as far from our intimate acquaintance as caviar and smoked bavarian cheese. We also knew them all from well-worn editions of 'Autocar' and 'Motoring' passed on to us from somewhere better off. The road tests in these books were super un-critical. "This two litre car achieved it's maximum of forty miles an hour with incredible smoothness, the only sounds you could hear were the engine, gearbox, and back axle, this formed a reassuring background to your progress, signifying that everything was working in audible harmony". We knew a Herald from a Mayflower and their specifications, but we only saw them - our vehicles were very different. In my motoring youth, from age seventeen to twenties I don't think I ever rode in a post-war car.

What were our cars then?

What were our cars then? They were twenty years old or so, from about 1930 to the War. Nothing post war was within our purchasing power, as the war had only been over five years in 1950. We had Ford Eights, Morris Eights, some Standards, the odd Hillman Minx, I recall a Vauxhall and one brave soul had a huge straight eight Packard left behind by the Americans. I remember it going along our road only twice, with a hissing noise like a flock of geese as it sucked in petrol by the gallon, and it's front wheels pattered up and down independently like pogo sticks. It remained on the verge, where all our cars lived, for years. In the beginning these cars belonged to our parents, not us, and lucky ones like me got to drive them when we had passed the test, and until we got our own worn out car.

Dad's Ford 8 Y Type

My Dad's car was perhaps typical. A Ford Eight Y type, about 1932 I think. Black, four door, brown rexine seats, one dial, a tall wobbly gear lever and a memorable curved bakelite demister stuck on the windscreen.

Six volt battery. We could not afford good batteries, so starting was by the handle. We could also only afford a big can of Spitfire oil to put in the engine. There were no multigrades. This oil, when cold, was like refrigerated treacle.

Starting Procedure

The starting procedure was not as it is with a modern car. It was as follows: you got up about an hour before normal to start the car. If it is frosty, say an hour and a half. You go out and remove the small paraffin stove kept alight under the sump all night. You remove the two old coats over the engine. You fill the radiator with kettles of boiling water and start turning the starting handle. When you can jerk it reasonably over compression on an upstroke of the starting handle then you wedge out the choke five eighths of an inch, exactly, with a spring clothes peg, switch on the ignition and run out to the front to jerk up the handle some more. The handle and crankshaft dogs were pretty worn and it was possible to pull it up with no resistance sometimes and fall back and generally hurt yourself. If the dogs are in and the jerking is sufficiently smart the engine will sometimes cough encouragingly. It has not started but it has 'fired'. This is an encouraging sign. Switch off a minute to let the battery liven up, check the clothes peg and back to the handle. A few more coughs and it carries on and the engine runs.

Snatch off the Clothes Peg

Runs is an overstatement, it coughs sufficient times to keep going round, then you dive inside, snatch off the clothes peg, pull the choke right out then nearly right in, performing a ballet with your foot on the accelerator. This starting choreography is different for all cars and has to be learnt the hard way. If we are not expert enough then the engine goes dug-

aluggle-dug-dug-aluggle-stop. Disaster, it is 'flooded'. In this case you have to go indoors and wait half an hour then try the same procedure all over again. In obdurate cases the plugs have to come out and the electrodes bent nearly shut so there is a spark. We also used to scrape pencil lead over the plug points as an aid to super sparking. Dug-aluggle-dug-aluggle-pobble-obble-obble..... success! We can go to work and you can see that all that extra time was necessary.

Steering is Imprecise

Now we drive it. Inside the car is bitter cold. We switch on the bakelite demister and in time, much time, a thin line of clear screen appears above it, through which we can peer. Steering is imprecise, it has to be concentrated on all the time and much depends on the camber of the road. If the road is cambered on the left then the wheel has to be turned to the right about a quarter of a turn to counteract it. If to the right, the opposite applies. If the road is flat, the wheel has to be continuously sawed from side to side to keep the wheels straight. We knew about the merits of 'slick' tyres long before Formula One. If minute examination revealed any trace of tread at all then the tyre was fine.

We are now in progress and by holding it in second gear, to prevent it jumping out with a 'spang', have reached top and are bowling along. Our eyes are staring a long way ahead to reserve a similar stopping distance, in the event of obstruction, as that of a fully laden freight train. So what with being virtually unable to stop or start it, peering through the demisted slit like a tank driver, holding it in gear, and working the steering wheel like a kid on a fairground roundabout, it was a complete nightmare compared to today. Fortunately we didn't know that at the time!



Aveling-Barford Roller

Stephen Wiseman

Make: Aveling-Barford

Built in: 1956

Model: GA

Ref No: GA 986

Engine No: E04A 6015 B

Registration No: KTL 554

Original Colour: Orange

Present Colour: Green

The roller was purchased by the Polytechnic Sports Ground in Chiswick, London (now known as the University of Westminster Sports Ground) in 1956! It was mainly used by my family - George Wiseman (my grandfather) was head groundsman at the time, and my father, Dave Wiseman who worked under my grandfather. The roller has wide back rollers for ground use and was originally painted orange! In around 1963, the roller was re-sprayed green and a home made wooden cab, built by my father, was fitted to the roller (as seen in photo 1 taken in 1963). This cab was removable so it could be taken off in summer months. Photo 2 (taken in the summer of 1964) shows my father sitting on the roller prior to rolling the first team cricket wicket.

The roller was in constant use for around 15 years for rolling cricket, tennis and hockey surfaces. After this, the engine was getting harder to start when warm, and so the machine



was taken off from main work, and only used around twice a year for rolling the tennis courts.

In 1999, my father, who was head groundsman at this time, died, and so the ground was now being run by someone new! As it happens, in 2001 the ground sold the roller to myself and my brother (also named Dave), along with two other tractors, which we now use on another sports ground where we work, called the Civil Service Sports Ground, also in Chiswick! Since having the Magneto

serviced, it is now an easy starter and a good runner and we sometimes use it for rolling our cricket and tennis courts.

As far as I know, the roller has never had any major work carried out on it! It still has the original engine, although my dad once had to strip the whole engine down when it had seized due to petrol leaking past the carburettor and into the piston bores, causing the oil to dry out and the pistons to stick! The roller still carries the registration KTL 554, but the University of Westminster had lost the log book over the years, but it never goes out on the road anyway. Photo 3 was taken at the Civil Service Ground back last year. We still have the cab for it, although it has seen better days.

At some point in the future I will hopefully restore it, but will wait until the engine finally packs up, which could be a few years yet, as it is still a very good runner!



Photo1 (left): the homemade wooden cab

Photo2 (above): Stephen's father in 1964

Photo 3 (below): the roller as it looks now

