



News

Volume 21 • No 6 • December 2004

Sidevalve

Features this month
From the Archives
Specialist Application Register
Nickri Jupiter Special
SV Fire Pump

Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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Sidevalve News Editor,
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Cover photograph: John Porter's Siva in the snow.

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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: S [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, 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	t.b.a.
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, [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 [REDACTED]</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.freemove.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>
Peterborough	Brian Cranswick [REDACTED]. <i>Please ring for details.</i>
Central Scotland	Robert Traynor, [REDACTED] (8-9pm), E-mail: upright59@aol.co.uk <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm</i>
Sussex	David Taylor [REDACTED]. <i>3rd Wednesday: Barley Mow, Selveston, 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)

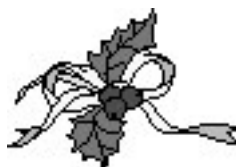
As you read this issue, we are still looking for an Editor for Sidevalve News. Teresa Butler, who has stepped in to help us out professionally, worked hard to get the October magazine together after some unavoidable delays, which is why that issue was late. For the next issue, we are hoping to get some material together from you, the members, about what you are doing with your sidevalves. This can be restorations, discoveries, events or historical. Anything that you can write and illustrate with photographs will be welcome.

Talking of photographs, you may have noticed that some of the photographs in the October issue were not of the standard that we would normally like to print. This is due to two factors that Andy Main (our Post War Upright Registrar) has remarked upon in the past few months. The first is that the recent explosion in the sales of digital cameras has meant that many photographs are taken with these convenient cameras, but with the default resolution. This default may mean that you can take over 100 photographs, but at a reduced resolution (or quality). Secondly, emailed photographs are compressed (at varying ratios - 1:1 to 1:4) and the quality inevitably suffers. The combination of these two factors can mean that the resulting image is not really suitable for publication, but often that is all

that we have. If you are taking images, which might ultimately be used for publication, take note of the resolution setting before you shoot. Also, before you ask, the sort of images taken on mobile phones are likely to be totally unsuitable (at present), given that they are viewed on a tiny screen and the resolution is very low.

With those thoughts in mind, please keep any photographs, letters or other interesting material coming in to the acting editor or to me. It is your contributions that make the magazine such an interesting read for all of us.

Finally, may I wish you all a very happy Christmas and a productive New Year in the garage!



From the Ed: We were fortunate to receive a bumper crop of contributions for this issue of Sidevalve News. If you sent something in and it has not been published this time, please accept my apologies and the guarantee that it will be featured in one of the coming issues. Keep the articles coming please!

Membership Renewal for 2005

Enclosed with this issue of Sidevalve News is the final renewal reminder notice.
Your membership expires on 31st December 2004.

If you renewed in October, please do not renew again in December - all members will receive another renewal notice, regardless of whether they have already renewed 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 of 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

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Events

John Porter

The Coventry Group has now struggled through its first year without Barry White at the helm. Mark Bradbury has bravely agreed to write up the group's exploits in the future, starting with this issue. The Midlands Road Run in early October was organised by last year's winner John Hone, ably assisted by his right-hand man, Bill (he doesn't have a surname - like Madonna). He also wasn't there on the day - remote control? Unfortunately, support for this event was disappointing - just three brave entrants, Peter Fidoe (E493A), Geoff and Maureen Hammond (E494A) and my trusty wife, Pat and the Siva.

John had planned a route that took us through the local lanes, ending up for the halfway stop at a closed down public house in one of the more salubrious parts of Nuneaton! To occupy the crews during the second half of the run to a pub (open this time) in Meriden, John had devised a quiz based on songs and artists of the 1950s. All the crews were singularly ill-equipped for such a task, on which the winning mantle rested. John was appalled at our inability to answer, what were to him, childishly easy questions. This is why Rob Daniels, our Specials Registrar, escaped the inevitable win with the fastest car (Rochdale GT with 100E engine fitted with overhead inlet head conversion) and his interest in 1950s music.

It is worth mentioning that the winner of the event organises the next run, but there is a twist to it. The person who gets to the finish is not the winner, nor is a high score in the quiz a guarantee of the title. The overall winner is worked out by either being last or first, depending on how many competitors agree on the winner. This means that there is no way that actual performance in the run can allow the competitors to get out of winning the crown of this prestigious event! The only essential skill is following the route directions as badly as possible, but avoiding being the worst. The winners this year were Mark and



Photo 3: Mick Crouch's Field Mouse

Gill Bradbury, who missed the run completely, arriving at the pub for lunch and successfully completing the quiz to the roar of approval and wild cheers of the three teams and John, the run organiser. Next year's entrants - be warned!

The All Ford Rally

Maintaining the Coventry group's normal practice of complete avoidance of any hint of a convoy to the All Ford Rally this year, a good turnout was achieved in absolute ignorance of which Coventry members would actually be in attendance (photo 1).

This year, the weather held again and we were able to enjoy the wide variety of classic Fords. A very rare German built 10 hp Eifel was on the Y&C stand. This car is based on the Model C body and chassis, with an alligator bonnet and an external boot for the hamper! (photo 2). As for the autojumble, it was clear that there was less of a choice of parts for our cars, so it is fortunate for all of us that the club is maintaining a growing

stock of spare parts at reasonable prices. It was nice to see Mick Crouch there with his pet Mouse.....! (photo 3).

Driving back to the Midlands in the fading sun was the reminder that this was the end of the summer - the outer layers of clothes grew as the miles sped by, accompanied by the hum of the mighty 8 hp under the Siva's bonnet!



Photo 2: Eifel 10 hp at the All Ford Rally



Photo 1: view of club cars at the All Ford Rally

Events cont . . .

Preparing for the dark days of winter 'Over the Hills and Far Away'

Now is time to put the old girl to sleep for the winter (the Siva that is). Her winter quarters are a one-time goat collecting covered yard which is suitably dark and cosy. A wash of her underside with some waxoyl and a wipe down before changing the oils and new anti-freeze, with a short drive from home to mix it all up, completes the preparation for hibernation. A light dust cover and the windscreen folded down before jacking up to take the weight off her pneumatics and it is lights out. As you may be aware, we always used to go out on Boxing Day, but the increasing amount of salt being used these days makes it hardly worth going out if you have to wash it all off thoroughly before putting the car away. Any salt left will quietly wreck chassis and axle paint finishes let alone any brightwork.

NEC and NAC

The NEC and then the NAC, just a week apart, guarantees a frantic couple of weekends to say the least. The NEC International Classic Car Show is trying for three days - the first being the Friday at £20 a person for this preview day. We thought that no one would pay this, but some enthusiasts felt the higher cost was worth it for the lack of crowded aisles and first crack at the autojumble. So, this may well become the new set up for the NEC show. It does make a long weekend for the club exhibitors, who have to take up to two days off during the working week. (photos below).



Scenes from the Club stand at the NEC International Classic Car Show

A day's run over some of the most minor roads in the Peak District on Sunday June 12th June 2005. Meeting mid-morning near Ashbourne (exact location to be determined) in Derbyshire, where route maps will be distributed to the plucky crews. There will be a lunch stop for refuelling, both car and crew, and a break from some of the most stunning views in the country.

A great test of you and your sidevalve's resolve to travel through the peaks with only three gears, the route will be carefully planned to avoid the steepest climbs. More details in the February issue of Sidevalve News. Expressions of interest from sidevalvers would give us some idea of numbers please.

So start now by getting your sidevalve prepared during the winter and up to scratch with checks on the cooling, brakes and steering. Purge all those old lubricating oils and anti-freeze. Those of us with hydraulic brakes should renew the brake fluid, as old fluid is likely to be contaminated with water, which will lower the boiling point of the fluid on a long descent. This is likely to get you to your destination much quicker than intended.

So, don't just park up in a field and sit in a chair behind your classic eating sandwiches in 2005. Get the wind in your hair and wind the windows down (if you have any)! A rally plaque will be minted for you to treasure in future years.



Going through a ford in the Peak District

Things to do in 2005

2nd January 2005. Enfield New Year Autojumble at Whitewebbs Road, Enfield, Middlesex. Contact number 020 8367 1898. Admission £2.50 and stalls are £15.

3rd January 2005. Donington International Classic Car & Bike Show, Donington International Exhibition Centre, Donington Park, Derbyshire (J23A/J24 M1 on A453). Contact Andrew Greenwood on [REDACTED] or www.classicshows.org.

19th January 2005. The Great British Autojumble & Automart, Halls 17 & 18, NEC, B'ham. Ticket hotline 0121 787 4767.

16th January 2005. Bitz & Pieces Autojumble. Three Counties Showground, Malvern, Wores. Contact 01684 575902 or email autojumbles@aol.com.

25th-27th February 2005. The second International Historic Motor Show at the NAC, Stoneleigh Park, Warks. Contact Simmonds on [REDACTED] or www.historicmotorsportshow.com. This event will feature 5 main halls, 600 trade stands and autojumble with over 150 competition cars on display.



Merseyside Group

Joe Wheatley

After last month's marathon report, this will be much shorter as we go into the quiet part of the year. Despite a summer that was the wettest I can remember for many years, most of the events we attended were dry enough to enjoy and we made new friends and members as a result. If you are a 'non-active' member I hope you have enjoyed my ramblings and that they will encourage you to attend some events next year. This is the best way to meet and recruit new members and without new members the club will eventually disappear.

13 September - Club meeting - Bottle & Glass, Rainford

Our usual regulars were in attendance. Bernard Ellicott, Bill Moore, Arthur Speakman, Frank Wells, Chris Toombs and Dave Broad were joined by newer members Adrian Smith and Frank Saunders. Dave continues to have difficulties with the restoration of his 300E, as he has now discovered that the doors do not fit properly. This will be rectified by the body shop and Dave will definitely have his van back on the road next year.

I was not surprised to see Dave with a large bin bag, as parts are often swapped during our meetings. However, I was a bit confused when he asked me how long I had been our Area Organiser (four years as it turns out). He then produced a basket with four wine goblets and three bottles of excellent red wine, all beautifully wrapped. It seems my fellow members had had a whip-round and bought me a little thank you. Bernard had been tasked with finding out my alcoholic preference and I had not twigged, despite his asking me last month 'What do you drink then, red wine or white?' I was very touched by this, as it is great to have your efforts appreciated.

I must stress that the effort I put into my role is nothing to that put in by our senior officers like Shirley Wood, John Porter et al. It is sometimes easy to forget that the club is run by members for the members and that without the efforts of these stalwarts we would not enjoy the support and services that makes membership so worthwhile.

3 October - North West Casual Classics at Fiddlers Ferry, Warrington

The organisers of this local multi-make club approached us at Tatton to ask if we would like to join them for a gathering close to their regular watering hole. The Fiddlers Ferry Inn is set on the banks of the Mersey, sandwiched between the river, a railway track to the power station just down stream and the disused St. Helens canal. The 'display' area was either side of the road from the Inn to the old swing bridge across the canal.

Bernard & Frank were there before me with their 100E Pops; Freddy and I arriving at about 11.00. Around 35-40 cars turned up and provided quite an eclectic display for those following the footpath along the canal and river. I think the oldest may have been a red Morgan three-wheeler, or possibly the little Morris 8 box saloon. The Brough Superior we last saw at Haydock was there too, along with Triumphs, MGs and kit cars.

The weather was not too kind, despite a good forecast. Drizzle and cold most of the day prompting an early finish at about 16.00. Still, a worthwhile trip out to finish off the season. I changed the oil in Freddy when I got home so she is ready to enjoy her long rest during the winter.

11 October - Club meeting - Bottle & Glass, Rainford

Frank, Bernard, Brian Hamer, Mike Brocklehurst, Arthur, Dave, Ron Taylor, Chris and myself chatted about past events and future projects. Mike has found someone to repaint his E493A, but has problems with the existing paint reacting with the new finish. The local paint supplier has tested the paint and discovered that some kind soul had used a type of enamel that is usually used to refinish baths and tiles. This no doubt was very waterproof, but poor Mike now has to strip the paint from the whole car before it can be resprayed. This nearly caused another restoration project to be abandoned, but Mike is now patiently working away with Nitromors and sanding discs in order to get a surface that will take the new paint.

Chris Toombs has managed to remove the petrol tank and sender from his 103E to try and stop the rust in the tank from blocking the fuel system. He intends to use a tank sealant, but asked how he could remove the rust from the inside before using this. The general consensus was to put some gravel into

the tank and then turn and shake it so that the stones abrade the rust. Dave has a much less strenuous system. When doing the same thing with the tank from his 300E, he put gravel in the tank and then used an old quilt to pack the tank into a cement mixer. He ran the mixer for some time, removed the tank, repacked it into the mixer with the other end down and ran it again. Result - a nice clean interior ready to accept the sealant and no tired arms. I can see the hire of cement mixers going up all over the UK! (For anyone cleaning a tank in this manner please remember that it should be clean, empty and well aired before trying any of the above!)

8 November - Club meeting - Bottle & Glass, Rainford

All the usual regulars were in attendance except Bill Moore. Mike Brocklehurst has finished his marathon paint stripping exercise and his E493A will be going to be painted very shortly. He also has a new wiring loom to have checked out before the car gets back onto the road. Dave B continues to make progress with his 300E. After all the trials and tribulations of previous months, the doors and wings are now on and the engine and box fitted. Dave is going to get the original seats recovered so that the interior will be as good as the exterior. Just to keep up his credibility as an old car buff, Dave was not in his pick-up or on his motorbike; instead he arrived in a very nice black A35. Very tidy and an excellent runner, though sadly not a Ford.

Frank Saunders also joined us and asked me if I had looked at his website for his SV powered Mercury truck/tug. I had to admit that I hadn't, but have since. For anybody with an interest in an unusual SV commercial www.mercurytrucks.pwp.blueyonder.co.uk is well worth a look.

Seasons Greetings

By the time you read this Christmas will be upon us. As I'm typing this on the balcony of our flat in Cyprus (available to friends at very reasonable rates!) in sandals and shorts, that still seems very far off. Seasons Greetings to all and I hope Santa brings you all the parts you need to get your sidevalve on the road and out and about with us next year.



North London Group

Robin & Jennie Thake

As the winter months begin to settle in, it seems a while ago that we were still attending shows in the sunshine with our cars that are nicely tucked away now. Jen and I broke our annual holiday in the middle to attend a show at Hertford at the office of the MTI, in the beautiful grounds of Fanshawe House. We had a very pleasant day tucked in the gazebo, as it was rather windy, and we were of great interest to the horses on the other side of the fence. At this show we were joined for the first time by Rob and Pippa Forth with their green 100E that they won in a raffle at Enfield Whitewebbs Museum - they are beginning to get about in it now and enjoy it.

The following weekend, the local show for us, just up the road at St. Mary's Catholic School, was bigger and better than ever on a lovely sunny day. We rose early and went and picked our pitch so that we could get all 14 cars from ours and the Essex group together. It was well worth the effort, as we won best club stand for the second year running. Mick Williams also won Best Commercial vehicle with his E83W. This show is a mix of vintage, classic and modern cars as well as motorcycles, buses, lorries, etc and seems to blend very well.

The last Sunday in September then arrived, with our annual long trek to Abingdon. Once we had picked up all the convoy, we looked like a zebra crossing, with alternate black and white cars! On arrival at Dalton Airfield, we all dispersed off in different directions to go round the stalls and autojumble and have a



John Perren and Robin will do anything to get new members!

good chat with all our friends from around the country and abroad. It was lovely to see Bill and Sandra Ballard, who were over here on a short visit from their newly adopted country of Australia. They didn't appear to have changed much. At the end of the day our group were proud once again to have two prize winners, with David Heard getting second prize for his 103E Popular and I won with my E04A. After collecting our cups we quickly made tracks to get home just before it was really dark.

Jen and I picked up John Perren on our way to the NEC and had an enjoyable day out, it was nice to see a good stand from the FSOC as usual, along with the more exotic cars. The next week Jen, myself and Andy Westwood went off to the Restoration Show at the NAC. This show I find quite entertaining, with many brave projects going on. We met our Chairman, John Porter and Geoff Hammond changing brake shoes on Geoff's Anglia - a nice little

job for a Sunday! Looking at the other clubs I saw some very ambitious jobs going on. The Mini Club were WELDING a new sill and "A" panel on; sparks everywhere! The Triumph Club were changing top and bottom suspension joints, disc pads and discs; to make the job easier they had removed the front wings. I was worn out at the end of the day just watching!

Closer to home, our new members in the North London Group, Terry Tomlin and Ian Doyle, are busy on restoration projects of their own. Terry, having recently retired, is sorting out the brakes on his 100E (not an easy job) - he does not know how he found the time to go to work! Ian is working on his 100E Anglia and Pop, one being used as a donor car.

This being the last report of 2004, may Jen and I wish everybody a Happy Christmas and a good motoring New Year and thank our group for all the support in the past year.

Cars on show at Fanshawe House. Hertford



Bristol Area

Ivor Bryant

2004 has been and almost gone. We are planning a stand for the first show of 2005 in the region at Shepton Mallet on 29th and 30th January. This will be the largest stand we have ever been allocated at this show - 12m long by 7m deep. The organisers allocated the stands on a first come first served basis, so by responding immediately we have a stand for 6 cars. In the past we have always tried to show different cars but this time it may not be possible. We are hoping to get a Morgan F type, Lotus 6, Rodded Pop and a Model Y. This means we need a 100E, 300E, or the rolling chassis taking the last space.



The weekend of 7th November, we had a stand at the Bristol Car Restoration show, exhibiting a model 7Y and the rolling chassis. Thanks to George and June Herbert for bringing the 7Y, Peter Williams for assembling and painting the chassis and Martyn Clements for providing the skeleton staff (see Peter's version of events opposite). It's surprising what attention to detail is required to get it right at these shows. To complete the chassis we had to change the radiator to suit the top hose we had available, change the dynamo to suit the brackets and change the steering column to suit the wheel (not the easiest way around, but it suited the parts we had readily available in the stores). Did you know there are two kinds of bonnet catch buttons, beside the painted or chrome option, beside the ring type. The same are used on Morgans, depending on the age.

We continue to meet at Horton with their club, most local Ford club members joining the Horton Club too. The Horton Club had the adjacent stand to us, with an ERF artic unit, Austin Princess ambulance, A35 van and Model T, all in pristine condition.

In October the club held the Great West Run. We have been calling this the Wet Run, but this year the weather was fine, despite the forecast of heavy rain. About 130 vehicles participated: motorbikes, cars, vans and lorries, including the FSOC chairman in his Porsche



Photos of the Club stand taken by Nigel Curry

roadster. Thanks again to Peter Williams for his organisation and to Brian Gallet who claimed credit for the weather.

To add to my collection I have bought an 8 hp powered generator, but have yet to get it home and find somewhere to keep it.

The next road run will be new years day from Taunton market. This was well attended last year, with motorbikes, tractors, cars, lorries and steamers, including 300E vans and a model Y.

All are welcome at Horton, we get an attendance of 20 to 30 in total each meeting with 4 or more small Ford owners. See you next year - make a point of introducing yourself, get those cars out of the garage and in the fresh air - even come to the meetings!

From the Archives

Peter Williams

Having recently been enthroned in the prestigious post of archivist for the FSOC, I was introduced to great piles of books, magazines and photographs.

There does not appear to be any list or index of what we have, but a first look through the cupboards revealed some very interesting books and mouth-watering old copies of The Ford Times, which must contain some little gems for anoraks like us. I will try to catalogue everything and make the list available, so that members know what we are holding (watch this space). I will also try to extract some interesting snippets for inclusion in each edition of Sidevalve News. Here is the first of them.

In the January 1936 edition of The Ford Times was a lovely picture of an intrepid couple and their model Y (or £100 Ford saloon as the magazine describes it). They claim to have covered 200,000 miles in the car touring the continent. Not content with that, they are said to be planning to cross the Sahara and 'proceed through Central Africa to the Cape'. And some people today think 30 miles is too

far to take a model Y to a rally! I hope that when I get to look at later editions there won't be a report of an English couple lost in the Sahara.

Ford didn't think that their customers in those days would have much technical knowledge. In the published specification of the model Y (in this instance called 'the Popular Ford (£6 tax)') were such items as 'Steering gear - light and positive: self-aligning.' and 'Bumpers - fitted front and rear'. The prices given for the model Y were 'Chassis £90, Saloon £100, Saloon (Double-entrance) £112 10s'. Leather upholstery and a sliding roof would cost you £10 extra.

In the February 1936 edition, there is a long letter from a Mr. J. S. Critchley, who wrote in praise of the 'De Luxe Ford' (what we would call a model C). He felt that his car, which had covered 7000 miles, gave better performance than was claimed in the Autocar road test. He talks about timed climbs of the Brooklands test hill and various hills on public roads in Kent including Westerham, Hog's Trough and Cudham Hill. This is a bit odd because the picture shows a Cambridge registration.

He also disagrees with the Autocar method

of testing acceleration through the gears, feeling that 'the proper method of testing the real efficiency of a motor vehicle is to time the acceleration period on (sic) top gear from 10 miles per hour'. He reports that the 'De Luxe Ford's engine accelerates from 10 to 50 miles per hour on top gear in 23 seconds. The highest speed attained was 69 miles per hour'. Anyone out there care to tell us if they can match these figures today?

Well, that's a little taste to be going on with. More next time.



The "intrepid couple" and their Model Y in 1936

Ivor's done it again!

Peter Williams

Ivor Bryant, as most of you will know by now, is the area organiser for the South West and he keeps coming up with grander and more ambitious schemes for our stand at the various shows held at the Bath & West showground at Shepton Mallet. I think he is a frustrated theatre director or impresario.

Anyway, there we all were, having a quiet drink at the monthly get-together, when discussion turned to what we might have on the stand at the Restoration Show in November. It is supposed to show some aspect of restoration or 'work in progress'. Last year we had Tony Faithfull's E83W chassis/cab (well, most of the cab) and Ivor suggested that we might have a 'Pop' theme this year, with a mint condition car and a basket case to show 'before and after'. He said he had a Pop chassis somewhere amongst his collection that might be suitable. Suitable, in this context, meant it was probably pretty far gone and not suitable for resale.

As usual in these discussions, we can't leave a good idea alone; a few more pints into the evening and people start coming up with 'enhancements'. They usually start with something like ... 'wouldn't it be nice if we could ...' and before you know where you are it's going to be a fully painted rolling chassis that might have been used in the Dagenham apprentice school. But the worst part was that I seem to have agreed to do the painting.

Photo 1: a very bedraggled Pop chassis



Photo 2: the chassis behind the Vectra

A Very Bedraggled Pop Chassis

Ivor thought he might get the chassis shot-blasted until he heard the cost, so he borrowed a steam cleaner instead. So it was that one dark and wet evening in late September, Ivor and his wife turned up at my house with a very bedraggled Pop chassis on a trailer, which wasn't in much better shape than its cargo. Noddy (my E83W) would have to live outside while the chassis was worked on in the garage, so, because Noddy's carpets tend to get wet when it rains, I planned to make it a quick job. However, it soon became clear that a chassis can only be properly painted if it is completely stripped and can be tipped all ways up. Off came the back axle and torque tube, out came the engine and off came the front axle, complete with spring and 'A' frame. Ivor had done a good job with the steam cleaner, but all the parts that had not been caked in oily dirt were extremely rusty and pitted. It was never intended to be a polished spray-painted job, but even for a brush-painted Hammerite finish, it required many happy hours with the wire brush. It makes you realise how many nooks and crannies there are on even a simple chassis such as the Pop. I think I got a bit carried away with the colour scheme, but it makes it easier for the audience to follow the brake system and steering linkage in amongst the chassis parts.

Another Complication

There was another complication when it was decided that the trailer might not be up to the job of carrying the chassis safely to the shows. 'Why don't we tow it on an 'A' frame' came the suggestion from Ivor. That's all very well, but now it had to have a temporary set of mudguards, which must be secure in transit but quickly removed at the show. Against all the odds, it was ready in time for the first show and the towing system worked well. This driverless car certainly gets people looking twice as it roars past, apparently trying to overtake the Vectra just ahead of it. This was probably the fastest these wheels had ever turned!

The Finishing Touch

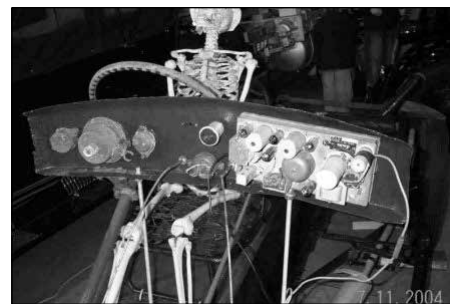
The pictures show the bare chassis during the painting process (photo 1), in its transport mode (photo 2) and on the stand at Shepton Mallet (photos 3, 4 & 5). One enhancement



Photo 3: the chassis and a "friend" at Shepton Mallet

that wasn't ready in time was a section of bodywork from the Bryant stores, which should have been temporarily attached while on display (perhaps on the next outing). The finishing touch was the period valve radio in the dashboard working from a hidden battery. Of course Ivor is never satisfied - there is talk of sectioning some of the major components before its next outing. Watch this space!

Photos 4,5 & 6: Ivor adjusts the radio; the valve radio from the back; the Club stand



Coventry Group

Mark Bradbury

I'm writing to you from the club's stand at the NEC Classic Car Show in Birmingham, on the event's new and third day - the Friday - rather glamorously dubbed "Preview" day. Surprisingly, even with tickets at £20 each and parking a further £6, there are quite a few people wandering around, but thankfully not enough to make it feel busy, which it surely will be on the Saturday and Sunday.

Yet again, the club has really pushed the boat out and set up the usual cracking display of cars for the public's delectation - Pete Fidoe's E493A Prefect, Rob Daniel's 1959 Rochdale GT, Graham Carr's 1958 300E and last, but by no means least, Andrew Carney's 1959 100E Popular; all gleaming in the artificial light on this miserable Autumnal afternoon.

The car that attracted the most attention was probably Pete's Prefect - the entire world and his wife learned to drive in one, or knew someone who had, or so it seemed. Attention switched though when Rob opened his Rochdale's bonnet to proudly show off its grubby bits: Willment overhead valve conversion, a pair of two-choke, side-draft Solexes (like miniature Weber DCOEs, but off a Lancia I think he said), a tubular manifold, and so on; no wonder it goes like you-know-what!

Stunning 100Es

The two 100E-based vehicles attracted their own fair share of attention too - and rightly so, they were both in absolutely stunning condition.

All four cars were eclipsed attention-wise however, by the Lambretta scooter on the stand which had accompanied Graham's van (suitably sign written to match) - absolutely perfectly restored, better than new, and even at £5000 we could have sold it many times over, had it been for sale (which it wasn't).

Winter Project Autojumbles

At this time of year it's traditional to reflect upon the past months; over the summer the club has attended some great shows - Shackerstone, the All Ford at Abingdon and the Restoration Show at Stoneleigh to name but a few. Those last two shows listed, incidentally, must rate amongst the best of the autojumbles and are certainly on my "must go" list. If by chance you did miss them



The Club stand at the NEC Classic Car Show

and you're seeking that elusive part that even the club's extensive spares emporium can't supply, don't despair because there's a repeat performance of the Stoneleigh show around next March, plus an autojumble here at the

The show-stealing Lambretta



NEC in January - just right for those winter projects!

Even with yet another of Michael Fish and his merry men's "worst summers on record" I think it's true to say that none of the shows over the summer months was a total wash-out; the sun even shone at Abingdon - now that really is something of a record!

The Annual Run

Naturally, talk of late summer events wouldn't be complete without a mention of the Coventry and Midlands area's annual run. This year it was expertly organised by John Hone (thank you John) and took us round parts of Warwickshire most of us never knew existed, before ending up for lunch at a pub in Meriden - the very centre of England.

Part of the fun involved a series of rather tricky questions on '50s and '60s music; the renowned expert in such matters - Mr Rob Daniels - was suspiciously conspicuous by his absence and since the winner gets to arrange the following year's run, we smelt a rat - insider dealing methinks! Unfortunately, to the best of my knowledge, it's rather unclear as to who actually won the event; all of the participants seemed somewhat defensive - it must be one of the few competitions it's actually best not to win!

New Faces at the Monthly Meet

Our monthly meetings continue apace and a couple of new faces need a welcome - Godfrey and Rose, with their rather smart 100E, have recently joined the fold. Unfortunately their hitherto reliable Sidevalve disgraced itself on



Coventry Group cont . . .

the way to the October meeting; a terrible rattling noise from underneath signalled the exhaust fouling on the propshaft. A quick call to Rose's brother - a mobile mechanic and something of a dab hand with Model Ts

apparently (handy) - soon had them on their merry way again, with a carefully applied length of nylon rope; not a pleasant job in the pouring rain and at night (exhausting?), but at least it solved the problem.



Top: the NEC stand,; Above: the annual run

The meetings have, however, recently taken on a rather strange atmosphere. Following a highly satisfactory Christmas meal at Ye Olde Scaracen's Head in Balsall Common last year, we decided to move there from our previous hostelry of 10 years, which has undergone a metamorphosis into a Thai restaurant. It now seems our new venue is in the process of slowly closing down (prior to a refit into yet another trendy restaurant presumably) - the selection of drinks is becoming more and more limited and the general desolation would have made the Marie Celeste look positively busy. With discussions at our meetings covering such wide-ranging topics as Trabants, chicken dung and Jaguar glovebox liners almost in the same sentence (don't ask) - could it be our scintillating conversation that's led to the apparent decline in business? Naturally we'll keep you posted if there's any further change in our meeting venue - there's never a dull moment at the Coventry and Midlands area's pub meets!

The next big event for us here in the Coventry and Midlands area is the Christmas meal at The Horse and Jockey near Congerstone - "somewhere off the A444". By the time you read this, we will have probably had our feast and started the recovery process ready for the next round of Yuletide festivities. Merry Christmas by the way and Happy Sidevalve motoring into 2005!

Hereford, Worcester & Gloucester Group

John Pole

It was very wet at the Malvern Show (surprise, surprise), but by getting there early, we were able to bag a good spot next to the Jaguars and in the lee of high-sided military vehicles, which kept the wind off our group, if not the rain! It was good to see all the "regulars" again, although Dave Prosser had not been able to attend in his Ford as it still needed repair.

Dave Sheldon braved the journey up from South Wales with his newly restored E83W. Dave always makes the effort to come, even though he travels the furthest. KGN 888 is a credit to him. I hope the photo gives some idea of the quality of work.

We are all getting on with our winters in the garage and hopefully will see a few more vehicles on the road next year.

With all best wishes for Christmas and the New Year.



Photo: Dave Sheldon's newly restored E83W

Letters and E-mails

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

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



Börje Jernheim with his Eifel convertible

Dear John Porter(chairman),

Congratulation to the new style at Sidevalve News. But I am a little worried about your feelings for foreign members, we are too expensive.

I have been member from 1978 and the only benefit I have is Sidevalve News. I take each issue as a good way to brush up my English knowledge. And I will tell you: There are many Ford Sidevalve owners out of England. Through F.S.O.C I got a lot of friends around the world, Australia, S. Africa Namibia, Holland, Israel, U.S.A. and Germany.

In next issue of the magazine I hope you will declare if you want any "overseas members" or the club will be strict English. I hope you excuse my bad English.

Börje Jernheim

Just to be sure: We value all members outside the UK and my meaning was that we have to charge much more for the overseas members' membership purely to cover the rising postage costs. I was inferring that this makes it difficult for us to give them good value. No offence was intended.

John Porter



John: Congratulations on becoming the new Sidevalve News Editor - (chairman: I didn't know this!) I have been a FSOC overseas member (Canada) for many years and have 5 E83W's.

In the August 2004 Sidevalve News, in the Pre-war Register (p.23), there was a picture of a 7Y 'woody' owned by Dean Kirsten of the U.S.A. The question was posed as to its fate. I emailed Dean and am forwarding my email to him and his reply regarding the 7Y to you, as apparently the Pre-War Registrar, Yvon Precieux, does not have email. Perhaps you could publish Dean's reply as a "letter to the editor" or see that Yvon gets it for his column. Thank you. - Les Foster FSOC

Dean: The August 04 issue of Sidevalve News, makes mention of yourself and your 7Y woody on page 23 in the "Pre-War Registry" section by Yvon Precieux. He asks if it still exists and do you still own it. A picture of the rear of the car is shown. Yvon apparently does not have email, but a letter to John Porter, (Sv1172@aol.com) could answer the question and would be of interest to the readers. Perhaps you could direct the readers to your great website, too. Thanks and sorry if this is the 500th email regarding this!!

Les Foster (Mr. E83W)

Dear Les (and Sidevalve News readers), The 7Y Woodie (BMO 817) still exists, but alas, I no longer own it. This vehicle was found just outside Reading, Berkshire, England about ten years ago, by Rex Warwick, who, at the time, was fitting TV aerials on top of houses. He saw what looked like a Thames panel under a tarp in a nearby garden, and went over and asked about it. The Ford, either a '37 or '38 (VIN numbers were so rusted that

Dear John,

You may find the enclosed of sufficient interest for inclusion in the magazine. Over the years I've seen and heard of several villages called Ford, but to date, only one Old Ford.

The local village of Old Ford is situated on the B3090 between Frome and Beckington in the county of Somerset. I assume that years ago



they could not be read), was later purchased and shipped to California by myself. There were no ID badges or VIN tags remaining, so I never could discover who and where the car was converted over to a utility.

What I do know about the vehicle is that it was originally Essex (dark) blue, with a red interior, it was built on a 90" wheelbase, used the 7Y grille, was fitted with a 10hp engine, and the front windscreen was fixed. The spare tyre was originally bolted to the roof header, inside, and much of the new bodywork used to create the roof, and new rear panels, was aluminium sheet. (Ed: For more information and pictures, go to Dean's website - <http://www.angliaobsolete.com/page1.html>).

This "Woodie" was sold this past spring to a Robert Draughon, of Fayetteville, North Carolina. I could no longer store this rare vehicle inside, and having it sit outside, again, was just not the right thing to do. So, it was sold to a new owner with professional restoration capabilities.

I still am very much a Ford sidevalve enthusiast. I current own a fully restored 1954 Popular, an original sign-painted 1953 Thames 1/4-ton export panel, and I'm restoring a 1950 Australian Prefect Ute. Hope this answers your questions, and I'm glad you contacted me.

Regards, Dean Kirsten , Vista, California
(dean@angliaobsolete.com)

there was a ford through the local stream, but there are no obvious signs left of its location. Old Ford is a small hamlet of approximately a dozen houses, scattered over about half a mile. The only facilities are a pub; no shop, post office or garage (it would seem they have their priorities well sorted!) Is this the only Old Ford in the UK, or are there more?

A photo showing my E493A beside a village sign is enclosed.





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.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.50
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
<i>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</i>	
FSOC Polo Shirts embroidered in script.....	£12.60
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

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

Other Regalia

Blue 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	Stainless steel exhaust system, 100E only.....	£115.00
/5225/5255		
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel.....	£20.00

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020", +0.030", +0.040").....	£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.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set.....	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£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	Draglink (Y model).....	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.65
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.....	£7.50
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 to fit E493A, E494A & 103E.....	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
	Front Shock Absorber Link to fit E83W.....	£25.00
	Rear Shock Absorber Link to fit E83W.....	£25.00
	Front wheel bearings (wheel).....	£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/	Model C stainless steel exhaust system.....	£85.00
	CE-5255B	
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/	Prefect and 7W stainless steel exhaust system.....	£90.00
	E93A-5255-C	
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£95.00
	E04A-5255-B	

Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly.....	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines).....	£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).....	£7.90
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.
7W - 11359	Spring (starter pinion retaining).....	£0.50
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
	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£1.20
40E-13466	Panel bulb 6V 3W.....	£0.95
78E - 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£0.75
E83W - 13550B	Popular no. plate lamp (E83W and 103E only).....	£19.50
CE - 13740A	Toggle Switch (panel lamp).....	£2.50
38193-57	Headlamp mounting bolts plus nuts (each).....	£7.80
E04A-118004B	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
	Grommet - gearbox cover.....	£3.65
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£21.50
E93A - 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.95
E83W - 111172	Opening windscreen rubber for E83W.....	£18.25
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

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

Ford 8, 1939, partial-restoration, non-runner, as shown in Sidevalve News Aug 1995 vol 12. 2 spare engines, £750. Telephone: Kevin Waters [REDACTED], Camberley. E-mail: [REDACTED]

FORDOR Model Y, first registered 1933, very original in all aspects. Owned since 1978. 5th oldest of its type recorded on Y type register. Sensible offers please for this very rare car. Telephone: Chris Smallman [REDACTED], West Sussex. E-mail: [REDACTED]

Post-War Upright for Sale

103E Popular, 1953, grey, 37,000 miles, original docs & key ring, spares, stored undercover, non-runner but good potential project, buyer collects. Telephone: Paul Dainton [REDACTED], South East. E-mail: [REDACTED]

E494A Anglia, dry stored since 1989, engine in good working order, brakes fine, gearbox fine, all 6V electrics fine, body in solid, original, unrestored condition, offers please. Telephone: Mayur [REDACTED] or [REDACTED] London/Herts. E-mail: [REDACTED]

E493A Prefect, 1951, Essentially in good order but requires attention, enthusiast to return to first class. Will discuss price. Telephone: Graham Stamp [REDACTED] Berkshire. E-mail: [REDACTED]



E494A Prefect, 1949, 3 owners from new, MOT October 2004, 22587 miles. The vehicle has never had any renovation work carried out and has just been certified by 'Cherished Car' underwriting agency to be valued at £3000, for sale around £2500.

Telephone: Barry Dunn [REDACTED] after 6pm.

E-mail: [REDACTED]

E493A Prefect, 1955, black, good condition, excellent interior, runs and drives well, interesting history, 2 owners from new, new tax and mot. £1500. Telephone: Bruce Head [REDACTED] East Sussex.

E493A Prefect, 1953, needs assembling, all parts in mint condition with private number plate. £700. Telephone: O Crosby [REDACTED] Middlesex.

E-mail: [REDACTED]

E494A Prefect, 1953, with registration NNY 7 for restoration. Buyer to collect.

Offers. Telephone: Nigel Hall [REDACTED] Bristol.

E-mail: [REDACTED]

103E 1955, black all stock, red unmarked interior, body is A1 with no rot or welding, all matching numbers. Valuable plate, £2200 - loads of spares. Telephone: Wayne Clark [REDACTED] South Wales. E-mail: [REDACTED]

103E Popular, 1953, good original condition, black, needs some restoration to be Mot'd/made roadworthy. Same FSOC owner for the last 10 years, number plate valued at £2000, offers circa £1000. Telephone: Richard Heath [REDACTED] Surrey.

E-mail: [REDACTED]



100E/107E for Sale

100E Squire Estate, 1959, lovely restored condition, Ludlow green with excellent 2 tone green interior, excellent chrome, drives very nicely, history, workshop manual, MOT, £1895 ONO, Telephone: Steve Minns [REDACTED] Norfolk.

E-mail: [REDACTED]

107E Light grey, non-runner, but sound and can be towed. Many spares, plus original documentation, manuals. Offers. Telephone: Bob Rose [REDACTED] West London.

E-mail: [REDACTED]

100E Popular, 1960, used daily until change of work, good runner, two spare engines, gear box, back axle and many other parts, £550 the lot. Telephone: Ron Holloway [REDACTED] Buckinghamshire.

E-mail: [REDACTED]

100E Popular, 1959, white, professionally restored in 1996, concours condition, Mot and Tax, 46,000 miles from new, ready for immediate use, £2500 ONO, including some spares. Telephone: John Williams [REDACTED]

E-mail: [REDACTED]

100E Anglia, 1957, used daily until 12 months ago, needs some work, £150.

Telephone: Roger Young [REDACTED]

100E Popular, 1961, dark blue, MOT June 05, very solid and original, recent rebuilt engine, new clutch, brake cylinders, £950 ONO. Telephone: D Wilson [REDACTED] Essex.

100E Anglia, in need of love and attention, essentially solid but interior sad, photos by E-mail, no realistic offer refused.

E-mail: mike [REDACTED] Neots (Cambs).

Squire Wagon, 1958, all original, some rust in front and floor boards, but solid car. Runs and drives. \$1500.00 Telephone: Jeff Atkeson [REDACTED] San Diego, California.

E-mail: [REDACTED]

100E Squire, 1958, almost roadworthy, requires brake cylinder attention, speedo, clean interior, last used 1973, old style log book, runs well, solid body, good chrome, dark green exterior, £1650. Telephone: N Low [REDACTED] North Wales.

Specials for Sale

Ford Siva Tourer, 1172 cc, 1957, registered as historic vehicle on 20-02-1998. Road taxed and MOTed until April 2005. Excellent condition. This is a much loved & admired Dr Who type of car, a real head turner. Extensive work carried out including: reconditioned engine, conversion to electric fuel pump, electric indicators, re-upholstered seats, new hood frame. Asking price £3,300. "Bessie" is 100% real fun. Marc Squillari on [REDACTED] London.

E-Mail: [REDACTED]



Commercial for Sale

E494C 5cwt Thames van, 1953, owned last 6 years, long MOT, V5, used regularly, £2900 ONO. Telephone: Mark Fellow [REDACTED] evenings.

E83W, 1949, Reg FJF 340, with V5, in need of restoration, with repair panels, £1000 ONO. Telephone: [REDACTED]

Fancy a Challenge? 1960 Ford Thames 300e van, fitted with side windows and big window in the rear doors, stripped & shotblasted ready for welding and rebuild, the van comes with all parts to restore and the original number plate 9071 JH on a V5. Also with a new chassis to turn it into a hot rod if you dare! Open to sensible offers. Telephone Graham Carr on [REDACTED] Email: Gjaguarmkii@aol.com.



Spares for Sale

Upright Popular, 1959, back seat £60, front grille £50, set of 5 cross ply 550 x 19" £40 each, 205 x 16" pair £40 each, back seat base £30. Telephone: M [REDACTED]

E494A Anglia, doors, wings, bonnet, engines gearboxes 8 and 10, some E83W van spares. No reasonable offer refused. Telephone: R Costello [REDACTED] Surrey..

N.O.S. heater (uses top hose)£45, 2x 8hp carbs £5 ea, new oil filter and fittings £20, 5cwt van exhaust £25, small head lights and teardrop lenses £35, front axle £20. Telephone: Steve Barnard [REDACTED] Essex. E-mail: [REDACTED]

Upright spares post war, gearbox, radiator, wheels, hubs, rear seat red, dynamo, lots more small bits £20. Telephone D Unitt [REDACTED] E-mail: [REDACTED]

Reconditioned engine for Ford Prefect E93A (probably 1946) £200 ONO Telephone: Jim Coughlan [REDACTED] Swindon, Wilts. E-mail: [REDACTED]

Newly Made Dimple Hub Caps, good chrome finish. £67.00 set of 4 + £7.55 p&p inland. Telephone: Steve Waldenberg [REDACTED] Leeds. E-mail: [REDACTED]

Pre-war 10HP engine, gearbox, starter motor, manifolds etc. £150 Telephone Alan [REDACTED] days

100E/107E engines, gear boxes, manifolds, starters, dynamos, hubs, wheels, brake shoes, head lamp bezels and various other parts. Telephone: A Rayfield [REDACTED] London.

103E bonnet and front nose panel, offers. Telephone: Roy Hemming [REDACTED] Coventry.



Ford 10HP engine and gearbox for sale. Twincarbs and fourbranch manifold. Offers invited. E-mail: [REDACTED]

Miscellaneous

Original Ford rear brake drum puller for Ford 100E £35. Telephone: Noel Rowland [REDACTED], Crawley, West Sussex. E-mail: [REDACTED]

100E complete suspension, engine, gearbox, all cut out to show moving parts on stand, well detailed, lots of chrome. Telephone: Andy Dempster [REDACTED] N Ireland.

Full set of body moulds for the Townsend 581 are available to a good home. Email: [REDACTED]

Wanted E494A literature and handbooks, or swap for 100E literature. E-mail: [REDACTED]





Sidevalve News

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

Please email your adverts to hammond.geoff@virgin.net or use the advert page on the web www.fsoc.co.uk or post this form to:

Geoff Hammond



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

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

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

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

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

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

Please indicate heading: For Sale Wanted

- Pre-war Post-war upright 100E/107E
 Special Spares Miscellaneous
 Other (please state) _____

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.

100E & 107E Register

Tony Lloyd

The Great Survivor

The 100E Popular is not the most numerous of the 100E variants. Between October 1959 and July 1962, 126,115 100E Populars were produced. Compare this to 345,841 Anglias and 255,655 Prefects between 1953 and 1959. The Popular sold at least as well as the Prefect, even though it had competition from the 105E Anglia and the 107E Prefect. The Popular was in fact a de-trimmed 100E Anglia and was the cheapest car in the Ford range.

On the register there are 259 Populars, 303 Anglias, and 223 Prefects. As a percentage of the total production, the survival rate for the Anglia and the Prefect are roughly the same, but the survival rate for the Popular is pretty well twice as good. You would think that it would be the same as for the other 100E saloons. So could there be a reason for this?

The Popular is, of course, the newest of all the 100E saloons, but they are all over 40 years old. At this distance in time, I would think that the actual age of the cars can be discounted as a reason for the increased survival rate. No, there must be some other reason.

As the Popular was the cheapest car in the Ford range, it must have appealed to a certain type of owner. This type of owner would obviously have an eye on the economics of owning a car. They would have wanted low initial cost, economic running costs, cheap

spares, low servicing costs, and traditional mechanical parts. The Popular would have provided all of these. Styling and colour would have been of secondary importance. Even so, during the early sixties the 100E was still a modern looking car. It was roomy and comfortable by the standards of the day and was quite capable of taking the mother-in-law and the kids for the Sunday afternoon drive. This type of owner would also have looked after their car. They would not have wanted it to fall apart due to rust after a few years; this to them was a long term investment. It was to be pampered, garaged and kept clean. It would therefore last a long time.

There could also be another reason, and in this I must stress that I have no proof and it is completely pie in the sky. Correct me if I am wrong, but when Ford introduced the 105E Anglia, did they reduce the metal thickness used for the construction of the bodyshell? If they did do this, would they have improved the corrosion resistance of the finish to in some way compensate for the lack of metal? Could they also have applied this better corrosion resistance to the Populars being produced at the same time? I do not know enough about production procedures to know if this was possible, but if it was, it could be a reason for the increased survival rate of the Popular. Perhaps some of the Ford old timers in the membership could comment on this?

The Meaning of Life

If, like me, you sometimes ponder the meaning of life and the nature of all things, then you might perhaps wonder why some cars last 50



The great survivor

years and others end up in the scrap yard almost immediately. Some cars spend all their lives in the same local area while others travel the country like nomads. Is it fate, karma or what?

The reason that I ask this was a query about a member's car that got me thinking. This particular car started life in Kent, but the second owner moved to the west country. The car went with him. After a few years, we next hear of the car in London and again after a few years it is in the north of England. During its travels it was involved in an accident where a mk 4 Cortina was written off. Like the rest of the 100E breed, the car is a survivor.

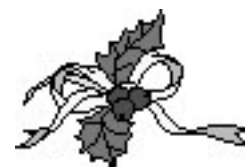
My own 100E has spent all of its life in and around London. The first 23 years were spent on the outskirts of NW London and the next 23 years with me on the outskirts of NE London. It has also been in a few scrapes, the most notable of which was when the first owner knocked a policeman off of his bicycle! (in those days policemen had bicycles!)

If you think about it, the reason has to be the actions of the owners and being in the right place at the right time. So a certain amount of luck is involved as well. It must be fate after all!

Seasons Greetings

It is just left for me to wish everybody a Very Happy Christmas and New Year and to thank everybody who sent in letters, questions and register forms over the past year. It is always a pleasure to hear from people.

Make a resolution this New Year to make contact with the club and to join in the activities organised for you the members, I am sure that you will enjoy it.



Nomad or stop-at-home?

Anglia, Prefect & Popular Register

Andy Main

December being a month of traditional activities, one of mine has been to feature overseas member's vehicles that have joined the Register during the year. Whilst new vehicles from the UK continue to increase the file by between one or two per month, plus vehicles that are sold and further information is supplied by the new owners; only one vehicle was registered by an overseas member.



Haakon Oeverland's export E93A Prefect

Norway Addition

Haakon Oeverland purchased his left-hand drive export E93A Prefect on 29th April. Very little history is documented, but it is known to have been kept outdoors in a yard in one of the valleys for 20 years! Bought at auction at an unknown date by John Eric Fallbakke, from Hauuar and then sold in May 1998 to John Arthur Winsjauseu from Raakvaag, his intention being to restore it. Already owning two other sidevalves, the Prefect was a low priority, being sold to Haakon this year (what are the other sidevalves?).

Originally maroon, but now covered in a protective coat of green paint, the chassis number has so far been unable to be read, the year of manufacture is therefore unknown. The original registration number is also unknown. Haakons interest in the Prefect is that he started to search for his grandfather's car from 1939 and found it, but unfortunately it was burnt out in a garage fire. Haakon hopes that the registration U-5347 can be transferred to his Prefect when restored. If approved, this is a Norwegian licensing decision, as our DVLA works to different regulations. Please let us know the outcome with a restoration article and photographs.

DVLA

There continues to be some confusion about obtaining the original registration on vehicles and this is compounded further by some of the incorrect information given by staff at Local Licensing Offices. A member of staff failed

to follow basic guidance recently. Within the last two months, following my inspection of a 103E Popular, which had the original buff logbook; the member took all the paperwork along to his local Licensing office and asked if he could keep the original logbook. This was agreed and the member of staff took a photocopy of it and after some work on the computer, issued him with a years tax disc. Following the restoration and with legal tax disc affixed, the Popular was out and about. About three weeks later I received a letter from the DVLA informing me that the application had been rejected because the photocopy had not been authenticated, the person in Swansea was undertaking her job as the guidance notes specify. These state "photocopies are only accepted if they have been made and certified by a DVLA, LO". A basic requirement had not been followed which has caused more work. An interesting point being that whilst having tax, MOT and insurance and therefore driving around legal as far as he was aware, if stopped by the Police and a vehicle computer check had been undertaken, what would have been the outcome?

A vehicle with an original buff, or older replacement logbook, or original garage bill of sale that quotes the chassis number, providing the chassis number on the vehicle and other details are correct, should go through the approval process relatively easily. A vehicle without the original/older replacement logbook/original bill of sale has little chance of being able to reclaim the original registration. Some registration listings are held in county archive departments, but from experience they often only quote "Ford" for vehicle details. Whilst you may own a Ford ***** which carries the claimed registration and the year of manufacture ties in with the registration listings, it is no proof that this is the same vehicle. If statutory bodies/archive departments hold any original documentation and it contains the required evidence, then obtain authenticated copies.

Back in the early 1970's I visited a local scrap yard which contained three 103E Populars. To reduce my costs of paying for each part/panel, I did a deal with the owner, I purchased all three, removed everything I wanted off them and left the bodies behind for him to scrap. All three Populars still had registration plates attached, that I removed as souvenirs. I was not alone in those days of collecting plates and the logbook sometimes came too, however I did not collect any. As one would appreciate, a less honest person could attach any registration plate to another vehicle, perhaps to increase the sale value.

Therefore there is a requirement that only vehicles with authentic evidence are re-united with original registrations.

Regretfully, staff in Local Licensing Offices, inform owners with no documentary evidence except for a photograph of the vehicle with attached registration, "to get the owners club to write a letter that the registration is for this vehicle!" But what documentary evidence have they got? Would you buy a property without the deeds?

CONSIDER, BEFORE YOU BUY A VEHICLE WITHOUT ORIGINAL DOCUMENTATION, THAT YOU HAVE LITTLE CHANCE OF OBTAINING THE CLAIMED REGISTRATION, UNLESS THE REQUIRED DOCUMENTATION IS LATER OBTAINED.

Non-transferable, age related registrations can usually be obtained and those with the FSV series are most appropriate for Ford SideValves. Owners with non-transferable age related registrations sometimes obtain information later, often in the form of an old photograph showing an original registration and therefore wish to re-claim it. **AGAIN, SUBSTANSIVE ORIGINAL EVIDENCE IS REQUIRED.** The current registration document will include the chassis number. The original/older replacement logbook/original bill of sale must include the chassis number. Unless the chassis number on the vehicle can be checked against the two registration documents/original bill of sale and verified, then the original registration remains unobtainable. The age related registrations are issued as non-transferable to stop owners then transferring the registration to another vehicle.

The Club works to the guidance as issued by the DVLA, and we put in much work to assist members, but DVLA make the final decision. The registration process can be time consuming, therefore don't leave it to the last two weeks before you want to get your restoration on the road.

DVLA guidance notes for countersigning V765 applications states "Applications for the reclaiming of original marks or for the issue of age-related numbers should be processed with extreme caution. An inspection of the vehicle by someone independent of the applicant should be undertaken as the norm".

2005 celebrates 25 years of the Register with a total of 1450 vehicles and my 20th year as registrar. If you buy/sell please let me know so that I can keep the records as accurate as possible. Anyone asked for one in their stocking?

E83W Register

Glen Bubb

The winter nights are now with us and any thoughts of venturing out for a “sidevalve experience” are soon dashed on looking out of the window at the gloom. I hate it when it is dark when you go to work and the same when you come home.

I was perusing the shelves at the local branch of a large booksellers the other day in an attempt to get away from the office for half an hour and came across a book recently published on the natural successor to the E83W entitled “Transit - The 40 Year Story of Britain’s Best Loved Van” by Graham Robson, published by Haynes. Whilst the said Mr Robson gives mention of the immediate successor to the E83W, the 400E, he does not see fit to mention the previous holder of Ford’s record of longevity, the 19 years in production of the E83W. This apart, my interest in commercial vehicles in general and Fords in particular lead me to part with my £16.99 and take the said volume home. Whilst I have glanced through I haven’t managed yet to get deeply involved.

MFY 867

Anyway, enough of this modern stuff - back to the job in hand. Broderick Rogers of County Durham has sent details of his van MFY 867 for the register. Broderick acquired the van in 1989 and I am assuming that the picture included (photo 1) taken at that time will probably be acutely embarrassing to the young chap shown in it, who will by now be in his early twenties I should think.

Broderick has given me a good run down of the history of MFY and the modification undertaken during its life so I will leave him to tell its story:

“MFY 867 was registered with Holland Motors Ltd on 1st August 1956 and sold to the

Photo 1: MFY 867



Photo 2: HVP 769

Richmond Sausage Company of Liverpool in December 1956. After a time with Richmond, the van was purchased by my friend Robert Dixon of Rose Tree Garage, Shucliffe, Durham, in July 1962. Robert also bought two older E83W’s from Doggarts Department Stores in Bishop Auckland and made two good vans out of the 3, scrapping the third. He sold the second good van and kept MFY.

It was then turned into a garage breakdown van with the following modifications: 16 inch wheels, lower body panels replaced with fibreglass, back doors thrown away and new ones made to fit horizontally (with one opening upwards and acting as a rain shield and the bottom one used as a workbench with a vice), 12 volt electrics fitted, Lucas F700 headlights fibreglassed into the wings, plus indicators and reversing lights and finally finished off with a 100E engine.

I bought the van in February 1989 and used it for 4 years as a mobile welding and breakdown van. After that my wife, who was concerned that the children might fall through the floor because it had dry rot, stripped it down ready for rebuild. Rebuild started January 2004”.

Well Broderick, the van certainly has some history to it, and I am sure some of the modifications will give our own Peter Williams some food for thought - Noddy will be quaking in his tyres. It will almost be a shame that a van that has developed over the years in order to meet the owner’s requirements may lose some if its history in being rebuilt to original spec.

HVP 769

Another delve into the archives has come up with yet another body variation on an E83W, this time a fire vehicle. Unfortunately, although the photograph is marked with a date on the back, which appears to be September 1993, HVP 769 does not appear in my register documentation.

Whilst initial impressions are of a Utilicon, it soon becomes quite obvious that the body on HVP is coachbuilt and not simply a van conversion. It does beg the question as to why someone would have a body built to what is essentially a van spec., although this particular example may have had specialist equipment included.

There are similarities to the British Railways van preserved by the Bluebell Railway, which has a body built by BR in their own workshops. HVP 769 was issued in early 1948 when steel was still in short supply, so perhaps its owners went to their usual body builders and asked them to construct a coachbuilt body in order to get a new vehicle as quickly as possible. Does anyone know where HVP 769 is now?



Pre War Register

Yvon Precieux

Registrar's Comments

It's amazing how time flies. One minute it's the start of a new year, next minute it's the end. Must be our technological age, whereby as you become older, the less time you seem to have. Nowadays, running a club such as ours seems to be fraught with many obstacles. Many of you look back on what was assumed to be those halcyon days, when any car club could be run with hardly any rules and with printing and postage costs hardly noticeable. Back then, VAT, the Inland Revenue, Customs and Excise, Auditors, property costs, printing, postage, insurances, legal contingencies and tooling costs did not rear their ugly heads. Today we have moved a long way to identifying the obstacles which may beset the continued use of our old Fords, yet it is the continuing foresight of both past and present committees that has placed the Club on a very firm footing to meet the requirements of the 21st century. This is not by luck, but by commitment from the Committee, area groups and by members who assist in the content of the magazine, purchase of spares, updates to Registrars or behind the scenes at the AGM and rallies or other tasks.

Occasionally, I still receive comments about the cost of spares in comparison to what can be picked up at an autojumble. Yet, with any autojumble, it is about being in the right place at the right time. When one takes into account travelling time, petrol costs and only the occasional times when one might strike lucky, is it not nice to know that through the FSOC that elusive part can be obtained by simply filling in a form in the comfort of an armchair, in the full knowledge that costs quoted include all those horrors (like VAT and carriage) and that it will arrive within a reasonable time. The depth of commitment by a dedicated committee, officers and members behind the scenes can only be appreciated at an AGM, where personal contact can be made. I would agree that one can nod off when facts and figures are quoted, but is it not pleasing to know that there are representatives on the committee willing to tackle such mind-blowing tasks? Think about it - take a current spares price list. If you go to autojumbles or other agents, the FSOC in the majority of situations can be far cheaper. Even a few lines to your registrar to say that your vehicle is still around is useful. You, the members, are equally important to the life-blood of this club. That's my end of year waffle, so may I say thank you to all those kind individuals who put pen to paper and assisted me in my task as Registrar to fill these pages to the benefit of other members, who hopefully have found the articles interesting and in some cases, light-hearted. Merry Christmas.

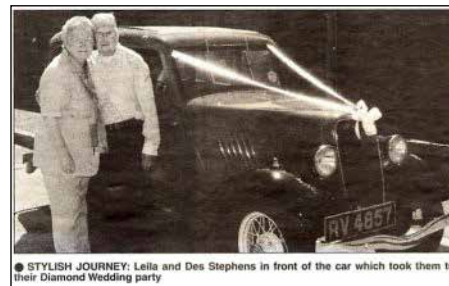
DVLA

Another item for the Committee, and where help from members may be deemed necessary to petition government, is the return of the DVLA's attempts of the early 80's and mid 90's to make motorists pay an annual fee, even when their vehicles are off the road. The proposal, as part of a consultation, refers to an annual registration charge to be collected at tax disc renewal or SORN declaration to subsidise other relevant costs of services rendered by the DVLA. The level of costs proposed is £4.50. However, once authorised, this would be a fee set by the DVLA and would not be subject to parliamentary scrutiny as part of any budgetary measure. If implemented, it may not take long for this fee to be increased to £10, £20, or more.

Letters

Ian Maddams from Saffron Walden supplied the snippet from the local newspaper, the Herts & Essex Observer. Sadly, no mention was actually made in the article of the make and model of the car shown, only that the car was used to transport the couple to their diamond wedding celebrations. RV 4857 is known to this register, but due to the time when details were first registered, it is quite likely that the ownership has changed (photo 1).

T Payne of Frampton Cotterell confirmed Ian Maddams' earlier detail of the existence of the company Westbourne Fender, which I had referred to in an article in the early part of the year. Mr Payne also provided much needed updates on vehicles under new ownership.



● STYLISH JOURNEY: Lella and Des Stephens in front of the car which took them to their Diamond Wedding party

Photo 1

Jan Ferbas, a possible new member from the Czech Republic, wrote in with details of his Ford Prefect. The letter was brief, and it is feasible that the vehicle could relate to the post war period. However, the information provided tends to lean towards an E93A of between the 1938-40 manufacturing period, as the vehicle is one of the two door options with the added benefit of a sliding roof. The latter is in a parlous condition and Jan is looking for details and parts to restore this type of roof, which at present is covered by a piece of welded sheet metal.

DVLA

Not much going on this issue relative to registration requests, although John Ball's efforts to place his Ford 8 7Y on the road has had to take second place to other work on his house in Preston. As you may recollect in an earlier issue, the car was previously bought by a club member, Tony Parkinson, without a registration log and then sold on, still without any registration documents or evidence to retain its original number, ELD 698. History-wise, the vehicle has been through a number of owners and the registration problem relates

Photos 2,3,4,5: John Ball's 7Y



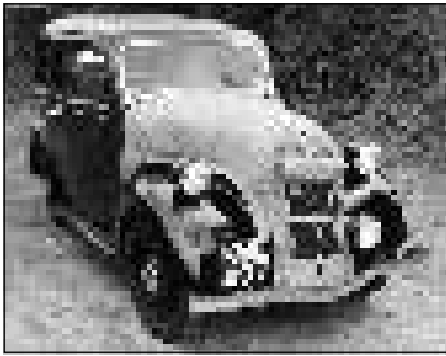
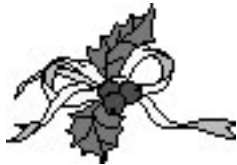


Photo 6: Alan Summons 7Y

to when the 7Y was part exchanged by a garage. The vehicle was tinkered with, but not restored, hence today there is much work in ridding the vehicle of its hand painted and Hammerite finish and the rust which has come through the paintwork. Photos 2/3/4/5/ show the extent of the required restoration work.



Member's Profile

Alan Summons, from Lowestoft, Suffolk, owns a 7W, registered EAE 96. Prior to acquiring the 7W, the vehicle had been sandblasted and red leaded. However, by the time the car was placed with Alan, it had been standing in the open for more than a few months outside a lean to and much, if not all, of the preparation work had to be done again. With the information gleaned from the previous owner's son that the initial finish was black, the 7W was rubbed down carefully to bare metal. This revealed the original gloss finish paint to be green, contrary to the colour detail obtained from previous ownership. Careful restoration of ancillary parts revealed more of the original paint colouring and a sufficient sample was able to be supplied to a paint specialist to provide the correct shade of green. In the spares and parts provided were two different sets of grilles, and a cover in faded green for winter use.

As the 7W has still some way to go with restoration, the cover is shown on Alan's 7Y. The inner lining is very soft felt, to protect the bonnet, with appropriate flaps for ventilation. Some members may have seen Alan's 7Y at National day, if not, photos 6 (7Y) and 7 (7W) assist.



Photo 7: Alan Summons' 7W

A Christmas Tale

A little bird has told me that Stan Bilous has finally put together his Model C of 1934 vintage. Centuries ago, you may remember that our Stanley purchased this early pre-war car from Tom Tomlin, who at one time owned 3 of these rare models. No pictures are available on the completed car to date, but this piece may prompt our Stan to write the full restoration article for the next magazine. How did he do it is a question on most people's minds and the simple answer is that in order for Stan to restore his model C, someone had to restore Stan!

This, as you can imagine, has been quite daunting, as there are some restoration projects that are beyond redemption. Stan appeared to fit into this category. However, it was known that there was some life left in the old buffer and a call to members of the once buoyant South East London Group showed a remarkable endeavour to restore a much-loved icon of these pre-war pages. With the assistance of Peter Benton (Y), Kevin Burke (E04A), Martin Steilbelt (103E) and George Campion (former model Y owner), Stan was dismantled down to his G-string vest and Model Y fronts and the few parts found workable were sent for shotblasting and painting.

As with most old buffers, it was necessary to remove the head and typically, as in a restoration of anything pre-war, that of Stan Bilous proved equally difficult to remove; a few hearty blows with a mallet doing the trick. Peering inside revealed "as new" condition, with little to no wear in relation to the somewhat neglected bodywork and chassis below.

A consultation and a unanimous conclusion later identified that this part of Stan could have had little use in its lifetime and, apart from a huge spider and a myriad of cobwebs, the internals could simply be air



blasted and the head put back together with little or no restoration. Regretfully, Martin was a bit too heavy-handed with the air hose, the result of which was a sparser hair line. Luckily, a transplant from Stan's moustache proved successful and all features have been fully restored. Unless one peers closely, it is difficult to see the join.

Club stores proved to be a boon, with a new distributor and starter, although body parts for such an elderly prototype model was to prove elusive. At a wheelbase of roughly 6 ft, much welding was necessary on the bodywork ravaged by so many years of neglect. Grinding away so much redundant rusty bodywork has reduced Stan to 5 ft 2 inches, but as you the membership and I are the only ones who know, I think we can forget about those odd few inches.

Compared to other models, Stan was the only model to have the non-opening, kingsize wallet, and it was indeed noticeable that when starting up he endeavoured to cough and splutter when this was taken away. Paintwork had always been shabby, even at the date of manufacture (where it was thought he had been dropped from a great height at the factory, although this would appear to be the only time that an old Ford has been used for crash testing purposes). Peeling back the layers identified the original colouring as an odd shade of pink. Needless to say, originality had to be the mainstay of this historic and painstaking restoration of Stan Bilous, and tickled pink he remains to this day.

From all of us in the restoration team, congratulations to Stan in the final restoration of his Model C. Your much awaited article is eagerly requested for this register.



Photo 8: the restoration team (with Stan on a pile of bricks at the right of the picture)

Specialist Applications Register

Andy Main

Following the launch of the Register in 2003 and the first feature in that December's edition, one year on features the third edition of 2004. I am pleased to report that all has not been quiet, with sightings, photographs and reports that will feature in later editions - many thanks to those who have assisted.

Following the feature on the Thompson Brothers Mobile Refuelling Unit in February's edition at Brooklands, the Curator has informed me that it is now in running order, and has been driven/demonstrated at several events during the year.

Mick Crouch, who has contributed much to the club over the years and is the Hampshire area group organiser, has written the following article, for which I am most grateful.

Pattison Roller Converta Tractor

H Pattison and Co of Stanmore, Middlesex produced over 350 Roller Converta Tractors (RCT) between 1946 and 1964. The serial number of each tractor was made up from the build date i.e. 10364 = 10th March 1964. The MkI and MkII RCT had the engine and gearbox mounted directly onto the differential (all the time). This proved somewhat ungainly and difficult to steer, so the MkIIIC model had the engine and gearbox mounted higher and further back.

The MkIIIB, of which 280 were made, fitted the 10hp sidevalve engine and E83W modified gearbox and radiator. The drive from the gearbox via a reduction chain having sprockets of 17-25 ratio to the Pattison differential, the worm and wheel being made of Phosper Bronze. Axles were originally Model T type, later ones being made specially for Pattison by an independent company (not Ford), it would appear that it was almost a direct copy of the Model T type.

The tractor could be converted by exchanging the front rollers for 900x13 wheels and tyres, while the rear roller was removed

Photo 2: MkIII at Chalk Pits Museum, Amberly, West Sussex



Photo 1: MkIII roller with 100E engine at a cricket pitch in the New Forest; late 80's.

to attach gang mowers or a trailer. Steering the tractor was arranged through independent front brakes.

Restoration of Patisson MkIII Tractor

I acquired the RCT 1964 model from Howard Stenning at the Chalk Pits Museum near Arundel sometime in the mid 1980's. Howard knew I had an interest for the more unusual sidevalve and thought I would be a prime candidate to resurrect the RCT, although it came without engine, gearbox, radiator and other odds and ends. Once I got it home a closer inspection revealed the final drive sprocket was missing. A telephone call to Howard and a revisit to Arundel and the said item was found in the long grass in the White Pit, where the RCT had been originally left.

The restoration of the mainframe and axle was fairly straight forward as it was only surface rust, the engine side panels had to be modified as they had rusted quite badly. The

brakes were relined and the linkages all set up, as it has separate brake pedals for each wheel to enable it to be steered. An engine and gearbox were rebuilt from my own stock of spares, a new E83W radiator from the Club Stores, other items were acquired and modified as original parts were unobtainable.

The electrics were converted to 12 volt, mainly to assist the starting process. A final coat of paint and it was ready for the rally field. As it is not a road going vehicle, it has to be trailered everywhere, so the rally field was the only place it could be driven. Unfortunately this has more or less been stopped, as Britain's over-enthusiasm for health and safety and high insurance premiums has banned the movement of vehicles on the rally fields. I have been surprised over the years to find that a few of these tractors were still being used on playing fields or cricket pitches.

Mick also took the trouble to include copies of two Patisson adverts for the RCT (see facing page).

Photo 3: the MkIII fully restored



Tales of BOA

Jim Norman

While life is usually busy for BOA, things reached the hectic stage in the last few months. Firstly, in July she successfully took us on our annual holidays, this year based at a lovely B&B near Cleobury Mortimer. Survivors of the Classic Connection of 1993, an event with classic cars and steam railways jointly organised by the Club and Stanier Mogul Fund, owners of ex-BR engine No. 2968, will remember the area well. At the time I described the local roads as 'challenging', and so they remain.

But BOA was more than ready for them. Most of the braking, steering and suspension, including front strut inserts courtesy of Simon Crockford, were new and she handled superbly. The slight tendency to plough onwards into bends, which previously I had hardly noticed, was completely eradicated, and as the week progressed, speeds through the many bends increased considerably - a fact not always appreciated by the occupant of the passenger seat!

During the week we visited much of the West Midlands and Vale of Evesham, even entering South Wales in pursuit of the Black and White Trail - villages of timber framed

buildings. We saw several classic cars: Minors, MGBs and Midgets, a Minx, Mk I Consul and a pre-war Bentley and Rolls Royce. Despite waves from the Prefect, only the last two acknowledged - we're obviously going up in the world!

October saw BOA return to Kidderminster for a train meal behind 2968; the following weekend saw a 600+ mile round trip to Brixham, Devon for a family wedding, and the next weekend she was back in Kidderminster for the Stanier Mogul Fund's AGM. With normal running mid-week, this brought the October mileage to a shade under 2,500, making insurance limits of 2,000 per year rather silly.

Although all these miles were covered without incident, a couple of problems have arisen and been dealt with. The clutch pedal, which normally picks up near the top of its travel, began to bite at about the half way point; a week later and it was virtually on the floor, and action was demanded. The culprit was traced to the return spring in the master cylinder having broken at two points (photo 1), hence the two stage symptoms. Fortunately, I throw nothing out and a scrap, seized cylinder was butchered to give up its spring and normality returned. I have never heard of one of these springs breaking, and a new cylinder

would have been the only alternative had I not had the spare. Even so, in view of the state of the piston, a new cylinder would have been bought had it been the brake that had suffered.

And then, on the way home from work, the N/S front wheel bearing began to rumble. By the time I got home, it was howling and a replacement was urgently needed. Fortunately, my spares store turned up a complete hub, so silence returned. A new bearing kit was sourced locally to make good the stock levels. Whether or not it was the recent floods across many roads that she'd had to forge that caused the failure is open to speculation, but some had been very deep.

And the good news: today BOA was given a full service. Probably about 4,000 miles overdue but it's the thought that counts!



Photo 1: the broken master cylinder spring

Specials Register

Rob Daniels

Thank you to everyone who has written to me recently, the postman has been very busy of late, especially the cyber postman, who is my favourite. I have had a number of responses to the last mag, but on compiling the specials pages for this issue, found that I had enough material to fill half the magazine. Correspondence from some notable people of late has included an email from Ty Nicholson (the son of Cliff Nicholson, the "Nic" in Nickri). Also, a story from Tony Shaw, who was the assistant editor of Vauxhall Motors magazine in the 1960's, who built a Nickri Spyder. I had an email from David Kelsey, of Lotus fame, and a brief note from Stuart Derrington from the company of the same name; so please don't be alarmed if I don't mention you or your car - just pester the editor to get me more pages. (Ed: nice try!)

Through my website I reach a very wide audience, which brings responses and letters from all over the globe. The featured letter this month is from Queensland in Australia and is just one person's story of why and how he built a Ford special during the peak of the specials building craze. Denis's car is, of course, a Super Two, bought from Super Accessories in Bromley. It was the proprietor of Supers, Les Montgomery, who instigated the very first "Specials Day", which was held at the Biggin Hill Aerodrome on 14th May 1961. It was open to anyone who had bought their car from Supers and I have included a selection of photos of the day. It was from this show that the idea of the very popular Historic Specials Day came about around fifteen years ago and we hope that Les would have been pleased with our efforts and the quality of the cars, many of which were bought from Super Accessories, including my Rochdale GT.

Super Accessories Super Two

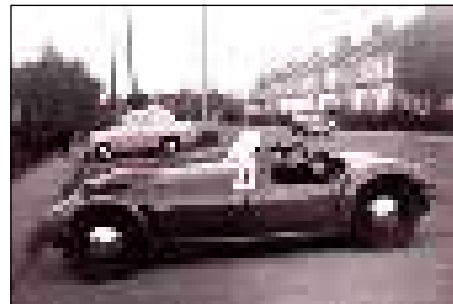
"Dear Rob,

Surfing the web for days gone by, I came across your site. I spent a lot of months in the UK in the sixties, building a fibreglass bodied open sports type car out of Ford parts and using a modified sidevalve E93A, I think it was called. It was an open two seater, hence the name. I have one old black and white photo of it - pity colour was not out then, as it was red with black bucket seats. I used to delight driving around the roundabouts without hardly lifting my foot off the pedal - it was that close to the ground I could practically lean over and put my elbow on the ground.

I was in my mid twenties when I got the bug to build a Ford special, the year was 1961, when the E type Jag, the Triumph TR3, and the Aston Martin DB 3 were around. I worked for Martins for a short while in their service centre in Hanworth, and five years with Citroen Cars in Slough gave me a bit of experience on how cars should built. Do you remember the GTR and the Peerless? The latter car started out as fibreglass body for the do it yourself builders, and later on it became a full car kit.

Faces Pressed to the Showroom Window

My mate and I, both being mad car fanatics, used to go to Performance Cars in Chiswick and press our faces to the showroom window, gloating at what we could only dream of and wishing we were James Bond. After a while, we talked each other into building a Ford Special. There used to be lots of scrapyards around in those days to find parts to make a start; we would then only have to buy the car body of our choice, as there were plenty on the market to select from - the car mags were full of different fibreglass shells for sale. It



Denis Forster's Super Two

looked very inviting, converting that upright, square-looking, post war car into a sleek, low, sports model, and it looked easy (as it appeared at the time). After looking at some of the dealers that carried everything for the Ford special builder, I finally chose the Super 2; my mate the Falcon Caribbean. Both cars were red, what else was a sports car?

There was only one big problem - where was the money going to come from to buy the body shell and other parts that were required to get started? Most of the parts I needed were there in the shop at Super Accessories of Bromley. The only way out was to sell my present transport, a very nice Austin A35 van, that had taken me around the Continent and was covered in accessories. Well, that was it, "shanks' pony" and an old bicycle to get me to work at BAC Aircraft Ltd. Lucky for me it was mostly down hill to the works in Weybridge. Working there was a godsend - I managed to make lots of parts for the car I was building.

When I bought the Super Two body it came with the floor and firewall. I also purchased the Bowden square chassis and the I.F.S. they made, plus the hydraulic brake kit and the very nice Woodhead Munro shock absorbers. Somewhere I bought some very nice pressed steel wheels, with large lightening holes and fitted them with Michelin x tyres - the finished product looked much better than those who kept those awful Ford wheels on. Later I would buy the cross flow radiator and header tank and a few more needed parts.

The Crate Arrived Containing My Pride and Joy

The day the lorry arrived and the crate containing my pride and joy was lowered to the ground, I could not contain myself from breaking open the crate to get at the contents. I put the chassis onto the garage floor and carefully placed the shell over the top and put a wheel at each corner. I sat down with a cigarette for a while, with visions of the finished product. At the beginning I started with a Ford 10 van, but by the time I finished stripping it down there was not much left, so I kept the engine & gearbox, prop shaft assy, rear axle, steering column and box, drop arms, track rods, petrol tank, and of course the wiring harness, which was modified later.

The gearbox had close ratio gears put in, the engine stripped down as far as grinding in

"THE SUPER-TWO"
100 FORD 810 H.P.

A GREAT DISPLAY!

See them all at -
SUPER ACCESSORIES

THE £99 THE
PAIR PAIR

1 SOUTHLANDS ROAD
BROMLEY

Original Ad vert for the "Super Two"



Austin and Ford winners from 1961 Specials Day

new valves and the head machined down and a steel gasket fitted to raise the compression. I polished the inlet manifold and all the ports out, so that I knew there would be no resistance to the fuel or air flow, and with a new clutch plate, it was ready for assembly and a coat of paint and then dropped onto the mounts. I changed the gear ratio in the diff and had to take the pinion assembly to a Ford dealer to have it torque loaded as I did not have the tools to do it myself.

The Bowden ladder chassis was a dream, every thing fitted to plan, rear springs with leaves removed, back axle, and their IFS slipped into place, with Woodhead Munro shockers all round; with the hydraulic brake mod it was ready to stand on its own four

A varied selection of Ford entries



Michelin X tyres. With a cross flow radiator and header tank with an export water pump installed and the firewall and ply floor secured to the chassis, it was time to set up the steering column, track rods and other running gear. The column tube had to have an extension fitted, as the driving position was much further back, which posed a bit of a problem - the column did not have an outer casing to be able to clamp it to the dash board. Now this is where the aircraft dump at work came in handy, we used to pay it a visit quite often, checking out what it had to offer that we could utilize for our home specials. I managed to find a bracket that had a bearing surface inside, plus a part to screw it to the dash board that fitted the extension post. All of the flooring plus parts exposed to the road were coated with aircraft protective sealants - there was not going to be any corrosion in our cars.

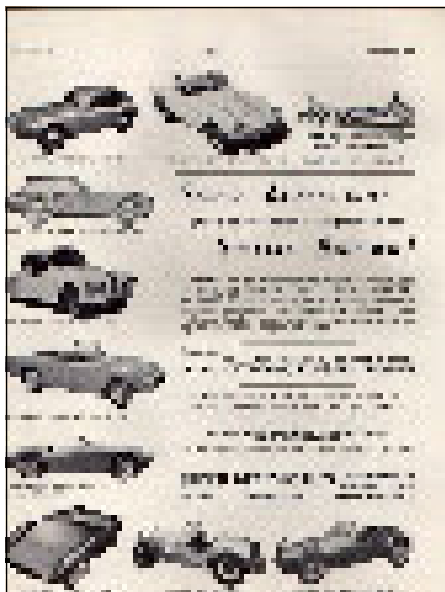
The remote gear change was made up (you were sitting with the rear axle just behind your

Super's Body stores. Falcon, Rochdale, AKS and Heron bodies were all good sellers



back, and the prop shaft practically under your arm pits) and a nifty gear shift from an MG. I struck another problem - fitting the handbrake. Because of the height of the shaft tunnel, most of the brake handle disappeared inside of the tunnel. As there was no room for it alongside the seat, it had to go inside, and by cutting away a neat area for the movement of the handle I mounted the assy on blocks and fitted some nice black vinyl around the cut out, and it looked a pro job.

I coated the petrol tank with aircraft thicol and mounted it at the rear of the chassis and fitted the floor over it, where the spare wheel was to go and that's about all you could get in there. The only way I could fit an exhaust pipe was to weld a flexible piece of pipe to the manifold where it crossed under one of the chassis members, then feed it along under the body out of sight, fitted to a Rover straight through silencer, which give it a nice sound.



Time to Fit Some of the Goodies

Time to fit some of the goodies. I covered the dash panel with wood grain laminex and cut out all the holes for the different gauges - Speedo, rev counter, fuel, oil, temp, ammeter and a vacuum gauge; oh and an ash tray and lighter. I finished it all off with a thin piece of ply, covered with padded black vinyl and a rear view mirror over the top of the instrument panel. Looking good; now for a finishing touch. I bought a polished alloy, wood covered steering wheel. It looked great.

The prop shaft tunnel was also covered in black vinyl, with white piping to match the bucket seats. The windscreen was fitted but without any wipers, as I never got around to them. A bit of a job to find out what I could use to support the motorcycle type mud guards. I eventually got hold of some light alloy tube and filled it with some strong wood. Making some strong lightweight alloy brackets at work for it did the job nicely. This was set off with a pair of Marcel head lights and a diamond pattern alloy grille at the front.

Well, I am sad to say that I had a



The Ford based winners

lot of problems with the engine over heating; only finding out later that I had a cracked engine block after discovering the colour of the oil, so I gathered that was the over heating problem solved. I did not have the money to buy a new block and I got disheartened after spending such a long time without a car whilst building it. So I sold it to a car dealer in Sunbury on Thames for a hire purchase deal on a 100E Ford Sedan. I never set eyes on my Super Two again.

During the very few months I had it on the road it caught everybody's eye; most of the time when I had it parked by the kerbside while I was shopping. When I returned, I always had to excuse myself to get into it through the people standing looking at it.

A crowd gathers during the prize giving



I Wish I Had It Now

When I look back, I wish I had it now. I have no idea what happened to it, I never saw it again in the last four years I lived in the area before emigrating to Australia in 1967. All the memories flooded back after seeing the red Super Two on your web site. Thank you for jogging my memory.....NB I lost contact with my mate who built the Falcon Caribbean."

Yours, Denis Forster, Australia."

What a great story, pity Dennis only had one photo of his car, but it was a good opportunity for me to share the rare photos from the Biggin Hill Aerodrome and those of the shop at Bromley with you, I just hope the quality is OK (Ed: so do I!).

Have a Merry Christmas...Rob

Super Delivery Van



Club News:

Bumpers, Wings, Shockers & Stores Open Day

John Porter

Bumpers and wings

I have been in discussion with a local sheet metal worker who is keen to chance his arm at reproducing new bumpers for the post war upright range. Replacement wings are a possible avenue, with repair panels for the trailing edge of the front wings an economic reality. Also up for discussion is repair of members' wings. It is obvious to most of us now that new 'old stock' wings are not available and that good second hand wings are in very short supply.

The most important thing is to get some idea of the costs that would be involved. In addition, I need to know what sort of interest there might be in replacement bumpers and wings or repair sections for the uprights. So if you are in any way interested in wings or bumpers for your upright then contact me (details inside the front cover). Discussions moved on to the 100E regarding the bumpers because these are pretty well unobtainable new. The occasional lucky find at the autojumble is the only chance, as rechromed secondhand units seem to last as long as the rally season, with them coming out in flower in the following spring.....

The first items that I will get costed are the front and rear bumpers for the postwar uprights - E93A, E494A, E493A and 103E. More news in the February issue.



Stop your rear end bobbing with new shock absorbers!

The shock of the new

At long last, they are back in stock! Direct replacement rear shock absorbers for the 100E saloon, so get your orders in now. Stop your rear end bobbing about over the hills and dales next summer. Shock absorbers (or dampers as they should really be called according to the manufacturers) last for about 50,000 miles at the most and as for the time element (after 40 plus years) is anyone's guess. Leaking or weak dampers are naturally a test failure as well as a danger on the road. You can't expect the old bus to go round corners if the rear wheels are not always on the ground, can you?

Open Day at Club Stores

After the 2005 AGM at Steventon village hall, near Abingdon, the club stores will be open

to tempt you with all the goodies at the club's disposal. Along with the new spares there will be a good selection of second hand body panels and mechanical parts that we really could not post in the normal way. Collection of these is the only option and it is essential that members look at what they are buying that is not new. This will give you an opportunity to work out exactly what you need for a job on your sidevalve in one visit. The committee, including registrars and technical advisors, will be on hand throughout the afternoon to give you advice and Stephen Wood will sell you anything that you glance at for a moment too long! The last Open Day was very well supported a few years ago and gave visitors a chance to see what the club has and experience the facilities that Shirley Wood and the late Martin Howard spent so much effort in developing for the club and its members.



The 100E Stores



The Upright Stores

SV Firepump Spotted

This firepump was seen at Shackerstone, Leicestershire at a rally in September. It has been dry-stored; remaining completely original and is in full working order. Where this one varies from the "normal" pump is that it is a much higher capacity; with two outlets instead of the usual one. As a consequence, the engine is a 10HP Ford sidevalve replacing the smaller pumps' standard 8HP unit.

This particular pump was part of the manufacturer's fire control system and remained there on standby until long term storage and eventual release into the wild!



Report from Federation AGM

This was the second annual general meeting of the Federation of Historic Vehicle Clubs that I have attended and it was striking that the number of delegates was much reduced. A sign of the times perhaps? The old saying, "apathy rules". The location of the venue, the Rolls Royce Enthusiasts Club, is in a small village on the A5 near the Silverstone racetrack. The elegant Georgian house fronts an enclosed courtyard with the club's workshops on three sides and the meeting room and restaurant on the fourth side. Examples of Rolls Royce history and various engines decorate the meeting room. On a slightly different scale to the FSOC premises, but then the RREC vehicles are a little more valuable!

Privately, club representatives were continuing to be concerned with the advancing average age of their members. Among the attending clubs there were few representatives below 55 - I felt like a youngster, in fact! Most clubs I come across at shows are in the same boat as the FSOC, where young enthusiasts are not too thick on the ground.

The gradual tightening of the bureaucratic noose around law-abiding classic car enthusiasts is exasperating some club officials. The regulations to stop untaxed cars driving around the UK just seems to hamper enthusiasts' reasonable enjoyment of their classic cars. Owning a collection of classics is now a risky business if you forget to re-tax one or two or if the owner is on a long holiday and arrives back to some automated fines. I am led to believe that the DVLA have said that you should appoint someone to fill in the SORN forms if you are away - who is likely to want to do that? It may also be possible to

renew SORN by email.....

Talking of collections, if you have a number of sidevalves, make sure that you investigate the group insurance policy situation as there are savings to be made. After all, you cannot drive them all at once - unless you have a big family!

One of the main tasks of the Federation is to monitor legislation both in the UK and the EU. One of the main concerns this year has been the power that local authorities were going to use to compulsorily remove "scrap" vehicles from private land. The Federation was able to lobby for the dropping of the short period of notice before removal. The "Clean Neighbourhood" scheme, that involves removal of abandoned cars, is being monitored also. Members were encouraged to show good husbandry. The disposal of private car parts in the local tip is currently an issue for local council discussion. Have you had difficulties disposing of material from your private garage?

Other items, like the date for the free VED (Dec 1972) will not be a rolling date, nor will lower sulphur tax relief be applied to leaded petrol. The Federation committee renewed its invitation to individual club members to support the Federation by joining as individual members. An international survey is to be started this coming year across 10 participating countries in Europe to establish trends in classic car ownership to give the Federation the statistics to argue our case in Brussels and Westminster.

All members were encouraged to sign the petition against the "ownership tax" that has been put forward by the DVLA (vehicle owners pay DVLA for keeping their classics

in their garage!). The DVLA wants to transfer the full cost of SORN to the vehicle owner. A copy of the petition was in the October issue of Sidevalve News. Incidentally, the Dutch authorities already charge a substantial sum (40 euros, I think) for SORN. The Federation have since reported a massive level of support at the International Classic Car Show at the NEC in November.

The V765 scheme is being continued largely unchanged, except for the inspection by a club official being the preferred option for the authentication of a vehicle. That will involve a club official coming to see your sidevalve (or taking your vehicle to them) for the purpose of inspection pending an application for retaining a registration mark or applying for an age-related mark. Please do not finish your restoration before applying, as there is nothing more frustrating than finishing the restoration and not being able to drive the car on the road!

There was mention of the proposed banning of non-cat vehicles in Italian cities being put out for consultation. Will this plan spread through Europe and come into the UK? While there are many threats to the quiet enjoyment of our classics, it is heartening to know that the Federation is looking after our interests both here and in Europe.



Nickri Jowett Jupiter Special

Mike Smailes

The Story So Far

Several people have asked why I was trying to sell my classic and also why I hadn't been out rallying quite as much as usual. Well, the reason is I've been beavering away building a special based on a Jupiter chassis and Jowett mechanicals and, ideally, had I sold my standard Jupiter, then the cash would have been useful to finance this special.

However, lets go back to the beginning. Several years ago I wandered into my friend's workshop and there on the floor was a very pretty (in my opinion anyway) fibreglass car body. This was a Nickri, of which apparently 300 or 400 were built in 1958/9. These were in fact early 'kit cars', designed to make your clapped out Ford Pop look like a racy sports car, if not go like one. And, as my friend didn't want it, he said I could have it if I took it away. Unfortunately, despite it being 'love at first sight', I had to say no and another old car enthusiast took it, with a plan to fit it onto Morris Minor running gear. Two years later he



gave up and offered it to me, so I said yes and hung it from the rafters in the garage whilst I decided how I was going to turn this fibreglass shell into a stunning sportscar.

Six months later I got the chance of a basket case Jupiter and after doing my homework, I found that the Jupiter wheelbase matched the Nickri body within 1/2" and the track of both cars was close too. The Jupiter was bought and after winching it from a Shipley orchard where it had resided for over 12 years, it was installed in the garage under the suspended Nickri.

Making Modifications

After much thought I decided to take the opportunity to modify the heavy tubular chassis and alter the layout by moving the engine behind the front axle line, from its original position which is well ahead of the axle. In addition, I took the chance to change the 'pre-war' Jowett gearbox for a more robust Triumph one. Apart from its strength, the Triumph box was chosen because it was a

fairly simple conversion, the spigot shaft was the same size, the clutch plate and cover were the same and the Jowett bell housing more or less fitted inside the Triumph one, which simplified the making of the conversion plate.

The First Setback

The first set back occurred when I offered the body onto the chassis. Although I had taken the track dimensions from a reference book, the information was obviously wrong and the Jowett track was about 4" wider than the body! Converting the hubs to take SAAB wheels helped (these wheels have a large inset), but the body required major surgery. The method I used to widen the wings was to cut along almost the full length of each wing and then open up the gap and fill with fibreglass. After a couple of tins of doggy the body fitted a treat. After the success of this alteration I felt confident to try a few others. Firstly, the door openings were increased and new doors with a 1/8" plywood frame and an aluminium skin filled with expanding foam were made. These are still suicide opening, as the curvature of the leading edge was just too much to take a hinge, or so I thought. I've since found that the Lotus Elise door has a similar shaped leading edge and they are hung on one hinge. Next, I moved the rear bulkhead back and after enlarging the boot I made a new boot lid and finally I altered the bonnet from rear hinged to front hinged. The lights were fitted at this stage and then removed to be refitted later. After yet more filler the body is now ready for painting and is currently hanging from the garage roof while I get on with the chassis

All Sorts of Problems

In order to accommodate the repositioned engine, various tubes were altered, but with the torsion bars and the horizontally opposed engine, all sorts of problems arose which were



eventually solved by raising and off setting the engine. I did consider converting to coil springs, but I like the comfy ride of torsion bars; besides all current F1 cars have them, so they stayed. Off-setting the engine was necessary to give me plenty of leg room and it has the added advantage of improving the weight distribution when there's only the driver on board. According to my theory raising the engine shouldn't affect the centre of gravity, as the engine weight is fed into the chassis through the engine mountings and provided they are in the same plane as before then everything should be OK. Think about a motor-cycle trials rider - when seated, his weight feeds through the seat and when he stands up the centre of gravity is actually lowered, as his body weight feeds through the foot rests. Am I talking rubbish? I'll let you know how it handles - eventually.

Ready for the Engine

The chassis is now painted and when I've overhauled the front suspension, it will be ready for the engine and then I can fit an exhaust system through the chassis and refit the body. Then it's time for the petrol tank and the new higher ratio crownwheel and pinion. Other jobs include the paintwork, wiring, trimming and deciding on the type of windscreen. I don't like the original and at the moment I can't decide whether to fit a low vee screen or aero screens; either way I should be able to avoid fitting wipers.

When will it be finished? After all there's not a lot to do if you say it quickly. Some days I feel that spring 2005 is realistic and other times winter 2006! It's quite amazing how the time just disappears. It's so easy to spend a couple of hours deciding how to tackle a particular job and then think of a different way the following morning!

Naming the Jupiter

So what's this special going to be called? To keep things simple it is registered as a Jowett Jupiter, but I think its different enough from a standard Jupiter to have an additional name which is Io. For those of you who are not familiar with astronomy Io is one of the many satellites/moons of the planet Jupiter and so fits rather nicely don't you think?