

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Brake Fluids: Glycol vs Silicone | Sidevalves in France

The Process of Designing the 100E

Transport Shortages: Ford's Popular Answer

Lost in the Bushes | How A Lifelong Dream Came True



www.fsoc.co.uk

ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

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www.fsoc.co.uk

Sidevalve is published every two months on the fifteenth of the month.

Copy deadline is the tenth of the month preceding publication.

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John Porter

Editorial

I would like to wish you all a Happy New Year, despite the position in which we find ourselves. Also, the club appreciates the support from all of you that have renewed membership so promptly, which has kept Joe Wheatley, our membership secretary, occupied over the last couple of months. The FSOC will strive to continue to provide all of our services to members during the ongoing situation.

EU payments and spares delivery

I am writing this just a few days after the end of the UK / EU transition period. So far, renewals from members in the EU via PayPal have continued unaffected. Hopefully, this means of payment for membership and spares will continue without EU interference. The club has an EORI (Economic Operators Registration and Identification) number for shipping parts orders to the EU. However, in practice our courier will take care of this requirement, so we do not anticipate any difficulties from that quarter. Shipments by the FSOC to other countries outside the EU are naturally unaffected. Strictly speaking and logically, our shipments of spares to EU countries should be the same as to the rest of the world.



Keeping up-to-date with your sidevalve

As you renew your membership, I keep a mirror image of the membership database to support Joe Wheatley's master copy. As I update subscriptions, I have a quick look at our record of your sidevalve(s) and I have noticed that in many cases there is no record of the chassis number and engine number, as well as its current state. Many sidevalves that we have

recorded as a 'box of bits' or 'under restoration' we know are now on the road. Those of you that have joined without a sidevalve, do let us know what you have bought. Please take the opportunity to let us know the current status of your sidevalve via the register form: www.fsoc.co.uk/the-sidevalve-register. If you need a paper form for registering your sidevalve's details then please send a stamped addressed envelope to the relevant model registrar, whose contact details are in *Sidevalve*.

The 2021 events season will be severely curtailed for the first half of the year at least, so we will very likely have to be content with solitary runs out to keep everything loosened up, and spending time in the garage (no problem there!). I am sure that our partners will assist with a packed lunch and flask, and probably to lock the door behind us ... Hopefully, if the vaccination rollout goes to plan, most of the UK population will be protected by June / July, so there is light at the end of the tunnel. In the meantime, any stories or articles that you would like to put together for *Sidevalve* would be appreciated. We all like to see other members' restorations and major refits, with photographs. Please send any contributions to the relevant registrar for your model.

Maintenance

Let us know of any maintenance jobs that you have been doing – successes and challenges. Following on from the December 2020 issue's comments on keeping your sidevalve safe during lockdown, I found a convenient reminder:

- **Check fluids.** One of the most important ways that you can protect your sidevalve is to monitor the levels of fluids in your car. Low fluids can cause damage to any type of car, but can be especially damaging to our sidevalves. The following tips will help you keep your fluids at the right level:
- **Change your oil.** Keeping your motor running should be your top priority. Low oil levels or old oil can cause irreparable damage to your engine in a short amount of time. To prevent the damage from occurring, you'll want to check oil regularly and change it out consistently, especially on the uprights with no filter.
- **Change differential oil and gearbox fluid.** Though it's not as common as changing out your oil, you should still switch out your gearbox fluid and differential oil regularly to keep your car running well. Despite lack of mileage, you'll want to switch the fluids out more often in a

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classic car, due to time. Ensure that you use only recommended engine and gear oils that have the right viscosity.

- **Flushing the cooling system.** Your sidevalve's cooling system should be flushed out at least once a year. Once you've flushed the old coolant from the car, replace it with

the right mix of antifreeze (not the modern coolants, though). This mixture should prevent any deposits from building up that will stop coolant from flowing easily through the cooling system, and any corrosion.



G93A / G73A engine.



G93A / G73A with ancillaries.

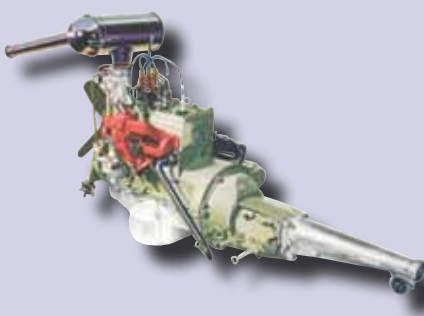
John Porter

Our Continental Cousins

Whereas the German Köln and Eifel used metric versions of our upright 8s and 10s, Ford in Germany started to move away from the UK / German common engine with an evolution of that engine in the first Taunus, the G93A (commonly known as the Buckel, and face-lifted to the G73A). Most noticeable is the fan mounted on a casing bolted to the timing gear cover. This is necessary because the generator bracket is bolted to the side of the head, unlike the UK engine. A cast front pulley was used instead of a pressed steel item. An oil warning switch was fitted, and an export-style fuel pump. The carburettor was a Solex type 26 rather than UK Zenith / Ford unit. The inlet and exhaust manifold assembly were also different.

The starter motor was a more modern affair, with a solenoid to actuate rather than the cable pull and inertia on the Dagenham vehicles.

The 12M engine (car was known as the G13) was similar to our 100E unit but, like the earlier German engine, had detail differences. A Bosch pre-engaged starter also featured in this engine, with a generator (also Bosch) on the side of the engine. Unlike our 100E, the G93A and G13 kept 6-volt electrics, as did most small cars in Europe. Again, there was a cast front pulley with engine mountings on the timing gear cover (both engines continued with timing gears rather than chain and sprockets), quite different to our 100E. The distributor was Bosch on both versions of the Taunus engine.



12M G13 engine and transmission.



12M G13 engine.

Robin & Jennie Thake

Three Counties

Happy New Year to all sidevalvers.

It is great to start the new year with some good news: congratulations to Mike Capps from Wisbech for his reward of 'Freedom of Wisbech', for his work looking after the flower beds, planters and hanging baskets in his town, which has won many awards for Britain in Bloom. Mike would often complete the task before going to a car show. Well done, mate.

Let's hope we manage to get some car shows this year, although we were informed before Christmas that the Enfield Pageant

of Motoring has been cancelled as they are unable to get cancellation insurance. This must be disappointing for them because it is their main source of income to fund the museum, but they hope to have several smaller events there, so we hope to support those.

The Anglia has spent most of the last year with the wheels off the ground, with the occasional start-up. I normally keep the fuel tank well topped up but this year I was unsure that I had done the right thing because of the risk of stale petrol. I find it is necessary to start

the car every few weeks or else the fuel runs back and then it is several pumps of the hand primer to fill the carburettor.

The advantage of owning an upright is that they do not have hydraulics to concern us, unlike the 100Es where this year after the enforced lay-up I think it will be wise to change the brake and clutch fluids, and check wheel cylinders and the master cylinder before venturing off on any journeys.

Classic car enthusiasts are easy to spot...

...you can see it in their soles.

Whether you've got your head stuck under a bonnet, elbow deep in sump oil or you're on your back staring up at a drive shaft - your enthusiasm for classic cars is hard to disguise.

There are plenty of telltale signs that give you away but none more so than your obvious passion and enthusiasm for the "un-new".

Only enthusiasts like yourself will happily chat away to a pair of size 10s for hours - without even expecting a reply.

And, you wouldn't do it unless you loved it.

...If it's important to you,
it's important to us.



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Richard & Trish Greenaway

Kent

Normally, at this time of the year I would be spending several evenings on the internet and making phone calls to show organisers, gathering dates of forthcoming shows. But, due to the current situation, I am going to leave it a bit longer, as I'm sure that, like a lot of other members, I can't see us attending many shows before the summer months (here's hoping I'm wrong).

Saying that, we did receive the application form for the Heritage Show, which as usual is our first show of the year. This year it takes place on Saturday 10th April, so this show – if it goes ahead – will be our first official club stand event since the Kent Classic back in



This is what we've all been missing.

September 2019.

For all Kent members, I will let you know what we have planned via our monthly (or not-so-monthly of late) emails. Since we weren't able to hold our usual Christmas meal, we may well have a BBQ for Kent members as soon as we are allowed to meet up outside; watch this space.

I have heard from several of our members over the last twelve months, but if anyone I haven't heard from has any sidevalve-related news, then you know how to contact us. It's always good to hear from members.

Keep safe and hang on in there. We will get back to near normal at some point in the future.

Nigel Hilling

Yorkshire

News and events

At this time of year, I'd normally be reporting on a good Christmas dinner, reminding local members of our regular pub meetings, and looking forward to events coming up. Not so this year; after a miserable 2020, it is still difficult to see when things will get back to any kind of normality.

Our first major get-together is usually

Drive It Day on April 25th, where we normally meet up at Sherburn Airfield for the end of the YHVG York to Sherburn run. Whilst this event is currently on the calendar, there is no telling whether it will be able to run. The NEC Restoration Show, normally held at the end of March, has already been postponed until June 11-13th, and that could still be optimistic.

In years gone by I would have been active with the Exeter Classic trial in January

(cancelled), the Northern Trial in February (cancelled), and looking forward to the Land's End trial at Easter (already cancelled), so very little action for Stan the Anglia this year. The photo shows Stan, flanked by two sidevalve friends, parked up at the rest halt for the Exeter Trial in January 2008.

We'll meet again, don't know where, don't know when ... !



Joe Wheatley

Merseyside

We have not been able to resume our monthly meetings at the Bottle & Glass and I suspect we will not be able to do so until the middle of the year, when we should all have been vaccinated. I have had a few emails and forms from show organisers, notably from the organisers of the Tatton Park events. Sadly, *Classic Car Monthly* has folded due to financial difficulties, so I will not be getting their almanac of events for this year. I will be putting a list of events together in February once the rush of membership renewals has slowed down.

In my last report, I documented waking up Freddy, my E493A, from 14 months of 'rest'. The fuel delivery problem re-occurred but was fixed by replacing the petrol pump diaphragm. Just as well, because I had to use Freddy after Christmas when my Focus froze overnight and I could not get in! I managed to get the door handles working with hot water but could not even lever the doors open. So, cover off for Freddy, battery connected, carb primed. Would she start? (It was still below freezing.) The starter was very slow at first, but she fired on about the fourth revolution.

While Dave Rothwell was giving the Focus its service and MOT, I took pictures of his current collection of sidevalves. A very nice E04C van, purchased from Matthewson's auction in February last year; an E83W truck, bought from Brightwell's auction in March; a very nice early Model Y, found via a contact in Scotland; and a black 103E, well known in our area.



Dave Rothwell's E83W truck, CEB 476.



Dave Rothwell's Pop, THU 457.

The 103E (THU 457) was owned by an ex-member in Hereford, and was bought by Peter Hennessey from Liverpool in 2010 or 2011. Peter and three friends arrived at our meeting at the Bottle & Glass shortly after he had bought the car. They all looked a little shaken and asked, 'Do they all drive like that?' Apparently, the car had tried to leap off the road every time they went around a corner and Peter was wondering what he had bought!

We went outside to inspect his purchase and quickly found the problem, which was the shock absorbers. It didn't have any! Not one! The car had a current MOT (required at the time) but the tester was obviously not familiar with the suspension arrangements on uprights. Dave Rothwell provided some good second-hand shocks and links, and Peter joined us at shows over the next few years. Peter had some further bad luck when the crankshaft broke. I cannot recall anyone breaking a crank during normal usage and, looking at the break, it was probably due to a fault during manufacturing.

Peter wanted to improve the car, so took it to a 'restorer', who partially dismantled it and then did very little for two years. Eventually, Peter took the car back, but lacking the skills to do the car himself, sold it – still dismantled – to Dave as a project. I am glad to say that Peter now has a very nice E494A Anglia. Dave had the Pop repaired (which included some very substantial fibreglass front wings), painted it, and then sold it locally to a chap in Southport. He had the car for a few years, but it was not being used so Dave bought it back again last year. It is now a very nice example which Dave hopes to bring to some shows this year.



Dave Rothwell's Model Y, FEV 526.



Dave Rothwell's E04C van, KHK 344.

John Duckenfield

Regional Report

At the time of writing (second week in January), another lockdown has been imposed as Covid-19 spreads rapidly across the country, following the easing of restrictions over Christmas and a new variant of the virus! Regrettably, it comes as no great surprise, given the disregard so many have had for social distancing and self-isolating rules over recent months. But let's not dwell on the depressing, for at least there is a glimmer of light at the end of the very long coronavirus tunnel in the form of vaccines that are now being rolled out across

the country. Indeed, by the time this edition of *Sidevalve* is published, for a large percentage of the more vulnerable in society, the situation may well have improved considerably – and that of course includes many FSOC members. I shall, therefore, start 2021 on a positive note by assuming that at some point in the year – early summer, possibly – life will begin to return to some degree of normality and that once again we shall be able to enjoy the relative freedom of the roads in our sidevalves!

Regional Groups

One of the best ways of doing that is with sidevalve friends from a nearby Regional Group! For the benefit of recently joined members – and just in case existing members have forgotten during the 'lost' year – Regional Groups offer members the wonderful opportunity to meet fellow FSOC members and other classic car enthusiasts. For some, including me, this element of their FSOC membership is perhaps the most valued of all this excellent national club has to offer. In many ways, Regional Groups are the FSOC and make the club a club, by bringing together strangers with a common interest. That, surely, is what being a member of a club is all about!

After so long spent socially isolating, I'm really looking forward to the day when the Yorkshire Group regulars can once again have our monthly natter in The Reindeer – assuming

of course it's survived lockdown – go on road-runs together and enjoy the occasional car show in the company of sidevalving friends from across the county. Of course, there can be an officially recognised FSOC Regional Group only if someone is willing to become a Regional Contact and co-ordinate its activities. One such member who did just that – a few years ago, now – is David Pickett in Sussex who writes of himself ...

Regional Contact Personal Profile: David Pickett (Sussex)

I'm the Regional Contact for Sussex, one of the longest counties in England – some 104 miles from west to east – so creating a meeting place for all is not easy! At present we meet in the east of the county at the Berwick Inn, Berwick, close to the railway station. Well, we will when coronavirus rules once again allow!

I will not give away my age but will say, 'I'm retired'. Actually, I retired twice – both were early! The first lasted three days – I did not like being retired whilst my wife Jean was still working. Fortunately, though, the second has lasted!

I've always worked in or around the construction industry, starting as a carpenter and joiner; then as a building surveyor; then a contracts manager; and, finally, starting my own construction business, which is where the

David Pickett's Ys.

Obituary

It grieves me to report that long-term member of the FSOC Mick Crouch has died recently. Mick was a very active and supportive member of the FSOC, and served on the committee in a number of roles, the most important being that of Membership Secretary, aided by his wife, Jean, who looked after club regalia. He was also the regional contact for Hampshire since 1985 and organised local FSOC stands in the area, such as the All Ford Rally, Ardingly and Wroughton, to name but a few. Mick also stood in as 100E Spares Secretary in the late 1990s after Tony Saunders retired and before Simon Crockford took up the post. Recently, Mick has continued to support the club spares service by reconditioning some of the electric items for the upright range. The committee offer their condolences to Jean and family.

– John Porter

Mick (right) at the 2004 All Ford Rally with his sidevalve-based Fieldmouse.



old car interest started when taking a Daimler double six (which I still have) in payment for work completed.

To understand how the thing worked, I started a car restoration course at a college, where I was head hunted to lecture part-time in construction. This, in turn, led me to lecturing full-time, winding my business down and getting qualified to teach.

Somewhere along the line I purchased a 7Y, which I thought was a Pop – I could only see the front of it as it was covered in all sorts of debris! It was not running and had one odd-sized wheel. I eventually got it running and still have it, having spent thousands including rebuilt engine, back axle, new tyres and many other things. What happened next is unbelievable! I spent months looking for a Model Y to rebuild in my retirement, found one, then a second, then – from a great pal – a third, which was running. Currently, I've two on the road, one of which my daughter, Donna, drives for me.

Enough of me, so back to the Berwick Inn monthly meetings! We meet on the third Wednesday of every month at 7.30 p.m., where we chew the fat, and discuss our cars' faults and mods. The 'girls' (wives and partners) chat about 'girly things', then we get together for a collective chat about shows and any FSOC

news I have. However, we do not only go to shows! We have a 'Ladies' Day', when we take the 'girls' to their place of choice for lunch; a fish and chips evening; breakfast runs; and have even gone camping. The Isle of Wight was booked for 2020, but sadly Covid-19 stopped that!

New members are always very welcome! A word of caution though – we are very noisy and, more often than not, laughing and joking – especially when I owned up to putting diesel in the Y! You don't need a car – just a sense of humour!

Looking ahead

In the current climate it would be foolhardy to look ahead without accepting that, for the foreseeable future at least, life will continue to be extremely restricted and, for many, very difficult indeed. There are far more important priorities than classic cars, Regional Groups and so on. As we have come to accept, it is a time of change, for the impositions that have been forced upon us have undoubtedly impacted on us all; certainly in the short term, and, for some, the longer term as well.

It may be, therefore, that some members – not just those recently joined – now have the opportunity to involve themselves more in the

activities of the FSOC. A few committee posts remain unfilled and there are always one or two areas where the club needs a Regional Contact. Surrey is one that immediately springs to mind, following the announcement in December's magazine that Fred Tutt is to retire early in the new year; but there are also others. Understandably, everything is on hold at the present time in terms of actually doing things, but we can at least plan for the future and, hopefully, a return to some degree of normality.

So, if you would like to get more involved with your club – by possibly becoming a Regional Contact – and would like to find out more, please get in touch. Committee members are currently discussing ('virtually' of course, during lockdown) the issue of succession for, in order to ensure the future of the FSOC, or any organisation for that matter, it is essential that fresh blood is constantly flowing through it so that when the time comes, others are fully prepared to take over. There will be more about that in the future but in the meantime, please get in touch with either me, John Porter, any Regional Contact, or any committee member, if you would like to know more. For those so inclined, I honestly believe you would find it very rewarding and extremely enjoyable. All contact details can be found on the centre coloured pages.



Yvon Precieux

Pre-War Register

Registrar's comments

Now that we are well into the new year, let's hope the season will be open for the events that normally form part of the motoring calendar.

Although I am informed of new members, little comes through to me re photos or history. These areas once upon a time formed the basis of the content of the Pre-War Register, as it was more personal, gave much impetus to members in acquiring histories of their car, and provided at times a more detailed knowledge that came via this Register. So the club, Register and members all benefited with accurate records, interesting articles, vehicle history, and access to archival areas with help re spec, maintenance and advice on resolving mechanical problems. The internet is a wonderful invention with email, etc., so why not use it?

Ford numbering system

Ivor Bryant asked me for info on the Ford numbering system in reference to the product models. So, for some insight, here is how it started.

The Y, C and CX models followed the American mixed alphabetical coding with the larger American Fords from Dearborn. Due to Dagenham and Cologne not being happy with a dual system for parts (i.e. numerical for parts and alphabetical for models), a half-hearted numerical-cum-alphabetical system followed but this was not liked, and from 1938-1948 a proper model symbol system was introduced. From this system was developed a new model numbering system in order to divide models into several categories, taking in light / medium passenger cars; light, medium and heavy commercials; etc. The range started with the introduction of the 100E, the first number, with E being 'English'. The series progressed through 101E LHD for the 100E, to the last series of the sit-up-and-beg 103E, to the Ford 105E, the last of the group being the Lotus Cortina with 125E.

Medium cars were in the 200 series, being the Mk III Zephyr 211E and the Mk III Zodiac

213E. Light vans were the 300 series, the first being the 300E version of the 100E followed by the 307E version of the 105E Anglia. 400Es were medium range vans, with the 500 and 600 series being lorries and trucks.

There were a further two major changes. The first was an extension of the 4-digit numbers in reference to parts of a Ford vehicle re gearboxes, axles, and even body shells – hence 1100cc crossflow is 2733E and GT Escort is 3024E. One anomaly is the Corsair 2000E, as the 2000E belongs to the D series of trucks.

A further change was made in 1968. Sometimes called the European system, the basic part number had a prefix to indicate model range. The prefix usually consisted of four digits. The first two show the model year; the third the model range (A – Escort; B – Cortina; E – Capri; G – Granada, etc.); and the fourth referred to where the part was designed. Thus the part number 69EG-4040-DA means that the part was originally designed for the 1969 Capri range in Germany; 4040 identifies that the part is a back axle housing; and DA that it was fitted to a 3-litre Capri.

Holland Coachcraft

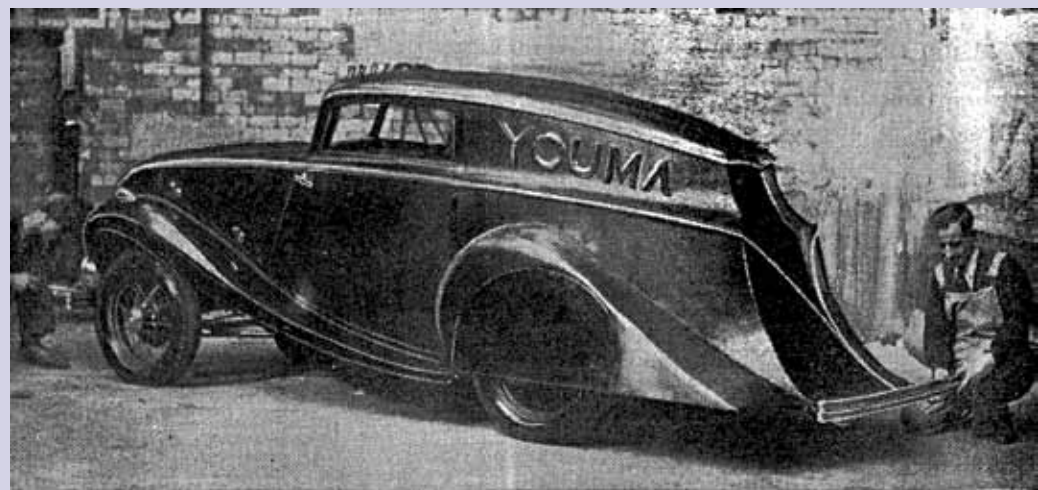
Some years back I assisted Mark Bailey in much research into William Hawthorn Holland re the small Fords, and he gave me



Photo 1.

exclusive permission to write on the Ford 8 publicity vehicle, the small Ford 8 streamlined commercials, and this remarkable man who has been lost to vehicle history.

Strictly speaking, streamlining on motor vehicles goes back to at least 1899, but it was not until after the First World War that rapid developments in aircraft and airship design brought about serious development in this area. Most if not all of the efforts in the 1920s, apart from the land speed record attempts, were more a case of style over substance that really took off only later in the 1950s, when stylists finally took precedence over the engineer. Forget about Europe and America being the front runners as this is historically



STREAM-LINED COMMERCIAL VEHICLE built by Holland Coachcraft, Govan, Glasgow. This car of special design has been the subject of considerable experiment in the last 18 months, and it is possible that private cars of similar design will be built in Govan as this new coachbuilding industry develops.

Photo 2.



Photo 3.

wrong. Some two years before the Americans, Holland, a Scot from Greenock, came up with a streamlined vehicle that showed how real streamlining should be done. His designs and vehicles not only accommodated the driver with the creature comforts that we have today, but also the required room for goods.

William Holland trained as an apprentice on body construction at McIntyre's Ltd – his grandfather's works in Duncan Street, Greenock – during the 1920s, and became manager while continuing his ideas of streamlined vehicle body construction. McIntyre's were cartwrights and blacksmiths from 1876 to 1908, when they also became coach builders. By 1912, haulage and lorry building was part of their business, and from 1927 this further included motor body building. William Holland's designs were preferable to the use of forward control where distribution of weight and better accommodation for goods

was desirable, with his futuristic ideas on driver comfort, marketing and advertising through the use of faster streamlined and useable vehicles that soon gained a worldwide reputation. Holland initially obtained offices in Bath Street, Glasgow that were purely for design and publicity requirements. A small manufacturing base was established under the name of Holland Coachcraft in Kintra Street, Govan in 1931, but later actual vehicle construction was contracted out to motor vehicle manufacturers and coach companies, strictly under his required design and construction as his designs were patented.

The introduction of the new Ford Y gave Holland the opportunity to design a prototype streamlined laundry van and supply a somewhat bizarre partially streamlined vehicle that came via a request from a Glasgow-based bakery, who required a crowd-pulling publicity vehicle that would raise the profile

and interest for their Youma malt loaf product in new local areas that the van was required to tour. The laundry van, however, being the earlier job number, was installed on possibly one of the early short rad 1932 Y chassis with registration identified as US 9027. This vehicle was followed by a batch of two that had slightly higher roofs, and a further three Ys received roofs that went even higher. All these chassis were modified to be forward control, hence no bonnet. This can be seen in one of the photos with the wood framework seen.

As for the weird and wonderful streamlined US 757, its creativity provided the required publicity for the Youma product and further interest in Holland's very stylish and elegant streamlined designs. In using the Ford chassis for this Youma Bread publicity stunt, it was made clear to Holland that all Ford insignia was not to be displayed as the Ford Motor Company still had problems to be ironed out in these earlier small Fords.

Not shown on the Ford Youma van pictures is the neon sign that was fixed via a special mounting ahead of the windscreen that cushioned the tubing from road shocks. This can be seen in the vehicle sketch and was an extra that probably was a first and last, as I have never seen this on any other vehicle. A girl driver drove the Youma van, together with a girl demonstrator with cards, leaflets and publicity, etc. The costumes, besides the wrappings for the product, were all designed by Holland.

With so much publicity and the many inquiries generated from his designs and from various types of vehicle that had been contracted out, Holland decided to close the Govan factory to concentrate on design that was more in keeping with his original concept of streamlining and the way in which it should be undertaken. Offices were set up in Glasgow, Manchester and London whilst vehicle construction was undertaken by a further number of licensed coach-building companies in Scotland and England. Some five further Ford Model Y chassis were used from the streamlined prototype that was a scaled-down version of the two-tonner of the Commercial Vehicle Motor Show at London's Olympia in 1933. This latest model took the show by storm and became known as 'The Sensation of Olympia', and produced many inquiries from all areas of the globe. By this time, designs also were exhibited for both single and double decker buses and a long-distance delivery van with sleeping accommodation for the driver.

The model motor car market was also taking notice of Holland's streamlined art deco style, and by 1935 model makers like Meccano Ltd had a



Photo 4.

model of one of the vans in their Dinky Toy range.

The known Holland Y chassis were Y72152, reg number US 9027 with Y72173, Y72162, Y79408, Y79436 and Y79442. Others built included XS 3406, but more research is needed re the chassis numbers, the registrations and the job numbers.

Historically, it is a shame that the new Holland factory in Gateshead, which was producing vehicles to world beating designs, was forced to close with the loss of many jobs. Most blame the vehicle manufacturers who were lobbying against war contracts going to Holland, as these contracts made many car / vehicle company bosses very rich. Not surprisingly, Holland lost out with more or less bankruptcy that gave him poor health, and hence he was never given the proper recognition that he deserved in motoring history.

Some of the publicity for the Model Y van is shown below.

Extract from Motor Transport of November 26th 1932

Some time ago, a description of the striking bodywork produced by Holland Coachcraft of Kintra Street, Govan, Glasgow was published in this publication. It will be recollected that, apart from methods of construction and strength the bodies, even in the case of maximum capacity box vans, tended to streamline ideas, particularly in the frontal aspect. The striking appearance achieved in bodies already produced has led to demands for special vehicles for advertising purposes, and Holland Coachcraft have now decided to specialise on publicity vehicles of all types. Further than this, however, it was realised that many traders who order a striking vehicle for advertising their business have little idea of advertising values and the best methods of making the most of the publicity accruing from the vehicle. A new department has therefore been added which will link up general publicity, selling methods, and merchandising with transport. This department will act for any trader or in co-operation with any advertising agency, and its object is to advise on the suitability of the vehicle and on the type and style of bodywork. Being in close co-operation with the bodybuilding department, the practicability of the user's ideas and requirements is readily determined. Beyond this, however, cartons, wrappings, and show-cards are designed as a comprehensive part of the system, designs for folder and bread-wrapper,

which are included in the general publicity scheme of which the special van bodywork forms a part, are in keeping with the design of the vehicle, while the uniform worn by the drivers is also designed as an integral part of the scheme. Obviously, the whole or any part of the scheme can be adopted, and it is open to infinite modification. The essential feature is that, as the van today is the link between retailer and customer, it is the basis on which the general scheme of publicity and merchandising rests. Already schemes are in hand dealing with several locally produced articles, and further work which is in hand includes an introductory scheme for a well-known malt bread (Youma). This is being introduced in new residential areas, and a striking body has been designed of advanced streamline form. As comparatively small capacity is needed, 8 h.p. Ford chassis have been selected. The name 'Youma' is painted on the side panels, and is also carried as a neon sign across the front of the roof just above the windscreen. This is one of the first applications of the neon sign to a road vehicle, and a separate generator is driven from the engine to provide the necessary current. Supplied by the General Electric Co, Ltd., the neon sign is a small-scale facsimile of that which the owners of the vehicle have decided to use on buildings, hoardings, etc. They have devised a special method of mounting which cushions the tubes and protects them from damage likely to result from road shocks. The apertures in front of the vehicle which admit the cooling air are covered with gauze of appropriate mesh and suitable contour. At the top are superimposed the letters Y-O-U-M-A, cut in Stay-brite steel to match the lettering used on the owners' folders and bread-wrappers, thereby forming a definite link between the car and the owners'



Photo 5.



Photo 6.

general advertising matter. In this scheme the demonstration van will carry samples and leaflets, and from the Youma package the colour scheme is derived. Each van will be operated by a girl driver and a 'demonstrator'; here, again, the costumes worn have been designed by Holland Coachcraft. This service of publicity, combined with an established bodybuilding undertaking specialising on unusual coachwork, is unique, and its activities should be particularly valuable to the smaller traders who have reasonable markets for goods sold under their own brand. (Photos 1-7.)

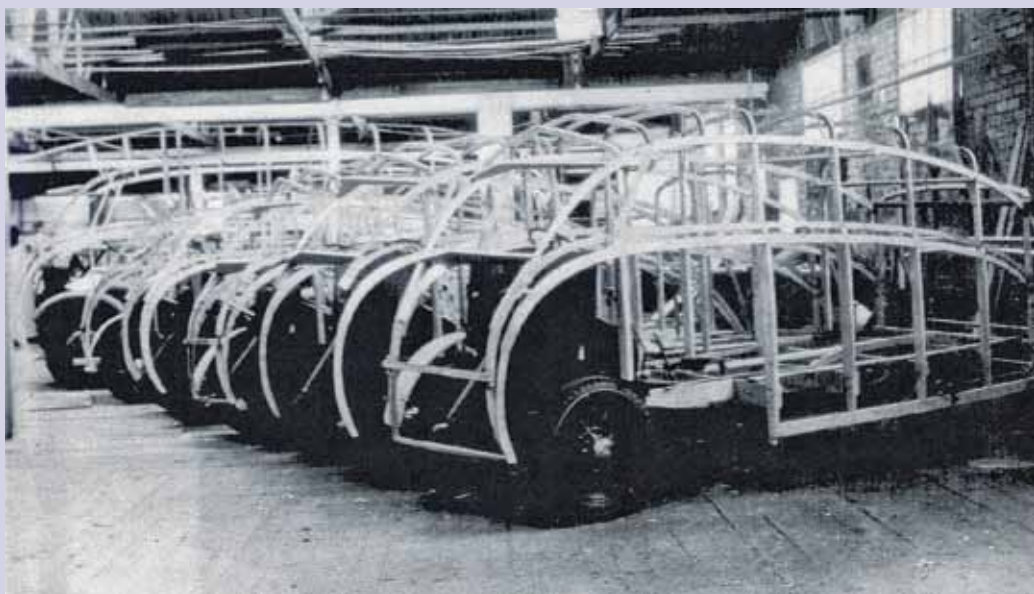


Photo 7.

Ron Taylor

E83W Register

Hello, folks. Happy New Year to you all and E83Ws.

First off, a new vaccine for the coronavirus, and, at last, Brexit is done and dusted – what a job! We are now officially fully out of the EU. Those are positive starts, and hopefully 2021 will bring the opportunities to hold and attend events again for our vehicles. I have to say this with trepidation, of course, because we never know what the future will bring, but things even now look more positive than this time last year – even though, as I write, we have just entered the January national lockdown!

I have to begin with an apology to member Brian Collins, whose green pickup UYD 365 was featured in the last issue – it received its Somerset number in 1955, not 1957, and



Photo 1 (Andy Evans).



Photo 2 (Andy Evans).



Photo 3.

was owned by a nursery and garden centre in Minehead in Somerset, not Kent.

Register-wise, things have been seasonably quiet. Ex-member Mr Andy Evans of Northamptonshire has informed me that he has decided to sell his 1954 E83W Utilicon, PGJ 39, chassis number C800811, which he has owned since 1970 and which hasn't turned a wheel for the last forty years. It once belonged to the WRVS, for which it bears a grey livery. He was hoping to sell, preferably to a club member who might have been interested, but has now sold it to a neighbour around the corner. PGJ is a London registration and is another new E83W to the Register. Photos 1 and 2 show two perspectives (both from Andy) whilst being collected by the new owner.

Whilst mentioning the WRVS, I couldn't resist including this view on the theme of E83W Service vehicles, from the archives, of an E83W curtain-sided van on inspection parade for First Aid Service during the War. I would guess the uniform is ATS (Auxiliary Territorial Service) and attached to the RAMC – some readers may correct me – but the grey livery is the same. The van GGP 477, another London mark, dates from 1940. E83Ws were used for everything, anywhere, and were the only civil commercial vehicle Ford produced during wartime. This particular van, sadly, doesn't appear to have survived. (Photo 3.)

Lastly, I've included another E83W Woodie for you, this time 1950 registered / built; BJV 185, on chassis number C481510. BJV was for sale in early November last year and is now currently up for sale again. We had hitherto no photographs in the Register but now have



Photo 4 (Geoff Strutt).



Photo 5 (Geoff Strutt).

a couple taken in recent times. BJV was maintained in first class order, as the photos reveal, and at the time of sale was resident in South London. Before that it lived in the Grimsby area; BJV is a Grimsby mark. Both photos by Geoff Strutt. (Photo 4, Photo 5.)

With that, I look forward to seeing you in April. Hope you have all remembered to put anti-freeze in your radiators.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

During January, I normally mark off on the calendar the regular meetings / events for the year, but, like everything else, they got crossed out last year. I received a paper entry form just before Christmas for a transport show for early May, with a back-up weekend in September if the first is cancelled. I thought it was a brave attempt, with so many unknowns ahead. At least one publisher has decide not to produce a transport guide book for this year as little actual factual information would be provided, and I would expect very few printed pamphlets on visitor attractions too, after they became waste paper soon after printing last year.

During a recent antisocial distancing health walk, I came across an electric car parked on the road with the charging cable across the pavement. Whilst the cable was yellow and of small diameter, I hope what could become a tripping hazard is not a sign of the future?

New members

An increase of ten. Michael Tissington in Derbyshire with a 1946 E04A Anglia. Three E494A Anglias: David Kiss in Shropshire, Tom Dunne in County Clare from 1952 and William Johnston in County Antrim from 1953. Two E493A Prefects: Philip Saggars in Hertfordshire from 1952 and Dennis Holmes in West Yorkshire from 1953. Three 103E Populars: Will Butler in Lancashire from 1955, Richard Landen in Cheshire from 1956 and David Cooper in Cambridgeshire from 1957. A 104E Popular owned by Tomas Holgersson in Sweden from 1954 but not registered until 1956.

Changing to a new owner: Cliff Pritchard in Bedfordshire with a 1953 E493A Prefect; and two 103E Populars: Bob Spye in Nottinghamshire from 1957 and Lee Newell in Hampshire with a 1959 103E Popular.

Andrew Craig has updated the Register form on his 1959 103E Popular. From new, it has been registered in three countries. From the assembly line at Doncaster it was exported to the Isle of Man, bought by a farmer and used for three years. Andrew purchased the Popular in 2005 and bought it back to England

before two years later exporting even further to Canada, as Andrew was emigrating there. Now with its third licensing registration plates, the Popular has been under restoration since 2011.

Do you own?

RVR 567 is a 1955-registered 103E Popular and unknown to the register. A previous owner has now found a piece of original documentation and would like to pass it on to the present owner. Do you own or know if RVR 567 survives?

From the files

1. Sowing the interest

As each generation gives up driving, another needs to show an interest in the joys of old vehicles and driving them.

In September 1957, Jac Jamar from Holland was photographed in front of his father's E93A Prefect, but was more interested in filling his bucket with stones at the time. (Photo 1.)

His father sold the Prefect when Jac was about three years old and his only memory of it is from this photograph. Over thirty years

later, Jac purchased his own E93A Prefect, which was first registered on 22nd December 1947 in London. The early years of JLO 350 are unknown, before being exported in running order to Holland in 1990 by its first Dutch owner. Jac, already the owner of a Citroen Traction Avant, later purchased the Prefect and commenced restoration work on it.

2. Unusual Fordson

At the end of the 1990s, this Fordson 5 cwt van resided in Sheffield. (Photo 2.) The member reported that it was a 1949-built Fordson and converted in 1953 to an ice cream van, possibly for Walls? TSJ 251 is an age-related registration but I assume the member did not know the original and gave no details of when or from whom it was purchased.

As Registrar, I cannot confirm the claimed build date as no chassis or Briggs body numbers were given to date it accurately.

The E83W 10 cwt vans were used as ice cream vans with special built bodies so that the seller could stand up inside, but I have not seen any photographs of the smaller 5 cwt vans with higher bodies, used for the same purpose. The small increase in headroom is not enough to



Photo 1. Filling bucket by Prefect.



Photo 2. Ice cream colour van.

enable the seller to stand to serve. The side windows appear to slide for serving. Did the seller sit down to serve?

If it was used to deliver ice cream, it was not lagged, so I assume ice cream would be carried in insulated boxes, but you would not require the side windows?

Was the Fordson converted for some other use and an owner just liked the colours?

With only one photograph and less than minimal details, there must be an interesting history somewhere. At the end of the 1990s, the Fordson resided in God's Own Country, as the good folk of Yorkshire refer to it; therefore, do you remember seeing it and are there more up-to-date details that can be told?

3. Learner Lord

In 1989, Millers Motor School in Chichester, West Sussex celebrated their fortieth anniversary. The owner, John Miller, purchased a 1949 E493A Prefect as part of the celebration. (See cover photo for this issue.)

Originally registered in Canterbury, Kent, after two ownership changes it was on display in a Ford Main Dealer showroom as a non-runner. When the dealer's promotion came to an end, the Prefect was abandoned in the backyard of the dealership and eventually became overgrown with weeds and hedges. During 1988 the Prefect was retrieved, and received a replacement engine and mechanical overhaul, though the paintwork and seats are completely original.

Purchased by John Miller on 15th August 1989 with mileage of 39,436 and following further improvements, it was put into daily use

as a replica of a driving instructor's car of forty years ago. In late September, Miller's Motor School celebrated with a grand cavalcade of pre-1950 cars and a 1922 double decker bus from Northgate, Chichester to the school's premises at the Goodwood Motor Circuit. There was then a charity drive and a manoeuvring competition, which attracted twenty three entrants sponsored by local companies.

The Goodwood Motor Circuit was located within the grounds of Goodwood House, then home to Charles Henry Gordon-Lennox (Lord March). The 1949 Prefect was the type of car on which John Miller taught Lord March to drive. A photograph appeared in the local newspaper with John Miller standing by the passenger door and being congratulated by former pupil Lord March, about to open the Prefect's driver's door.

John Miller offered me a demonstration driving lesson that I never took up, and perhaps my chance to drive his Prefect at the Goodwood Motor Circuit.

Some people have a bucket list of things to do before they fall off their perch, so to speak, and for motoring enthusiasts it is often to attend the Goodwood Revival, held over three days in September for the types of road racing cars and motorcycles that would have competed during the Goodwood Circuit's original period, 1948–1966. I am told most people that attend dress for the period.

I do not know for how long John Miller kept the Prefect as it was then sold to a new owner in Littlehampton, who continued to use it regularly before selling it. In January 2006, now with a mileage of 48,826, it was with another new owner residing in Rushington, West Sussex.

Sidevalves in books

Occasionally, there are references in autobiographies and biographies to our sidevalves. I have been informed that *The Light in the Window* by June Goulding is about a midwife in Ireland in 1951, with her boyfriend owning a black Prefect, registration ZK 4865. The ZK registration series was introduced in Cork in April 1949, so I assume it to be an E493A Prefect. The Prefect would not have been that old when they met: does it still survive?

From the Register files

During lockdowns, I decided apart from the daily health walk to undertake the task of going through the Register files of forty years. It has taken longer than I originally expected. Regrettably, some owners I know are no longer with us, but whether the sidevalve has passed on to another family member for continued use or been sold on is more often not known. Hundreds are in various stages of restoration but ten, twenty, thirty-plus years later, little is known as to whether they were completed or, in the end, it was decided that the restoration became too difficult, time-consuming, more expensive than budgeted or abandoned for another hobby? Some may well have been scrapped, dismantled for parts or customised? A large number of forms contain the comment, 'Photograph to be sent when film is used up.' How times have changed, but we're still waiting.

Further comments that caught my attention:

'The original registration was sold by some gold digger.'

'Pop, it steers like an old barge in a Force 10 gale, but on a lighter note, you never feel sleepy at the wheel, ever!'

'Sidevalve vans are like buses. The member wanted a 5 cwt van to use on local deliveries and to advertise his business, and had been looking for a suitable one and then two came up for sale at the same time.'

The Register application forms are an archive of what survived, at least until the forms were completed, and many are known to survive still with the same owner. A trend is that the original registrations are either being sold or transferred to another owner's vehicle before selling the sidevalve on. Many are now bought through eBay, with many new owners not knowing of any previous history. Also reported is that some of the transferred registrations are on vehicles that are now on SORN.

Stay safe and keep well.

Liam Cotton

100E Register

It's 2021, a new year and new hope; with a vaccination programme in full flow, let's hope for a rally season later in the year. Just imagine, all those lovely 100Es out on the road again, under sunny skies, on their way to lush green countryside and exorbitant show entry fees. As I write this, we have just gone into lockdown and I am dreading the panic buying at supermarkets – you can hardly get in our spare room for toilet rolls! Only joking, actually we nearly ran out last time; I'd better leave this before I make references to certain newspapers.

Part 3 of the ECM 818 story by Richard McDonald follows. For new members, ECM 818 is a Ford Anglia Deluxe model which was bought new in 1956 by Keith Lewis. Mr Lewis cared for his Anglia until his death, when it was passed on to his good friend Richard McDonald. In the last issue, Richard had got the car moving (after a period of garage storage) and had employed EDS Autos to recommission it ready for the road.

Keith P. Lewis (KPL 1917 – 2008) and ECM 818 (1956 –), Part 3, by Richard McDonald

After recommissioning / restoration of ECM 818, and armed with a new MOT, I drove

her to her new home in April 2009. However, the restoration and upgrades continued for several years. In no particular order: negative earth, electronic fuel pump, fuel shut-off valve, stainless steel exhaust, electronic ignition, copper brake tubing, spare wheel carrier under the boot floor, convert front sidelights to orange flasher bulbs, Spax rear shock absorbers, electronic flasher unit, electric wipers, front seats from an MGF fitted, fuse box, LED bulbs, and replace non-critical nuts and screws with stainless items.

The chrome was a bit scruffy so a new rear bumper, headlamp bezels and door handles were bought. The doors were not hanging properly due to worn hinge pins, so I bought oversize pins and a drill to repair the hinges. An added bonus was that the doors stayed open instead of closing. I drilled oil holes in the hinges so they could remain like new. A bit of information gathered during the overhaul was that each door had its hinges bent at the

factory to suit the frame. So, as I found when using a second-hand pair of hinges, they did align the door.

In late 2011 I decided to replace the engine, which was running but a bit rattly, with the spare mentioned in the last issue. The spare was taken to EDS, stripped, and critical parts replaced: main bearings, big ends, timing chain, valves, springs and guides, core plugs, pistons, ring gear and cylinder head skim. Total cost, a shade under £1,000.

As mentioned in the last edition, there was quite a lot of corrosion. One inner sill was welded up as well as the area under the front strut mounts. The front panel was too far gone to repair so I replaced it. A slight problem was that the 'new' panel was from a later 100E with mesh front grille. My Anglia had three square holes each side to bolt on the three bars. After much beard-chewing, the holes were drilled correctly. Around the same time, the nearside lower front wing needed replacing, entailing a



Photo 1. ECM original invoice.



Photo 2. Arriving at EDS Autos.



Photo 3. ECM engine restoration.



Photo 4. Engine finished and installed.

trip to Solihull for a pair of good wings. In both cases, I was able to colour match the paint so the replacements were not obvious.

Only twice did the car let me down. Firstly, on a hot July day I parked her to post a letter. She re-started, drove about a quarter of a mile, then died. It was the dreaded vapour lock. I didn't want that again so I fitted an electronic fuel pump and blanked off the old access hole. It served me well until I sold the car in August 2019. I had used SU electric pumps on 100Es with great success in the 1970s. Mechanical pumps needed the correct thick gasket and operating arm combination, so that was avoided.

The second breakdown was due to a replacement component. I was driving on my usual short route of seven miles when she conked out at a T-junction. I cranked the car to the side of the road. No spark! It was the electronic distributor, which I was never really happy about because I could see it flexing as the engine ran and the timing advance was incorrect. The carbon rod in the distributor cap had disintegrated. I was about to fit a standard distributor, from my emergency box, when an auto electrician stopped to help. He insisted on using the carbon rod from the 100E distributor in the electronic cap, but it broke! A kind man towed me home. I went for an electronic module fitted inside a standard 100E distributor. Then it got a lot harder: you need carbon cored HT leads with it, to avoid frying the electronics. Carbon leads are not suited to acorn screws in the 100E distributor cap. So I cut back 1 cm of the HT lead's insulation and bent the core, like the copper originals, to suit the acorns. The king lead was treated the same

on the cap and on the coil was a push fit. The coil was already a high performance unit due to having cooked the old sort when the original electronic ignition was installed.

I realised that the car would need a lot of critical spares if she was to survive another sixty years, and they were becoming increasingly rare. I had bought a windscreen, rear window, side windows, engine and radiator on Keith's behalf in the 1970s, which were at his house. The rest had to be sourced by me after 2009. To summarise: running gear, rear axle, suspension, brakes, fuel tank, window vents and a host of smaller parts.

After I reached my seventieth birthday, I felt it was time to pass ownership to a younger person. Definitely not to anybody who wanted to hot rod her. I did not want Lizzie to be in the same sorry state as she was after Keith stopped driving. So I had a price high enough to deter the undesirables whilst making it attractive to enthusiasts. Although it took a little while and a few time wasters later, hands were shaken on 31st August 2019.

Registrar's comment: I am incredibly grateful to Richard for providing this article as it details the complete life of this fantastic 100E. Of course, the ECM story doesn't end here. She is in safe hands, as Matt and Dawn Callaghan bought her, joined the FSOC and are now Regional Contacts for South Wales. I have spoken to Matt a few times; he is a proper gentleman and I would recommend that any members in South Wales should make contact with him. When the present emergency is over, we could see a new local group in South Wales. For the next magazine, Matt has provided me with the next instalment of the ECM story.



Photo 5. Arriving at her new home, and a quick drink.



Photo 6. ECM 818 on her way to Wales.

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

FOR ORDER FORM, SEE REVERSE OF THE ADDRESS SHEET THAT CAME WITH THIS ISSUE

Regalia List (** denotes new item)

Books

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

Stickers

Running In Instruction Sticker (Upright)	£1.75
Running In Instruction Sticker (100E).....	£1.75
Running In Instruction Sticker: First 500 miles (100E).....	£1.75
Window Sticker-FSOC design	£1.75
I Love My Sidevalve Sticker.....	£2.50
Register Sticker (state model) each.....	£2.00

Magazines

Binder for Club Magazines (holds 2 years)	£12.50
Back copies of Sidevalve News from 1996 to the latest published issue are available @ £1.30 each. Please contact the Regalia Secretary or visit the club website for further details.	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£2.00
Running in booklet Anglia/Prefect (date 9/49)	£2.25

Models

Ceramic Cream Model of 103E Popular.....	£7.75
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Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£3.25
103E Popular Cut-out Lapel badge (Black or Blue)	£1.90
FSOC Grille Badge: Round or Square	£17.50
Register Grille Badge: Popular/Prefect/100E/107E	£17.50
FSOC embroidered badge 5cm diameter iron-on.....	£4.00

Other Regalia

FSOC Licence Disc Holder	£1.15
DVD of Ford Archive material and FSOC events	£6.00
Leather Keyfob; Popular/Anglia/Prefect (please state which)	£5.00
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£4.00

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

Spares List for 8 & 10hp Type Models (** denotes new item)

Wheels, Hubs and Drums

Y-1175-A	Retainer (Rear wheel grease) assembly	£7.25
B-1175	Rear Wheel Retainer (fits E83W)	£7.00
48-1190-A	Retainer (front wheel grease) assembly	£5.90
	Front wheel bearing (per wheel, not E83W)	£70.60
	Front wheel bearing (per axle set, not E83W)	£137.90
	Front wheel bearing (per wheel, E83W)	£56.50
	Front wheel bearing (per axle set, E83W).....	£107.00
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.50
68-1225-A & 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W).....	£180.00
353027-S7/8	Lubricator (grease nipple) Rear Wheel Bearing, set of 2	£1.80

Braking System

YE-2019A	Brake Shoes, axle set (not E83W, return old shoes with order).....	£59.95
CE-2019B	Brake Shoes, axle set (not E83W, return old shoes with order).....	£59.95
7W-2019	Brake Shoes, axle set (not E83W, return old shoes with order).....	£59.95
E83W-2019	Brake Shoes, axle set, E83W only, (return old shoes with order)	£69.95
Y-2035	Spring (brake retracting).....	£6.05
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£23.00
Y-2036	Spring (brake retracting) short	£6.50
7W-2116	Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.....	£14.00
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)....	£13.95
E93A-2248	Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-7523	Brake pedal return spring.....	£6.90
E83W- 2498A/B	Rear brake cables (Pair E83W).....	£108.00
7W-2562	Bush (set of 2) Brake cross rod lever	£6.50**

E83W-2573	Spring (brake compression member)	£4.00**
E83W-2580/1B	Front brake cables (Pair E83W).....	£34.00
7W-2580-C	Front offside brake cable (E93A).....	£28.75
7W-2581-C	Front nearside brake cable (E93A).....	£28.75
7W-2580/1	Pair front brake cables (E93A).....	£53.98
7W-2584-B	Rear offside brake cable (E93A).....	£28.75
7W-2585-B	Rear nearside brake cable (E93A).....	£28.75
7W-2584/5	Pair rear brake cables (E93A).....	£53.98
7W-2580/1/4/5	Set of brake cables (E93A).....	£104.66
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long.....	£6.90
YE-2793	Spring (handbrake lever pawl).....	£2.95
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
73931-S	Hand Brake Cable & Compensator Clevis Pin.....	£3.00
119485-S7/8	Clevis pin	£3.20
E83W-2853B	Hand Brake Cable (fits E83W)	£27.40
Y-7523	Brake Pedal return spring 108mm long.....	£6.90
119276-ES2	Set of four ¼" Thackery (double coil spring) washers (not E83W).....	£2.66
119290-ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only	£2.22

Steering, Suspension and Rear Axle

	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Splined steering wheel drive only.....	£525.00
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
YE-3036A	Perch bolt nut (for CE-3030B)	£6.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
YE-3290E/		
E93A-3290	Track Rod Ends (pair) 1949 on	£65.00
E93A-3289/90	Track Rod Ends (pair) 1939-1949	£65.00
E83W-3289/90	Track Rod Ends (pair) E83W.....	£70.00
YE-3304C	Draglink (Y model)	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50
YE-33111	King Pin Set, complete (Model Y)	£70.00
Y-3123	Washer, spindle thrust 3/16" thick	£4.50
	King pin shimpack (axle set) qty 2 ea 0.005", 0.010", 0.020".....	£5.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefects, 5cwt vans).....	£82.00
	King Pin shimpack for 7W-33111	£5.00
E83W-33111	King Pin Set, complete (E83W)	£85.00
Y-3446	Front axle A-frame Bush (fits all models)...	£6.85
353031/	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg.....	£8.50
353043	qty 10 Lubricators (grease) nipple caps.....	£4.50
7W-3590-A	Arm(steering gear) fits models 1937 to 1949	£20.00
E493A-3581	Gasket (Steering gear housing cover).....	£1.00
E493A-3582	Seal (Steering box rocker shaft)	£2.25
YE-3592	Gasket (Steering gear housing end plate)....	£1.00
	Steering Box gasket & seal set.....	£4.30

E83W	Steering box gasket set	£2.60
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£8.55
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£29.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£9.95
YE-4209-F	Gear (rear axle) and driving pinion assembly.....	£340.00
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y4221/4222	Differential Bearing (not E83W)	£28.50
Y4221/4222	Qty 1 pair Differential Bearings (not E83W).....	£54.00
Y-4243	Key (rear axle shaft).....	£6.00
EB-4245-A	Retainer (rear axle shaft grease)	£10.25
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin, long (Drive Shaft).....	£3.25
Y-4615-B	Bearing (drive pinion) assembly Model Y.	£25.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E62A-5713B	Stud (rear axle shackle) E83W only	£8.20
E62A-5468B	Bar (spring shackle) E83W	£3.90
	Set of 4 E83W shackle bushes and 4 plates.	£35.00
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E93A-18056B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W..	£25.00
62E-18055B	Rear Shock Absorber Link to fit E83W....	£25.00
E93A-18045	Front Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
E93A-18046	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
E93A-18047	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£125.00
E93A-18048	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£125.00
E83W-18045	Front Offside Shock absorber (E83W only)	£105.00
E83W-18050	Rear Offside Shock absorber (E83W only)	£105.00
E83W-18046	Front Nearside Shock absorber (E83W only)	£105.00
E83W-18051	Rear Nearside Shock absorber (E83W only)	£105.00
CE-5783	Suspension Buffer (fits all models except Model Y)	£25.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£95.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£175.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system ...	£185.00
E04C-5230-A	5cwt stainless steel exhaust system.....	£165.00
E83W-5230-AE83W	stainless steel exhaust system.....	£205.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£278.00
E93A-5255-C		
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£266.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp	£11.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£56.00
CE-5230-B	Model C stainless steel exhaust system....	£290.00
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers	£5.80
E93A-5297	Fabric exhaust hanger kit (qty 2)	£3.20

Engine Parts

	Reground crankshaft and white metaled conrods (4) supplied complete with small ends and main bearings (exchange items only)	POA**
E493A-18666/7-B	Oil pipes (cleaner outlet) assembly and (cleaner inlet) assy.....	£59.00
E93A-18670	Connection (outlet pipe to gear cover) (inc sealing washer)	£7.00
E98T-18672-B	Connection (Oil Cleaner cleaner inlet pipe to cylinder block) (inc sealing washer)	£7.00
	Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00
	Oil Cleaner Conversion, direct replacement for sealed oil cleaner	£75.00**
	Replacement spin on filter for modified oil cleaner housing assy	£5.70
E93A-6018	Gasket, cylinder timing gear side cover	£1.10
E93A-6020	Gasket, cylinder front cover	£1.85
Y-6023	Timing Pin	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt	£2.00
E93A-6135-A	Piston pin STD (set of 4)	£35.00
E93A-6258	Camshaft locking retainer	£4.00
E93A-6270	Timing Chain	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£2.85
E93A-6310	Crankshaft Oil Slinger	£2.90
Y-6384	Starter Ring Gear (fits all engines)	£52.00
E93A-6510B	Valve guide (per split guide)	£25.00
E93A-6510B	Pair Valve guides.....	£45.00
E93A-6510B	Four Valve guides	£85.00
E93A-6510B	Valve guide (per engine set).....	£170.00
E93A-6505B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be	

	used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£25.50
Y-6520	Valve Cover (fits all engines)	£15.95
100E-6521	Gasket, valve chamber cover.....	£4.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
CE-6600	Oil pump rebuilt (exchange).....	£90.00**
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
103E-7609	Retainer (Flywheel dowel, set of 2).....	£4.75**
Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-6623	Oil Pump Screen (fits all engines)	£9.77
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
EB-6734	Sump plug sealing washer.....	£1.00
40-6754	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£69.00
	NOS Pre and Post War 8HP Piston Sets, limited sizes, contact the Spares Secretary for availability	£POA
	NOS Pre War 10HP piston sets, limited sizes, contact the Spares Secretary for availability.....	£POA**
	E93A 10hp Piston Set including rings (STD, +0.010", +0.020", +0.030", +0.040", +0.050", +0.060")	£210.00
	E93A 10hp Piston Ring Set (STD, +0.010", +0.020", +0.030", +0.040")	£49.50
	NOS 8HP Piston Ring sets, limited sizes, contact the spares secretary for availability	£40.00**
	Small end bushes (set of 4)	£27.00
Y-6051-C	8hp decoke gasket set (1932-34).....	£35.00
E15-Z-1	8hp decoke gasket set (1935-1953).....	£45.00
Y-24051	Manifold stud	£5.95
Y-24051	Manifold stud (set of 4).....	£21.00
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E16-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
E50-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine)	£29.95
HC 011	Sump Gasket Set Payen SS10505	£25.00
E16-Z-1/	10hp decoke gasket set and	
E50-Z-1	Conversion gasket set	£56.90
7W-6051-A	10hp cylinder head gasket.....	£19.95
Y-6051	8hp cylinder head gasket 1932-1934	£15.00
YE-6051-B	8hp cylinder head gasket 1935-1953	£28.00
YE-24052C	Studs (Cylinder head) set.....	£34.99
YE-24052E	Stud (Cylinder head) long.....	£3.60**
33800-S7/8	Set nuts for cylinder head studs.....	£4.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00
119074-ESB	Bolt (sprocket to camshaft) set of 3	£3.25**
119074-ESB	Bolt (flywheel to crankshaft) set of 4.....	£3.75**

Clutch and Gearbox Parts

20346-S7/8	Flywheel/clutch pressure plate Bolt/washer fixing kit.....	£4.30**
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	Gearbox seal & gasket set.....	£5.82
Y-2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
78-6039A	Insulator (Gearbox Rear Support) rebound ..	£10.30
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95
	Insulator (Engine Rear Support) complete, per side	£22.50
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
Y-7040	Baffle rear (thin)	£5.85
7W-7050	Retainer (main drive gear bearing)	£17.50
Y-7051	Gasket (Main drive gear bearing retainer) ..	£1.10
7W-7052	Front oil seal	£5.00
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly ..	£21.95
YE-7071B	Washer intermediate gear thrust washer	£7.60
Y-7080	Baffle (main shaft oil)-front	£1.25
E93A-7085	Rear Bearing Retainer	£19.75
Y-7086	Gearbox rear gasket	£1.50
Y-7111	Layshaft	£42.40
103E-7114	Counter Gear (10hp)	£76.95
Y-7119	Washer (Counter shaft gear thrust)	£6.35
CE-7141	Reverse Gear	£29.95
YE-7222	Selector Housing	£19.50
Y-7274	Ring Inner	£4.60**
Y-7223	Gearbox lid gasket	£2.50
Y-7523	Clutch return spring 108mm long	£6.90
7W-7533	Clutch linkage clevis pin	£2.60
Y-7550	Clutch plate – All models, except E83W (exchange and send with order)	£29.50
	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order) ..	£110.00
E83W-7550	E83W Clutch Plate (exchange and send with order)	£31.50
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order)	£116.00
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£72.00
E83W-7563	E83W Clutch Cover (exchange-send with order)	£72.00
E74-7580A	Clutch release bearing – All models	£22.00
E70-7600-A	Clutch Pilot Bearing – All models	£7.25
C-943070	Gear Lever Gaiter (except E83W)	£25.50
E83W-943070	Gear Lever Gaiter	£24.99
Y-23830	Pin (clutch release arm & fork to shaft) ..	£1.25**

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£7.70
Y-8109	Radiator cap (brass screw type)	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top)	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom)	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top)	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom) ..	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E	£20.50

E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap)	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order)	£150.00
	Water Pump Repair Kit	£35.00
E493AFS-8509	Pulley (water pump)	£35.00
YE-8606B	Fan Blade (11”)	£17.90
E494A-8610	Pulley (fan and generator 4.12” O.D.)	£19.50
103E-8005	Re-cored Radiator (exchange item)	£240.00
E93A-8005	Re-cored Radiator (exchange item)	£255.00
7W-8005	Re-cored Radiator (exchange item)	£255.00

Fuel System

	Fuel Pump with spacer (no primer)	£45.50
	Reconditioned Fuel Pump with priming lever (exchange item)	£45.50**
	Fuel Pump repair kit	£14.50
88717-ES	Fuel pump stud	£6.75
88717-ES	Fuel pump stud (set of two)	£11.60
	Fuel Pump extension nut, set of 2 (replacement for 33798-S)	£15.00
91A-9030	Cap – painted (petrol cap) assembly	£9.50
91A-9030	Cap – chrome (petrol cap) assembly	£11.50
	Locking stainless steel petrol cap	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet	£12.95
7W-9080	7W/E93A/E493A Petrol Filler Grommet	£10.85
7W-9276	Gasket fuel tank sender	£1.60
BE-9288-A	Flexible Petrol Pipe (except E83W)	£22.00
YE-9355	Fuel Pump Cover (all models)	£3.60
YE-9364-B	Gasket (fuel pump screen cover)	£1.25
YE-9365	Fuel Pump Cover Screen (all models)	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburettor)	£11.75
YE-9374	Gasket (fuel pump to cylinder)	£1.60
YE-9541	Aircrew	£9.50
YE-9585	Plate (Throttle)	£6.75
48-9735	Accelerator Pedal	£13.95
YE-9414	Washer (petrol pump pull rod oil seal)	£0.95
7W-9425	Inlet Manifold new old stock (10hp)	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts	£65.50
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished)	£90.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished)	£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models)	£3.60
	2 x “hot spot gaskets” plus 4 manifold bolts ..	£6.50
YE-9448	8hp manifold gasket	£7.50
CE-9448-A	10hp manifold gasket	£7.75
	Rebuilt 8 hp Carburettor (exchange-send with order)	£91.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£96.00
Y-9447	8hp Gasket (carburettor to inlet manifold) ..	£1.50
CE-9447	10hp Gasket (carburettor to inlet manifold) ..	£1.35
YE-9502	Carburettor Gasket Kit	£7.95
YE-9555	Carburettor Float (all models)	£16.50
YE-9660	Connector (Starter Valve) Assembly	£6.00
CE-9666	Starter Valve and wire assy	£13.50
YE-9564	Fuel Inlet Needle Valve	£13.25
E83W-9795A	Throttle Cable	£26.00**
BBE-9810X	Spring (throttle arm to mudguard bolt)	£6.50
ENFO 20384/	Bolt/washer kit, Exhaust/Inlet	

34805 Manifold assy£2.25**

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£44.00
	Set E93A ignition leads, state coil type (screw or push connection).....	£19.00
	Rebuilt ignition switch (exchange item – send with order).....	£42.00
E83W		
12024A	6V Ignition Coil (All models-not original)	£32.00
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£59.50
YE-12116B	Distributor Cap (All models 1935 onwards)	£17.00
YE-12185B	Toggle (All models 1935 onwards).....	£1.08
YE-12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards)....	£10.00
YE-12200C	Rotor Black (All models 1935 onwards).....	£5.85
YE-12200C	Rotor Red moulded (All models 1935 onwards).....	£5.85
YE-12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E)...	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00
995952-ES	Distributor base plate screw set.....	£1.60**

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
E93A-10505	Voltage regulator (reconditioned, exchange send with order).....	£120.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00
YE-11001C	8hp starter motor (exchange-send with order).....	£125.00
E93A-11048	Screw (brush end plate retaining).....	£7.25
E83W-5165-AB	Battery Clamp	£38.50
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch	£30.00
AE-20202-S7/8	Screw (Lever spring).....	£1.30**
20758-S7/8	Screw & washer set (switch to starter frame)	£3.35**
11930-ES7/8	Rivet (Generator drive end bearing retainer plate)	£1.10
E1ADKN13047	Bolt (Head lamp doo catch swivel) and	
E1ADKN13050	Nut (Door catch swivel bolt barrel).....	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W	£11.50
E04A-13016	Catch head lamp door	£4.50
E93A-13016	Catch head lamp door	£4.50
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£1.62

CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)	£1.62
E93A-13079	Sidelight Bulb Holder	£12.50
YE-13081	Spring (front sidelight socket 1934 onwards except E493A)	£1.42
CE-13101	Spring (headlamp focusing)	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside/offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1103E	Rear Lamp Rubber Base Pads (pair)	£19.95
103E-13450/1103E	Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin ...	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A) .	£5.20
7W-13480A	Brake Light Switch (not E83W).....	£25.00
7W-13480B	Brake Light Switch (E83W).....	£25.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
CE-13740A	Toggle Switch (panel lamp)	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each)	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£23.00
	Semaphore flashing LED 6 volt (pair)	£29.50
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange)	£95.00
	Ignition barrel and 2 keys	£17.50

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair)	£4.95
	E83W Bonnet Corner Pads (Pair)	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A .	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-17515A	Grommet (windscreen wiper)	£3.50
E04A-17528	Wiper Blade 9" long	£15.00**
E93A-17528F	Wiper blade 10" long.....	£12.00**
E04A-17612B	Grommet, wiper arm to blade (set of 2)	£1.45

E93A-17772 /3	E93A Prefect/Anglia/103E Bumper Grommets (pair).....	£19.99
E493A-17772 /3	E493A Bumper Grommets (pair).....	£25.50
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£27.00
E93A-7002060	Bumper (cowl side panel to bonnet).....	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets fits under 103E/E494A bonnet).....	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£23.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480/1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£16.00
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£16.00
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£28.00
E83W-8215-A	E83W Grille Badge Mount.....	£28.00
E83W-111449	Grip, front door window glass.....	£9.50**
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£11.00
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00
CE-17046	Spring Clip Starting Handle/Wiring Loom.....	£8.00**
CE-17046	Spring Clip, set of 3 (car set).....	£17.20**
103E-17261 /2-B	Speedo Cable (not E83W).....	£26.00
	Speedo Cable (E83W).....	£23.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£68.00
	Locking door handle and escutcheon (shaft and barrel not included).....	
	Anglia/103E/5cwt van.....	£35.00

E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£35.00
E93A-7043500-C	Locking Boot Handle, chrome plated, with keys.....	£24.00
C-943658	Grille Trim Retaining Clip x 10 (7W, E494A, E494C, 103E).....	£5.30
7W-949202/3	Window Regulator (reconditioned) exchange, send with order.....	£65.00
7W-944202/3 /4/5	Window Regulator (reconditioned) exchange, send with order.....	£65.00
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£19.00
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£37.00
BE-964280-H	Window Winder Handle.....	£21.80
7Y-949624	Door Hinge Pin (All saloons 1938 onwards).....	£14.30
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£18.00
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor.....	£9.95
52358	Bakelite screws (enough for a complete E494A/103E).....	£3.60
52358	Bakelite screws (enough for a complete Prefect).....	£4.65
ENFO 24664	No 12-24 x 3/4” long CSK head screw, qty 10.....	£6.00
ENFO 26514	No 12-24 x 3/4” long R/H screw, qty 10.....	£3.00
ENFO 26547	1/4”-20 x 1” R/H screws (qty 5).....	£3.00**
ENFO 26498	No 12-24 x 5/8” R/H screws (qty 10).....	£2.75**

100E and 107E Spares List (** denotes new item)

Front Brakes

100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8” diameter, set of four.....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£21.50
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061 /02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
204E-2068 /71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£10.00
204E-2068B	Brake Shoe hold down spring.....	£1.90
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Girling master cylinder.....	£83.00
100E-2140	Non Girling master cylinder.....	£39.95
E62A-2167	Gasket Filler Cap.....	£1.65
100E-2964-B	Cap, Master cylinder (inc seal) fits Girling and non Girling.....	£5.85
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50
EOA-22809	Clip (hand Brake cable abutment bracket retaining).....	£1.05

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£1.08
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100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order)...	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57).....	£35.50*
100E-2261-D	Rear wheel cylinder 8" (57-62).....	£22.00
	Rear wheel cylinder fitting kit axle set (55-62)	£10.50
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
E55-FB-1	Rear brake adjuster.....	£11.75**
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis (pair)	£10.50
100E-2487	Brake pedal spring clip	£2.05

Steering and Front Suspension

E55-DB1	Top suspension mount inc 2 gaskets	£42.50
E55-DB1	Pair top suspension mount inc 4 gaskets ..	£79.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts, 2 sets mount brgs & 4 gaskets	£116.00
	Suspension insert.....	£65.00
	Suspension insert and top suspension mount & 2 gaskets	£101.50
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts	
	2 sets mount brgs & 4 gaskets	£251.00
E60-DB-1	Gasket, Suspension Leg, set of 2	£1.50
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E19-LB-1	Washer (Idle arm stud tab, set of 2).....	£3.40**
E20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm/cross member/anti roll bar).....	£9.00
100E-3073	Track control arm repair kit	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style)	£26.95
100E-3304	Drag link (exchange £10 surcharge *)	£59.00
100E-3332	Track rod end dust cover	£2.30
	Track rod end dust cover (set of 4)	£7.20
100E-3359	Steering Idler dust boot.....	£3.20**
100E-3581	Gasket (cover to steering gear housing)	£2.00
	Steering Box seal & Gasket set	£4.50
100E-3591B	Steering box oil seal (early and late models).....	£3.50
	Wheel bearing set (per wheel for 0.983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.983" diameter stud axle)	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60

Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00
Suspension coil spring (axle set)	£110.00
Suspension coil spring (axle set)	£110.00
Rear axle bump stop	£18.50**
Rear axle bump stop (pair)	£34.00**

Rear Axle

100E-1107	Wheel stud.....	£4.00
100E-1175	Rear hub seal, original material	£13.70
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£9.95
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft.....	£32.00
100E-4676	Pinion seal, 100E only.....	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner (inc van up to 09/55).....	£5.50
100E-5719	Bush rear spring shackle, set of 4 (inc van up to 09/55).....	£8.00
100E-5781-B	Rear spring eye bush (saloon)	£7.00
100E-5781-B	Pair rear spring eye bushes (saloon)	£12.00
EOA-4020	Pair rear spring eye bushes (300E)	£25.00**
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber	£45.00
E7-ED-1	Rubber bush (bottom shock) (set of 2)	£5.98
	Rear spring shackle/bush set, axle set Estate car & van 09/55-08/61.....	£44.00**

Exhaust

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

Engine Parts

100E-6038	Engine mount (exchange £10 surcharge* – remove rubber from mount)	£30.85
100E-6051-B	Head gasket	£19.95
100E-6065	Set of 14 cylinder head bolts.....	£18.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040")	£225.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060")	£66.00
100E-6200	Conrod conversion inc small end, (to fit shell bearing), less big end shell.....	£58.00**
100E-6200	Conrod conversion (engine set) inc small ends, (to fit shell bearings), less big end shells	£220.00**
E1ADDN-6258	Retainer (Camshaft sprocket & dowel).....	£3.50**
100E-6261/2/3	Camshaft bearing set -0.010"	£59.50
E93A-6270	Timing Chain	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.0025"	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£53.00
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£5.25
100E-6521	Gasket valve chamber cover.....	£4.00

100E-6505	Exhaust valve	£8.60
100E-6505	Exhaust valves (per set of 4).....	£38.00
100E-6507	Inlet valves (per set of 4).....	£39.50
100E-6510	Valve guide	£4.50
100E-6510	Valve guides (set of eight)	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75
100E-6734	Sump plug sealing washer	£1.00
100E-6763B	Oil filler tube.....	£15.00
100E-7609	Retainer (Flywheel dowel).....	£3.75**
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£6.50
	Manifold stud.....	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set.....	£27.00
	Conversion and decoke gasket sets	£51.00
353000ESA	Core Plug.....	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£40.00
	Big end shell bearing set (std, -0.010", -0.020").....	£62.00
	Small end bushes (set of 4)	£27.00
E93A-6212	Nut (connecting rod) set of 8.....	£6.00
119074-ESB	Bolt (sprocket to camshaft) set of 3.....	£3.25**
119074-ESB	Bolt (flywheel to crankshaft) set of 4.....	£3.75**
	Engine mount brackets to engine fitting kit (88364-S2/20368-S7/8).....	£7.50**

Clutch and Gearbox

	Gearbox seals & gasket set.....	£14.00
	Master cylinder, repair kit etc, see front brakes	
E22-GD-1	Clutch release arm rubber gaiter.....	£19.00**
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£22.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U/J repair kit.....	£14.95
Y-7051	Gasket (Main drive gear bearing retainer) ...	£1.10
7W-7052	Front oil seal	£5.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft	£31.40
Y-7119	Washer (counter shaft gearbox thrust)	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal.....	£9.50
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£68.00
	Clutch kit – comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00
100E-17286	Ring speedo gear retainer.....	£4.30
100E-7523	Clutch Return Spring.....	£5.00
E15-GA-1	Ring Inner.....	£4.60**

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only)	£210.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only).....	£210.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£7.70
100E-8115	Radiator drain tap (not original)	£6.00
100E-8275	Water inlet tube.....	£14.00
100E-8260A	Early top radiator hose, 100E only	£18.35
100E-8260B	Late top radiator hose, 100E only	£16.60
100E-8286	Bottom radiator hose, 100E only	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order)	£58.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat	£7.50
EOTA-8620-C	Fan belt, 100E only	£7.00
204E-10884-B	Temperature sender unit	£20.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips)	£14.00
100E-18488-D	Hose, heater to water valve (inc hose clips)	£12.25
	Re-cored Heater matrix (exchange item).....	£125.00

Fuel System

	Fuel pipe kit (all req'd items, tank to pump).....	£49.95**
	Locking petrol cap (stainless)	£14.95
	Fuel pump with spacer (no primer)	£45.50
	Fuel pipe (pump to carburetor)	£11.80
	Petrol filler grommet.....	£12.50
	Fuel Pump repair kit.....	£14.50
100E-9276	Gasket (fuel tank sender)	£1.60
100E-9288	Flexible fuel pipe	£16.90
Y-9374	Fuel pump gasket	£1.60
100E-9437	Hot spot gasket.....	£3.75
EOTA-9447-B	Carburettor flange gasket.....	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9510	Rebuilt Carburettor (exchange-send with order)	£95.00
100E-9627-A	Rubber (air cleaner).....	£13.30
100E-9959	Gasket carburettor float chamber.....	£1.95
100E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx).....	£2.75
100E-9564	Valve (Carb needle) assy.....	£22.00

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
105E-10043	Brush set.....	£4.75
E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£39.00
E0A-10505-D	Voltage regulator (screw type terminals) ...	£42.00
100E-11001-C	Starter Motor (please send old unit with order)	£65.00
105E-11057	Brush set starter motor	£4.75
EOTA-11135	Bush starter motor drive end	£4.25
EOTA-11375	Starter pinion spring	£6.00
ET6-11450-B	Starter Switch	£25.00
204E-13007A	Headlight bulb pre focus 40/50 watt.....	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
	Pre focus bulb set fits Anglia, Prefect,	

Popular, Thames & Vans.....	£26.50
100E-13450B Rear light lens, red.....	£14.95
300E-13450 Rear light lens, red.....	£14.95
E0A-13480 Brake light switch.....	£8.50
E1050-NC-1 Rear red tail light lens complete with	
100E-134641-C gasket and fixing screws	
for Anglia, Prefect 1957 onwards.....	£10.00
50563-S Pair of rear red tail light lamp lenses	£17.50
Ignition barrel and 2 keys	£17.50

Ignition System

Emergency breakdown kit comprising	
points, plugs, rotor arm, condenser, fan belt	
and distributor cap (D Type).....	£53.00
Emergency breakdown kit comprising	
points, plugs, rotor arm, condenser, fan belt	
and distributor cap (round type).....	£43.50
Set 100E ignition leads.....	£14.95
100E-12029 12v Ignition coil.....	£38.00
7V-12098 Nut H.T. lead distributor cap (set of 5)	£4.50
D type distributor only	
(rebuilt-exchange or £10 surcharge).....	£50.00
Round type distributor only	
(rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116 Distributor cap (D type).....	£25.00
105E-12116 Distributor cap (round type)	£17.00
100E-12199 Contact set (D type distributor only).....	£10.00
EOTA-	
12199-C Contact set (round type distributor only)..	£14.50
100E-12200 Rotor arm black.....	£5.85
100E-12200 Rotor arm red moulded.....	£5.85
100E-12300-B Condenser (D type distributor only).....	£9.90
105E-12300-A Condenser (round type distributor only).....	£9.90
100E-12405-T Spark plug.....	£4.08
Set of four spark plugs.....	£13.00
995952-ES Distributor base plate screw set.....	£1.60**

Badges

100E-16185/9 Triangular wing motif.....	£22.50
E6AJ-1 Prefect boot script.....	£19.00
100E-16606 Prefect bonnet	£18.50
E5AJ-1 Anglia boot script.....	£19.00
100E-16606 Anglia bonnet	£18.50
100E-16606-G Popular bonnet	£18.50
100E-16850 Bonnet 'V' motif	£36.50
100E-7042514 Popular boot script.....	£18.00

Deluxe boot script.....	£18.00
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Miscellaneous

E30-PB-1 Bonnet lock cover	£11.85**
E40GB1 Gear lever gaiter	£25.50
100E-16625/6 Bonnet corner pads (pair).....	£13.50**
100E-17262 Speedo cable.....	£24.00
100E-7029744 Rear side window rubber per side	
(2 door model).....	£15.50
100E-7042084-B Rear screen rubber-deluxe only.....	£42.00
100E-7043531 Boot T handle escutcheon rubber seal.....	£5.25
EOA-732003-B Floor grommets-per set of four.....	£5.15
100E-7322610 Interior door handle.....	£8.95
100E-7322630-B Base, Interior Door & Winder Handle	
Escutcheon, set of 2.....	£13.00

107E Specific Items

105E 42A8B Rear hub oil seal, 107E only.....	£7.00
105E-4676B Pinion oil seal, 107E only.....	£12.00
107E-6020 Timing chain cover gasket	£2.50
Oil filter short	£6.50
Oil filter long.....	£6.50
105E-6038 Engine Mounting (pair).....	£38.00
105E-7550C Clutch driven plate, 107E only	
(exchange £10 surcharge *)	£30.00
105E-7563D Clutch pressure plate, 107E only	
(exchange £10 surcharge *)	£60.50
105E-7580-B Clutch release bearing.....	£27.00
107E-8260 Top radiator hose, 107E only.....	£14.20
107E-8286B Bottom radiator hose, 107E only	£17.25
105E-8620 Fan belt, 107E only.....	£6.80
105E-9448 Manifold gasket, 107E only	£7.00
107E-9959B Float chamber gasket.....	£2.45
107E-17262-A Speedo Cable.....	£26.50
107E 5246/	
5225/5255 107E stainless steel exhaust system.....	£255.00**
Conversion gasket set	£17.00**
E173-Z-I Head Gasket set.....	£17.00**

Tools

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

Full ordering details are on the order form on the reverse of the address sheet that came with this issue.

Spares orders: please contact Neil Patten. Email: neilpatten@btinternet.com.

Regalia orders: please contact Mark Harvey. Email: harve65@hotmail.co.uk.

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To submit an advert:

- go to www.fsoc.co.uk/online-advert-submission, or
- email FSOC at pop.shopper@fsoc.co.uk, or
- phone Sally Litherland (early evening only) on **07811 576233**.

This page contains a representative sample of our latest adverts. A greater and more up-to-date list (with photographs) is on our website under 'Benefits and Services' for vehicles for sale and wanted, and 'Member Services' for items for sale and wanted.

Sidevalve is published every two months on the fifteenth of the month. For possible inclusion in the magazine, adverts **must** be submitted to the editor prior to the tenth of the month preceding publication.

Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

All advertisements here are accepted in good faith. Buyers are reminded to check any expensive purchases before parting with their money.

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and engine number, and may ask their contractors to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

These adverts are only the latest received before publication. There are more in all sections on our website.

Vehicles for Sale

1946 E93A Prefect. Black in good condition. Original 6v electrics. Recent ring gear rebuild plus more completed last year and driven throughout the summer but currently sorned. The car was my father's pride and joy until he passed away last year and he would dearly wish it to be cherished as he did. Offers around £5000. Please contact Simon Burton.

Email: clovisburto@hotmail.com. Tel: 07777 693087. New Malden, London.

1959 100E, numberplate changed, negative earth, motorised windscreen wipers. New master brake and slave cylinders all round. New clutch master cylinder. Fully refurbished water pump. New battery. Contact Faron Mitchell. Email: faronmitchell@icloud.com. Tel: 07976206629. London. (Non-member.)

Also for sale on our website:

- 1959 Prefect 100E – price reduced
- 1959 Falcon Caribbean Ford 10 Project
- 1959 Anglia 100E
- 1959 Thames 300E
- 1962 Popular 100E
- 1953 Prefect E493A

Vehicles Wanted

Ford 300E Squire, possibly could be tempted with an Escort. I would like one at least roadworthy but would consider a restoration. Contact Paul Nicholson. Email: tim.tiddler@gmail.com. Tel: 01476585259. Lincolnshire.

A running Ford E93A Prefect, not worried about bodywork but must be road legal or very near to mechanically, anything considered. Contact Paul Nicholson (as above advert).

Ford Prefect 107E. Anything considered and will travel. Would like it to be complete and original if possible but will look at any car. Please ring Andrew Halley 01837 861725 or email: halley161@aol.com.

Also wanted on our website:

- Popular 'Sit-up-and-beg' type
- Altair S or Super 2 1172cc special
- Type C or CX Tudor or Fordor saloon
- Escort 100E

Spares for Sale (more in Member Services on our website)

For a pre-war 7W – 3 x front seats, 1 x fixed, 2 x folding, all horsehair in reasonable

condition. ALSO 2 x front seats for 103E in red – good fronts, less good backs. ALSO 4 x hubcaps with chrome (Prefect?) and 4 x hubcaps without chrome (103E). Contact Michael Capps. Tel 01945 464892. Wisbech, Cambs.

Various parts including set of steel wings, driver's door, pair of bumpers and window glass from E494A together with some small 100E bits. All in need of restoration. £50 the lot. Contact Ian Lee. Email: ianklee60@gmail.com. Tel: 07955764734. N. Wales.

Pair E494A Anglia front seats. £50.00. 8hp dynamo £30.00. 10hp dynamo £30.00. Please contact Brian Malin. Email: brianmalin@gmail.com. Tel: 07969001015. Rugby.

2 front seats for a 103E Pop and wheels. Free. Please contact Peter Sloper. Email: carmanpeter96@gmail.com. Tel: 01268552281 or 07950245373. Essex.

Ford Pop Wheel 500 / 16. Could be van wheel. £15.00. Please contact for photo if of interest. Thanks for looking. Please contact Warren Philliskirk. Email: warrenphill@hotmail.com. Tel: 07836 626427. Yorkshire. (Non-member.)

Spares Wanted (more in Member Services on our website)

Regulator. Dynamo and bracket and bolts and fan assembly for Ford 103E 10hp. Contact Will Butler. Email: teal283@yahoo.co.uk. Tel: 07703390387. Lancashire.

Model Y windscreen wanted. Please call Trevor on 07833 701064. Email: tellypower@gmail.com. Oxfordshire.

Two tyres (on rims or not) for Ford Pop 103E. 4.50 x 17. Good condition, no cracks. Need to get ready for driving a lot more next year! Contact Martin Doughty. Email: katedoughty223@hotmail.com. Tel: 07974 586887. South East.

Prefect E93A / E493A bonnet catch – the metal locking plate that fits inside the nose of the bonnet. Contact Roger Birdseye. Email: rogerbirdseye@hotmail.co.uk. Tel: 07889950582. Suffolk.



Club Officials

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

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

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

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

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

Technical Editor: Peter Tinsley, Riverside, Mill Street, St Asaph LL17 0SP. Email: p.tinsley@tiscali.co.uk.

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

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

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Tel: 01942 861043 (7.00 p.m.–9.00 p.m. only please). Email: j.norman2007@btinternet.com.

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

Events Co-ordinator: Brian Cranswick, 18 Bellmans Grove, Broadacres, Whittlesey, Nr. Peterborough, Cambs. PE7 1TX. Email: events@fsoc.co.uk.

Website & Social Media/Pop Shopper: Sally Litherland. Email: webmaster@fsoc.co.uk. / pop.shopper@fsoc.co.uk.

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Regional Co-ordinator: John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9.00 p.m. please). Email: regionalorganiser@fsoc.co.uk.

FBHVC Liaison: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Archivist: Liam Cotton, 8 Chestnut Close, Moira, Swadlincote, Derbyshire, DE12 6EP. Email: liam.cotton@btinternet.com.

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War: Yvon Precieux, Cliff Lodge, 9 Cliff Terrace Road, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk.

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

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

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

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

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

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

Regional Contacts and Regional Groups

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

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

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

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

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

Please contact for information.

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642. Email: enfo56@live.co.uk. *2nd Tuesday: Queens Head, Meriden, Nr Coventry, 8.00 p.m.*

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

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

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

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

Glos, Hereford and Worcester: Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: s.bedford45@btinternet.

Regional Contacts and Regional Groups continued

com. *Meet 3rd Thursday of the month, location TBA. Please call for information.*

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. *3rd Wednesday: The Early Bird Pub, Grovewood Drive North, Weaving, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 p.m..*

East Lancs: Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. *3rd Wednesday: Ashworth Arms, 325 Bacup Road, Rossendale BB4 7PA. Start time 7.30–8.00 p.m.*

Lincolnshire SW and The Vale of Belvoir: Paul Nicholson, 'Cloverdale', Water Lane, Little Humby, Grantham, Lincolnshire. NG33 4HW. Landline 01476 585259 (verbal messages only); mobile 07858 835444 (text messages or to talk). No calls after 7.30 p.m. please. Email: tim.tiddler@gmail.com. *Please contact for details.*

London South East: Stan Bilous 020 8764 7068. Email: stan.bilous@btopenworld.com. *Please ring for details of local activities.*

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 9DS. Email: joe@righthandconsultants.co.uk. Mobile 07831 622075. *2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00 p.m..*

Norfolk: Colin Read, 26 Park Close, Wymondham, Norfolk. NR18 9BA. Landline 01953 605411; mobile 07753 318959. Email: fordprefect1953@yahoo.com or norviccol@yahoo.co.uk. *Please contact for details.*

Northamptonshire: John Simpson 07548 514169. Email: john-7oliver2011@hotmail.co.uk. *Please contact for details.*

Northern Ireland: Brian Sutter 028 9335 3399. Email: brian.leisure@gmail.com. *Please contact for details.*

North West Midlands and Welsh Borders: Julian Heath 01782 517142. Email: mail@jvce30.plus.com. *1st Tuesday: The Peacock, Nantwich CW5 6NE, 7.30 p.m..*

North Yorkshire and Teesside: Martin Hatfield, 25 Hailstone Drive, Northallerton, North Yorkshire, DL6 1SP. Tel: 01609 771984. *Please contact.*

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

Scotland: Robin Barlow 01356 648876. Email: robinbarlow172@btinternet.com.

The Solent: Dave Barry. Email: davebarryau@yahoo.com.au, landline: 01983 863399, mobile: 07870 890383. *Please contact for information.*

Somerset: Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG. Tel: 01460 67735. Email: rtg13@btinternet.com.

South Gloucestershire: Peter Asquith 01453 759453. Email: peter.g4ena@btinternet.com. *Please contact for details.*

South Wales: Matt and Dawn Callaghan 01633 380273. Email: matt.callaghan1980@gmail.com. *Please contact for information. Please, only call between 7.00pm and 8.00pm – thanks.*

Surrey: position vacant.

Sussex: David Pickett 01444 483350. *3rd Wednesday: The Berwick Inn, Station Road, Polegate, East Sussex, BN26 6SZ, 7.30 p.m..*

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245. Email: robjenthake@aol.com. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

Wiltshire – North: John O'Sullivan 07860 129572. Email: pjoengineeringltd@hotmail.co.uk. *2nd Thursday: the Trout Inn, Lechlade, 7.00pm.*

Wiltshire – South: Sally Litherland 07811 576233. Email: salitherland@hotmail.com.

Yorkshire: Nigel Hilling 01484 843115. Email: njhilling@gmail.com. *Last Tuesday at the Reindeer Inn, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00 p.m..*

International Contacts

Australia: Gordon Cowley, 15 Higham Avenue, Balaklava, 5461, Australia. Tel: 00 61 8 8862 1272. Email: gordon14days@gmail.com.

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

Canada: Les Foster, #101- 210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel. +1 604-999-4936. Email: fosterlesliew@gmail.com.

Austria, Germany and Switzerland: Markus Hosch, Brunnmattstrasse 9, CH-4053 Basel, Switzerland. Email: M.Hosch@hin.ch.

Ireland: Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin A94 EC59, Ireland. Tel: 01 288 7173. Email: williamconeill1@gmail.com.

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

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

Liam Cotton

107E Register

Hello, 107E fans, and anyone else who has inadvertently strayed on to this page (on your way to the Specials & Sports Cars pages). Partly through desperation, as I have no new contributions, I thought I would have a go at composing something myself. 2021 marks the anniversary of the end of production for the Ford Prefect: on 9th March 1961, the last 107E Prefect left the line at Dagenham. The end of production is nothing to celebrate, but what I think we should celebrate is that our 107E Prefects have now all lasted over sixty years. What follows is what I know about the 107E model. This is a mixture of hearsay, legend and historical fact. It is not intended as a definitive guide, but as the start to a conversation, so if you can add anything, please contact me; my details are in the yellow centre pages.

Before we start, I must say a huge thank you to Jim Norman. I have found writing the following article very difficult, but thankfully I have a friend named Jim ...

In the beginning

Henry Ford had an ambition to mechanise farming and transport, bringing motoring to the masses. After a series of different models and business problems, Ford came up with the winning formula in the shape of the famous Model T in 1908, a car that was reliable and tough enough to endure the poor road surfaces of the age. American Ford cars were imported to Britain from 1905 by the Central Motor Company. In 1911, the Ford Motor Company (England) Limited was formed with a factory being set up at Trafford Park, Manchester. From 1911, the Model T was assembled there, and by 1914, the Ford Model T was the best-selling car in Britain;

approximately 8,000 cars a year, compared with 3,000 by Wolseley in second place.

A mixture of factors cost Ford the top position in car sales, and during the 1920s rival British firms such as Morris, Singer and Austin were making cars that were more suited to the British market. Ford's replacement for the Model T was the Model A; sales were poor and what was needed was a small car using an engine with a small cylinder bore that offered a low horsepower tax. Ford opened a new purpose-built factory at Dagenham in 1931. This was saved from financial ruin by sales of the AA truck and the new small car, the Model Y. The Model Y was the first of a successful series of upright Fords which led to the Prefect and Anglia models. In 1938 the 10hp upright model was updated, and for the first time Ford used a name rather than a model number; the Ford Prefect (E93A) was born. This car occupied a part of the range between the smallest

and medium size, being available in both two- and four-door form. Three further models bearing the Prefect name followed: the E493A from 1948, the 100E from 1953, and the 107E from 1959 to 1961.

A new golden age

The 1950s heralded a new golden age for Ford, starting with the introduction of the Consul and Zephyr 6, the importance of which cannot be understated. These new models, designed in America, were completely new, using a monocoque bodyshell, overhead valve engines and MacPherson strut front suspension. Demand for the new models was extremely high and Ford seized the moment by immediately starting a design process to replace the smaller cars in the range. The 100E 'New Anglia' and 'New Prefect' were launched in 1953; both used the same



Photo 1. 107Es at 1991 Sidevalve day.



Photo 2. Mk 1 Zephyr Zodiac.



Photo 3. 100E and 107E styling based on Mk 1.



Photo 4. 105E crankshaft and camshaft.

design ideas as the Consul and Zephyr but differed on the mechanical side by the use of a sidevalve engine. The 'three box' American styling that was so popular on the Consul and Zephyr was used for the 100E range, to great effect. Through the 1950s, whenever a new model was completed, Ford's design team immediately started on the next model and success would follow. Prototype Mk 2 Consul, Zephyr and Zodiac cars left Dagenham for test purposes in late 1954 / early 1955; 100E deluxe models and estate cars were added to the range in 1955. The development of the 100E's replacement began in 1956 by the newly formed Ford product planning department.

Anglia 105E and Prefect 107E

The 105E Anglia was intended as the replacement for the 100E models. From early design work, it appears that Ford intended to make a four-door Prefect version. Work on this project actually got as far as making a 105E bodysell with an extra (rear) door, making it a three-door car. The cut back roof / rear window was to be replaced with a conventional roof structure but somehow the designs were not approved. To provide a small four-door option in the range, a decision was taken to use the new Anglia running gear in the old 100E shell, and so the 107E Prefect came into being. It would be interesting to know at what point in the design process this happened. Another option would have been to drop the small four-door model in favour of a four-door mid-range car, as Ford were also developing the Consul Classic models to expand their range. Something else to consider here is that by 1958 Ford were using converted 100E Prefects to test the new Anglia and Classic engines and gearboxes; surely these must be considered as the first 107Es.

The styling of the 107E is exactly that of the late deluxe 100E Prefect. The bodysell had modified bulkhead, front floor-pans and

transmission tunnel to accommodate the new engine and gearbox. There were many other smaller differences as well. Many parts were common to the 100E and 105E models but some were exclusive to the 107E. One part that may signify an early decision to make the 107E is the gearbox mounting, as the early 107E uses the 100E mounting. Early 105E gearboxes were identical for both models; both had mounting pads at the front of the extension housing (for the 105E) and at the rear (for the 107E). In 1960 the Prefect was modified to accept the 105E gearbox mounting, so the rear mounting pads were deleted on later gearboxes. Does the fact that a gearbox housing was cast for both models indicate an early decision to make the 107E Prefect? A last minute decision to use the Prefect bodysell surely would call for a modification to allow use of the 105E mounting rather than a change to the gearbox casting. *(Assuming a late decision, it would be easier to modify the extension housing to take the 100E mounting than the shell to take the 105E mounting. – JM)*

Externally the only difference to the 100E is the front wing dogs-leg trim. Some of the early 107Es were not fitted with this and there have been many theories as to why, but as far as I know there is no definitive answer.

The new 997cc overhead valve engine, the first of the Kent series, was designated with the 105E code but was used for both the Anglia and Prefect cars. Design work for the new engine began in October 1956 after a two-year experimental programme, but its origin may date further back. It is well known that Ford in America were experimenting with overhead valve engines in the late 1940s. After the horsepower tax was scrapped in favour of a flat rate for cars, Ford sent a team of engineers, led by George Halford from Dagenham, to Dearborn in 1948; were they looking at these new engines for future generations of



Photo 5. One of the most popular colour schemes, Imperial Maroon over grey.



Photo 6. Imperial Maroon over grey, again.

British Fords? Around this time Ford acquired some Crosley engines, which were of small capacity with an overhead camshaft; these were over-square (the bore is larger than the stroke) and thus probably the inspiration for the 105E Kent engine. To any enthusiasts who have not seen inside a 997cc 105E engine, it is quite interesting to see the size of the pistons, then turn the engine over to witness such a small amount of travel; an examination of the crankshaft shows that, unlike the large throw of the sidevalve unit, the OHV crankshaft seems almost straight. There was good sense behind this design as it had the characteristics of smooth running at high revs, which made it suitable for use on the new motorways. Ford were also planning ahead as the Kent engine's capacity could be enlarged by the use of different crankshafts and rods; the bore size remained the same, so the same engine block and pistons could be used up to 1340cc.

Next time we will look at the 107E in production, chassis numbers, factory options and extras, heritage and legacy. If you do have any additional information or if you wish to contribute some material (restoration and ownership articles, photos, register updates, etc.) for the 100E or 107E register pages, I would be very pleased to hear from you.

Ian Woodrow

Specials & Sports Cars Register

With most of the car shows and rallies cancelled in 2020, I was hopeful that we may be able to display our cars again this year. Alas, things don't look very promising. I have entered only one show and this may well get cancelled, depending on whether the virus is reduced and on the government restrictions on crowds at events. In the meantime, despite the bitter cold, I'll carry on with some restoration work – today, at the beginning of January, the warmest place to work is in the greenhouse at 24°C!

A very special Special on film

Dave Frost spotted a Ford Special in an old black and white movie on 'Talking Pictures' channel, called *Brothers in Law*. It was driven away by Nicholas Parsons, before his days with Arthur Haynes and *Sale of the Century*. Dave was not sure which model it was. I managed to download the film and I think it was a Lotus Mk 2 – a car of great historic significance. I sent the details of the film to the owner and he confirmed it is his car, that he knew about the film, and has the DVD and a set of black and white still photos of the car. (Photos 1 and 2.)

Heritage Trials and Historic Sporting Trials

My 2013 Christmas present was a bit different for me: my wife noticed that I kept on looking at a 'Historic Trials Training Day', organised by the very successful trials competitor, Ian Wright, and offered this to me as a Christmas present.

On the training day, ten people arrived to be instructed, and after some theory came the practical. With four cars and instructors there was plenty of opportunity for all we students to have a go. The first thing was to walk the hill and choose the best line. I couldn't even walk up the slippery muddy hill so I didn't hold out much hope of these little Cannon trials cars getting up them. After some expert tuition, all the students were able to complete the hills, although sometimes not always without stopping and taking a longer run at them. One of the trickiest things I found was getting the car to do a very tight turn, by locking the inside rear wheel with the fiddle brake and powering



Photo 1.



Photo 2.

the outer wheel, whilst at the same time turning the steering wheel (no power steering, of

course). I thoroughly enjoyed my training day and would love to own a trials car.

Martyn Halliday is the key organiser. He has worked exceptionally hard to encourage this affordable and safe motor sport and has kindly supplied the following report:

Calling all sidevalvers – we need your help to find old sidevalve trials cars

Last year we announced in the Specials section of *Sidevalve* that the Historic Sporting Trial Association (HSTA) would develop a new concept called Heritage Trials. The aim is to attract owners of early post-war trials cars NOT fitted with fiddle brakes, such as the Dellow, to bring their cars out again. These cars would not be competitive in current historic trials against the Cannons, and as the modern classic trials are generally too rough for 60 / 70-year-old, fairly fragile machinery, it was felt they should have their own trial.

The response was amazing. If it had not been for the coronavirus, the inaugural Heritage Trial would have taken place in June 2020 and we would have had at least 42 cars at the event. Only eight of the drivers currently compete in historic sporting trials, so we had a very encouraging 30+ new drivers. Of the 42 cars entered, 27 have 1172 engines and three have V8 sidevalve Ford engines. Since the event was cancelled, we have had interest from new competitors, and some owners are returning their modified trials cars to their original sidevalve format.

We are still looking for early sidevalve trials cars – they must be out there waiting to be discovered. Until now, these cars were not worth restoring, but with a future in Heritage Trials, the more we can return to the hills the better. Here are a couple of recent examples where cars have come to light:

Oliver Special: a very well-known early 1172 trials car that has been sitting in a garage for a long time. Recently purchased by Ian Moss, who said the car runs and after a good check over it could be entered in a trial. (Photo 3.)

Clegg Special: again, a very well-known car that ran in period with a blown 1172 engine. It requires considerable (!) work to bring it back to life (Photo 4) but believe it or not, this is not the worst case we have seen.

Your sidevalve road car is so distinctive you must at times have met someone, maybe at a show, who has said something such as, 'I know where there is a weird old sports car made from the bits of one of these.' That 'weird sports car' could be a trials Special of the type we are looking for. Certainly, any 1950s trials Specials would look weird to anyone who does not understand them. One of the



Photo 3.



Photo 4.

distinctive features that generally separates a trials Special from a racing / sprint / road going sports Special is that a trials Special will have considerable ground clearance and 16", 17" or more likely 18" diameter wheels, whilst the racing / sprint / road sports Special will be extremely low and have smaller diameter wheels. Please help us find these old trials cars – my contact details are below.

Support for our regular historic sporting trials has been excellent, that is, until the coronavirus stopped play. Once the virus is under control, we will be out again enjoying a social day driving our old trials cars.

At our last event, held near Sywell Aerodrome in February 2020, we had 61 entries of which 33 competitors in the Historic class were using Ford 1172 engines and gearboxes. The competitors in the alternative Post Historic class use later engines such as 1200cc Imp or 1650 Ford Crossflow. These figures have been repeated at many previous events and it is some time since we have had less than 50 competitors at a trial. Long may it continue.

My contact details are: martyn_halliday@msn.com (there is an underscore between martyn and halliday) or 07739 464170.

Andy Main

Specialist Applications Register

Registrar's comments

What I find fascinating about this Register is the more unusual vehicles and machinery adapted from them, necessarily on wheels, often manufactured in small numbers and long forgotten since they were no longer used, but are now being rediscovered. I am always interested to know about those scrapped after the end of their useful life, with or without photographs.

Kevin Tomlinson has provided this most interesting and unusual crane. The name Stanhay meant nothing to me, but the photograph of a builder's plate shown among other photographs is for a company in Ashford, Kent, the county I have always lived in and the town only twenty-five miles from home. During the mid-nineties, and for the next thirteen years, I drove to Ashford for a monthly railway society meeting which, unknown to me, took place a few hundred yards from the site of the demolished Elwick Works of Stanhay.

Stanhay

Stanhay Limited was founded in 1854 and later changed to Stanhay of Ashford Limited, a small agricultural engineering company that designed and manufactured a variety of agricultural equipment and implements for all types of tractors before and after World War II. Most of the equipment they produced used very basic mechanics for the farming industry.

From the late 1940s, the Stanhay range included their own original Fordson-based agricultural tractors, mobile cranes and yard cranes, all powered by original Fordson mechanics and running gear. Stanhay found it more difficult to compete against the larger companies, and changed from using diesel engines to the cheaper and more available petrol engines from Ford for their new industrial machinery and farming equipment.

The Stanhay range was updated and sold into the 1950s, when some new model cranes were manufactured using basic standard mechanics – they rarely used hydraulics – with

sales in low numbers. During the 1960s, following an agreement with Fordson Tractors, they manufactured a new generation of orchard and vineyard tractors. Stanhay also manufactured aircraft refuellers and airfield tugs during the 1960s and early 1970s. Thompson Brothers (Bilston) Ltd aircraft refuellers were perhaps more well known, and these have featured in *Sidevalve* in February 2014; April, June, August and October 2016; and August and October 2018.

Stanhay, a small dealership for Ford and Fordson as well as agricultural and electrical engineers, experienced falling sales and went into receivership in the early 1970s, closing in 1973. Located at the lower end of Bank Street, Ashford, the Elwick Works were soon demolished and many proposals were put forward for re-development, from offices to shopping developments. In the meantime the site was used for car parking. The former town centre site eventually saw development with the opening in 2008 of an extension to the County Square Shopping Centre. History has been repeated, perhaps not unsurprisingly, with the large store in the extension going into receivership following more recent changes in shopping habits.

Stanhay Crane

The Stanhay crane was built in perhaps very low numbers, and how many of these sidevalve-powered cranes survive apart from this one is unknown, but I expect very few if any. (Photo 1.)

Continued on page 34



Photo 1. Crane.



Photo 2. Driver's cab.

Letters & Emails

Sidevalve Editor, PO Box 235,
Warrington, Cheshire WA3 9DS

Email: editor@fsoc.co.uk

Wot, no gasket?

Dear Sidevalve,

Something that has long puzzled me with our upright Fords: why is there no gasket fitted between floatbowl and carburettor on E93As?

Yours,

Denis Matthewman

Nigel Hilling responds: A common issue with the Upright Zenith carburettor is that of leakage from the carburettor float bowl down on to the inlet manifold. This is a result of the fuel level in the float bowl being too high, normally due to a worn float needle valve or damaged float. The leak path is not over the top of the bowl but through the emulsion tube and out of the emulsion nozzle, which sits lower than the float chamber top. This leakage dribbles back down the emulsion casting and drops off the bottom of the float bowl. The correct fuel level in the float bowl is low enough to obviate the need for a gasket between the top of the float bowl

and the carburettor top as used on many later carburettors, and fitting a non-standard gasket to the Zenith carburettor will not stop leakage. A temporary cure can sometimes be effected by simply using an extra washer under the float needle valve to drop the fuel level.

But ...

Dear Sidevalve,

I trust Nigel's opinion implicitly. However, he says there is no gasket there because presumably there is no need for one – but who designs a carb that will swill neat fuel on to a manifold? Just fast cornering will induce leakage on the standard setup, never mind with the wrong float height.

I think our Henry or the man from Zenith needs to speak up on this. Did they think low octane pool petrol was safeish dribbling towards a hot manifold?

Yours,

Denis Matthewman

Jim Norman responds: The means of delivery to the venturi of the Zenith carburettors is very different from the 100E's Solex, and the fuel level of the Solex is much nearer to the top of the float chamber than in the Zenith, so far more likely to pass between the chamber and top with harsh cornering and braking. I doubt you'd achieve it with a Zenith carburettor,

even allowing for the high degree of roll when cornering an upright.

Like most manufacturers, Zenith designed their carburettors to function in new or nearly new condition. If wear has taken place to the extent that fuel can emerge from the top of the float chamber, they would expect you to purchase a new needle valve and / or float. A car manufacturer looks at it slightly differently and expects you to buy a new car!

100E help

Dear Sidevalve,

As 100E Registrar I get regular requests, and I would like to ask your help with some of these.

Firstly, a good friend from the Shrewsbury area contacted me a while ago: he is restoring a 300E Thames van and he would like to have a look at the underside of a good one to take some measurements.

I have also been asked for any information or recent whereabouts of four 100Es: 1958 Prefect VLD 543; 100E Popular 128 PKL; another 100E Popular (1960) 72 LKE; and a 1955 100E Prefect NFU 52.

If you can help with any of these enquiries, please contact me. My details are in the centre pages under 100E / 107E Registrar and Archivist.

Many thanks,
Liam Cotton

Continued from page 33

To be expected, there is a very basic cab with a full-width cushion seat and only one instrument, an amp gauge on the driver's right hand side. (Photo 2.)

The pneumatic hoist (Photo 3) is serial number 455 and another plate attached is for the Canterbury Steel Metal Works. It is unknown if they assisted with the construction, or if the crane was employed at their works, or perhaps both? Other information not known is when it was constructed, and if Canterbury Steel Metal Works did not use it then who did? Has anyone seen one working / laid up, or can you supply further information on these cranes?

I hope to visit Ashford Museum to find out if they have any information on Stanhay and their model range. In the 'old normal', the museum was open for only six months of the year and with extremely limited opening hours, staffed by volunteers. My visit may well not take place until 2022.

To be continued.



Photo 3. Engine within framework.

Jim Norman

Brake Fluids: Glycol vs Silicone

Problems arise in using old and classic cars: the use of ethanol in petrol, the type of antifreeze, and now the correct type of brake fluid to use. While the first two can cause mechanical problems with the car, the last one can cause a total brake failure with deadly consequences.

To summarise:

1. There are two types of fluid: ethylene glycol- and silicone-based (both can be described as 'synthetic', and often are on the container).
2. Glycol-based comes as DoT (Department of Transportation [USA]) 3, 4, and – apparently – 5.1 (Note: not DoT 5, which is silicone-based).
3. All classic cars use glycol fluid as standard.
4. DoT 4, and possibly DoT 3, are also available as silicone-based, and cannot be used in classic cars (See 10).
5. *Glycol- and silicone-based fluids will cause a total brake failure if mixed.*
6. The different ratings refer to the fluid's boiling point: the higher the rating, the higher the boiling point.
7. Mixing grades causes an uncertain boiling temperature, but it will be no higher than that of the lowest rated fluid used, and causes no other problems.
8. Glycol fluid is hygroscopic (note: it is not called hydroscopic) in that it absorbs water. This lowers the boiling point to that of water, i.e. 100 degrees Celsius, as well as causing corrosion, so can cause a brake failure under harsh conditions.
9. This water absorption process starts immediately from manufacture, and the absorption rate increases once the container is opened, so long term storage and stocking of fluid is not

recommended.

10. Silicone fluid can be used in older cars *provided their systems have been thoroughly purged of glycol fluid* (I would not in any circumstances recommend this as:
 - i. Unless every trace of glycol fluid is removed, problems will ensue, and the only way to ensure this is to replace every single component of the hydraulic system, even the brake light switch;
 - ii. I have seen no evidence that older spec seals are compatible with silicone fluid.)
11. Many manufacturers (including Mobil), do not state the type of fluid, only 'compatible with ...'

Recommendations:

1. Use only ethylene glycol fluid and ensure that this is what you have bought
2. Stay with DoT 3 or DoT 4 – they can be safely mixed although the boiling point will be uncertain. I am unsure of the suitability of DoT 5.1.
3. Do not store large quantities of fluid due to water absorption.
4. Change the fluid regularly – every two years is recommended. This is irrespective of the mileage covered.

For some time I have been using, with complete success, the Mobil fluid illustrated and easily available from Halfords. I should say that I have no connection with either concern and other makes are also available; Halfords just happened to be handy. For those wanting more information or an alternative, see: <https://pagid.com/product-range/brake-fluid-lubricants/> and <https://www.mobil.co.uk/en-gb/product/mobil-brake-fluid-dot-4>.



George Herbert

Sidevalves in France

Lucy (Ford 8 7Y, BDP238) was completed in 2002, and we were delighted when the Hastings holiday invitations were announced. We had moved to Devon in 1981 from Tonbridge, Kent, and thought we might revive happy memories of our youth with two previous sidevalves (a 103E Pop and a 100E Pop).

Our first run out from Hastings was a trip to the ancient port of Rye. Whilst returning to the hotel, we encountered a Prefect leaving the petrol station minus the filler cap, the driver having left it on the roof and driven off into the sunset. We retrieved the cap, and gave chase!

Along with this trip we visited Battle Castle before a trip to Calais via the Channel Tunnel. Eight cars made their own ways to the Folkestone terminal and gathered for the check-in (Photo 1) before boarding (Photos 2 and 3). The trip was very smooth. Arriving in Calais, we followed the leader into the town centre where we had a coffee, etc. One remembers Robbie complaining of the leaders' pace and having only 8 hp: consequently, he followed the leader with Mike C. and Lucy as tail-end Charlies! This proved a little difficult. The traffic lights and large mounds of landscaping on the roundabouts meant the leaders were soon out of site. Then, Lucy was confronted with the Gatso Gun as we headed for Belgium, lost in France! We eventually found the hypermarket / port and returned to Hastings (Photo 4).

Our next trip was to the Sussex Vineyard wine tasting and lunch (Photo 5). Our stay was cordial with new friends, and much laughter and banter during the evening meals, especially with regard to the hotel's large sugar bowls filled with rock sugar, and remarks of how much this would sweeten a sidevalve's performance! Eventually, we said our goodbyes and returned to Devon.

In later years Mike C. joined us with a trip to the Normandy Beaches, where we briefly met the Y and C Club in Brittany and checked out the Bayeux Tapestry.

Best regards to all those members who travelled to Calais and who remember getting lost on the way back to the Tunnel.



Photo 1. Checked in.



Photo 2. Entering the train.



Photo 3. On the train.



Photo 4. Leaving France.



Photo 5. Visiting Sussex Vineyard (hic).

Jim Norman

The Process of Designing the 100E

Reprinted from *Sidevalve News*, February and April 1999

This article was prompted by the design drawing of the 100E in December 1998 *Sidevalve News* and attempts, amongst other things, to answer the points raised. My initial attempt at writing it, based on lectures on the subject of Automobile Design at Bolton Tech. where I am currently a student, was rejected by Brian Clough, the lecturer himself. The process of designing a car has changed so much in the fifty years or so since the 100E was drawn out that even he had to seek out an old friend who was around at the time. What emerged amazed Brian; he hadn't realised the sheer physical effort involved at that time.

From the manufacturer's point of view, a car is merely a means to an end and that end is to make a profit for the company. Most manufacturers therefore offer a range of cars to suit various market sectors and Ford in the fifties was no exception.

So the first stage in the design process is to identify the potential market. This will establish certain criteria: selling price (which will, in turn, decide the maximum production costs), performance, size, etc. How the vital statistics of the potential new model are decided will then depend on the company's past models and technical knowledge, future trends within the industry (knowing the competitors' future plans helps) and surveys of what customers want (this is of relatively small influence: these specifications were drawn up somewhere between five and ten years prior to launch. The customer usually asks for more of the same so his 'ideal' car would be out of date when it appeared. The Anglia 105E Club have discovered, coincidentally, photographs of the models of Ford's Project 195X, the planned replacement for the 100E and which became the 105E in 1959. Work began on that model in 1954, the year after the 100E's launch.

Once the basic specifications, e.g. overall length, width, height, wheelbase, luggage space, fuel capacity, mechanical layout, etc. have been decided, today's designers (they will be a team) will begin the 'Packaging Exercise'.

A car's job is to take people from A to B and so the people, especially the driver, are the

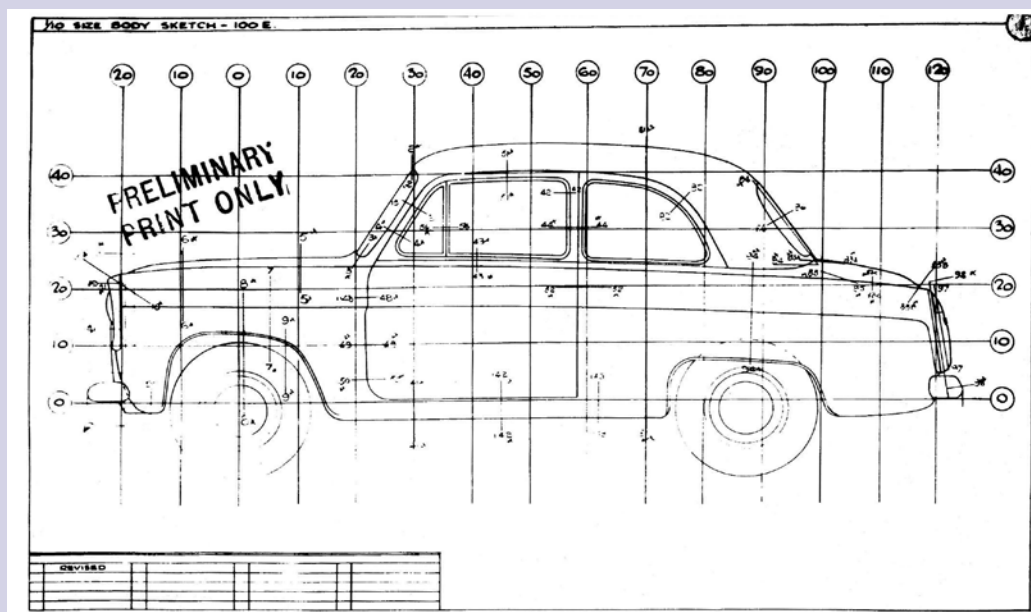


Photo 1. Left hand orthographic projection of the 100E, showing the '10 lines' with $x = 0$ passing through the hub, and $z = 0$ through the highest point of the floor pan.

starting point for the design. The car is literally designed around them. In earlier times, it was common practice to draw out the mechanical layout in the four orthographic views: side elevation, front and rear elevations and plan.

Firstly, space was found for the engine and transmission, battery, radiator, fuel tank, then the boot space was roughly marked out and all the other bits and pieces needed to make the car usable were drawn in. The pedals, steering wheel, gear lever, etc. are fixed 'hard points' so all else was arranged around them. Any space left could be given to the car's occupants, so the position and range of adjustment of the front seats would be established. The cars were designed for the male driver, women drivers being relatively scarce, so it was a challenge to accommodate the largest man in the remaining space.

To assist, a mannequin of a large man would be positioned in the drawing with its feet on the pedals and its limbs articulated into a 'comfortable' driving position. The seat position, cushion and backrest angle could then all be drawn in and if you weren't 6'4" – well, never mind! Theoretically, by so placing the mannequins in situ, the shape of the seats was established to give maximum comfort over

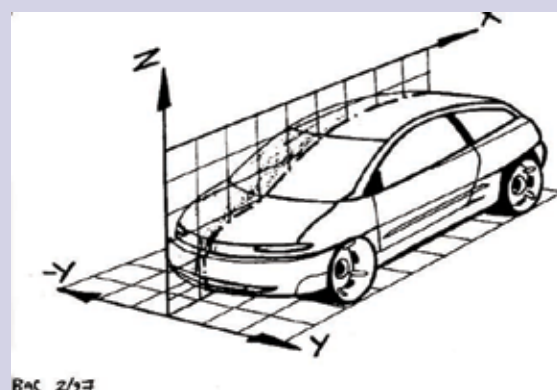


Photo 2. The car positioned within the gridlines in x , y and z planes. $x = 0$ has been moved ahead of the car so all dimensions in that plane are positive.

long journeys; unfortunately, they forgot to do this bit when designing the 100E's seats!

Today, with a range of mannequins of varying sizes comfortably seated, other hard points can be drawn in: the steering wheel position, handbrake and gear lever, all dictated by the comfortable positioning of the hands, top and bottom of the screen aperture and instruments' position being established by the 'eye ellipses' – the various positions of the eyes of the comfortably seated drivers. The range of adjustment of the seats will also have been

shape changes rapidly (where the roof slopes down to the quarter panel, for instance), the number of templates would be increased to give a finer picture.

Our drawing appears to be one of several dozen from which a model was made. It is not to the master scale so is certainly not a master drawing (see below). It would seem to be a fairly late effort since it is mostly correct although, for example, the shape of the door at its front and rear edges is wrong. There was still a way to go, hence the small scale 'PRELIMINARY PRINT ONLY' for a preliminary model.

Visible on the drawing are a number of apparently random lines with a number at each end, e.g. 8-8. The numbers refer to drawings of cross sections along those lines and, as can be seen, there were a lot of them.

Once the final overall shape was settled, the final drawing for the full sized model (the buck) would begin. For this, a master drawing was required, also drawn to the same full size, i.e. twelve inches to the foot. It was not drawn on paper but specially prepared aluminium sheets ('stable sheets') kept in a temperature controlled room and coated with white paint. The drawings were made on the paint to reveal by hard pencil

for ease of modification. With the hard pencil lines finalised, they were drawn through in gold lead to leave an effectively permanent mark on the stable sheet. This then became the Master Draft from which all the body engineers would work.

The buck was then prepared from the master draft, usually from clay, again using templates and various geometrical techniques, many unique to the auto industry, to ensure accuracy of all sections. It had to be absolutely accurate since the buck then ensured that the dies for the press tools were accurately machined and the panels produced exactly matched the shape of the buck.

The disadvantage of the master draft that only one engineer could work on a specific section at a time so accurate copies were desirable. Drawings are, of course, kept as archive and these are again usually full size. Aluminium is a little impractical and paper is less than ideal (it shrinks and deteriorates). The copies were first made on tracing paper directly from the master then transferred on to another medium, Stabaline and later Mylar, a drawing film which avoids many of these problems.

Other drawings will be produced for a variety of reasons. The master draft and buck display the whole exterior of the car. In reality, the car

is made of a number of individual panels and components. Amongst those drawings we now have access to are a number of detailed cross sections (as described above) and some isometric views of the body shell, with and without front panels, and the floor pan. These, I feel, were prepared with the Parts and / or Workshop Manuals in mind, though none of them made it into them.

A similar process is still used today; only very few cars have been designed entirely on-screen using a CAD (Computer Aided Design) system but, it must be admitted, these have some serious advantages over hand drawing, particularly when used with CAM (Computer Aided Manufacture). Firstly, the drawings are all 3D from the start, are drawn to full size within the database and have no storage problems – the data is easily copied and reproduced, and does not shrink! So drawings like ours might well become yet another link with the 100E's development to be lost to ever more technology.

Grateful thanks to Brian Clough, lecturer in Automobile Design at Bolton Institute of Higher Education, for considerable assistance in the preparation of this article.

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Transport Shortages: Ford's Popular Answer

Ford's Dagenham plant took just three weeks to get back into production following Victory in Europe Day towards the end of May 1945, and by the 21st June the first car had rolled off the production line: a pre-war design Anglia 8hp. The Anglia E04A was a revision of models that can be traced back to the Model Y in 1932, Dagenham's answer to Ford's lack of a small car for Europe. A price war began with other UK manufacturers. Ford produced a basic version of the 'Y' and named it the Popular, the only mass produced new production car to be sold for under £100 – a trend that would re-emerge after the war.

Revised again in 1948, the Anglia E494A maintained the 'lowest UK priced car' label, but due to export quotas home buyers found it very difficult to obtain one even if they had the £309 purchase price. Into the 1950s, even the government realised that the home market needed to be fulfilled: after five years of war

followed by another eight years of austerity, the late used car market didn't exist anymore. Ford de-trimmed the E494A, fitted a slightly larger engine and brought out the 103E Popular in 1953. Priced at £390 including tax, it offered a new car for used car money; this ensured motorists would sit up and buy. Options included a choice of four colours and a second windscreen wiper, also to be supplied without indicators: hand signals only.

Better than buying used

Ford began production later in 1953 at Dagenham, and this continued until 1955 when it was transferred to the recently acquired Briggs Motor Bodies in Doncaster, where it remained until 1959. Briggs had been building bodies for Ford as well as other manufacturers since 1930 (including Riley and Jowett) and they even had a factory in Dagenham; of the 155k Populares assembled, 63,500 left the Carr Hill Plant in Doncaster. So what did the discerning motorist get for under £400? Well, it was more a case of what they didn't get. No radio, no heater, no chrome trim, just painted bumpers and one vacuum-powered windscreen wiper, smaller headlights and a non-opening windscreen. The interior trim screamed 'budget': the dash was a pressed steel panel and the soft furnishing mainly vinyl. However, you did get 17 inch wheels running cross-ply tyres and the chance to take four down to the coast as long as you weren't in a hurry. Ford managed to provide transport for the masses at the right price. It was also a good looking car, minus the luxuries but packed with character and still sought after today, often by those who feel the desire to squeeze a V8 under the folding bonnet.

Still so Popular

On leaving the garage we turned on to the main road through the town of Storrington and immediately people pointed and waved. Some took snaps on their mobiles and the guy operating the car park barrier said that



Double-sided bonnet opening and silver-painted bumpers, complete with space for starting handle.



In-line four 1172cc sidevalve with single Zenith carb. Performance figures are irrelevant.

Ford Popular 103E 1954 Specification

- Engine: Four inline sidevalve 1172cc cast iron block and head.
- Transmission: Three forward speed manual and RWD.
- Fuel: Single Zenith carburettor. 8.4 gallon tank. 36MPG.*
- Brakes: Mechanical drums all round.
- Performance: 30bhp. 0-50mph 24secs. Top speed 60mph.
- Suspension: Semi elliptic leaf springs fr & rr.
- Weight: 1624lbs. Length: 12ft 8in. Width: 4ft 8in.

* 7 Imperial gallons according to Andy – 8.4 is US gallons. This, though, would also increase the MPG to 43.2. – JN



Selling like hotcakes: the world's lowest priced car at £390.00 (not decimal currency). On the road, even the adverts were cheap.



Butler's lights were not renowned for their brightness; most folk drove on full beam.



Straps secure the lid and the fold-down number plate allows travel loaded up with boot open.



The Pop came minus any dash, just a sheet of painted steel fitted with dials.

seeing the old Ford had made his day! We had driven only a few miles and the 1954 Popular had created more interest than any modern supercar could have, even though there was a small queue of traffic in the rear view mirror. 'It takes a while to get up to speed,' reported current owner and my chauffeur for the morning, Simon Pope. He had already mastered the three speed gearbox that offers a rolling start in first and a medium jog in second, but quickly into third and the 61-year-old Pop settled down and we made reasonable progress, albeit unlikely to get any kind of speeding ticket.

I must admit this little Ford was a joy to spend time in. Saying that, I think a few hours on a Bank Holiday Monday trip to the seaside may not be so pleasant. Simon is younger than most wizened classic enthusiasts; he appreciates the older car and enjoys learning

the quirks and is able to adjust to driving accordingly. The Popular is compact, to say the least, but that was one of his reasons for the purchase: releasing the car from the confines of his garage took some manoeuvring with care, which explains his original desire for an Austin Seven. Having owned several 70s Fords including a Mark 1 Escort, his new home in Sussex would not be able to accommodate a classic of such bulk. Previous owner Julian Hakes had drawn a list of tips and advice which Simon followed, including number 8, the cold starting procedure: 'I normally do this from the passenger side with the window open,' he wrote. This offered a chance to feather the throttle and the choke, sometimes susceptible to sticking, can be positioned correctly. It worked, and within a couple of minutes the 1172cc sidevalve was ticking over smoothly.

Popular first new purchase

Ford realised the used car market had become stagnant post-war and government restrictions when 'selling on' before three years ensured late, low mileage used cars didn't exist; especially when most new cars were shipped abroad. The Popular would go some way to getting the nation mobile again, and this car would have left Dagenham straight into the hands of Robert Charles Chappell on October 22nd 1954. The original buff logbook tells of a London car that moved to Lincolnshire after three years and remained with the same family until 1966 at least, passed down from father to son; there the trail stops. Future owner Julian Hakes was brought home from the maternity ward in his father's Ford Popular, and it was that same car he learnt to drive in. Julian was honest enough to admit it was also the first car he ever had an accident in. Years later and when living in London, he had never felt the need to buy a car of his own, but a visit to the Motor Show at Earls Court in 2005 changed all that.

The Ford Sidevalve Owners Club had 649 XUE for sale on its stand, so not surprisingly it became Julian's first car. Ironically, the Popular's new home was just across the Humber from its Lincolnshire abode, in Hull. Julian confirmed it had been looked after very well over the years, in very original condition and would stay that way in his custody. An internet advert in January 2015 took current custodian Simon on a treacherous journey north to see the Ford; thick snow and towing a trailer behind his Land Rover added to the saga. The new owner is thrilled with his Pop and Julian was happy that the car was going to a good home; the kind of classic deal we all enjoy. The future for this 57,500 mile,



Dated maybe, but a great-looking car so treasured by Hot Rodders. Few remain in standard format.



On the move: the Pop looks great at a speed that offers plenty of time to admire.

much loved Ford is bright. Being pampered and driven with care, it may well be around in another sixty years; not bad for the world's cheapest new post-war car.

Ute beauty

Versions of the Pop were made available for the Australian market and one achieved particular success: the coupe pick-up or Ute with a bench seat and shelf behind. It was capable of carrying 5 cwt; a very stylish but extremely rare car today. Chassis and scuttles were shipped down under and assembled as the 103E Roadster Utility or 'Plumbers Mate'. A step side, soft top pick-up along with a two door coupe version of the saloon, both wore the Anglia badge.



The Australian's Ford Ute Coupe, or the soft-top version known as the 'plumbers mate'.

Mike Brocklehurst

Lost in the Bushes

So, how are you all coping with these lockdowns? Were there tears in the Tiers?

Way back in March 2020 I got a nice letter signed by Matt Hancock (mate of Boris) telling me that as I was vulnerable and about to drop off my perch I should immediately self-isolate, which eventually lasted through to August with a further session throughout November.

Now, there are only so many times you can cut the grass and dead head the roses, and my attempts at housework received a firm thumbs down from my beloved of some forty-six years, although she did suggest that I might like to 'go and play with that old car'. This is not a regular suggestion, so I jumped at the opportunity and made my way post haste to the garage. When I acquired my Squire some ten years ago it had a documented mileage of just 27,000 and was generally in excellent condition, having been reasonably well looked after. One problem which did manifest itself was a rather 'choppy' rear end, no doubt caused by the slightly wider springs on estates coupled with an extra leaf giving rise to hard ride, useful for load carrying (the 7cwt vans have the same set up) as compared with the saloons.

An improvement was seen when attending a car show in North Wales. I was being followed by Dave Rothwell, our go-to Sidevalver in the North West, who suggested I might like to check the fluid level in the shock absorbers. Once these had been topped up, the ride was better but still not quite right.

Now that I had time to look further into the problem, I deduced that the way forward was to replace all the bushes in the rear springs where play could be detected. One problem with a low mileage vehicle is that replacements based on miles driven never take place, even

though those items may be sixty years old, as in my case.

First action was to consult the spares list and order the bits and pieces. I noticed that the spring eye bushes for the front end of the springs were available only for saloons and early 5cwt vans, but not for the estates and later vans. An enquiry to Neil Patten, our Spares Secretary, confirmed that was the case but that he would see what he could do. In short order, the ever-resourceful Neil sourced the correct bushes, so things were 'Go'.

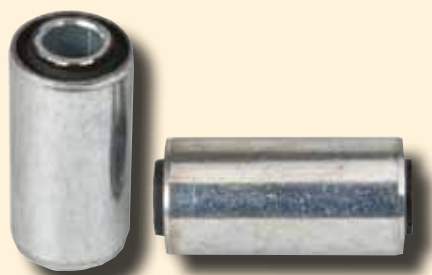
Armed with the Workshop Manual and 'Lord' Jim Norman's *Technical Tips* book (both available from our Regalia officer and a must for anyone attempting work on their 100Es), disassembly commenced. Having heeded the dire warnings of snapped U-bolts and seized spring eye bush nuts and bolts, I wire brushed and sprayed all the nuts regularly for a period of ten days, and after offering up a little prayer, I put spanner to nut. Remarkably, everything came apart without drama and after a steady day's labour the springs were on the deck. All that was left to do was remove the bushes from the spring eyes and, following the instructions in 'the book', I cobbled together an extraction device using threaded rod, sockets, washers and nuts. Alas, despite my best efforts, all I managed to achieve was a bent threaded rod and stripped threads. An alternative method was required. An exchange of emails with Jim recommended the use of the biggest hammer I had with the spring on a firm surface, then give it a bit of a belt. (*And what else did you expect?* – JN) Still no luck; the so-and-sos were seized solid, so a trip to Dave Rothwell's workshop was the only option left open to me.

On arrival, Dave started by employing his

tried and tested way of moving anything seized by placing his wallet on the spring, but even the immense weight of this item didn't work and he had to resort to his hydraulic press! Within twenty minutes I was on my way home with two new bushes in the spring eyes.

Reassembly began. First mistake was to attach the front of the springs with the newly fitted bushes to their mountings first, but on trying to fit the rear of the spring to the shackles, they seemed to be about two inches too short? Doh! Take the fronts out and fit the rear shackles with their new rubbers first; this gave just enough play to persuade the spring, with the help of screwdrivers, to slot into its mounting, and the bolt slid through the bush and the nut attached. The springs slotted into their correct places on the axle with little difficulty, the U-bolts slid into position and the nuts were tightened using my pristine condition torque wrench (my eldest son bought it for me several birthdays ago and this was its first use in anger). With the wheels back on the car and it back on the ground, all that remained was to tighten everything up now that normal weight was on the springs.

What conclusions can I draw from this exercise? Firstly, it would have been much easier to tackle 20 years ago when I was in my mid-fifties, but that's just me trying to prove I'm still up for it! Secondly, and perhaps more importantly, it shows why we are members of this most excellent club: Neil Patten sourcing the correct bushes, Jim Norman's must-have book, and available-for-advice, and go-to sidevalve mechanic, Dave Rothwell, all ready and willing to help a hapless member trying to sort out his car.



Readers are also referred to Jim Norman's article on brushes in the August 2020 *Sidevalve* and, if you have a copy, to Jim's book *Technical Tips for the 100E / 107E*, by Jim Norman, just £8.50 including p&p available from Stores or Regalia. Parts needed:

- For saloons, inc. the van up to 09/55:
 - Qty 1 pair 100E-5781-B rear spring eye bushes (saloon)
 - Qty 2 sets of 100E-5719 bush, rear spring shackle (4 per set) (inc. van up to 09/55).
- For the Estate Car and Van 09/55 onwards:

- Qty 1 pair EOA-4020 rear spring eye bushes (saloon)
- Qty 2 sets of EOA-5719 bush, rear spring shackle (4 per set).

Contact Neil Patten to order these parts.

While you are down under, why not replace the shock absorber bushes (saloon only)?

- E7-ED-1 Rubber bush (bottom shock – set of two. Two sets needed.).

With those all done, you will have a tight rear end!

Jyrki Laiho

How A Lifelong Dream Came True

I'm Jyrki Laiho – a new FSOC member and a semi-retired architect from Tampere, Finland. Semi? Well, being an architect is not just a profession. After 33 years as a civil servant, I now do private consultation, just as much as I feel appropriate ... and thus I have more time for my hobbies.

As for sidevalve Fords, there was one in my childhood. A typical story: in the late 1950s, living in Tampere city centre and being from an average middle class family, we didn't have a car of our own. But my best friend's family next door – they had a dark blue Prefect E493A! That was to be my main transport, too, during my early years. Trips to school, hobbies, sports events and summer cottages. I remember the smell, comfortable back seat and the classic interior. My friend, Seppo, and I thought it was dignified more than old fashioned (as some stupid envious kids claimed). In the early sixties, the old Prefect was replaced by a brand new Ford Consul Cortina Mk 1. A great modern family car, then – but nothing like the good old Prefect!

Perhaps because of these childhood experiences, I have always been interested in classic cars. My first car was a German Ford, 17M P7a from 1967, which I bought in December 1972 – with my father's substantial financial help, of course. I keenly offered to drive my parents around in exchange, just anywhere. Like, to Norway in summer 1974. Next year, in 1975, I made a holiday tour round Continental Europe with a nice young lady, just the two of us. Helena and I saw ten countries in three weeks. We then got married the next year, had children – and this sturdy 17M kept on being our loyal daily transport. Of course, we had to relieve it of its duties in due course with a line of new cars: Escorts, Sierras and Mondeos from the early eighties onwards. But with so many shared memories we never sold our faithful 17M, and after 48 years it's still with us. Unlike most people, I don't have to regret selling my first car. Moreover, it is in immaculate condition – even by 1994 it had classic car status ('museoajoneuvo' in Finland).

Another old Ford in my garage is a van, a Transit Mk 1 diesel from 1974. That somehow reminds me of my university years when I financed my studies working two days a week

(or full six-day weeks in summertime) driving beer delivery lorry trucks. This low mileage Transit, which I bought in 2006, had a full professional restoration ten years ago, and also has classic car status, with no road tax and a cheap annual traffic insurance. Very handy, living in a house with a big yard. And a van owner has lots of friends, too – I've noticed that.

During all these decades I couldn't forget the old Prefect. I always thought that one could easily fit into my chain of cars. I wasn't very active in searching for one – I just kept my eyes open for opportunities. Sometimes I even drove hundreds of miles to check an old Prefect for sale, but in vain. Years went by. E493A Prefects were scarce here and their general condition

was getting worse and worse, which was not good, as I can neither weld nor do any demanding mechanical jobs myself.

Last year, I realised that this dream would never come true unless I gave myself a kick and did something about it! This spring a suitable E493A appeared in southern Finland for sale. Far from good – in need of a full nut and bolt renovation – yet with full history and complete. But with a hefty price tag, of course. Just as I was about to make an offer, along came a businessman from nowhere with big pockets, and bought it right away, paying a price that was even higher than the original demand! Purely as an investment, I think.

Actually, that proved to be my good fortune! In July my nephew saw an E493A for sale in



Sweden, with full history, only three previous owners, complete and just 26,000 miles on the clock, from new! The car was in Mora, near Leksand. I called there immediately and had a long talk with Mats, the owner: no language barrier, Swedish being the second official language in Finland. A very nice chap he was! During that call I knew this was it – now or never! Mats named his price; I just said 'låter rimligt' ('sounds fair', in Swedish – which it was) and transferred him the money without delay.

Transport arrangements from Sweden to Finland took a while, but the car finally arrived in Tampere in early September and I saw it for the first time. As expected, there was no reason for disappointment! Interior and trimming okay; clear signs of age visible, of course; original paint a bit tatty. So, by no means in mint showroom condition, but ready for the road. Everything was exactly as Mats had told

me, with some minor faults he had mentioned included.

Being an imported car – although within the EU – it had to be checked for fulfilling all Finnish period requirements, which is the first step to registration, so I carefully drove my Prefect to the authorised checking point. They asked me if I wanted the annual MOT too, since the car was already there. The Prefect had just arrived, the previous day, and all I had done with it so far was that five miles to the checking point. So there was a moment of hesitation ... But then I thought, why not? It was an easy way to find out if there was anything wrong with the car. Well – there wasn't. This old Prefect passed both tests with flying colours. Being of a certain age, it was also entitled to Finnish period number plates (white initials on black) with no EU logo, and got the registration number ESH-942.

So, now the car was roadworthy. The next step was to invite the local Classic Car Inspector from our vintage car club to see what had to be done to achieve classic car status. He walked around and checked the interior and the engine bay, with no comments for a while. There I was, with my pen and paper ready to make notes. Finally, he turned to me with a serious face. 'Don't touch it – you'll just spoil all the patina,' he told me. True – even the chalk paint checking codes in the engine bay (made by Dagenham inspectors almost 68 years ago) are still visible! This car will be more like conserved as such, not fully renovated – no respray or anything. Just cleaning, checking and mending some small minor faults.

I finally have my E493A! Now I'm just looking forward to cosy days in the garage this winter, and sunny days next summer on the small country roads with my Prefect!

