

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Bushes Sorted Follow-up Disaster

(Very) Small Sidevalves

Sidevalves, Lighting and LEDs

Anglia is Third in Monte Carlo



www.fsoc.co.uk



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Cover photo by Sally Litherland:
Southern Sidevalve Day at Breamore
2019, pre-Covid.

John Porter

Editorial

Back in February, the FBHVC (Federation of British Historic Vehicle Clubs) advised on the introduction of E10 petrol for historic vehicle owners. Now we are fast approaching that September date when E10 will be on the forecourt.

The Department for Transport announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of our vehicles. This product will be designated as the 'Protection' grade. HM Government has sought to reassure FBHVC members and historic vehicle owners in general that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available – for how long is not known.

Not all filling stations will stock the two grades of petrol, especially the smaller and more rural, but hopefully almost all towns across the UK will have a filling station that supplies the 'Super' grade (E5). The Federation therefore recommends that all our sidevalves should use the Super E5 Protection grade where the ethanol content is limited to a maximum of 5%. If this really is the case then we can continue with the 5% fuel that we are currently using. How long the filling stations will stock this fuel will depend on demand. If motorists stop buying the E5 then it will disappear from the forecourt quickly.

There are three key areas of concern for ethanol compatibility with our sidevalve fuel systems:

1. Corrosion of metal components – especially fuel tanks.
2. Swelling, shrinking and cracking of pump diaphragms and gasket materials, along with any rubber pipes.
3. Air / fuel ratio enleanment – as we have fixed main jets, a solution will have to be found in sourcing larger main jets, for example.

Operating your sidevalve on E10 petrol (if E5 is not available locally or becomes unavailable)

In practice, it should not be too difficult to carry out the necessary fuel system upgrades, together with the addition of an after-market additive, to operate your sidevalve on E10 petrol. The FBHVC strongly recommends that you regularly check the condition of the fuel system for elastomer and gasket material deterioration (fuel pumps), and metallic components such as fuel tanks, fuel lines and carburettors (especially carburettor floats) for corrosion. Some plastic components, such as additional inline fuel filter housings, may become discoloured over time.

Ethanol is a good solvent and can remove fuel system deposits from fuel tanks and lines, and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol-free petrol which is available from some fuel suppliers. Do not leave fuel systems dry, as this can result in corrosion, and the shrinking and cracking of diaphragms and gaskets as they dry out.

Ethanol is also hygroscopic, which means that it absorbs water from the atmosphere; that water, in turn, finds its way into your fuel tanks and then into the fuel system. It leads to condensation in fuel tanks, fuel lines and carburettors, and causes corrosion in brass, copper, lead, tin and zinc components.

So far, we have not had too many issues with E5 in our sidevalves, and the main problems have been long storage degradation of the fuel, which E10 can only exacerbate. A partial remedy for that is to use your sidevalve regularly – so, a good excuse for regular runs out! Choose your additive wisely as there are many 'snake oil' products being sold. Social media will probably be full of scare stories as September approaches.

The FSOC will ensure that fuel pumps, fuel pump kits and the flexible fuel hoses that we stock are safe for use with ethanol-adulterated petrol. We will have to investigate the situation

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with brass floats and needle valves. We have not seen any issues with these so far with owners using E5, but as the percentage of ethanol increases then these components could be at risk.

As the Federation finishes its advice: 'Commercially, the scenario of special fuels for historic vehicles at any meaningful level of availability is a non-starter. Therefore it must reluctantly be accepted that, as owners and

drivers of historic vehicles, we have to use the available fuels, and make adjustments or small changes to our historic vehicles to enable them to operate satisfactorily on the changing retail fuels, if continued use is to remain a reality.' So, for us sidevalvers, our task for the future will be do our best to ensure that our fuel systems are as ethanol-resistant as possible.

Thanks to the FBHVC for some of this content.



Brian Cranswick

Events

It's a short list this time, although some areas seem to have events taking place again. I had a recent email from a show organiser inviting me back to a large, local, well-known event that I enjoy attending. That's great, I thought, I'll put this into my diary. Unfortunately this was quickly followed by another notification stating they had now decided to cancel it. I guess we all need to be positive and wait until next year!

Please let me know of anything you would like to be posted on the events website. In the meantime, I recommend you contact your local group as they may know what will actually be taking place in your area.

A reminder to all the area groups: please keep the events co-ordinator notified at events@fsoc.co.uk of all your events that will have an official club stand, and any road

runs, etc., as this a requirement for the FSOC insurance cover.

12th September, Kent Classic Show, Aylesford Priory. Club stand. Details from Richard Greenaway.

19th September, Merton Vintage Rally, Faversham Showground. Club stand. Details from Richard Greenaway.

3rd October, Ramsey Country Show at the Rural Museum. Contact Brian Cranswick for information.

10th October, Heritage Show, Detling Showground, Maidstone. Club stand. Details from Richard Greenaway.

18th October, Kent Group end of year gathering at Ofham. Details from Richard Greenaway.

Robin & Jennie Thake

Three Counties

I am writing this report at the beginning of July and the Anglia still has not moved from the garage, though with luck we have two or three shows to look forward to. I have not taken the car out for just a drive as the roads on our area have become very busy, due to more and more housing being built, and also I have always needed somewhere to go and visit.

Alf is getting to the interesting stage on his

100E. He is welding, which becomes satisfying as you see the body coming back after all the cutting and trial fitting of repaired sections.

Stuart's 100E had a problem with the engine running after the lay-off. After stripping and cleaning the carburettor, it still was not quite right but with perseverance the car is back to normal. I think several cars may play up a little after this lay-off, because they need to be used.

I have spent many hours helping my neighbour on his recently acquired American truck, and that was a big challenge! Wiring faults, removing the petrol tank, and modifying the fuel gauge sender unit to fit the vehicle. Everything is twice the size of our sidevalves, the wiring is more complex, and they even have fuses – unlike our uprights!



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Kent

Recent events

Since the last magazine, our group has been on its second road run of the year, as well as our first official show since September 2019. Firstly, we had a run out round East Kent, taking in Juliet's farm shop / café for coffee and brunch. On leaving there, we headed to the Manston Spitfire Museum, with our final stop off at Herne Bay for fish and chips, before heading back via the country roads to Sittingbourne, where we all parted company and went our own ways home.

Three weeks later, five of us went to the Kent Country Summer Fayre at Detling, which was the scaled-down Kent Show.

Future events

As of the 18th July, we have a show booked for every week, barring two during August, up until 19th September, with a further two during October – so, weather permitting, we have a busy second half of the season. As well as the main shows listed in the magazine, we also have trips booked to Hooe on 1st August, Weald of Kent Steam Rally on the 8th August and Hellingly on the 29th August. In September we have the Marden Motor Show on the 4th. For full details of our main shows, please refer back to the June magazine. (Biddenden Tractor Fest is now cancelled.)

Monthly meetings

Just before we wrote this article, we contacted the pub where we'd been meeting for close on ten years, only to be told they now wanted to charge us £20 p.h. for the room we'd previously had for free; so, at present we are still under negotiations as to whether we can come to some arrangement or will need to look for a new venue. We will keep you posted via email, and as soon as we are sorted, we will get it put on the FSOC website.

New members

May we welcome to the Kent Group David Smaller, who joins us with a 1956 103E Pop; also, the return of former member Greg Pryce, who also has a 1956 103E; plus anyone else who may have joined up since this went to print.

Håkon Øverland

Scandinavia

The saga of U-5347: coming to a final report?

I ended the last report with the hope that I would be able to complete the final work on the Treasure before this Easter. I was (again) too optimistic! First, I was unhappily denied access to the storage where I kept parts for the car, both refurbished and spares waiting for repair. The owner of the storage had been seriously ill and was taken into isolation for a while. This happened at the beginning of March, and it was not until the last part of April that at last I was given access again. I emptied the storage of all my belongings on the spot!

Then my estimate as to the time needed

for the remaining work still to be done was, as usual, far too optimistic. The devil is in the details! As I am a perfectionist in what I try to do (not to be mistaken for actually doing things in a perfect way!), small details may take as much time as a straightforward job! There was a lot of damage to the right hand side front mudguard that still give me a considerable headache.

I still hope that I will be able to complete the remaining work before the classic car season is over, which in Norway is the end of October, but you never know.

The picture shows that I have completed the interior of the car. The sharp-eyed observer may see that there is one small item missing from the dashboard: which one?



Robert Townsend

Berkshire

At last life is gradually returning to normal, and by the time members read this, all Covid-19 restrictions may well have been lifted. Let's hope so!

On 13th June we once again held our meeting at Boulter's Lock car park, where we gathered – with everyone complying with the Covid rules, of course – for Sunday morning breakfast at Jenner's Café. There was a good selection of cars on view, standard original and modified, one of them owned by long-standing FSOC member, Steve Bennett.

Steve has owned his Ford Pop (CSK 776) for thirty years and has on a number of occasions taken part in the London to Brighton classic car rally in his car. In fact, Steve was featured in *Sidevalve* magazine in October 1993 (right) after he had completed the London to Brighton rally on two occasions.

He told me that, with the support of Old Ford Auto Services of Berkshire, the car still runs well all these years later – and added that, if only the driver worked as well as the 103E Popular does now, thirty years later, that would

THE GREEN GODDESS MAKES IT AGAIN!



(Photo - Carla Bennett)

For the second year running, on a sunny June morning, my husband Steve and I found ourselves at Syon Park in London, waiting to start the annual "London to Brighton Classic Car Run". The Classic run for all pre-1977 vehicles. The classic in question is a 1959 103E "sit up and beg" Ford Popular in Ludlow Green and known affectionately by us all as "The Green Goddess". The run took us across country using tulip charts to navigate. We all stopped for lunch at a country park, giving everyone the opportunity to admire each others vehicles. The run was approx 100 miles, through some beautiful English countryside including driving over the challenging "Ditchling Beacon". We arrived at the front in Brighton during the late afternoon, where large crowds had gathered to see the cars who "made it". This is a really enjoyable event and I recommend it to other sidevalve owners to join it in '94. The only thing to remember is having driven all the way to Brighton, you have to drive home too!

Carla Bennett



be impressive! Have to say, though, both still look in pretty good condition to me!

I'm trying to organise the popular meet at Boulter's Lock car park every third Sunday (morning) of the month. Everyone is very welcome, and it costs just £1 car parking fee. Breakfast is an optional extra! Please get in touch for more details.



Scandinavian answer

Håkon's report on Page 5 ended on a question. Here is the answer.

"The missing part on the dashboard is the windshield wiper control. The original grommet holding the release knob was in such poor condition that it was absolutely useless, so I had to make something to substitute for it. I made a mould for it and filled it with Sikaflex, and after some final preparation the grommet seemed passable."

James Merritt

Oxfordshire

My interest in classic cars started in 1974 when, as a 15-year-old playing truant from school, I was persuaded to come back into education by a new art teacher who turned up in a 1934 Morris Isis – he also had a 1933 Austin 10. I'm now 62 and have had a lifetime of enjoying cars of various types and age.

My first Ford sidevalve was a Fordson van, for which I paid £5 and painted in the finest quality Dulux blue with a roller. Many happy hours were spent pushing it up and down the road with my mates, trying to get it to run.

About four years ago I purchased Poppy, a 1957 103E, a reasonable car that has been to local shows, and even took part in the London to Brighton classic car run in 2019. I have treated it as a rolling restoration, and it is a regular sight on local roads in Oxfordshire.

I joined the FSOC late in its ownership, but what a great decision that has turned out to be. The help and assistance I have been given is fantastic and I have offered to be the Oxfordshire Regional Contact for the club. Local Oxfordshire members can contact me on James.merritt99@btinternet.com or on 07485 183200.



It would be great to have contact with other members locally, to enjoy a few runs together, and perhaps hold monthly meetings at various

local hostleries. I very much look forward to hearing from you and to meeting as many members as possible!

Joe Wheatley

Merseyside

As I write this in early July, we are still finding events being cancelled, some at short notice. Elim House, Hundred End Lane was postponed from 12th-13th June to 7th-8th August, clashing with several other events. The Lymn Transport Festival, which was to take place on Sunday 27th June, was cancelled, as was the show at Lydiat Parish Hall on 4th July. The Rotary Club of Frodsham Motor Show on 18th July is now postponed until 19th September. It is looking like being a short season in 2021!

We did manage to hold our first monthly meeting since February 2020 outside the Bottle and Glass on Monday 14th June; a bit cold, but at least it was dry. A good turnout, with ten or so regulars having a good old catch-up. The Fylde Vintage & Farm Show, Kirkham, Lancs did go ahead on 3rd and 4th July. This was a new show to me, a typical steam / agricultural fair sort of in the middle of nowhere near the M65 to Blackpool. Bernard Ellicott came over to me and we both set off in Freddy, to meet at

Dave Rothwell's to guide us to the site. It rained all the way to Southport. We followed Dave in his 1945 E04C van through Preston and on to the site. Having parked up fifteen minutes later, it started to rain properly, so we retreated into the cars. I also saw Peter Sutton some distance away in his 100E Popular, and there was another dark blue 100E parked close to him, but the rain discouraged any investigation. After thirty minutes or so I checked the BBC weather forecast, which indicated constant rain for most

Continued on page 8

Continued from page 7

of the day. I don't normally leave shows early, despite the weather, but there were no public showing up so we decided to call it a day by 10.30. The organisers did not seem surprised. Bernard and I were back home before noon.

The rain also showed up some leaks in Freddy, resulting in Bernard getting a wet leg. (At least, he blamed the leaks.) In heavy rain, I do get a little trickle from the top of the windscreen on both sides, but this was a leak under the dashboard, requiring a plastic box to collect the drips. Once Bernard had set off (damply) for home, I got the hosepipe out, washed off the road dirt, and then left it spraying on to the screen. A quick check with a torch revealed water coming in around the wiper spindles. On Prefects, these poke through the scuttle under the screen at an angle. They have a small Mazac ferrule under the nut, holding up the spindles, to allow for the curve of the scuttle. When I fitted the wiper motor in 1999, I made up some rubber washers from an old inner tube to seal under these ferrules, and these had perished. I made up some more and fitted them.

Saturday 10th July saw me making my way to Crawford village (just to the north-east of Rainford) for their summer fair. It rained most of the way there but had stopped by 10.30 when I arrived and parked up next to Dave Rothwell in his 1945 E04C van. Just a few feet away was Arthur Speakman, as usual in his Falcon Caribbean. This was a typical village fair with amusements for the kids, charity stalls, shooting and archery and coconut shy. I won a coconut on a tombola, and Dave a sewing kit and pair of sunglasses. Ex-member Alan Tomlinson arrived in his Beetle, and Ian Sidebotham in his Lotus rather than Piggy, the 103E, but we still spoke to them. All in all, a very pleasant day and a great opportunity to catch up with old friends. My new rubber washers on the wiper spindles were tested on the way home when the heavens opened, as I was on the East Lancs Road. It was so heavy that I had to move into the outside lane because the nearside was inches deep in water. No leak so far!

Sunday 11th July saw me head to the Cheshire Steam Fair. I dropped Jill off at St Ann's in Orford before making my way to the site at Daresbury on the south side of Warrington. As usual, I had arranged to meet Dave in the public car park before going in together. Parking up, it was apparent that all the roadways were *very* muddy. I then received a text from Dave saying he had broken down (in his 103E) on the M58 and would be late, so I went through the gate and on to the classic

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car area, through a huge patch of liquid mud, ending up with mud all over the car, including the roof! Fortunately, the car areas and most of the stalls were grassy and dry, but all trackways were ankle deep. Knowing Dave would not be impressed, I messaged him not to bother and he returned home after replacing yet another failed rotor arm. Though on my own, I was glad to attend this event, which was the first show I attended with Freddy after completing the restoration in July 1999. I had a good chat with Dave Levay (who is currently restoring his late father's grey Squire) and family, and caught up with many friends from other clubs. I managed

to drive out without incident, though it took some time with a pressure washer to get the mud off on my return home.

Monday 12th July saw our second monthly meeting at the Bottle & Glass, this time inside as the weather forecast was for rain. The landlady has assigned us our own enclosed area with three tables but, disappointingly, only four of us turned up: myself, Dave R, Mike Brocklehurst and Jim Norman. With further relaxation of restrictions this month, I hope that we can see more members join us for future meetings – second Monday of each month. If not now, when?

Sally Litherland

Wiltshire

Nothing happened, only rain / cancellations or just too bloomin' difficult! However, the good news is that we now have an Oxfordshire Regional Contact (James Merritt) so there may be opportunities for Wiltshire and Oxford to find somewhere in-between for a meeting. So, here is a request to all you Sidevalvers out there: if you know of an event near you, please let us / me know. Contact me via Facebook or email, and we will put it on Facebook. We haven't seen much summer yet, but whatever it is, it is slipping away and before we know it, our cars will be snoozing again in their garages.

On another tack ... no that's nautical. On another bend, we have two events coming up in August which might just happen after this magazine arrives. August 15th is the Breamore Classic Car Show, which we refer to as the Southern Sidevalve Day. Booking is essential, and please let me know if you are going so I can organise the space. This is the link: <https://classicmotorevents.com/more-info-breamore-house/>.

The Vintage Nostalgia Show is a family event weekend which includes classic cars, so quite different! Shopping, dancing, beer / cocktails, lovely fun for children, and dress up for a retro event, if you wish. Camping is available (glamping too). I will be there on Sunday; there are no club stands, so just turn up and hunt everyone out. Here is the link to book: <https://www.vintagenostalgiafestival.co.uk/home/4556914914>.

The front cover photo for this issue is from the Southern Sidevalve Day at Breamore 2019, pre-Covid.



Photo 1.

Nigel Hilling

Yorkshire

News and events

The Covid restrictions were extended past the middle of June, so we didn't meet at the Reindeer at the end of that month. Hopefully, by the time you read this we will have had an end-of-July get-together in the pub for the first time in well over a year. Many events in August and even September have already been cancelled, so if you are thinking of attending any event, check that it is still on. I do send out event updates by email to those on my list. Ask

to be put on the list, or ring me for up-to-date information.

On the normal June pub meet date, there was an afternoon / evening event at Renishaw Hall, south of Sheffield. I joined Dave Manterfield and John Duckenfield for the occasion, and we also met up with Trevor Miller. Photo 1 shows Dave with his Sunbeam Rapier (sidevalve sold, but still a member), and John's car and my car in the background. Good to see other people out and about as well with Dinah Bentley, car and friends at a Shepley War Memorial celebration (Photo 2).



Photo 2.

John Duckenfield

Regional Report

Well, at last there is some positive news to report! No, I'm not referring to the intended (at the time of writing) lifting of the Covid-19 restrictions that have ruled our lives for so long! I'm referring to the fact that the club has once again the real possibility of having a Regional Group in Oxfordshire, the county in which it is based and where, not too long ago, it had a significant presence. Whether or not a group is formed depends entirely on the support of members in the area, but even if that is not forthcoming, the club will at least have a Regional Contact on the ground in Abingdon, and that alone is certainly something to be pleased about! I'll come back to that later, but first, something that might be of interest to longstanding members and, coincidentally, especially those in the Oxfordshire area!

Further Chance in a Million

My article in the December 2020 edition of *Sidevalve*, 'Chance in a Million', about my chance meeting with John Howe at Castleton Garage, prompted member George Emmins, who also bought a car off John, to write in the April issue. George ended by saying that '... if John [Howe] still receives the magazine, he may like to know what has happened to another of his former vehicles.'

Unfortunately, John Howe is no longer an FSOC member and consequently does not receive a magazine; however, Liam Cotton and Joe Wheatley between them were able to send him copies of the April and December editions. The following email, reproduced with John's permission, subsequently arrived:

'Dear Joe and John,

May I express my grateful thanks for the two copies of *Sidevalve* that you very kindly sent to me recently. I remember from years ago that *Sidevalve News* was always a very interesting and entertaining read, and it certainly remains so; now with the benefits of nicer paper and colour photos! The wide-ranging mix of vehicles covered; their long history; and also the friendly membership; has always provided a rich source of copy.

It was pleasant to recognise a great number of names still 'in residence', though very sad to hear of the passing of Mick Crouch, who was

surely one of the many helpful characters who have made the club such a success over the years.

It was pleasing to note the continuing excellent catalogue of spares that continues to be available ... and the old problem of export to the US and Canada has been dealt with at last. I always thought that the stalwarts who had chosen a 100E over a Ford Edsel for their 1959 Ford deserved some help!

I think I did see a previous photo of George Emmins' Escort 8553 VX once it was restored. It's good to know that it has given him such service over the years. Seeing the article reminded me of the evening that I collected the car from Forest Gate in East London. Mick Williams (long time E83W owner and member of the NE London group) towed me back to Romford. He had welded an ingenious bracket on the end of a length of scaffold pole. It bolted between the front bumper fixing points on VX and had a towing hitch to fit the tow bar on his modern car. A pivot at each end allowed movement but as long as I kept the pole central then the tow was rigid and would brake VX. A wired trailer board provided rear lights. I now recall the journey back from Forest Gate with



Photo 1.



Photo 2.

some little wonder. With no engine or gearbox, or brakes, I was simply steering, desperately keeping the pivoted pole central, in order to avoid closing the gap. In case I found the task too boring, the absent gearbox cover plate in the floor provided a constant blast of cold



Above: Photo 3: Coupe. Below: Photo 4: Stretch.



autumnal air, that served to keep me awake as the evening turned darker! I have attached a picture of VX and UJN together (Photo 1), and also of Mick's towing bracket in situ (Photo 2).

It's been a few years now since I drew any cartoons. Modern technology, however, provides other avenues. The two photos of rarer 100E variants – coupe (Photo 3) and stretch (Photo 4) – might be of interest.

I did also provide a couple of cartoons (Photos 5 and 6) in the traditional mould. It was just the other day I read an article in the paper about certain classic cars being fitted with electric motors and batteries ... but retaining the gearbox. The writer commented how this combination kept the character of the original car. He went on to say that every time he drives a classic now, he thinks how much better it would be with such a set-up. Finally, he said that he could see no reason why any classic owner would not make the same choice! I think that the facts that no cost was mentioned, and also that his favourite was an electric E-type, suggest that it might not be within the means of many sidevalve owners!!

Anyway, the theme of electrification provided the idea for one cartoon. The other is a reworking of one of the classics, with a mention of a certain book. I note that [the club] must have finally shifted the remaining stock, as it no longer appears in the Regalia section. I wonder how long it took! The good news will be that the originals will slowly appreciate in value?

It's been great to remember back to my adventures with the FSOC – the holiday trips to Isle of Wight and South Wales also come to mind. The final memory is of the day at the National Rally when Jim Norman held me in conversation just as the tarpaulin was taken off of the 'Sheila Special' 103E that the Oxford group had built ... to my design. I have never ever been as gobsmacked as I was that day. Does anyone have a decent colour picture that they could email me? It's not likely that I will get around to having any other car designs built! If you never saw it – it did actually drive around the rally field!

Best wishes to you both, and long live the FSOC!

Regards,
John Howe'

What a great pleasure it was to receive such a thank-you! Liam replied with a colour photograph of the Sheila Special (Photo 7), that, of course, I forwarded to John. Liam says: 'The story was in the club mag years ago but really credit needs to be given to [The Late] Martin Howard, Shirley Wood and the Oxford Regional Group for building it.'

An email – with an appropriate cartoon attached (Photo 8) – arrived from John Howe the next day:

'Thanks for that, John (and Liam). As you can see, it was something quite special. I think that it was first shown at the FSOC National Rally and later went to the All Ford Rally that used to be held at Abingdon (very much in the Oxford group's area, of course). It was driven around the arena amongst all the concours Capris, Lotus Cortinas, and Zodiacs, etc. From memory, I think the driving position didn't have the best visibility and so a lookout sat up higher (I have a mental picture of him wearing goggles and flying helmet!) and gave directions to the actual driver – 'left a bit', etc. No doubt one of those was Martin Howard.

If you zoom in, you'll notice that the body appears to be held to the chassis by five 'big nuts'. This was a departure from my original drawing as I had only specified two! If you look closely though, the black plate that the nuts are on, is actually just pop-riveted to the chassis!

Thanks again.

John Howe'

So, the story has gone full circle! It started with the Oxfordshire group and ends with it! How fitting!

Oxfordshire

James Merritt, the recently appointed Regional Contact in Oxfordshire, is a new member. He is full of enthusiasm and very keen to meet fellow FSOC members living in the area. As he explains in his introductory report elsewhere in the magazine, he would very much like to (re-) establish a regional group in the Abingdon / Oxford area. Unfortunately, there are relatively few members with OX postcodes, but groups are not postcode-based, so even if initially only three or four decide to involve themselves, it's a start, for as I explained to him, establishing a regional group is an evolutionary process, not a revolutionary one! It takes time!

So, welcome to the network of Regional Contacts, James, and if any other member – be they new or longstanding; younger or not so young [all relative!]; male or female – lives in an area where there is currently no regional group (Surrey, Newcastle and NE, Central Scotland, for example), please give serious consideration to following James' example by becoming a Regional Contact and establishing one. You dictate how much time you can give, and the club will support you as much as it can. Obviously, it is necessary for any interested member (or members – it can be a team effort) to be suited to the role, but if you would like to

"OH, THE F.S.O.C. IS QUITE RELAXED ABOUT ELECTRIC CONVERSIONS... WE CAN EVEN SUPPLY A PUMP SO THAT YOU CAN RETAIN THE VACUUM WIPERS FOR THE FULL NOSTALGIC EFFECT!"



Photo 5.

" I BEAT HIM DOWN DOWN TO ONLY £2500 AND BEST OF ALL; THERE'S THIS FANTASTIC BOOK UNDER THE FRONT SEAT ! "



Photo 6.



Photo 7.

"OF COURSE, FITTING THE AUSTRALIAN BODY TO THE ENGLISH CHASSIS WASN'T EASY!!"



Photo 8.

know more about what it involves, please do not hesitate to get in touch. The time has never been better as, at last, life slowly returns to some degree of normality.

Yvon Precieux

Pre-War Register

Registrar's comments

I recently read an article on the reliability of high end cars which proceeded with the suggestion that such cars could cost a fortune in repairs due to the complexity of their components and the hardware installed. Due to this, it seems, more expensive cars are now no more reliable than cheap cars, as there are now more things that go wrong. Most car buyers base their purchase on likely running costs and repair costs, with the greatest financial hit on the original price of the vehicle. An engine nowadays can cost in the region of £10,000-£15,000, so isn't it good to know that our Ford sidevalve cars are simple and basic enough for us to maintain with grease points all over the place; no water pump or filters, with electrics that don't require a computer expert, or indeed an electrician?

Finally, a comment re Jim's article in the last magazine re the 10 horse engine. Interestingly, the unit was found on a dynamometer to put literally all of its power at the flywheel. That was very surprising to the pundits, even at that time.

The E93A

Basically, the E93A retained the same components as the previous 7W. The Prefect, as it was named, however, was given a full facelift to the front end with alligator bonnet and horizontally finned grille. Early production E93As hence do share the bulbous lens and dipped bumpers of the earlier cars, with variations to later cars, especially bonnet hinges, handles, etc. New owners of the first Prefects should have found them a bit livelier than the previous model, the 7W, as the engine compression was upped to the now standard 6.16, the 7W having a compression ratio of 6.03. Prefects are very different to other models, yet have given the generic name E93A as the most familiar identification to the sit-up-and-beg models for the period 1937-1959.

This may be because the millionth small Ford, a Prefect E93A, came off the production line at Dagenham on the 27th August 1946. The event started at 2.30 p.m. with the arrival of

general guests and members of the press, and a speech by the Rt Hon John Wilmot MP, Minister of Supply. After driving off the millionth white-painted Prefect at 3.15 p.m., Mr Wilmot, Lord Perry and Mr Collick, Parliamentary Secretary, Ministry of Agriculture and Fisheries, went for the free buffet tea. Later that evening, at 8 p.m., all attended a dinner reception at the Dorchester Hotel with further speeches and light music entertainment via Joseph and his music, with probably a few dancing girls included.

Tech talk

Engines do vary, especially the early stuff prior to the Second World War years. Simple things like sump gaskets, sumps, hoses, cylinder heads and dynamo mounting were just some of the alterations made during the period, and that does not include engine compression ratios that were being experimented on in the period 1934 to 1939. (Photo 1 shows an extra bolt in the sump.) That is why one has to be careful in identifying exactly what you do have before ordering parts from the club. Post-war engines are the easiest to deal with, as they fit and are easier to build up with the parts readily available, so it is not surprising that many choose to install these in pre-war cars. Early 10 engines can be confused with the 8 as the same 8 starter flange was used and, despite the cam gear being fabric, they could, like the Model C, be quite versatile, having the greatest compression ratio of all. I had one of these early engines in my Model C and I used to pop down to the local wood yard to collect timber for the wood stoves. It was able to carry quite a load all the way up some steeper parts of the hills around Wemyss Bay without losing puff.

Ford 10 7W Tourers

The arrival of summer makes an open Ford sidevalve car more desirable. This was a comment made in a motoring magazine in 1938, the same sentiments of which are probably shared today, providing our British weather doesn't mess things up. Compared with the earlier Model C, the 7W with its new Girling brakes provided a much safer and more rapid stop if needed with a minimum of pressure of the foot. The engine, though similar to the earlier C, was far more developed. Now steel-backed shell bearings were used instead of the babbling directly to the engine block, with the tungsten alloy exhaust valve seats on the exhaust side, this continuing without any alteration in metallurgy for use with all types of petrol grades, including the stuff today. The engine block had by now lost its visible main bearing bolts,



Photo 1.



Photo 2.

which were now internal. Most importantly, the engine block was provided with more space between the pairs of cylinders so that better water circulation could be accommodated, to exit through the still retained double water outlet. The cylinder head, however, used the lowest compression ratio of all the sidevalves: 6.03, much lower than the 6.6 ratio used on the Model C and the 6.16 used on the E93A onwards. (The E83W engine compression was initially 6.06:1, so be careful in choosing heads.)

At the gearbox end, instead of being restrained by one circular mounting as previous, two V8 type engine mounts were used. This gave a four pivot ability for increased vertical movement for absorbing the 4-cylinder engine vibrations, and provided a better base for torque reactions. The transverse springs were mounted on an extension front and back, and gave an increase in spring base of approximately 4", with their ends held by metal encased impregnated fabric lined shackles.

Flat out, the Ten open tourer (Photo 2) could reach some 66 m.p.h. according to motoring journalists of the day, with petrol consumption of between 32-34 m.p.g. One gripe, however, was the hood, which if not properly folded ensured an untidy finish. Another was the difficulty in opening the doors from the outside when the driver's all-weather side window curtain was installed, the latter being apt to get in the way of one's right elbow. Despite this, 7W open touring cars were used, crammed full of Russian soldiers to get them to the Eastern front during World War Two – regrettably, cannon fodder in the battles that were to come.

Jensen and Bristol Street Motors

Bristol Street Motors Ltd was the main Ford dealer in Birmingham, who commissioned Jensen Motors, of West Bromwich, to build an attractive 4-seater body on the Model Y chassis. This model attracted customers into their showroom where, not surprisingly, they would be pushed also into buying the Model Y saloons, as commission was difficult in what still remained of the Great Depression. Money was certainly scarce. However, the public did like the Jensen sports cars and, to give them even more appeal, Bristol Street Motors gave the small Ford sidevalve models the name 'Mistral', via H. Hillcoat, a Director of Bristol Street Motors, which aptly suited the cars.

With the end of the Depression period in sight, the Ford Motor Company's launch of the Model C and the touring version on the Model C chassis more or less put a further nail in the coffin for the independent body builders that were now less or nowhere to be seen. Luckily, Bristol Street Motors Ltd and Jensen Motors had survived, and between them, remarkably did produce a tourer body on the Model C and, later, the Model CX chassis. This later model, with the V8, was advertised as the Hurricane in Bristol Street Motors sales literature.

There was an unofficial Ford rallying team in the 1930s, and I do have an archive photo identifying a Jensen Hurricane Model C at the front, a standard Dagenham Model C tourer behind, and – bringing up the rear – a 1935 V8 Model 60 Cabriolet that was also produced at Dagenham. It was this Jensen Hurricane (AON 683) that was the first deluxe Ford to win a Premier Award in a reliability event, being driven by J. Harrison in the 1935 Lands End Trial. The Bristol Street Motors sales literature advertised the Hurricane for sale at £185, which was a full £50 more and pricey against the cost price of a standard Ford Model C tourer. Not surprisingly, only the wealthy, normally the middle classes, could pay that much extra. Jensen Motors also built a close coupled drop-head coupe body on both the 10 hp CX chassis and the V8 chassis. Regrettably, no Jensen-bodied Model Cs or CXs have survived, although, in the early 1990s, rumours were around of one in Dorset. (Photo 3.)

Carburettors

I detailed the variations on the Zenith carb unit some few years back, with John printing this out better from just my pen and ink. Fact is, our engines can be fitted with most carbs, from SUs to Webers, and even quite a few of the more obscure. (Photo 4.)



Photo 3.

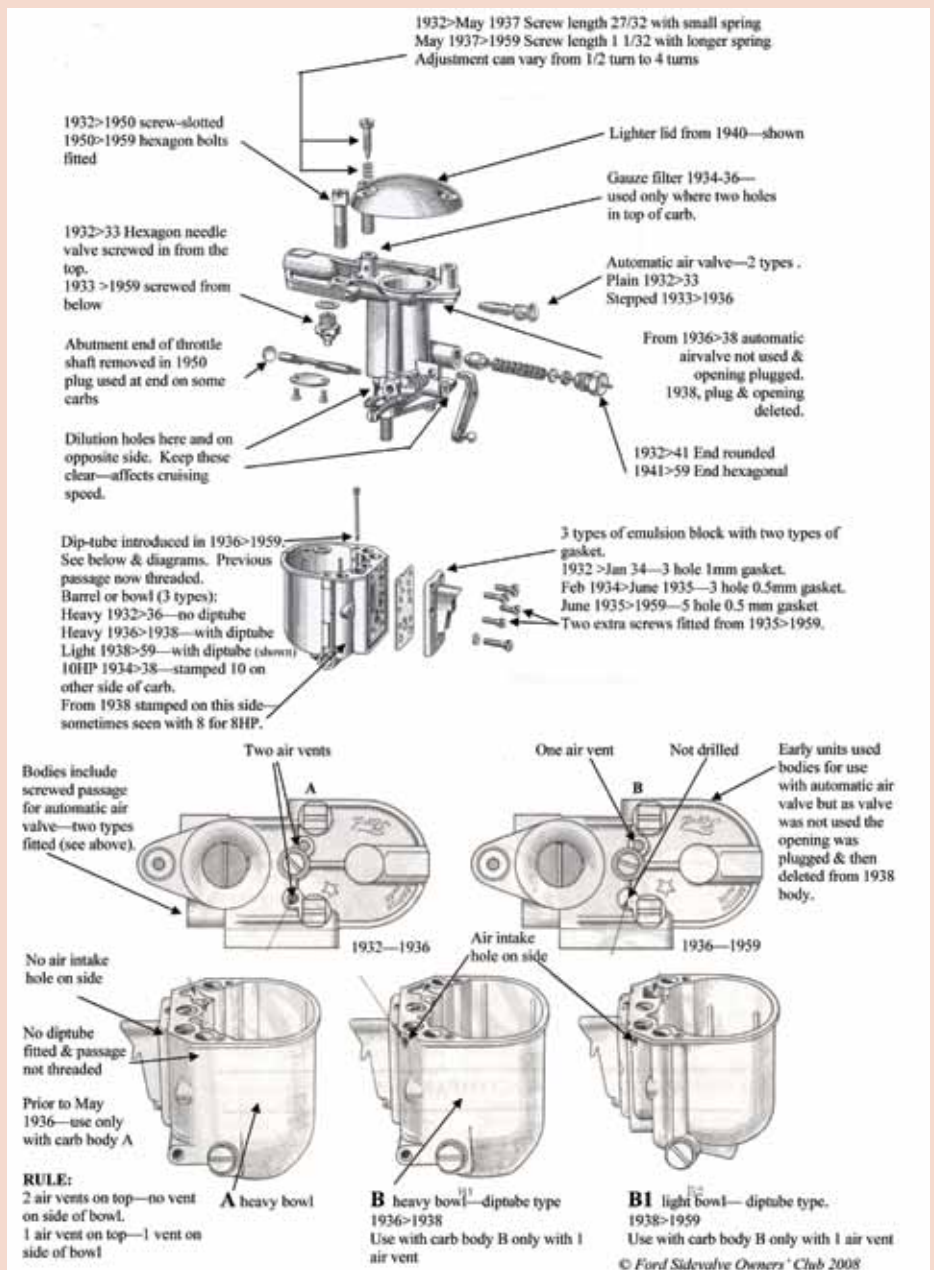


Photo 4.

Ron Taylor

E83W Register

Hello everyone. As I write this, we're all looking forward to 19th July when all the pandemic restrictions are allegedly being lifted and we can all get out and see each other again. I hope we will be able to recognise each other still! There are a number of shows being held here and there, but in the main after July, so here's to hoping they continue and multiply.

Register-wise, the theme is similar to last time: not a lot to report, but still alive and twitching. A new member joins us: Mr David Field of Worcestershire, who has acquired 1951 E83W Woodie shooting brake LSL 819 (Photo 1), which used to belong to Mr Vincent Foster of Northern Ireland and which has been featured in the magazine before. We welcome both David and LSL, and hope to see them at our club events soon.

Talking of Woodies, another, but not on our Register, has appeared in Lydford-on-Fosse, Somerset, where it has been in long time storage maturing in a shed. FYL 78 (Photo 2) is a London mark issued in July 1939, which makes it one of the earliest surviving E83Ws known, though the history is not well known. It is however registered with DVLA. Should we be lucky enough to get some more information on this E83W, it could be the earliest survivor being put on our E83W Register. We do have an E83W from 1938, but this one was scrapped many years ago. FYL requires a degree of restoration, as can be seen from the photograph, and was actually for sale on the internet in June. The owner(s) is / are not club members (yet).

And you may also remember the military van from last magazine, owned by Morris-Leslie Auctions up in Perth (Photo 3). This has been returned to its original condition and all the olive drab khaki paint removed. Application for an age-related registration mark is in place as I write.

It is of interest that maroon was one of the standard colours available when the E83W was first introduced. The others were dark green, grey primer, and Royal Blue. Royal Blue was the predominant one, which is why so many of our E83Ws reveal blue underneath their paint. Black, surprisingly, wasn't a standard colour for the commercials and if you wanted it then you had to specify it, no matter what Mr Ford



Photo 1. LSL 918 (V. Foster).



Photo 2. FYL 78 (Alex Cooper).



Photo 3. (K. Murray.)

stipulated. It was also a fact that none of these colours were very durable over the longevity of the vehicle and quickly tended to fade. I remember as a child many, many E83W vans running around in faded, washed out blue.

Lastly, photos of WW2 E83W emergency food vans have made occasional appearances in the magazine from time to time, and I have found another photo on one of the social media websites, with due acknowledgement

Photo 4. (B. White.)

to contributor Mr Ben White (Photo 4). E83W food vans were used behind the front lines on the battlefields, as well as in our bombed-out towns and cities, and this one, a Luton bodied van operated by the Salvation Army, is pictured a little worse for wear getting some assistance from the troops. JHK 739 was an Essex County mark issued in 1941. The tea had to get through, whatever the odds.

See you all in October. Have fun.



Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

Caution and personal choice are replacing compulsory and capacity restrictions on our everyday lives, depending on where we live, but with many events now cancelled for a further year, hopefully 2022 will be more normal, though having to live with and manage Covid and any variants.

New members

An increase in five. John Walters in Cork with a 1952 E494A Anglia, and four 103E Populars: Peter Barnes in South Yorkshire from 1954; Aaron Butt in Worcestershire from 1955; James Merritt in Oxfordshire from 1957; and David Smaller in Kent from 1959.

Changing to new owners: Roger Cross in Lincolnshire with a 1946 E93A Prefect; David Purvis in Tyne & Wear with a 1949 E493A Prefect; and Gordon Roden in Shropshire with a 1957 103E Popular.

A correction to the last issue, and I expect well spotted: the 1949 Fordson 5 cwt van owned by John Carey is an E494C.

Young sidevalve driver 1

John Skinner has supplied additional information to the story of his father's £5 van bought just for spare parts. One winter's day a few years later, his van was in collision with a Brickwood's Beer lorry that, having made its delivery to the village pub, slid into the front of

the van on an icy road, denting the right hand front wing and badly bending the front axle. So, another exchange was performed with the axle from the £5 van, thereby saving the van from being written off by the insurance company and heading for the scrapyard. A case of £5 well spent. I also should have said the multi-coloured paint job was in the condition as bought from the farmer.

Staycation

Staycation, the new buzz word for people holidaying within the British Isles, which many millions have done over many past years. With the introduction of a week's paid holiday and with many factories having set closure weeks, many employees would be heading off to the seaside to enjoy the time off. Before mass car ownership, many travelled by coach or train to their holiday destination, but on the day luggage, etc. could be restricted depending on how much one could carry, or space available if travelling by coach. British Railways offered a 'luggage in advance service' where trunk / cases would be packed by the family a few days before, collected, and be at the destination on arrival. It would be repacked before they left and the dirty clothes, etc. then arrived home a few days later.

With the growth in car ownership came the inevitable traffic jams, with most major roads going through town centres before ring roads, bypasses and later motorways were constructed. In the Medway towns, traffic from

London to the Kent coast via the A2 would be extremely slow on summer weekends, when coaches had to leave the resorts by a set time, and especially on a Sunday evening when most people had the day off work. Chatham Hill on the A2 had four public houses, and with the traffic often at a standstill or crawling at best, day trippers would leave their coaches and visit one or more of the public houses and still get back on the coach before it reached the bottom of the hill! The four public houses have since closed over the years. The M2 motorway opened fully in 1965 and the traffic jams through the towns ceased. Now, with far greater car ownership, on a good summer's day traffic now crawls along it but with no walk-by refreshment facilities available.

In the 1950s, when long distance by car involved long journey times (it can still, especially if held up on motorways), British Railways Eastern Region introduced a Car-Sleeper service between Holloway Road goods depot in north London to Perth, Scotland. Opening in June 1955, it was unique at the time in that the passengers and their cars travelled on the same train. Cars were driven on and off by railway staff and conveyed in covered rail vans.

In 1966 the service was rebranded Motorail, with a new terminus in London at Kensington Olympia replacing Holloway Road. The service was well used with additional destinations served. Motorail services operated to Inverness, Fort William, Aberdeen, Stirling, Edinburgh Waverley, Carlisle, York, Newcastle, Newton-le-Willows, Crewe, Sheffield, Birmingham (Sutton Coldfield), Worcester Shrub Hill, Swansea, Carmarthen, Cardiff Central, Bristol Temple Meads, Reading, Brockenhurst, Exeter St Davids, Newton Abbot, Totnes, Plymouth, St Austell, and Penzance. Services to the ports at Dover, Newhaven, Fishguard and Holyhead were provided for cars to France or Southern Ireland. Not all services were based on a London or south east market, including Scotland to the West Country. Rolling stock also included carflats and open double deck carriers.

Photo 1. Kensington Olympia Motorail Terminal, June 1974.



Not all destinations were operational at the same time; some were seasonal only and on some routes overnight services supplemented those of day time. British Railways / British Rail produced new publicity each year, often with different marketing slogans including:

- Train your car – let British Railways do the long hard drive.
- Motoring's miles better by Motorail.
- Take your car on the train and let Motorail do the driving.
- Relax on holiday – let Motorail do the hard driving.
- Leave the hard driving to Motorail and enjoy your holiday from the word go.
- Motorail ... your travelling hotel.
- Motorail – Chauffeur driven all the way.

The marketing slogans later had competition from an expanding motorway network, with cars now able to undertake longer journeys in shorter times (traffic permitting), and the shrinking Motorail network operating at a significant loss. The final services ceased in 1995. First Great Western re-launched a service from London Paddington to Penzance in 1999, but this was withdrawn at the end of summer 2005.

Did anyone use the service with their sidevalve or other model? I used it twice to convey our 103E Popular, the first time in 1974, on the afternoon service from London Kensington Olympia to Carlisle for a holiday in the Lake District. (Photo 1.)

We then drove home. Then, in 1978 we used the overnight Motorail service from Kensington Olympia to Stirling. This time Pops was conveyed inside a covered rail van. I was informed that the cars would be unloaded first before we could leave the sleeping coaches. Rather alarmed that the railway worker might not be used to three gears, and that Pops would end up sitting on the bumper of the car behind, I was reassured that everything would be OK. Waking up, there was Pops, parked and waiting for us, and no additional bumper attachment. Looking back now to 1978, the railwayman may have driven a number of three-speed sidevalves during his work, or perhaps owned one?

After two weeks touring, with the last Scottish night spent east of Edinburgh, we again drove home, with an overnight stay in York.

Visiting a new destination, there were always things to buy for yourselves or your car. Some people collected the wedge-shaped stick-on badges that were often applied to the rear side windows. Pops had two on the nearside. One was from Skegness, and as I later found out when learning to drive, was helpfully located



Photo 2. 103E Popular, two badge bars.

for reversing round a left hand corner – a manoeuvre not now advisable to undertake. Some owners would cover large parts of side windows with them, or make up a circle with the different coloured segments. One could also treat the car to a badge to add to the collection, either secured to the grille or a badge bar.

One of the earliest on the Register in 1980 is this 1956 103E Popular first licensed in Wiltshire (Photo 2). The photograph was taken in the May, with fifteen metal badges on the two badge bars.

Regretfully, I am unable to identify what the badges were except for the V-shaped one, for the Veteran Motorist Car Club. There is a good chance that there is one for the county, holiday destinations, and perhaps military service? The five windscreen stick-on badges remain unidentifiable, apart from the one for RNLI. The Popular later had a new registration, by when the badge bar and badges had been removed, and has had a further new registration since.

The upright models had fairly restricted boot space for the holiday luggage, especially if inside the car all seats were occupied. Perhaps families took less luggage with them or, if extra capacity was required, then the boot lid could

be lowered to accommodate – but well secured and covered to avoid wet weather on the journey. A roof rack could be fitted for the extra luggage, again covered for wet weather. Some items taken on holiday or day trips were far too long to be stowed anywhere else, providing they were not that heavy.

Another early register entry from 1980 is this 1952 E493A Prefect, first licensed in Birkenhead. Two photographs accompanied the register form, taken in 1973. In the Spring at Gwydr Forest, Gwynedd the roof rack-fitted Prefect was a canoe carrier. (Photo 3.) In the summer, the Prefect was on holiday at Newquay and now carrying a surf board. (Photo 4.)

Originally green, BBG 690 had been purchased in 1971 and painted pale blue before becoming black in 1973. The owner then returned it to the original colour.

A new venture that started last year for a very limited period of operation was the Staycation Express, run by a private railway company and running on the very scenic Settle and Carlisle railway line. This year sees it return on more days and with longer mileage on offer in the peak holiday period.

Take care.



Photo 3. E493A Prefect BBG 690: canoe on roof rack.



Photo 4. E493A Prefect BBG 690: surfboard on roof rack.



Photo 1. Paddock Wood rally, 1974, in Ford Popular XY1 502.



Photo 2. E83W at Abney Park.

Liam Cotton

100E Register

Hello friends! Aren't 100Es wonderful? Yes, I thought you would agree. Before we get to the 100E goodies, I must make a plea for articles and photographs for the 100E and 107E Register pages. Ownership articles, restoration stories, humorous anecdotes, etc. – anything that you think would interest other members would be gratefully received. We are in the middle of the British summer and the sun has been replaced by rain, the start of the monsoon season. Now is the perfect time to write your contributions.

You may remember Richard McDonald from recent *Sidevalve* magazines. He is the second owner of that wonderful deluxe Anglia, ECM 818. Richard doesn't own a 100E at present but he is still doing his bit for the club as he has sent a series of photographs detailing his memories of past sidevalve club events. These will be serialised over the next few issues.

After that, we have an article that appeared in *The Automobile* magazine. I am most grateful to the list of people who brought this to my attention, and also for permission from the writer, Zack Stiling, and *The Automobile* to reprint in *Sidevalve*. The owner of the Anglia featured (624 FKN) is Wayne Parkhouse. As a member of this club, he has provided sterling support to Fred Tutt in running the Surrey

local group. Wayne also mentioned that he is considering selling this Anglia; if anyone is interested, please get in contact with me and I will pass your details on to Wayne. I haven't viewed the car myself so I cannot give any recommendation, but prospective buyers must satisfy themselves by inspecting the car in person.

Car shows I have attended in a 100E, by Richard McDonald

Photo 1 was taken at the 100E Owners Club event at Paddock Wood, June 1974, showing my 1500GT 1959 Popular XY1 502. Photo 2 shows an E83W at the 100E Owners Club event at Abney Park near Bath – 1973, I think. (Is that a 100E / 107E behind the van)?

Registrar's comment: Next issue, we will have some more of Richard's photos from the 1970s.

Back on the road, by Zack Stiling

'They didn't look that good when they were new,' one old boy jests as he passes our photoshoot. Wayne Parkhouse smiles. He's heard it before. Having been restoring cars

since 1980, mainly British family models of the 1950s and 60s, he's got it down to a fine art. He's turned his hand to Vauxhall, BMC and Rootes, but Ford 100Es in particular are something of a speciality. His latest restoration is the twelfth 100E he's done.

The Ford Anglia 100E hardly needs an introduction: it was one of the best-selling British cars of the 1950s. Of course, the fact it was one of the cheapest models on sale when new, save for a miscellany of microcars and strange fibreglass three-wheelers, played a big part in its popularity during post-war austerity. Costs were kept down with the continuation of the ancient 1172cc sidevalve engine – which had been developed for the Model Y of 1932 and lived on in the 100E until 1962 – and a generally Spartan specification. Even a heater was only ever available as an optional extra.

As late as 1959, with the economy improving and the 100E's technology becoming increasingly dated, Ford's promotion of the renamed Popular 100E as the 'World's lowest price full size car' ensured sales remained strong. A total of 727,611 Anglia, Prefect and Popular saloons (the figure almost touches a million if vans and estates are included) were built between 1953 and 1962, of which 345,841 were Anglias, so 100Es remained a

common sight on British roads into the 1980s. At that point, the ready availability and low cost of complete cars and spares made them a popular choice for restorers. Even so, Wayne Parkhouse takes his restorations one step beyond the level that many amateur restorers would settle for.

This 1959 Anglia came into Wayne's life not long after he had finished a similar 1958 example to an equal standard of fit and finish, right down to the Ludlow Green paint, but the later car would come to take on a special significance. It came to his attention when a neighbour told him it was sitting in a garage in the village of Capel, between Dorking and Horsham. 'They said they'd seen a car like my other 100E, but I didn't realise it was nearly identical. My father and I went to see it and the owner of the garage told us it belonged to a friend who had tried to auction it, but couldn't get it started to drive across the block. He thought it was a fuel pump problem. We agreed a price and trailered it the quarter of a mile home. Before it was off the trailer we discovered the main jet was missing from the carburettor, and the problem was nothing to do with the fuel pump.'

For the best part of 40 years, Wayne had enjoyed restoring cars with his Dad, Bill. Sadly, the Anglia was to be their last project. 'My father had recently been diagnosed with stomach cancer. I didn't realise it, but he wanted me to have the car to distract me and give me something else to think about.' Bill and Wayne bought the Anglia in March 2017. Unfortunately, Bill died three months later.

Bill had hoped to be able to take a ride in it, and Wayne was just as keen to get it ready for him in time, but it was not to be. Although the car doesn't look too bad in the pre-restoration photographs, the post-restoration pictures (Photos 5-7) testify to the fact Wayne is not a man who does things by halves, and such a level of commitment invariably takes time to produce its results. When he acquired the Anglia, it had been sitting outside for three years and needed considerable work to bring it up to an acceptable standard.

Registrar's comment: Thanks to *The Automobile* magazine, Zack Stiling and Wayne Parkhouse for this article. Part 2 will be in the next copy of *Sidevalve*.



Photo 5. Ford Anglia 624 FKN.



Photo 6. Restored interior of Wayne's Anglia.



Photo 7. Engine detail of Wayne's Anglia.



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
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	£21.00
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-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans)..... £82.00
7W-2249	Rear axle brake plate securing bolts, short (each)..... £6.60	E83W-33111	King Pin shimpack for 7W-33111 £5.00
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order). £17.80	Y-3446	King Pin Set, complete (E83W)..... £85.00
Y-7523	Brake pedal return spring £6.90	E83W-3535C	Front axle A-frame Bush (fits all models) £6.85
E83W-2498A/B	Rear brake cables (Pair E83W) £108.00	353031/353043	Bracket (Steering gear housing) £207.50**
7W-2562	Bush (set of 2) Brake cross rod lever £6.50**	7W-3590-A	qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg £8.50
E83W-2573	Spring (brake compression member) £4.00**	E493A-3581	qty 10 Lubricators (grease) nipple caps £4.50
E83W-2580/1B	Front brake cables (Pair E83W) £34.00	E493A-3582	Arm(steering gear) fits models 1937 to 1949 £20.00
7W-2580-C	Front offside brake cable (E93A) £28.75	YE-3592	Gasket (Steering gear housing cover) .. £1.00
7W-2581-C	Front nearside brake cable (E93A) .. £28.75	E83W	Seal (Steering box rocker shaft) £2.25
7W-2580/1	Pair front brake cables (E93A) £53.98	YE-3616B	Gasket (Steering gear housing end plate)..... £1.00
7W-2584-B	Rear offside brake cable (E93A) £28.75	E93A-4020	Steering Box gasket & seal set..... £4.30
7W-2585-B	Rear nearside brake cable (E93A) ... £28.75	E93A-4020	Steering box gasket set..... £2.60
7W-2584/5	Pair rear brake cables (E93A) £53.98	YE-4035	Horn Button and Nut (Y model) £8.20
7W-2580/1/4/5	Set of brake cables (E93A)..... £104.66	E493A 4050	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards..... £8.55
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long £6.90	YE-4209-F	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four) £29.00
YE-2793	Spring (handbrake lever pawl)..... £2.95	Y-4217	Gasket (rear housing) – 6 thou or 10 thou – please specify size £2.75
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)..... £32.50	18-4217	Retainer (rear axle shaft grease) £9.95
73931-S	Hand Brake Cable & Compensator Clevis Pin £3.00	Y4221/4222	Gear (rear axle) and driving pinion assembly £340.00
119485-S7/8	Clevis pin £2.25	Y4221/4222	Bolt (diff gear case)..... £5.20
E83W-2853B	Hand Brake Cable (fits E83W) £27.40	Y4221/4222	Bolt (diff gear case)..... £5.40
Y-7523	Brake Pedal return spring 108mm long. £6.90	Y-4243	Differential Bearing (not E83W) £28.50
119276-ES2	Set of four ¼" Thackery (double coil spring) washers (not E83W) £2.66	EB-4245-A	Qty 1 pair Differential Bearings (not E83W)..... £54.00
119290-ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only..... £2.22	Y-4507	Key (rear axle shaft)..... £6.00
Steering, Suspension and Rear Axle		7W-4507	Retainer (rear axle shaft grease) £10.25
	Steering Box Assy (not E83W) reconditioned, exchange, send with order. Splined steering wheel drive only..... £525.00	Y-4515	Gasket (torque tube to differential housing cap)..... £1.78
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W)..... £38.50	E93A-4607	Gasket (torque tube to differential housing cap)..... £1.78
YE-3036A	Perch bolt nut (for CE-3030B) £6.00	Y-4615-B	Gasket (universal joint housing cap) . £1.69
E83W-3032	Bolt (front axle to radius rod E83W) .. £34.50	Y-4636	Pin, long (Drive Shaft) £3.25
YE-3290E/		Y-4637	Bearing (drive pinion) assembly Model Y £25.00
E93A-3290	Track Rod Ends (pair) 1949 on £65.00	Y-4655	Lock Washer (pinion bearing nut) all models except E83W £2.55
E93A-3289/90	Track Rod Ends (pair) 1939-1949 £65.00	E62A-5713B	Thrust Washer (pinion bearing) all models except E83W £1.99
E83W-3289/90	Track Rod Ends (pair) E83W £70.00	E62A-5468B	Torque tube bearing sleeve..... £9.95
YE-3304C	Draglink (Y model) £74.75	E93A-18055A	Stud (rear axle shackle) E83W only... £8.20
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) £80.00	E93A-18056B	Bar (spring shackle) E83W..... £3.90
YE-3332	Trackrod End Dust Cover (each, fits all models)..... £4.95	E83W-18055B	Set of 4 E83W shackle bushes and 4 plates £35.00
YE-3332	Trackrod End Dust Cover (pair, fits all models)..... £7.50	62E-18055B	Front Shock Absorber Link to fit E493A, E494A & 103E..... £20.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models)..... £13.50		Rear Shock Absorber Link to fit E493A, E494A & 103E..... £20.50
YE-33111	King Pin Set, complete (Model Y).... £70.00		Front Shock Absorber Link to fit E83W £25.00
Y-3123	Washer, spindle thrust 3/16" thick ... £4.50		Rear Shock Absorber Link to fit E83W £25.00
	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		

E83W-18045	Front Offside Shock absorber (E83W only)	£105.00	Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
E83W-18050	Rear Offside Shock absorber (E83W only)	£105.00	Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
E83W-18046	Front Nearside Shock absorber (E83W only)	£105.00	Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
E83W-18051	Rear Nearside Shock absorber (E83W only)	£105.00	E93A-6135-A	Front Engine Mounting bolt	£2.00
CE-5783	Suspension Buffer, qty 2 (fits all models except Model Y)	£16.00	E93A-6258	Piston pin STD (set of 4)	£35.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£95.00	E93A-6270	Camshaft locking retainer	£4.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£95.00	YE-6280A	Timing Chain	£18.30
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£175.00	CE-6310	Washer (camshaft thrust) all engines from 1936 onwards	£3.50
Exhaust Systems			E93A-6310	Crankshaft Oil Slinger	£2.85
Y-5230	Model Y stainless steel exhaust system	£185.00	E93A-6312	Crankshaft Oil Slinger	£2.90
E04C-5230-A	5cwt stainless steel exhaust system	£165.00	Y-6384	Bottom Pulley	£55.00**
E83W-5230-A	E83W stainless steel exhaust system	£205.00	E93A-6510B	Starter Ring Gear (fits all engines) ..	£52.00
E93A-5230/	Prefect and 7W stainless steel exhaust system	£278.00	E93A-6510B	Valve guide (per split guide)	£25.00
E93A-5255-C	Anglia, 103E and 7Y stainless steel exhaust system	£266.00	E93A-6510B	Pair Valve guides	£45.00
E04A-5255-B	Manifold to exhaust clamp	£11.95	E93A-6510B	Four Valve guides	£85.00
Y-5251	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular	£56.00	E93A-6510B	Valve guide (per engine set)	£170.00
CE-5230-B	Model C stainless steel exhaust system	£290.00	E93A-6505B /E	Short Length Valve (exhaust and inlet available)	£7.00
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers	£5.80	E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£19.35
E93A-5297	Fabric exhaust hanger kit (qty 2)	£3.20	E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet)	£68.60
Engine Parts			E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet)	£136.00
	Reground crankshaft and white metaled conrods (4) supplied complete with small ends and main bearings (exchange items only) POA**		Y-6513	Valve Springs (set of eight) (fits all engines)	£25.50
E493A-18666/7-B	Oil pipes (cleaner outlet) assembly and (cleaner inlet) assy	£59.00	Y-6520	Valve Cover (fits all engines)	£15.95
E93A-18670	Connection (outlet pipe to gear cover) (inc sealing washer)	£7.00	100E-6521	Gasket, valve chamber cover	£4.00
E98T-18672-B	Connection (Oil Cleaner cleaner inlet pipe to cylinder block) (inc sealing washer)	£7.00	Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
	Oil Cleaner kit (all items required to fit oil cleaner assy)	£145.00	Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
	Oil Cleaner Conversion, direct replacement for sealed oil cleaner .	£75.00**	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
	Replacement spin on filter for modified oil cleaner housing assy	£5.70	CE-6600	Oil pump rebuilt (exchange)	£90.00**
E93A-6018	Gasket, cylinder timing gear side cover	£1.10	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
E93A-6020	Gasket, cylinder front cover	£1.85	103E-7609	Retainer (Flywheel dowel, set of 2) ..	£4.75**
Y-6023	Timing Pin	£11.50	Y-6610B	Oil Pump Gear (fits all engines)	£4.95
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80	YE-6623	Oil Pump Screen (fits all engines)	£9.77
			Y-6626	Gasket, oil pump	£1.75**
			Y-6701	Packing sump	£2.20**
			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**	Y-7086	Gearbox rear gasket..... £1.50
	E93A 10hp Piston Set including rings (STD, +0.010", +0.020", +0.030", +0.040", +0.050", +0.060")..... £210.00	Y-7111	Layshaft £42.40
	E93A 10hp Piston Ring Set (STD, +0.010", +0.020", +0.030", +0.040") .. £49.50	103E-7114	Counter Gear (10hp)..... £76.95
	NOS 8HP Piston Ring sets, limited sizes, contact the Spares Secretary for availability..... £40.00**	Y-7119	Washer (Counter shaft gear thrust) .. £6.35
	Small end bushes (set of 4) £27.00	CE-7141	Reverse Gear..... £29.95
Y-6051-C	8hp decoke gasket set (1932-34) £35.00	YE-7222	Selector Housing..... £19.50
E15-Z-1	8hp decoke gasket set (1935-1953) £45.00	Y-7274	Ring Inner..... £4.60**
Y-24051	Manifold stud..... £5.95	Y-7223	Gearbox lid gasket £2.50
Y-24051	Manifold stud (set of 4)..... £21.00	Y-7523	Clutch return spring 108mm long..... £6.90
33798-S7/8	Manifold Nuts, brass, (set of 4)..... £3.30	7W-7533	Clutch linkage clevis pin..... £2.60
33798-S7/8	Manifold Nuts, steel, (set of 4)..... £1.75	Y-7550	Clutch plate – All models, except E83W (exchange and send with order) £29.50
E16-Z-1	Decoke gasket set (E93A 10hp engine) £29.95		Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order)..... £130.00
E50-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine) £29.95	E83W-7550	E83W Clutch Plate (exchange and send with order) £31.50
HC 011	Sump Gasket Set Payen SS10505 £25.00		E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order) £130.00
E16-Z-1/ E50-Z-1	10hp decoke gasket set and Conversion gasket set..... £56.90	YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order) £72.00
7W-6051-A	10hp cylinder head gasket..... £19.95	E83W-7563	E83W Clutch Cover (exchange-send with order) £72.00
Y-6051	8hp cylinder head gasket 1932-1934. £15.00	E74-7580A	Clutch release bearing – All models £22.00
YE-6051-B	8hp cylinder head gasket 1935-1953. £28.00	E70-7600-A	Clutch Pilot Bearing – All models £7.25
YE-24052C	Studs (Cylinder head) set £34.99	C-943070	Gear Lever Gaiter (except E83W).... £25.50
YE-24052E	Stud (Cylinder head) long £3.60**	E83W-943070	Gear Lever Gaiter..... £24.99
33800-S7/8	Set nuts for cylinder head studs..... £4.50	Y-23830	Pin (clutch release arm & fork to shaft) .. £1.25**
E93A-6212	Nut (connecting rod) set of 8..... £6.00	Cooling System	
119074-ESB	Bolt (sprocket to camshaft) set of 3.. £3.25**	E0A-8100	Radiator Cap (pressure type for 103E and some E493As) £7.70
119074-ESB	Bolt (flywheel to crankshaft) set of 4 £3.75**	Y-8109	Radiator cap (brass screw type) £8.50
Clutch and Gearbox Parts		Y-8260	Radiator Hose (straight for pre-war engines, top) £11.00
20346-S7/8	Flywheel/clutch pressure plate Bolt/washer fixing kit..... £4.30**	8286	Radiator Hose (straight for pre-war engines, bottom) £7.80
	Gearbox seal & gasket set £5.82	E83W-8260	Radiator Hose (moulded-E83W, top) . £22.60
Y-2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) £17.80	E83W-8286	Radiator Hose (moulded-E83W, bottom) £21.95
Y-5102	Gearbox Rubber Mounting (Y & C models only) £52.50	E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E £20.40
78-6039A	Insulator (Gearbox Rear Support) rebound..... £10.30	E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E..... £20.50
74-6038A	Insulator (Engine Rear Support) Upper, per side £9.95	E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap) .. £20.00
	Insulator (Engine Rear Support) complete, per side £22.50	E493A-8501	Reconditioned export water pump (exchange only – send with order) £150.00
Y-7015	Main Drive Gear (8hp)..... £35.75		Water Pump Repair Kit £35.00
YE-7015	Main Drive Gear (10hp)..... £38.50	E493AFS-8509	Pulley (water pump) £35.00
7W-7050	Retainer (main drive gear bearing) . £17.50	YE-8606B	Fan Blade (11") £17.90
Y-7051	Gasket (Main drive gear bearing retainer) £1.10	E494A-8610	Pulley (fan and generator 4.12" O.D.) £19.50
7W-7052	Front oil seal £5.00	103E-8005	Re-cored Radiator (exchange item) . £235.00
YE-7059B	Mainshaft and Bush..... £35.50	E93A-8005	Re-cored Radiator (exchange item) . £255.00
Y-7065	Bearing (main shaft) drive gear ball assembly £35.00	7W-8005	Re-cored Radiator (exchange item) . £255.00
YE-7071B	Washer intermediate gear thrust washer £7.60	Fuel System	
Y-7080	Baffle (main shaft oil)-front £1.25		Fuel Pump with spacer (no primer) ... £45.50
E93A-7085	Rear Bearing Retainer..... £19.75		Reconditioned Fuel Pump with priming lever (exchange item)..... £45.50**

	Fuel Pump repair kit	£14.50		Rebuilt ignition switch (exchange item – send with order).....	£42.00
88717-ES	Fuel pump stud	£6.75	E83W	6V Ignition Coil (All models – not original)	£32.00
88717-ES	Fuel pump stud (set of two).....	£11.60	12024A	Distributor-rebuilt (exchange-send with order)	£59.50
	Fuel Pump extension nut, set of 2 (replacement for 33798-S)	£15.00	YE-12100B	Distributor Cap (All models 1935 onwards)	£17.00
91A-9030	Cap – painted (petrol cap) assembly.	£9.50	YE-12116B	Toggle (All models 1935 onwards)	£1.08
91A-9030	Cap – chrome (petrol cap) assembly .	£11.50	YE-12185B	Spring (distributor weight) no 1 – light	£2.85
E04A-9080	Locking stainless steel petrol cap	£14.95	YE-12191B	Contact Set (All models 1935 onwards)	£10.00
7W-9080	103E/E494A Petrol Filler Grommet.	£12.95	YE-12199B	Rotor Black (All models 1935 onwards)	£5.85
	7W/E93A/E493A Petrol Filler Grommet.....	£10.85	YE-12200C	Rotor Red moulded (All models 1935 onwards)	£5.85
7W-9276	Gasket fuel tank sender	£1.60	YE-12200C	Spring (distributor weight) no 2 – heavy.....	£1.40
BE-9288-A	Flexible Petrol Pipe (except E83W) .	£22.00	YE-12242-B	Condenser (All models 1935 onwards)	£9.90
YE-9355	Fuel Pump Cover (all models)	£3.60	YE-12300B	Spark Plug, L86C (All models also 100E)	£4.08
YE-9364-B	Gasket (fuel pump screen cover)	£1.25	52-12405A	Spark Plug, L86C- set of 4	£13.00
YE-9365	Fuel Pump Cover Screen (all models) ..	£2.50	995952-ES	Distributor base plate screw set.....	£1.60**
E93A-9369	Fuel Pipe (petrol pump to carburetor).....	£11.75	Electrical System		
YE-9374	Gasket (fuel pump to cylinder).....	£1.60		Dynamo-2 brush, early type (exchange-send with order)	£89.50
YE-9541	Airscrew.....	£9.50	E494A-10001	Dynamo-3 brush, early type only (exchange-send with order)	£110.00
YE-9585	Plate (Throttle).....	£6.75	E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£89.50
48-9735	Accelerator Pedal.....	£13.95	E93A-10043	Dynamo brush set (2 brush).....	£7.00**
YE-9414	Washer (petrol pump pull rod oil seal)	£0.95	YE-10094	Bearing (generator drive end) assembly	£8.95
7W-9425	Inlet Manifold new old stock (10hp) ..	£29.00	7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only	£29.95
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts	£65.50	E93A-10505	Voltage regulator (reconditioned, exchange send with order).....	£120.00
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished)	£90.00	E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)	£135.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished)	£90.00	YE-11001C	8hp starter motor (exchange-send with order)	£125.00
Y-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models)	£3.60	E93A-11048	Screw (brush end plate retaining).....	£7.25
	2 x “hot spot gaskets” plus 4 manifold bolts	£6.50	E83W-5165-A	Battery Clamp	£38.50
YE-9448	8hp manifold gasket	£7.50	7W-11359	Spring (starter pinion retaining).....	£1.70
CE-9448-A	10hp manifold gasket	£7.75	BE-11450	Starter Switch.....	£30.00
	Rebuilt 8 hp Carburettor (exchange-send with order)	£93.00	AE-20202-S7/8	Screw (Lever spring).....	£1.30**
	Rebuilt 10 hp Carburettor (exchange-send with order)	£98.00	20758-S7/8	Screw & washer set (switch to starter frame).....	£3.35**
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.50	11930-ES7/8	Rivet (Generator drive end bearing retainer plate)	£1.10
CE-9447	10hp Gasket (carburettor to inlet manifold)	£1.35	E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and Nut (Door catch swivel bolt barrel	£6.50
YE-9502	Carburettor Gasket Kit.....	£7.95	E1 ADKN 13050	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£4.50
YE-9555	Carburettor Float (all models)	£16.50	E493A-13007	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only)	£7.00
YE-9660	Connector (Starter Valve) Assembly)	£6.00	E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£6.30
CE-9666	Starter Valve and wire assy.....	£13.50		Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only)	£10.60
YE-9564	Fuel Inlet Needle Valve.....	£13.25	ET6-13007-B	Headlamp Bulb 36W/36W	£6.80
E83W-9795A	Throttle Cable	£26.00**	E04A-13016	Pair of Headlamp Bulbs 36W/36W .	£11.50
BBE-9810X	Spring (throttle arm to mudguard bolt)	£6.50	E93A-13016	Catch head lamp door	£4.50
ENFO 20384/34805	Bolt/washer kit, Exhaust/Inlet Manifold assy	£2.25**		Catch head lamp door	£4.50
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			

7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W) £1.62	81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E..... £0.99
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)..... £1.62	81A-16760	Bumper (bonnet dowel locating) fits E493A..... £4.40
E93A-13079	Sidelight Bulb Holder £12.50		Grommet-gearbox cover £4.60
YE-13081	Spring (front sidelight socket 1934 onwards except E493A)..... £1.42		Set of three grommets-gearbox cover..... £12.20
CE-13101	Spring (headlamp focusing)..... £1.60	CE-17515A	Grommet (windscreen wiper) £3.50
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only)..... £29.50	E04A-17528	Wiper Blade 9" long £15.00**
103E-13408B	103E Plate Rear lamp base please specify nearside/offside..... £21.55	E93A-17528F	Wiper blade 10" long £12.00**
103E-13408B	103E Plate Rear lamp base (pair) £41.50	E04A-17612B	Grommet, wiper arm to blade (set of 2)..... £1.45
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)..... £19.95	E93A-17772 /3	E93A Prefect/Anglia/103E Bumper Grommets (pair) £19.99
103E-13450/1	103E Rear Lamp Lenses (pair) £29.99	E493A-17772 /3	E493A Bumper Grommets (pair)..... £25.50
ET6-13465	E493A refurbished number plate lamp£70.00	E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) £1.99
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin £3.65	E83W-111172	Opening windscreen rubber for E83W..... £27.00
ET6-13465	Pair of Stop/Tail Bulbs 6V 21W/5W index pin..... £5.20	E93A-7002060	Bumper (cowl side panel to bonnet) £1.80
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin£3.45	E93A-7002060	Two bumpers (cowl side panel to bonnet) £2.90
ET6-13465	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin £4.90	E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards) .. £2.20
40E-13466	Panel bulb 6V 3W £4.00	100E-7043531	Boot T Handle Escutcheon rubber seal £5.25
40E-13466	Pair of Panel bulbs 6V 3W £6.00	40-700546A	Blind Grommet (fits under 103E/E494A bonnet)..... £1.76
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only) £3.60	40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet) £3.00
78E-13466	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only) £5.20	40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet) £4.50
BE-13466-A	Sidelight Bulb 5W CC (not E493A)..... £3.60	40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet) £6.20
BE-13466-A	Pair of Sidelight Bulbs 5W CC (not E493A) £5.20	48-702610A	Door post rubber bumper (one per door post 1937 onwards) ... £6.00
BE-13466-A	Indicator Bulb 6V 21W..... £4.20**	48-702610A	Door post rubber bumper – pair bumpers..... £11.00
7W-13480A	Brake Light Switch (not E83W) £25.00	48-702610A	Door post rubber bumper – four bumpers £20.50
7W-13480B	Brake Light Switch (E83W)..... £25.00	48-702830	Bumper, door check arm £6.90**
E83W-13550B	Popular no. plate lamp (E83W and 103E only) £21.75	62E-731942	E83W Door Rubber seal (enough for both doors) £19.95
CE-13740A	Toggle Switch (panel lamp)..... £10.60	7W-940502	Opening windscreen rubber for Prefect and 5cwt van £23.50
38193-S7	Headlamp mounting bolts plus nuts (each) £9.99	7Y-940502-B	Front screen rubber for 103E/E494A/E04A £19.50
38193-S7	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	7W-941480/1	Weatherstrip door bottom (per ft) all saloons 1937 onwards..... £4.00
38193-S7	Semaphore flashing LED 6 volt (pair). £29.50	7W-970700	Roof weatherstrip (per foot) All models except Y and C £3.00
38193-S7	Model Y Semaphore Direction Indicator, 6 volt only (exchange only) £70.00		Roof weatherstrip (enough for 103E or E494A roof) £28.50
38193-S7	Model C Semaphore Direction Indicator, 6 volt only (exchange only)£99.00	103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe)..... £15.50
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only)..... £65.00	Miscellaneous Body Fittings	
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange) £95.00	E83W Step (state LH or RH) £75.00**	
E04A-118004B	Ignition barrel and 2 keys £17.50	E83W Step support brackets (set)... £28.00**	
Rubber Grommets and Seals			
E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards) £2.80	E93A-5036	Tube (starting handle guide) assembly – 103E Popular..... £28.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair)..... £4.95	E493A-5036	Tube (starting handle guide) assembly – E493A Prefect £30.99
7W-16625	E83W Bonnet Corner Pads (Pair) £15.45	E03CF/ A-8213	Grille Badge, "Thames" (blue enamel) (E83W)..... £16.00
7W-16625	E83W Bonnet Corner Pads (Full set)£19.25		

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
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-172612-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)	£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
103E-7061323	Plate (front seat floor clamp), Pair	£13.70**
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 ¾" long CSK head screw, qty 10	£6.00
ENFO 26514	No 12-24 x ¾" long R/H screw, qty 10	£3.00
ENFO 26547	¼"-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**
26563-S7/8	Front seat 'U' bracket fixing screw kit, (per seat)	£5.00**

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
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 (Idler 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 0.0983" diameter stud axle)..... £70.60 Wheel bearing set (per axle set for 0.0983" 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
100E-5310	Suspension coil spring (axle set) ... £110.00
300E-5310	Suspension coil spring (axle set) ... £110.00
100E-5783	Rear axle bump stop..... £18.50**
100E-5783	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) £6.50
	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-.STD size..... £35.00**
100E-6261/2/3	Camshaft bearing set-.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 *)	£40.00
100E-7657	Rear oil seal.....	£9.50
100E-7563-B	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£72.00
	Clutch kit – comprising of 7550-C, 7563-B, 7580-A & 7600-A (exchange and send with order) ...	£130.00
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)	£225.00
300E-8005	Radiator reconditioned with starter handle hole (exchange item only)	£225.00
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)	£63.00
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

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

E0A-13480	Brake light switch.....	£8.50
E1050-NC-1	Rear red tail light lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards.....	£10.00
100E-134641-C	Pair of rear red tail light lamp lenses	£17.50
50563-S	Ignition barrel and 2 keys	£17.50
E33-NB-1	Sidelight rubber boot.....	£6.50**

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	£23.25
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
E0TA-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

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 4248B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£8.75
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.

Spares Update

Stepping on your E83W and engine parts

Now available: new side steps and brackets for all E83Ws. The step is manufactured from heavy gauge steel, as are the two support brackets. All parts are powder coated in black and are ready to fit.



Also soon to be available are E83W seat frames, if there is sufficient demand. To express interest, please contact Neil Patten. Please check the spares listing in each issue as new stock items are always being added. Just look

for the ‘*** denotes a new item’ note in the listing: for example, 7W-2562 Bush (set of 2) Brake cross rod lever. £6.50** and E83W-2573 Spring (brake compression member) £4.00**. Still on the E83W, we have E83W-

3535C Bracket (Steering gear housing) £207.50** as featured in the April 2021 issue of Sidevalve. This is a frequent casualty of age and earlier impacts in commercial service.



For both types of sidevalve engines, we are offering a reground crankshaft and white-metalled conrods (4), supplied complete with small ends and main bearings on exchange. For the 8 and 10 engines, a reconditioned oil pump is now available. For the 100E, Neil has developed part number 100E-6200, which is an engine set shell bearing conversion including small ends, less big end shells at £220.00. To complete your new bottom end, we stock self-locking nuts for the big ends.

Advertising is a free service for members and non-members alike. Adverts are posted on the club website (www.fsoc.co.uk) as soon as possible after receipt and published in the next issue of *Sidevalve* (subject to space). Classified adverts appear at the editor's discretion.

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.

For Sale

1959 Escort Estate, (similar to a Squire). Vulcan Grey. Reg 8508 EV. 100E engine. Professionally refurbished inside and out with all new brakes, cylinders, hoses, tyres, exhaust, heater and much more. Bodywork excellent with prof.

respray, new sills, and lovely interior having been refurbished with care over the last eight years. Two named owners in the log book, V5. Spare engine and as shiny underneath as on top. 95% finished, only requiring a few wires and a battery to complete. £8,500. Please contact Fred Wright. Tel: 01206 214502. Long-term FSOC member, Colchester. Available only by phone (not internet user). Would preferably like his lovely car to go to an FSOC member.

1955 Ford Thames E83W. Immaculate showroom condition and has had a very extensive body off restoration. The vehicle has its original engine, chassis, body numbers. Photo file available. Sensible offers. Please contact David Cato. Email: davidcato@btinternet.com. Tel: 07795576230. Oxfordshire.

Modified Anglia Deluxe 100E. Resto mod. Sale due to recent illness. Pre-owned. £18,500. Open to sensible offers; please see classified advert on eBay. Please contact John Gill. Email: j.gill2@hotmail.com. Tel: 07902657271. West Yorkshire.

Previously advertised and still available – details on our website:

- Ford Thames 300E Sahara beige, manufactured 1959, £9,250 ono, N. Ireland.
- 1959 Falcon Caribbean Ford 10 project, California – can ship.
- 1953 Ford Prefect E493A project, YMF 461, £1,500 ono, Nottingham.

Parts for Sale

One pair Pop 103E (1959) front seats in orange with red piping, good original condition, £30. One Prefect E93A bench front seat, brown in fair condition, £30. One driver's folding back front seat, needs attention, £10. Contact Antony Venn. Email:

antony.enfo@btinternet.com. Tel: 07594489526. Somerset.

Bonnets, wings, doors, grills, front panels for 100E Anglia. 100E Prefect, engine and parts, gearbox, etc., and rear doors for Thames 300E van, small window, bumpers, etc. Please contact Andrew Clarke. Email: andytrade@hotmail.co.uk. Tel: 07702032664. Essex.

Parts Wanted

A pair of rear wings for Y Model long rad 1934-37, happy to buy either nearside or offside separately. Happy to undertake minor restoration work. Contact Mo Croxon. Email: mo.springfieldfarm@hotmail.co.uk. Tel: 07980642348. Bucks.

A GRP roof panel for Pop 103E. Fibreglass would do, with fitting strip. Any help would be perfect. Please email advice or call if you have one. Contact Aaron Butt. Email butty8811@gmail.com. Tel: 07531971229. Worcestershire.

E93A Prefect, steering wheel and luggage / boot support straps. Steering wheel needs to be in good usable order please. Straps in any order, from good to broken, just the metal ends buckles are needed. Please contact Paul Nicholson. Email: tim.tiddler@gmail.com. Tel: 07858835444. Lincolnshire.

Popular 103E 1954 boot lid. Please contact Pete Barnes. Email: barnesengineers@yahoo.co.uk. Tel: 07502206331. Rotherham

Liam Cotton

107E Register

A change of plan for this issue's 107E Register page; well, we have to be versatile in the FSOC! The last part of my '107E history' articles can wait for a future issue as Jim Norman has some interesting news. Recently, a sad-looking scrap 107E has come up for sale on a well-known website. To see these cars in such a state is quite upsetting as we, in the FSOC, might know a previous owner or the car's history, and remember when it was well kept and loved. Thankfully, not all worn-out Prefects are scrapped. Over to Jim for a more inspiring tale:

Tales of BLC – the saga continues! by Jim Norman

Cast your minds back to *Sidevalve* of February 2020 and the 'Tales of ...' therein: '718 BLC has been a faithful servant for almost 200,000 miles, but these and the thirteen years have taken their toll. The time has come for a major restoration, which will begin shortly.' Shortly took a long time to arrive: I've reached that time in life when crawling about under a car wielding a welding torch is no longer an option, so I needed to find someone capable of the doing the work, and to a high standard.

My participation on the Lakes Tour that year gave me the name of Manny, not far from me in Preston, who was highly recommended. BLC was driven to his workshop and the work

agreed, although there would be a delay before it could start. Manny works on one car at a time only, and we had to wait until his last booked job was complete. BLC was delivered on 7th September 2020, along with many new panels, some NOS collected over the years, but some from Ex-pressed Steel Panels, whose products are known to be of good quality and accurate fit.

Manny had the car for three weeks, and I was very pleased with the work done. The photos show only a very small amount of what was achieved; there are over a hundred photos of the work kindly taken by Manny as a record of all that was done, which involved every section of the car. I received it back on 29th September 2020 and began replacing parts, including the engine and gearbox. It didn't take too long to return it to a drivable condition, but its very varied colour scheme was hardly attractive. Despite this, two people suggested I keep it in that condition! I politely declined. Even so, I made the 92-mile journey to Bridgnorth in it in that condition (see *Sidevalve*, June 2021).

Manny recommended a painter (he doesn't do paintwork) in the person of Mark Whitby (MLT Autos) of Longridge, north of Preston. There was a delay before the car could be delivered to him as I had to carry out at least some of the build-up work, but it was driven there on 17th May 2021. It was agreed to flat



the existing paint and then spray over it with two-pack, and a price agreed on that basis. A while later, Mark told me that he was unhappy with the condition of the original paint and therefore took it back to bare metal – much extra work, but for which he would make no additional charge. It was my turn not to be happy and I insisted that there should be some extra payment to cover the extra work, and we eventually worked it out. Once again, I was very pleased with the job. It took five and a half





weeks of Mark's time to achieve a beautiful finish in the same maroon over grey colour scheme. (As an aside, Mark is trying to get the restoration of his 123E Anglia 1200 not so much completed as started! I've agreed to help on that.)

The work in total took many months and, at the time of writing, is far from complete. The car needs to be fully rustproofed, some chrome-work refitted, much electrical work carried out and the sound system installed. So, the

excitement continues! You'll hear more of BLC in future editions. Meanwhile, grateful thanks to Ex-pressed Steel Panels (01535 632721), Manny (07906 297166) and Mark (07739 159316), all of whom come with my personal recommendation.

Registrar's comment: I would like to thank Jim for this splendid restoration story, BLC looks fantastic now. I can't wait to see it in real life.



Ian Woodrow

Specials & Sports Cars Register

A warm welcome to new club members Tony Thorpe, David Copper, Mike Bishop and Tim Kary. Apologies to anybody I've missed, although some members prefer not to share their details.

Tony has just finished rebuilding a Cannon, which had been in a completely dismantled state. (Photo 1).

David has just bought a Rochdale GT; he already owns a Rochdale Olympic (Riley 1500-based). The Rochdale GT has a well-documented history. One of its previous owners was previous Specials Registrar, Malcolm McKay. It is pictured at the 1989 FSOC National Day at Whitney, next to a Watford Cheetah (Photo 2).

Mike has finished restoring his Falcon Competition, which is about ready for the road. (Photo 3).

Tim has a beautifully-prepared Imhof historic trials car. It was built for Godfrey Imhof with a 1172cc Ford sidevalve in 1953; this car is not new to me as I had the opportunity to drive the car up some very steep slippery hills in 2014 (Photo 4).

Other vehicle changes: George Moore has bought yet another dilapidated Rochdale GT which came with a V5C registration.

You may have seen the Falcon Mk II Competition advertised for sale on the FSOC website (Photo 5). It was built on a Ford Pop



Photo 1.



Photo 2.



Photo 3.



Photo 4.



Photo 5.

chassis, although not much of that was left, and the engine had gone, but the shell has survived well with very little damage. Peter Jones has managed to acquire it along with a Falcon Caribbean roadster shell which was found buried in undergrowth nearby. The Caribbean was clearly once a complete vehicle as there are the remains of a registration number, but oddly enough it has no sign of a windscreen or wipers ever having been fitted.

John Plant had his two Martins up for sale. The Torero body was up for sale by auction. The original Torero had a one-off home-made fibreglass body fitted to a modified Bedford van chassis with a Vauxhall Wyvern engine built by Mr Halstead. The build was completed April 1961. It then went on a tour of France, Switzerland and northern Italy in the summer of 1961. It was later fitted with an Austin Healy 100 / 4 engine and transmission.

Photo 6.



Super Two Prototype 459 LKT

The prototype was assembled at Bromley by Ted Pope, cousin of Les Montgomery at Super Accessories, and exhibited in the 1960 Racing Car Exhibition held at Olympia, London. It was then tested on the Silverstone Race Circuit by Tony Bostock, a well-known motoring journalist of the period.

It was also road-tested by Tony Gilfrin for the Motor Clubman and Special Builder Magazine in June 1961. Tony reported that the test car was a far cry from the figure of £175, which the makers claimed was the minimum cost of a Super Two using second-hand components, for the estimated total outlay was said to be in the region of £450. Nevertheless, the finish and performance would have done justice to

a production car of twice its price. The Pope Super Two was built with new or reconditioned components throughout, and the resulting car was of a high quality – one that perhaps the average builder hopes to attain but does not always reach.

In 1965, Peter Dunlop bought the car. Peter writes:

'I spotted it in the weekly advertiser, *Exchange & Mart*, in the motoring section under the heading 'Specials'. The year was 1965 and from memory, I paid £100.00 to a chap in North London. This was my very first sports car and I loved it, even if it did boil up at the sight of a traffic jam, leak like a sieve and spin like a top on wet roads. The spinning was due mainly to my driving and the fact that it had Dunlop dry weather racing tyres on the back. Sadly the love affair didn't last very long as the current girlfriend refused to travel in it, saying it was "extremely uncomfortable and had no doors". All quite acceptable in my book, but I wasn't the one wearing a mini skirt and having to climb through a small side window opening when the hood was up. Another reason was that it was my daily driver, taking me from Twickenham to Marlow-on-Thames via the M4 every day, come rain or shine. It was often so wet inside that I wore my sailing oilskins over my work clothes to keep dry. So, it was sold after only one year to a new owner who had also fallen in love with it and wanted to drive to Romania, for some unknown reason. I have no idea where the car is now or what happened to it: maybe it's still in Romania.' (Photo 6.)

I wonder if the Super Two Prototype 459 LKT has survived? It is still registered with the DVLA and may well be the very first Super Two built.

Finally

Whilst doing some vehicle research through old *Sidevalve News* magazines, I couldn't help but notice how much time so many committee members have given to the club, with some having provided over thirty years of service. The club is fortunate in having such dedicated committee members, as without these voluntary helpers it would be almost impossible for it to exist. Looking to the future, the club will need younger members to take over the reins, and at the time of writing we still require a secretary.

I look forward to receiving your Special restoration and exploit reports; if you have sold, bought, made changes or not registered, please complete the online registration at <https://www.fsoc.co.uk/the-sidevalve-register> or write to me for a registration form.

Andy Main

Specialist Applications Register

Stanhay Mobile Pneumatic Crane, Part Four

Following the feature on the Stanhay crane at the Lincolnshire Aviation Heritage Centre, at East Kirkby, Spilsby, Lincolnshire in the June edition, Joe Wheatley has been able to supply further details due to a family connection.

Joe's dad, Wally, ran Nordan Services Ltd, and before he sold the business and retired, he donated the crane to East Kirkby, having supplied parts (possibly the engine for the Model Y) for some of their projects.

Joe writes: 'The crane was initially used to move stock around the Water Tower site at Matching Airfield in Essex, where Dad had his business. The business was originally set up by Teddy Gates, of the Gates group of Ford main agents, to buy up surplus WD Ford spares and export them. As many governments were using Ford military vehicles, this was a profitable business for many years. Dad was an apprentice at Gates of Woodford during the hostilities, and after National Service (1946-48) returned to Gates of Woodford working under Teddy Gates. Shortly after I was born in 1953, we moved from my grandparents' house in Chigwell Road, Woodford Green to Potter Street in Harlow New Town, where Teddy had set up the export business. Originally, the Matching Airfield site in White Roding was used just for storage, with the packing and shipping being done in a works close to Harlow Old Town station. This split site must have been impractical because the whole operation moved to Matching some time in the mid / late 1950s.

Naturally, the demand from military customers decreased, so Teddy sold the business to Barney Freeman, trading as AI Exports. Dad stayed with the company, though he could have gone back into Gates, running the packing and shipping operation at Matching. AI Exports office was in Baker Street in London. As the export side decreased,

more stuff was sold to people restoring old military vehicles, Ford trucks and cars with the ubiquitous flathead V8. Barney Freeman retired in the 70s and Dad incorporated Nordan Services 1979 Ltd to continue running the business on his own, which by now had shrunk to a handful of employees, mainly serving the heritage vehicle market.

I could surmise that the crane was originally used at Matching Airfield. Certainly it was painted in RAF blue, and Dad told me it was used for moving bombs about, and possibly for bombing up the aircraft (USAF Marauders) at Matching. However, it could also have been bought at auction and moved to Matching. During the 1960s, it was certainly used to move large crates around the tarpaulin-covered stacks littered around the open spaces around the water tower. By the 1970s, it was parked up in one of the Nissan huts which Dad rented. The main building comprised two long Nissan huts connected by a cross piece in the middle, like a letter H. The southern one was where goods were packed and shipped and the northern, that housed the crane, was for repairing and re-manufacturing engines, gearboxes, etc. The linking piece was fitted out with crates screwed together making racking for storing parts, each box being numbered and location recorded on stock cards. Dad used the Ford system of having similar parts (different distributors for example) in dispersed locations, not together, to prevent the wrong part being picked.

Opposite the eastern entrance to these was a smaller Nissan hut which contained a wash house and Dad's office. You can still see these buildings on Google Earth, though the big, cast iron water tower was taken down several years ago, presumably because it was getting dangerous.

I did go and look at the crane when visiting East Kirkby several years ago. It was outside, hopefully awaiting restoration. A shame it was not inside.



Stanhay crane at the Lincolnshire Aviation Heritage Centre.

Dad also had a forklift truck powered by a sidevalve (10hp, I think). He was still using it until he retired in 2000, though it was prone to breaking half shafts on the rough concrete roads around the site. Regrettably, no photographs were taken of it.

Matching Airfield, east of Harlow, opened in 1944 as RAF Matching and was used also by the USAF. It closed in 1946 and returned to agricultural use, with some buildings still surviving. One of the hangers at Matching was dismantled, reassembled at North Weald airfield and used to film the original series of *The Crystal Maze*.

Registrar's comments: In the 1970s, I purchased some spares from Nordan Services to keep the 103E Popular on the road.

Mike Brocklehurst

Bushes Sorted Follow-Up Disaster

I may have bored the pants off readers with my last article on the replacement of the bushes in the rear springs on my Squire, and I had hoped that that was an end to it, but please read on.

When I ran the car round the block, just to check that all was in order, she only just started. I put this down to lack of use, so put the battery on charge overnight, with a view to returning the next day to complete my checks. The battery was still flat, and as it was the one fitted when the car was purchased eleven years ago, I counted this good service. A visit to Halfords (other motor factors are available!) and

a flash of the plastic resulted in a nice, shiny battery.

All sorted, I thought, but, on connecting the new battery, she turned over quicker than ever but nothing else, not even a splutter. Not having been anywhere in the previous eighteen months, I decided to replace everything in the ignition circuit: plugs, leads, points, condenser, rotor, the whole nine yards – still nothing!

Over the course of the next few days and weeks, I removed and checked everything, but despite my efforts I was still unable to get her to fire up.

In desperation, as I was convinced that I had made a fundamental error during the replacement, I had to call on the services of Dave Rothwell, who came over one Sunday afternoon to see what he could do.

Surprisingly, everything checked out and Dave asked me to switch on the ignition whilst he checked for spark and electrical continuity. Then he suddenly shouted, 'Quick, switch off!'

He asked if I had noticed that the electrical fuel pump fitted was continuing to click without pausing. I hadn't realised this, and excess petrol supply was diagnosed. The top of the



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Letters & Emails

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Warrington, Cheshire WA3 9DS

Email: editor@fsoc.co.uk

carb was removed, to find that petrol was on top of the float and it looked like it possibly was holed. However, this was not the case as the float was seized solid to the side of the carb body. With a bit of jiggling, Dave freed the float. On inspection, the solder on the brass had somehow allowed it to stick to the inside wall of the carb. After much discussion, the culprit was narrowed down to ethanol in the petrol that had reacted with the float. I religiously use an additive and for the past five years filled up only with 'super' grade, but lack of use over the extended period of my self-isolation during the pandemic had probably exacerbated the problem.

We dipped the engine oil, and the level was well above the full marker. An oil and filter change later saw a five-litre can filled to the brim. Effectively, I had been pumping petrol into the engine with every attempt to start it, which as you can imagine was many, many times. So, if you have difficulty starting your prize possession, check the float! The old girl now starts on the first pull, and hopefully I will be able to attend a few events this year, restrictions permitting.

Old timers

Dear Sidevalve,

Thank you very much for reminding me that I have been a club member for over 40 years! (*Any time, John! – JN*)

In the June 1981 *Sidevalve*, as well as Jim, both Andy Main and myself are listed, as Popular Register Spares and Club News Editor respectively, and I well remember going to committee meetings in the previous year. Spooling back to *Sidevalve* of December 1976, which was Steve Waldenberg's first issue as editor, I found a piece by Andy about fitting a Wilmot Breeden locking petrol cap made for an Anglia 105E to his 103E. I joined the club in 1979, but I wonder how many more members first joined over 45 years ago?

With kind regards,
John Skinner

BEUY the Anglia's historical heat deflector: preventing my E494A Anglia from cutting out

Dear Sidevalve,

Over thirty years ago, I put the same article in the club magazine. I am now replacing the old exhaust with the club's stainless steel one. I had to remove the heat deflector that has served me well.

Living at approx 1,200ft in a wonderful town, Brynmawr (Welsh for 'hill big'): getting to Abergavenny, eight miles east, I have to climb through the wonders of the Clydach Gorge; three miles north are the Brecon Beacons, and the climb from Crickhowell and the Usk river; four miles south is the climb to the Blaenavon World Heritage Site; four miles west is Tredegar and the ups and downs of the Welsh valleys, as well as the statue of Aneurin Bevan, the founder of the fantastic NHS. 'BEUY' (BEU 726), my E494A Ford Anglia, would always cut out at certain points on the various climbs, in particular the Clydach Gorge. A simple deflector design of approximately 100mm x 100mm, two simple cuts and a hole nullified this problem for me. (See photos.) It is placed



on just one exhaust bolt to deflect the heat from exhaust to near the petrol pump.

Happy motoring.
Yours,
Adrian Davies

Minutes of the 30th Meeting of the Ford Sidevalve Owners Club

held on 26th June 2021 at Sidevalve Mews in Abingdon

John Porter opened the meeting, welcoming the signed-in socially distanced members present: John Porter – Chairman; Tony Young – Treasurer and Company Secretary (arriving later); Neil Patten – Spares Secretary; Liam Cotton – 100E / 107E Registrar and Archivist; Mark Harvey – Regalia and Advertising; Sally Litherland – Social Media & Website; Joe Wheatley – Membership Secretary; John Duckenfield – Regional Co-ordinator; Steve McKenna – Pre-War Registrar (shared); James Merritt – FSOC member Oxford; Jake Harvey – FSOC member Midlands.

1. Apologies for absence had been received from Mike Brocklehurst – Club Cashier; Jim Norman – Technical Advisor 100E & 107E; Nigel Hilling – Technical Advisor 8 & 10 hp; Brian Cranswick – Events Co-ordinator; Geoff Hammond – Special Projects; Ron Taylor – E83W Registrar; Ian Woodrow – Specials Registrar; Yvon Precieux – Pre-War Registrar (shared); Andy Main – Upright Models & Specialist Applications; Stuart Battersby – IT Technical Support; plus 34 proxy votes received from Members unable to attend due to the Coronavirus restrictions.

2. Minutes of the last AGM

The Minutes of the 29th AGM held on 24th October 2020 at Sidevalve Mews were tabled and unanimously approved.

3. Matters Arising

5a: Joe Wheatley stated that new membership forms were now easier to access on the website, together with Direct Debit forms and Membership Renewal forms. He also stated that four out of five new members now fill in their vehicle registration details as far as possible.

4. Chairman's Update and Future Prospects for the Club

Last year at the AGM, I said the following: 'It goes without saying that 2020 will be a year to remember. It has brought complete disruption

to the country as a whole and to our chosen pastime. Events have been postponed to Autumn and then cancelled.' Well, I can repeat that a good few event organisers have already written off 2021 and listed their next events in 2022. The Old Ford Rally at Gaydon is going ahead as it did in 2020, and they have assured clubs that a Covid regime is in place and, of course, it is outside. The museum also has a regime in place. Many of us have taken part in local road runs, etc. in place of set piece static events. I wonder how many organisers will fall by the wayside after the pandemic?

Our two main services to members, these being the magazine and spares, have continued to perform well throughout the Covid pandemic. Thanks to all of the contributors that entertain us every two months. We recently had the shock news that our printers, Oxuniprint, are closing down in August, so they will print and post our August issue as one of their last actions. After that, we will be in the hands of a new printer. We are looking at a number of printers as I speak today, but while many are happy to print the magazine, they are less keen to get involved with packing and posting, which is a bit of an issue for us at the moment. More news soon, or no October issue...

Spares service: Neil continues to give members a great service throughout the pandemic, and members need to be aware that he is handling all orders for both uprights and 100E / 107Es. We do have new items on the spares list so it is always worth having a look through. We will be highlighting new items and restocked parts in the magazine. One problem is that it is not always clear what part is needed, so it is really worthwhile having a parts manual for your vehicle, so that with a part number the right items can be despatched. If you are unsure of what is actually going to be needed then do get in touch with your sidevalve's technical adviser.

Committee meetings have gone online, like so many other clubs, with the last few meetings being conducted through Skype with varying success for some club officers. Last month was the first face to face meeting since March 2020. The normal running of the club has, however,

continued without interruption by phone and email contact.

Also mentioned last year was succession. Basically, this is all about getting new club officials to take over from the present post holders as they get older. For the club to survive in the long term, we will need to find new club officers to train up and to pass on the many years of experience they have gained to a new group of people. Without fresh volunteers the club will effectively cease to continue to function, nor will it be able to provide services to members. Disappointingly, I have to report that in the last 12 months there have been no volunteers offering their services to the club. Despite some thoughts, we have not really gone anywhere with succession planning, for obvious reasons, so a year has definitely been lost. I was hoping to get some interested members together to talk through the future staffing of the FSOC once the pandemic stabilises – more on that at a later date.

DVLA has continued with a skeleton service for registrations – both V765 and age-related paper applications. Time scales continue to vary. A recent development is the transfer of some applications for processing to Input Services, who are busy rejecting applications due to, in the main, lack of detailed experience of classic vehicles, or to not reading through the evidence and the dating letter. This involves a re-submission from the club and jumping through the required hoops that a particular operative desires, which causes delay and extra expense. So, anyone needing an application processed by the club should contact the relevant registrar well before wanting to get on the road. DVLA applications have actually been very few and far between throughout 2020 and the beginning of this year, and no doubt there will be a rush when it is safer for people to get out and about. To be honest, DVLA have been doing the best that they can, what with a Covid outbreak and a strike in May 2021 (and another proposed shortly), coupled with reduced numbers in the offices. They also had a large Covid outbreak that caused further delays.

There has been much misinformation in the media about the demise of petrol and diesel vehicles. A statement often rolled out is that that will not be any liquid-fuelled vehicles after 2030, which is plainly not true. There are many machines that will not be powered with batteries, especially those running off-grid. The expectation that we will all convert our sidevalves to battery power is not likely to make economic sense either. We would need a lot of written-off Teslas and Leafs to do that!

5. To receive the report of the Directors and the independently examined Financial Statements (Accounts) for the year ended 31 December 2020:

5a. Membership Secretary's Report at June 2021 – Joe Wheatley

The number of paid-up members from June 2020 to June 2021 are as follows:

	Date	Number	Not renewed from previous year
2020	01 Feb	1,003	177
	03 March	1,025	168
	01 April	1,034	168
	01 May	1,047	164
	04 June	1,055	162
2021	01 Feb	1,013	141
	01 March	1,026	135
	31 March	1,044	131
	30 April	1,052	129
	01 June	1,063	128

As at 20 June 2021, we have 1,076 members. These include 10 Complimentary and 11 Life, and are made up as follows:

FOC (Complimentary/Life):	22 (2.0%)
Renewed/Joined online or FOC:	521 (48.5%)
Paid by Direct Debit:	211 (19.6%) (I expect more DD payments this year)
Paid by Cheque:	235 (21.8%)
By Card (not online):	87 (8.1%) So, a third paying the "old way"

So far, nine members have paid for 2022 membership due to duplicated payments.

If there is a similar number of new members joining in the second half of this year to last, I estimate this will rise to 1,150 by the end of the year. Still short of 1,172!

I sent out a new Direct Debit form and letter with the June magazine. So far I have received ten back completed and signed. I hope to receive at least another ten before the end of the year.

We are continuing to investigate new online membership database systems but have yet to find one meeting our requirements. For the next year, we will continue to use the PC-based database on my computer with a backup copy on John Porter's PC.

Summary: We are slightly ahead of the number of members compared with last year. In view of the current situation, this is remarkable. I'm sure the quality of our magazine, parts and regalia service, and online activities have encouraged our members to stay with us.

5b. Regional Co-ordinator's Report for the year June 2020 to June 2021 – John Duckenfield

Regrettably, it's very much a case of, 'That was the year that wasn't' for Regional Groups, as lockdown continued throughout most of it. Only in May 2021 did the phased easing of restrictions allow for some limited activity in the classic car world. For many, though, with the recent arrival of a new variant of the virus, little has changed. There is, however, some positive news to report at the end of a depressing and difficult year! It has ended with as many Regional Groups as it started, and that is some achievement given all that has been happening!

In June 2020 there were 32 Regional Groups / Contacts (joint contacts counted as one), and at the end of June 2021 there are still 32, even though Fred Tutt in Surrey 'retired' in January. On behalf of the FSOC I would like to thank Fred very much indeed for his contribution over the years, and wish him a happy and healthy 'retirement'.

The good news is that a new Regional Contact is about to be appointed, not in Surrey but in Oxfordshire – the home of the FSOC! James Merritt lives near Abingdon and will be Acting Regional Contact in Oxfordshire until his appointment can be endorsed at the next committee meeting in July.

I'm sure members would wish to join with me in thanking James for taking on the role and wish him well in the future. Sincere thanks must also be extended to existing Regional Contacts who have once again done their very best to keep things ticking over throughout the pandemic.

5c. Spares Manager's Report for Spares and re-manufacturing – Neil Patten

Another year has passed, and despite the Covid-19 pandemic, club members' appetite for restoring their vehicles does not appear to have been diminished. Throughout this period, spares orders have continued to be received by post, email and telephone with, it would appear, increasing frequency and, once again, it has been a busy time for the spares section. Unfortunately, holding a spares day at the stores has not been possible but when lockdown rules allow, members have been and continue to be able to visit the stores by prior arrangement with the Spares Secretary. With regard to holding a further spares day, it is the club's intention to hold another one during 2022, date to be advised.

New items have continued to be added to the spares listing during the past year, and these can be identified by asterisks alongside the price. Items of note that have come to fruition since my last report include 100E reground crankshafts, 100E conrods converted to accept shell bearings, and also 8 and 10hp reground crankshaft and re-white metal conrod sets. Both variants are sold on an exchange basis and are available from stock. Other items include the E83W steering box bracket, 100E rear axle bump stops, various gaskets and tab washers.

Restocking of service items has been ongoing and, where possible, any cost savings have been passed on to the membership. During 2020 / 21 an avenue that has not been accessible to purchase spares stock items has been autojumbles, but hopefully this will change in the not too distant future.

Over the last year, the vast majority of the second hand spares stock has been sorted, and in particular I would like to thank Nigel Hilling, John Porter and Steve McKenna for their work in this area. During the next couple of months or so, it is planned to increase the storage area available for spares by the purchase of two prefabricated garages, and it is anticipated that these will be located on two of the hard standing parking areas that the club owns situated opposite the existing garages.

As advised in my previous report, spares can be ordered by various methods: post, email or telephone (between the stated times, 6.30-7.30 p.m.) but whenever possible, please quote the Ford part number to identify your requirement. This reduces the amount of time spent fulfilling each order.

As requested in previous years, if any club member would like to put forward suggestions for the re-manufacture of components not

currently available from the club or other suppliers, then please send your ideas to the Spares Secretary for consideration.

Neil was thanked for the excellent service he provides to our members. A central service providing income and assistance, despite requiring much personal time and visits to Abingdon between meetings.

5d. Treasurer's report, presentation of the accounts – Tony Young.

Tony showed on-screen copies of the Annual Report and Accounts for the year 2020. He reported that the club had another satisfactory year, with a profit of £20,540 in 2020 (£1,731 in 2019). The financial position remains strong and the reported profit or loss each year is very much subject to fluctuating stock valuations. The club maintains a significant stock of new, re-manufactured and second hand items for sale to members – please use this service! The income generated from spares sales helps to finance the club to everybody's advantage.

Our other main income source is subscriptions and circa 48% of this goes into maintaining our quality colour club magazine. Particularly during the pandemic lockdowns, when car club meetings were impossible, our members have appreciated the bumper issues with extra information and superb quality and consistency of *Sidevalve News*. Disappointingly, our current printer will cease trading during 2021, but we are sure we will be able to match their price and quality. The club now accepts PayPal, direct debits and cheques for membership subscriptions besides credit and debit cards for both subscriptions and spares purchases.

Tony reminded us that the purpose of the AGM is for the members to hold the Committee and representatives to account. Our work is in collaboration with members and we appreciate their feedback. He explained various points on the accounts, saying that we were in a strong position, able to respond to both expected and unexpected needs, particularly with regard to spares, by ensuring that our bank balance was at least £40,000 at all times.

With regard to spares we were reminded that the club trades mutually, therefore only members were able to buy the club's spares.

Each year we have an Accountant's Independent Assurance Report to confirm that the financial statements give a true and fair view of the club's affairs and declared profit.

Tony stated that our Freehold was stated as usual at the original cost, which understates the current value, but this underpins the future

Ford Sidevalve Owners' Club Limited Company Limited by Guarantee		
Detailed Profit and Loss Account		
For the Year Ended 31 December 2020		
	2020 £	2019 £
Turnover	79,368	82,746
Cost of sales		
Opening merchandise	(200,594)	(203,591)
Purchases	(31,093)	(36,813)
Magazine printing & postage	(18,299)	(14,234)
Postage & carriage	(3,536)	(3,185)
Closing merchandise	208,829	200,594
Gross profit	34,675	25,517
Administrative expenses		
Accountancy services	(1,620)	(1,620)
Advertising, promotions and marketing costs	-	(946)
Utilities costs	(1,694)	(1,506)
Other repairs and maintenance costs	(229)	(3,633)
Depreciation of equipment	(564)	(627)
Travel and subsistence	(975)	(2,792)
Legal and professional costs	(546)	-
Bank charges	(905)	(811)
Credit card charges	(1,318)	(1,278)
Treasurer's honorarium	(960)	(960)
Insurance costs	(2,899)	(2,802)
PO Box costs	(352)	(342)
Telecommunications	(467)	(730)
Printing, postage and stationery	(1,283)	(2,710)
Charitable donations	-	(50)
Subscriptions	(288)	(499)
Events & meetings	(12)	(2,496)
Other costs	(47)	(14)
Profit on ordinary activities before finance charges and interest	20,516	1,701
Bank interest and similar income receivable	30	37
Profit for the financial year	20,546	1,738

of the club. The value will be increased with the addition of the two proposed garages in Sidevalve Mews.

Looking to the future, Tony advised that 2021 will be another satisfactory year and we are in a good position to mitigate any unusual expenses. Subscriptions had been increased to £35 in 2020 and there are no proposals to further increase them in 2022.

Tony was thanked for the consistency and quality of the accounts produced for bi-monthly club meetings resulting in the AGM accounts.

The meeting noted that the accounts were agreed by the board and committee on 22nd May 2021.

5e. Club Cashier's Report – Mike Brocklehurst

There was nothing unusual to report from the Club Cashier. Fixed costs were meticulously and regularly examined to ensure best options. Our BT contract will be due in August 2021 and

John P. is sure he will be able to fix a better deal – we are now using WiFi more often but meet only every two months at the stores, so phone calls are infrequent. It is the view of the Board that continuity will be preferred to the 'cheapest deal'.

Mike was thanked for his careful handling of the club's day-to-day cash, ensuring every penny was well spent.

Federation: It was noted that the Federation were slowing getting back to work after various lockdowns, but there was little forthcoming at present.

5f. Regalia Officer's Report – Mark Harvey

Things were very quiet last year with everyone locked down. Things picked up around the end of February, with Regalia sales steady in the past few months, with a mixture of manuals for all models being dispatched.

With everyone in lockdown, a few reading

books such as Dave Turner's are providing light relief from the boredom.

The clothing range held by the club, as discussed at previous meetings, are really show sellers. As we look forwards, with more lockdown restrictions being lifted and car shows coming back, we will see a rise in sales at these events, especially the NEC shows. As we hold minimal stock of these items, I am positive about an increase in sales.

Our online supplier, Osnic, have reported to us that there have been a few sales but nothing to get excited about. The Gatsby hat and Gilet are the most popular choice.

As the online supplier completes orders on request, there is no cost to the club, and we do not need to hold large amounts of stock of every item available. The club makes no profit from these sales but, as discussed previously, it's better to have no outlay than large amounts tied up waiting and hoping for a sale.

Currently I am looking at a new key fob with the FSOC logo as opposed to individual model ones. I have contacted a couple of suppliers with no real success. Neil has a possible contact and I will report back.

5g. Website and Pop Shopper – Sally Litherland

We have responded to several requests over the last year to make forms and information more accessible, mainly with respect to membership and online ordering, and we are grateful for all comments which might make our website more intuitive for all our users regardless of proficiency. With so many different platforms used by members and non-members alike, we often can't always see what you see when you log on. In particular, viewing the site from a phone can be very different and take longer, but as we discover problems, we try to iron them out. One of our ongoing difficulties is our website provider constantly updating 'to make things easier' ... It rarely does, and often involves much work at our end to stop areas on our site from becoming obsolete.

A constant request from our Registrars is for members to complete (as far as possible) details of their vehicles in the Registration Form on the Membership section of our website.

The problem we had with Pop Shopper scammers during the first lockdown last year also seems to be resolving, perhaps helped by our notifications, stating that we always inform the Police – or perhaps as a result of one of the pesky Internet provider updates. If I hear that one of our advertisers is being scammed, I respond to the scammer on behalf of the FSOC

immediately and we rarely hear from them again. However, I think we are all becoming more experienced in knowing who is a bona-fide buyer or seller.

Meanwhile, we have had some lovely cars on our site and we are delighted when they change hands to new club members, or swap around our current membership. It is hugely satisfying hearing the stories around your cars and knowing that they are moving on to good homes – almost especially when someone finds their first sidevalve and the excitement it brings! I never burst the bubble by mentioning the hiccups which may follow – that's far too technical.

Facebook and Social Media: Our open site for members and non-members alike now has 2,181, up 258 from last year. These are not all contributors but many find us this way and then join the club. On the open site we have six moderators; in addition to John Porter, Stuart Battersby and myself we have Geoff Hammond, Mark Hickling and this year added Jeremy Ray, and all have a wealth of knowledge about our cars. We constantly need to advise those who wish to post that we cannot allow technical discussions, buying or selling on the open site.

Our Members Lounge has a steady membership around 220, with new ones added and a few leaving each year as their cars move on. Paid-up members in the Lounge have seven moderators with the inclusion of Nigel Hilling, so questions and answers can be checked for accuracy, ensuring that advice given will not cause further problems. We are all busy at other jobs, so sharing the responsibility is essential. In the Lounge we have many really experienced sidevalve owners who offer solutions to less able members.

The Reports of the Board and Committee were proposed by Joe Wheatley, seconded by Mark Harvey and unanimously accepted by those attending both in person and on Skype. There were 34 proxy votes and no abstentions.

6. Re-election of the Directors of the Company

[Note: There are six Directors and at least one third retire by rotation at each AGM but are eligible to offer themselves for re-election. All Directors are Committee Members and by electing or re-electing them, the Club Membership are confirming their continuation as Committee members.]

- a. To re-elect John Porter – Director and Chairman (retiring by rotation).

- b. To re-elect Mike Brocklehurst – Director, Cashier and FBHVC (retiring by rotation).
- c. To re-elect Neil Patten – Director and Spares Manager (retiring by rotation).

The re-elections were proposed by Tony Young, seconded by Mark Harvey and unanimously accepted by those present both in person and on Skype with no abstentions. There were 34 proxy votes.

Directors and Committee members not due for re-election at this meeting:

- Andy Main – Director and Anglia, Prefect and Popular Register, plus Specialist Applications.
- Joe Wheatley – Director and Membership Secretary.
- Tony Young – Director, Treasurer and Company Secretary.

7. To appoint or re-elect the Committee Members of the Company as appropriate

- Brian Cranswick – Events Co-ordinator.
- Liam Cotton – 100E / 107E Registrar and Archivist.
- John Duckenfield – Regional Co-ordinator.
- Geoff Hammond – Special Projects.
- Mark Harvey – Regalia Officer.
- Nigel Hilling – 8 & 10hp Technical Advisor.
- Sally Litherland – Website / Pop Shopper.
- Steve McKenna – Pre-War Registrar (Joint).
- Yvon Precieux – Pre-War Registrar (Joint).
- Ron Taylor – E83W Registrar.
- Ian Woodrow – Specials Registrar.

The Committee Members due for re-election were proposed by Sally Litherland, seconded by Neil Patten and unanimously approved by those in person and on Skype with no abstentions. There were 34 proxy votes.

Positions vacant:

- **Publicity & Liaison Officer** (previously Publicity and Advertising): This position is to keep up to date, networking and responding to members' queries. Previously, it has been concerned with editorials for magazines, and although this is still part of the job, we are being asked less and less for this type of input.
- **Club Administrator** (previously Club Secretary): This is a task for someone to administer routine queries and keep abreast of timings for meetings, etc., to ensure we are as efficient as possible in our responses and organisation.

Advisors to the club remaining in post – not committee members:

- Jim Norman – 100E & 107E Technical Advisor.
- Stuart Battersby – IT Technical Support.
- Peter Tinsley – Technical Editor.

8. To appoint JCA Chartered Accountants, Island View, 9b Hurst Road, Milford on Sea, Lymington, SO41 0PY, as independent reporters for the company

Re-appointment of JCA Chartered Accounts was proposed by Mark Harvey, seconded by Sally Litherland and unanimously approved by those attending in person and on Skype. There were no abstentions.

9. To authorise the Officers and Committee to fix the remuneration of the independent reporters

Proposed by Joe Wheatley, seconded by Neil Patten and unanimously approved by the members, both in person and on Skype. There were 34 proxy votes and no abstentions.

10. To transact any other ordinary business of the Company

a. There had been a request for the AGMs to be videoed in future. This was discussed and it was agreed that, although it was an excellent idea and technically possible with some additional equipment, we need a person who would provide technical assistance in setting up the audio / wireless, mics, etc. This would lead to wider participation and the club would be grateful for a volunteer.

b. John Duckenfield noted that, although the leaflet containing recommended suppliers / Regional Contacts / Committee members had been well received, he thought the Regional Contacts and Committee members should also be in each magazine.

c. Neil reported that since the last magazine, second hand spares sales had increased (a result of Nigel Hilling's input).

There was no further business and the meeting ended at 2.40 pm.

Jim Norman

Tales of SFO

A long-standing problem

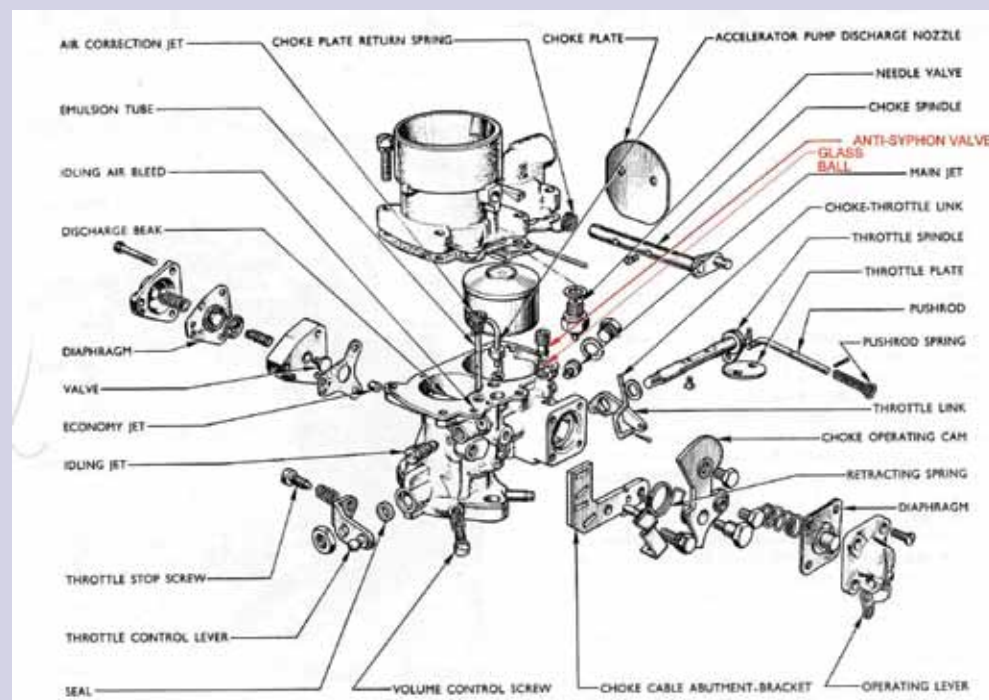
Soon after acquiring SFO, I realised that it went a bit too well for a standard 107E. A quick check revealed the engine to be the original, but the 'screwdriver down the plug hole' method revealed a stroke of about 65mm: 1342cc. Otherwise, everything was normal, including the Solex 30 ZIC-3 carburettor, as supplied for 997cc engines. It was soon apparent that this was struggling to supply the additional 345cc, and I had several partially dismantled Solex B30 PSE types jetted for 1198cc. A good one was assembled from the various parts; it ran much better and I was happy with it except for one fault which I had heard about with this carburettor: the fuel would drain from the float chamber overnight, so the engine required churning over on the starter for four or five seconds to refill the chamber before it would start.

This had been a nuisance on 105Es for some time, but more so on the Prefect. The 105E Anglia's tank is mounted low down under the boot floor; that of the Prefect is mounted vertically in the boot and, if over about half full, the fuel level is higher than the float chamber.

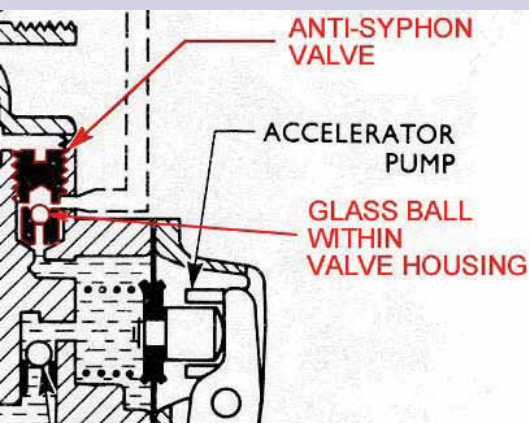
Thus it became obvious how the fuel was leaving the chamber: normally, the missing fuel made its way to the venturi and into the engine until the chamber was empty, but with the Prefect, this fuel was replaced by more gravitating from the tank, until there was a lot of fuel in whichever cylinder's inlet valve was open, causing the engine to hydraulically lock when the starter was operated.

A few half-hearted attempts to find the cause proved unsuccessful and I reverted to the easiest option: don't fill the tank above half way. For normal use, this was fine, but inconvenient if starting a long journey early the following morning, and trips to Bridgnorth start before 6.30 a.m. So, in June this year, a more thorough investigation was begun.

The fuel was obviously syphoning into the venturi, but how and where? I was convinced it wasn't through the main jet, but the parts book showed an anti-syphon valve in the accelerator pump circuit. All the manuals describing assembly of that carburettor said something like, 'Fit the glass ball followed by the anti-syphon valve', but no glass ball appears in the parts book, only in the manuals. Removing and examining this valve showed that there was



Exploded view of the Solex carburettor, showing the anti-syphon valve with the glass ball below.



Schematic diagram of the pathways through the carburettor to the accelerator pump. This shows the glass ball within the valve, and confirmed a suspicion already formed.

nowhere below it to accommodate said glass ball, and the shape of the bottom of the valve would not provide a seating. Could the ball be contained within the valve? Shaking it did not provide any rattling noise, nor did shaking any of the other four valves in the collection, suggesting that there was no ball inside. Unless it was seized stuck ...

I cut open one of the valves, and yes, there it was, so how to free it from one of the other valves? It was left in a tin overnight with penetrating oil poured in until the valve was covered. The following morning, the valve was extricated and given a shake, and the rattle was clearly audible. The valve was refitted and the carburettor reassembled.

Did it work? There was about two to three gallons in the tank, so no chance of hydraulically locking, but it did start pretty near instantly the following day. Then the tank was filled and the car left overnight. The following day, starting was normal. In the end, logical

thought and some testing produced the cure, showing that all the problems came down to a little valve about a quarter inch diameter and less than half an inch long, but it's small details which count!

Lakes Tour, 19 June 2021

Once again, the Lakes Tour took a convoy of 105E Anglias, Mk I and Mk II Cortinas, a Corsair, Capri, Lotus Europa and a Mini Cooper around this lovely part of England. The weather varied between cloudy and bright sunshine, and never rain. The Prefect covered 294 miles in the day, about 100 miles to the start point and a similar amount coming home, all without any hint of a problem. The lunch stop was

entered over quite a high speed bump; no problem for SFO but one lowered Anglia had a bad oil leak from the sump afterwards.

I feel I might have besmirched SFO's good name in the June 2021 edition. It isn't as fast as BLC; on the other hand, it kept up with the large crossflow-, Zetec- and Duratec-engined Anglias on 1 in 5 gradients, and on the final speed run went from 60 m.p.h. to 65, then about five miles at a steady 70 but with the odd prolonged burst at 75. Neither car nor engine seemed particularly distressed by this treatment, but the run from Penrith to Wigan down the M6 was taken at a more leisurely 50-55 m.p.h.!

The photos were taken waiting to board or actually on the Hawkshead ferry.



The hazards of lowered suspension ...



Dave Turner

(Very) Small Sidevalves

It's 23 years since the little model Squire from Lansdowne made these pages – in the April 1998 issue, in fact. At that time, it had just been issued and was number 20 in Lansdowne's range of hand-built models of UK cars. Their only UK Fords up to then had been Mk 1 Zephyrs in various forms. Meanwhile, the parent range – Brooklin – had already produced over eighty different models of US subjects, probably forty of which had been of Ford and related subjects (Lincoln, Mercury, Edsel). Among these were variations of half a dozen or so sidevalve engined Fords – in-line 4s, V8s and V12s.

However, back to the Squire. This was the 'executive' version of a pair of sidevalve-engined estate cars introduced in September 1955, the other being the Escort (that name rings a bell!). These were based on the 300E van that had first appeared in 5cwt form in August 1954. That and the Escort estate featured Anglia level of trim, while the Squire and the 7cwt version of the 300E van – that arrived just a month after the twin estates – featured Prefect level of trim.

Ford's use of the Squire name goes back to 1951, when the current wagon based on the 1951 sedan, dubbed 'twin spinner' due to the two big circular ornaments in the grille, was called the Country Squire. For many years, this badge was reserved for the top wagon in the Ford range, and they were invariably adorned with timber (or plastic imitation) decorated sides. As far as the UK Squire was concerned,



Photos 1-2. The Lansdowne Squire and Prefect.

the wood decoration lasted only until August 1956 when it was replaced by simple plated strips. While over 8,000 of these early Squires were made, about the same number of the subsequent non-timbered Squires were made up to September 1959.

Back in 1998, Lansdowne's then-new model Squire was criticised for having wheels that were a scale 4" too big. They certainly spoiled the overall character of the model. But, twenty-plus years later, the model has been transformed by the substitution of a set of correct size wheels. The fitting of them was a few minutes' work. However, the suggestion back in April 1998 that a little extra painted detail could enhance the model never took place – lack of time!

Moving on from 1998, Lansdowne included another half dozen Ford models over the next ten years. One sidevalve was their V8 Pilot, the rest Consuls, Classics, Corsairs and Cortinas. However, in 2010 we got a small sidevalve in the shape of a 100E Prefect, and very nice it is too. First thing to check – the wheels are the correct size! Obviously Brooklin were going

to employ as much of their Squire tooling as possible. Front bumper, grille, bonnet mascot and lights were carried over but the screen wipers, door and boot handles and front wing badges are now separate, fine plated castings. As the correct facia for the Squire had already been made, making the new Prefect a Deluxe enabled that same facia to be employed. Deluxe Prefects arrived in October 1955, at the same time as the rear flashers became separate items above the reflectors with the stop / tail below. For some reason, the new model Prefect features the same all-in-one pattern of rear lights as on pre-Deluxe examples. Probably only sidevalve anoraks will be bothered by this, and the model with its bright full length plated strips looks superb. These lights changed again in October 1957 when rectangular rather than circular reflectors were featured.

During the years since the Prefect arrived, the only UK sidevalve Ford to be modelled by Lansdowne was a woody version of the V8 Pilot; otherwise it was more Consuls, Cortinas and Zephyrs.



Photo 3. V8 Pilot saloon and V8 Pilot station wagon.



Photo 4. Ford's first use of the Squire badge; a Country Squire, 1951 ... and it is a sidevalve, of course – a V8.

Jim Norman

Sidevalves, Lighting and LEDs

There is a joke about Upright sidevalves: After you switch on the headlamps, you need to go to the front of the car just to make sure they have come on as you cannot tell from inside it. It's an exaggeration, of course, but not by much: to put things into perspective, the 36W headlight bulbs should be compared with the 100E's 21W indicator bulbs. The situation with the 100Es was better: the first ones received 42 / 36W headlight bulbs and later ones a huge 50 / 40 watts. But even these leave a lot to be desired. A problem is that Uprights ran on 6 volts, and while the 100Es all used 12V, both types used a generator with a limited maximum current output. And a 6V bulb will draw twice the current of a 12V bulb of the same wattage.

A scientific explanation might assist. Energy, in all its forms, is measured in joules. Power is the consumption or generation of energy over time; the time is in seconds and the result measured in watts. A 60W bulb emits 60J of energy every second. Some of that energy is in the form of light, which we want, while some is in the form of heat, which we don't; as far as joules are concerned, it's all just energy with no differentiation for type. The relative quantities of heat and light produced largely depends on the type of bulb.

For many years, the balance with tungsten filament bulbs was reasonably constant, so a bulb of a given wattage would produce an easily anticipated light output, so bulbs were rated in watts rather than one of the many units of light available (lumens, candela, etc.). This worked fine until fairly recently, when 'bulbs' giving out a greater portion of their energy as light and less as heat became available. This means that you can either use a lower wattage bulb for the same light output, or a similar wattage bulb for an increased light output. The snag is that the legislation was written around the old bulbs and dictates the minimum wattage that a particular lamp and / or bulb must consume, leaving the car owner wishing to upgrade with the choice of fitting an adequate LED but whose wattage is below the stated minimum; or an LED which meets the legal requirement but is far too bright for the application.

The first question to be asked is: in today's circumstances, with our cars used mostly going

to and from shows, or on road runs, entirely in daylight, do the lights really matter? They are a legal requirement and must work correctly, but there is usually no minimum requirement as to performance in terms of light output. If you switch them on (and go to the front of the car to ensure they have come on, etc.) and they all work, they'll do. But, some members do not feel comfortable with this situation. What if there is a delay, and you find yourself going through the dark, dark wood in the middle of the night, like Enid Blyton's Noddy, and can't see?

Many Uprights have been converted to 12V operation, ostensibly to give better starting, which it does. But it also halves the current draw when using lights, ensuring that (i) the battery won't become discharged; and (ii) higher wattage bulbs can be fitted without exceeding the generator's capacity. Both Upright and 100E models have few electrically driven components; this is a big advantage of the vacuum wiper system, perhaps its only one, but the 12V generator has adequate reserve capacity to cope with demands; although, I do wonder at the current draw of the first 100E's wireless installations, which needed a power unit under the bonnet, although the fuse rating was only 5A.

So, what lights are we talking about (this section should be read in conjunction with John Porter's item in *Sidevalve* Vol 34, No. 6, December 2017)? Two side lamps, two rear lamps, one numberplate lamp, one or two brake lamps, two trafficators or four flashing indicators, two dipped beam and two main beam headlamps. Note that, if a light is one of a pair and an LED is fitted to one side, another LED must be fitted to the other side. However, and fortunately for us, our sidevalves are of an age where many of the wattage requirements do not apply.

So where can you use LEDs? The legislation says:

- **Front Position Lamps. (Side lamps).**
Vehicles first registered before 1st January 1972: LED light sources in the original lamps are compliant.
- **Rear Position Lamps. (Tail lamps.)**
Vehicles first registered before 1st



Photo 1. A normal tungsten filament bulb, in this case 5 / 21W for use as a tail and brake light, among others.



Photo 2. 12V 5W SBC (single [contact] bayonet cap). It has many uses, but on 100Es, at least, mostly as the number plate illumination.



Photo 3. An LED unit with a similar bayonet cap, so can be used as a direct replacement for the older type. Current draw would be reduced by about two-thirds.

January 1974: LED light sources in the original lamps are compliant.

- **Rear Registration Plate Lamps.**
Vehicles first registered before 1st April 1986: LED light sources in the original lamps are compliant.
- **Stop lamps.** Vehicles first registered before 1st January 1971: LED light



Photo 4. A twin filament, pre-focus bulb as used in many sidevalve headlamps up to and including the 107E Prefect. Wattages in our cars varied up to 50 / 40W as standard, although higher, sometimes much higher, ratings were available.



Photo 5. A halogen headlamp bulb. Kits are available to easily convert a standard seven inch headlamp system over to halogen, giving 60 / 55W output from 12V. Much more of this is light, so the difference from the old pre-focus bulbs is impressive – and legal. The connections are the same as used by sealed beams, so require a change of that (detachable) part of the wiring loom.

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Trafficators / indicators

The bulbs in trafficators are not an issue, but those in flashing indicators are, for two reasons: (i) LEDs are below the specified wattage for vehicles of any age; and (ii) the flasher unit is designed to work at a fixed current set by two 21W bulbs. Since these are wired in parallel, the failure of one bulb raises the circuit's resistance, reduces the amperage and causes the flasher unit to operate at a faster rate or not flash at all. The reduced current consumption of LEDs has the same effect.

The light source drawing the most current on any sidevalve is the headlights; two 6V 36W bulbs will draw 12 amps. Changing to LEDs here offers obvious advantages, and LED headlamp bulbs are available. However:

Headlamps

LED light sources in the original lamps are generally non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations. However, in some particular cases it may be possible to locate LED light sources of compliant wattage. (Note that these will take the same current and get as hot incandescent. As low-current LED headlights come with heat sinks and a warning that wiring must be kept away from them, this additional heat inside the headlamp bowls ... is likely to cause wiring damage.)

To decide ...

If, despite the above, the decision is made to fit LED bulbs inside the existing headlamp bowls and reflectors, you have a problem beyond any work needed to convert the original lamp to accept the new bulb. I worked at a Ford Main Dealer at the time that the Mk II Escorts were new, and the base models came with normal tungsten filament bulbs, the higher priced versions with halogen. The headlamp units looked the same, and the bulb mountings were identical, so many owners of the base models 'upgraded' their headlights by substituting halogen bulbs. The light pattern was then all over the place: the shape of the reflectors was



Photo 6. LED headlamp units, which use the same fittings and connections as the halogen bulbs. But will they focus, and are they legal?

different between the two types to match the different *focal points* of the two bulbs. You would hit the same problem; you would need to fit the entire LED lamp unit, which should give you a correct beam, but would still be non-compliant within the Road Traffic Act of the UK, and probably within similar legislation in other countries also.

So, where does this leave us? The amperages quoted are for a 6V system; halve it for 12V. Two side lights, two rear lights and a number plate lamp will together consume four amps, not massive but significant. Converting to LEDs will reduce this to about 1½A. Two brake lights will consume seven amps, but only while the brake pedal is pressed, so not a constant load; likewise two flashing indicators. Headlamps with two 36W bulbs will take twelve amps; two 60W bulbs – if you could get them – 20A, so significant. LEDs would bring these figures down to about four amps in replacement for the 36W bulbs, seven amps for the 60Ws, i.e. less than the original 36W bulbs, but much brighter. However, you have to make them fit and would still have a car which was not strictly legal on the road.

So we go back to that first question: in today's circumstances with our cars used mostly going to and from shows, or on road runs, entirely in daylight, do the lights really matter? Only you can make that decision.

Anglia is Third in Monte Carlo: Reece Cousins' Fine Show in Rally

Reprinted from Sidevalve News, June 1981. That article itself was reprinted from Ford News.

23rd January 1951 – the start line at Glasgow

A host of familiar faces and well prepared cars (for remember, this is a hand-picked entry, 62 out of 600 applications). A lot of good natured ribbing from the boys when our Anglia appears. Offers of a tow or push from all quarters, hints on how to carry 8 h.p. cars up the Alps, even more hints on how to push them down! All this taken by co-driver Peter and me with a grin, but in the back of our minds the constant doubt. Surely this is asking too much, to keep an 8 h.p. engine at virtually peak revs for 72 hours. How will a tired engine respond to those last hectic six hours with three major Alpine passes to climb? We take the ribbing in good part, but we wonder!

1.21 p.m. Blytheswood Square, and we're off, Peter driving through apparently the whole population of Glasgow. Next stop, Ford Service, Hope St. Should be there by 7 p.m. Refill tank, quick meal, any last minute adjustments and then away. That's the plan. Down through Carlisle and Preston, and then the home town, spot on time. It seems strange to be able to call in at our own works whilst on route for Monte Carlo. Liverpool produces a host of friendly faces, whilst in the Ford department Ronnie Byrne and Bill Freeley give the steering a final check over, Jim Bird and Tommy Owen perform a racing refuel, seven gallons plus two in a can. Bert Harrison, whose engine this is, looks on, apparently happy, but we think he is just starting to sweat it out for the next 70-odd hours. Harry Graham checks us for the fiftieth time to make sure we have all we need. A quick meal, a chat with SBR and off for Wales. Reporters and cameramen at the tunnel entrance, and then away through Birkenhead and a long smooth run to Llandrindod Wells, punctuated by (1) the appearance of Derek Parker as a motorcycle escort from Chester to Wrexham, and (2) cheering crowds in every town and village in Wales.

On time at the check, I take over and head for Folkestone. Uneventful run to Oxford; Peter

relieves me and whilst I sleep pushes the Anglia hard down to Folkestone, for an oil change is laid on here and all the spare time we can make is useful. On board SS *Dinard*, all OK. Breakfast – bacon and eggs, then below decks, hire two seamen's bunks and sleep, for an 8 h.p. is going to tire us more than a little and every hour of rest is vital.

Boulogne – bright sunny morning. Off the ship, through the Customs and away to Lille, right hand side of the road, and what roads, those interminably long undulating roads of France. The other rally cars steadily passing. Our speedo never dropped below 50 m.p.h. Suddenly Peter remarked, 'Good. We've been going twenty-four hours, only another forty-eight left.' As the Anglia bounces over the French pave I think, forty-eight hours more continental roads, 55 m.p.h., that's nearly 5,000 revs. I wonder if it can stand the hammering.

In Lille on time, and away to Liege in Belgium. Darkness, and a Customs halt on the Franco-Belgium border. Then to the outskirts of Liege, well on time but we have been caught here before. A big sprawling city, it seems even bigger when one tries to find the control office in the middle of a maze of buildings. We find them, and a meal too. Check in and out briskly and away. Not all our fellow rallyists are so fortunate. George Milton and his crew lose four precious minutes here and are penalised 40 marks, and so are two other English cars. We, however, are into Holland; the Dutch frontier men remember us from the Tulip Rally and make quite a fuss. 'Ah, the leetle Anglia,' they say, and pass us through their post in less than a minute. Now to Venlo and Amsterdam, 190 miles of really good Dutch roads, and best of all a full moon. Peter has his share of sleep whilst the Anglia and I drone on through apparently deserted Holland. Drive on side lights only and conserve the battery. After all, a 6-volt cannot be expected to take all our electrics indefinitely. 55/60 m.p.h., an 8 h.p. engine, 190 miles non-stop. Into Amsterdam, over an hour in hand and into the Ford dealers. And what service we are given. Grease, spray and check, take

the brakes up, change the headlamp bulbs to continental type, and tighten the shocker brackets and spring shackles, for there are a lot of rough roads ahead of us – whilst Peter and I are whisked into a barber's shop built in the garage, shaved (first since Glasgow), shampoo and massage and then a really good cup of coffee. Feeling as fit as the Anglia sounds, we thank our Dutch friends and check in and out of the Amsterdam control.

2.45 a.m. Thursday morning. Doesn't Glasgow seem days away? Peter takes over for a 150 mile run into Brussels, I settle down to sleep. Uneventful run except when one bend causes Peter some desperate manoeuvring and to remark, 'Blast this ice,' and so it was for a little way – patches of ice which, however, thawed as the sun rose.

Brussels, 8 a.m. Time for another meal and once again, the eternal omelette – heavy meals and Anglia suspension, plus continental roads for 72 hours – just don't agree. Rheims on time. Here another Englishman dropped marks, this time a mechanical defect, but apart from some mysterious sand in the petrol tank, the Anglia appears unharmed, although removing the sand caused no little anxiety outside the Paris control. However, all was well. Leave Paris on time, led out by a French motorcycle policeman who is under the impression that all Anglias will do 90 m.p.h. We lose him and then catch him up, and then out onto the Fountainbleu Road and head for Bourges, 200 miles away. Dusk comes and Peter and I both voice the same thought – 'Wonder what the night will bring?' For this is the last night, and as always in the Monte the last night means the Alps.

Bourges, still on time. Good run from Paris. Considerably enlivened when Peter hits a hen at 55 m.p.h. and deposits the greater portion of it on the windscreen of BBC man, Raymond Baxter, who was coming up fast behind us. Weather reports scrounged at Bourges are mixed. No snow, lots of snow, ice and fog. We decide to just leave it to the Anglia and hope for the best.

7.30 p.m., away from Bourges and head

for Clermont-Ferrand. Reach it uneventfully at 11 p.m. and straight off after a hasty coffee. Now on the much dreaded Le Puy and Valence section, from 400 to 4,000 ft, three times. We decide that the man who designed the road was paid by the yard. Seventy-seven gear changes in less than 15 miles, then 25 minutes uphill, then over the crest of St Angreve, 3,800 ft and plenty of snow. Now start the long descent into Valence. A little way down, ice – thick black shiny ice. Steady on this hairpin bend, a torch is flickering, someone is waving us down. Gently apply the brakes, and slide past two English cars, hopelessly jammed together. We think, 'What rotten luck!' Still, we are all right. Press on. Some nasty moments and then Valence on time. Refuel quickly and away.

3 a.m. Peter driving and the Col de Cabre looming ahead, barring our way to Gap, the next control. 3,890 ft and 1-in-8 all the way up, thick snow falling and the ice really crackling under the Anglia's wheels. I have no thought of sleep now, just give Peter plenty of room and hope that in averaging 31 m.p.h. down the other side, the Anglia won't fall off the edge. It doesn't, and we arrive in Gap with five minutes in hand and are immensely cheered by the news that a lot of continental boys were late here.

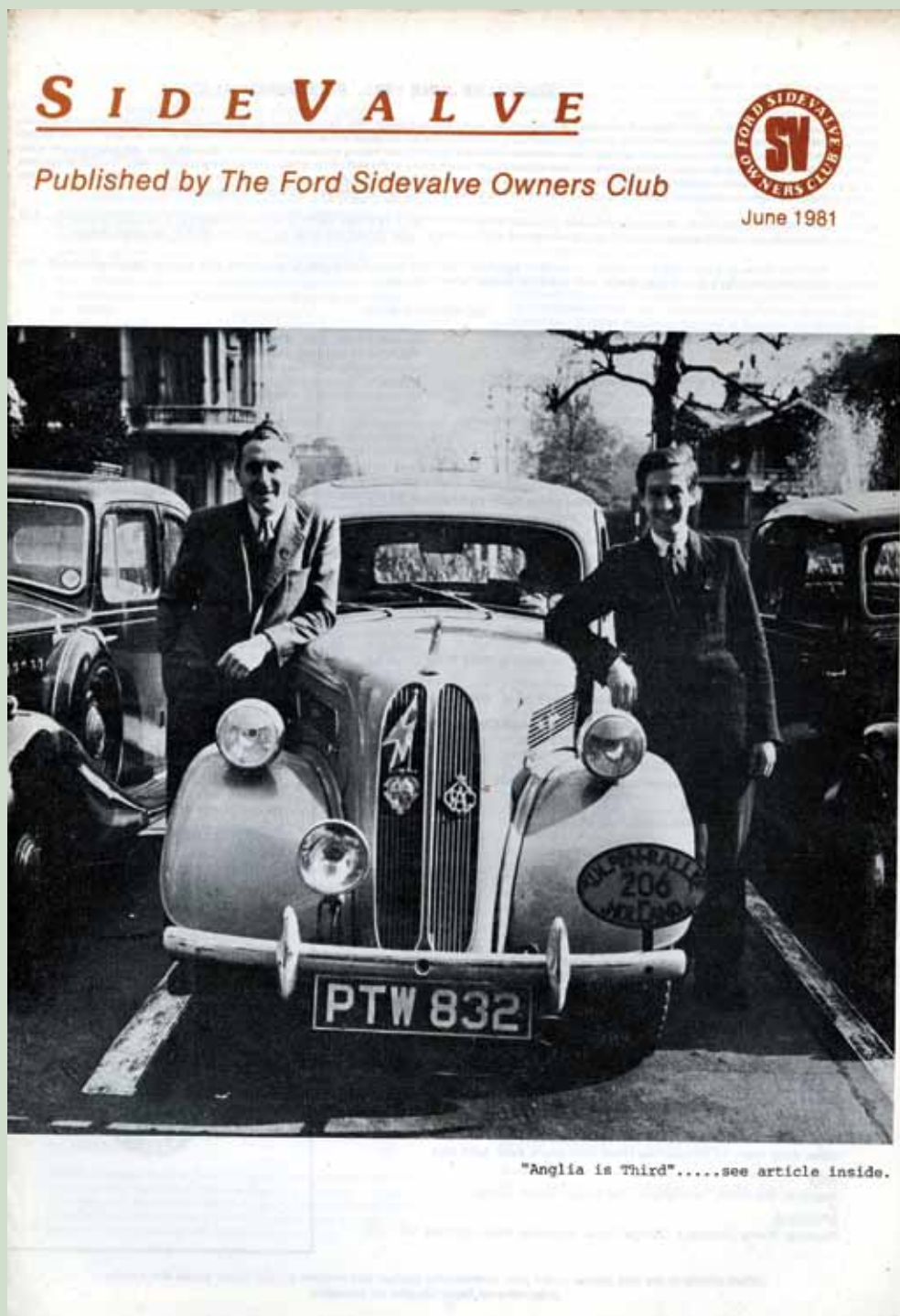
From Gap, Digne, then to Grasse, the last mile dash into Monte. No coherent thoughts over this section, just odd incidents that stick in the mind. The Anglia speedo showing 55 m.p.h. downhill in thick snow; Peter having the drive of his life; no time for chains, a miraculous avoidance of a snow plough; Peter still doesn't know how he missed it; the lurch as we dropped the offside wheel over the edge, and the quick heave and sweat as the Anglia clawed its way back on to the road; a Citroen upside down in the ditch, a dozen telegraph poles scattered like matchsticks over the road; we wonder if someone has hit them, or has the weight of the snow brought them down? The Anglia patiently picks her way past them, and then suddenly no snow, dry roads, and the last dash into Monte, 70 m.p.h. on the clock, downhill of course!

As if it had all never happened. 12.38 p.m. and the finishing line, and we know we have done one thing at least, never accomplished before: we have brought an Anglia into Monte on time. We take the acceleration test happily, 275 yards with a stop and go in the middle; the Anglia engine, now hot and very tired, manages 30.2 secs. If only we hadn't hammered the brakes so much coming down the Alps. But then, if we hadn't we would never have made it on time. And now into the closed car park,

up to the hotel. Sleep, wonderful sleep! Come back tomorrow at noon, start the car on the starter within three minutes. Of course it will start, and it does; lights, horn, dynamo, silencer engine and gearbox and axle seals all checked. The Anglia loses no marks on this inspection and finally we hear, 'Third in the 1100 class' (forty-odd cars in it, too); eighty third in general classification, out of 360 starters.

We both go out and pat the Anglia, which is still apparently unaffected by its ordeal, and

I think ... 'PTW 832, a beige 8 h.p. saloon. Behind that simple description is surely the finest Anglia Dagenham ever turned out. Two international rallies, twice in the first three in her class, ten major English events, seven times in the award list; 15,000 miles of hard national and international competition motoring, and never a hint of trouble. Could one ask more from the men who serviced her, or the factory that turned her out? I think not ... and now for home.'



The front cover of Sidevalve News, June 1981, shows PTW 832 after another victorious rally that same season, with the Reece boys.