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Sidevalve Owners' Club

Features this issue

Ford Training Manuals | Prop Sleeve and Vacuum Pipe The Ignition System | Sidevalves in A Small Scale Anglia Popular and Prefect Wall Clocks



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Editorial/Advertising address: Ford Sidevalve Owners' Club PO Box 235, Warrington, Cheshire WA3 9DS

Editorial email address: editor@fsoc.co.uk

FSOC Web Site:

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Cover photo by Sally Litherland: Christchurch Quay, 5th September 2021.

John Porter

Editorial

As you read this issue, we will have had E10 petrol for about six weeks. Much has been written on the subject, with a fair amount of scaremongering. Time will tell, with the increase in proportion from E5 to E10 and possibly further up the scale in the future. The best that we can do is use what used to be super unleaded (labelled as E5 at the moment) when it is available. If you have to fill up with E10, as smaller garages may not have the E5, then just top up when you can to dilute the E10.

One of the best ways to alleviate most of the problems that could occur with using E10 is to keep your sidevalve exercised. There are various additives available that may help matters, but some aspects of the ethanol are not covered so they may be only part of the solution. The worst thing that we can do with this adulterated petrol is to leave our pride and joy locked up in the garage with E10 in the tank. It is after prolonged inactivity that the ethanol problems can occur.

As we move into the winter, the little trips out can be weather dependent. If it is dry then salted roads are not too much of a problem but wet, salted roads will require a good hosing down underneath and time to dry before being put away. Just like your horse, you don't ride it and put it away wet!

DVLA are under pressure over renewal of paper applications for licenses and such like at the moment. This may have a further effect on applications to retrieve registration numbers, and also for age related numbers. In my experience with DVLA they have done



the best that they could in the circumstances with our applications. Where they have, pre-Covid, advised six weeks to process registrations applications, it is now effectively between 10 and 15 weeks, so you will need to be patient. If



Fuel additive.

a response comes back promptly, it will be a rejection or request for more information.

There is now a further complication in the form of NOVA (Notification Of Vehicle Arrivals). The DVLA requires an HMRC NOVA clearance for all vehicles that are being registered in the UK - this has actually been in place since 2013 but not acted upon. At the moment, it appears to be age-related applications, where there is not a previous DVLA record, and the request can be a result of an application with 'issues'. This may mean that DVLA will insist on a NOVA declaration (and number) before registering your sidevalve. Best advice is to contact your relevant FSOC registrar before contacting DVLA. In my experience, applying for and receiving a NOVA number can take some considerable time at the moment. The FSOC has experience with NOVA applications so can assist. The NOVA system can be complicated, and failure to submit correctly can result in your vehicle's being blocked from registration by DVLA. No doubt we will hear more of this development in the future. The Federation of British Historic Vehicle Clubs is monitoring the developing situation. Practically speaking, we would always advise getting your application processed by the club as soon as possible, to avoid having your sidevalve waiting in the garage with nowhere to go!

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Brian Cranswick

Events

It's an even shorter list this time. It's good to see the usual club presence taking place at the NEC, which is probably the last sidevalve event for 2021, and I really just hope for the best in 2022 and that activities can resume.

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 to find out what is taking place in your area. A reminder to all the area groups, please keep the events co-ordinator notified at events@fsoc.co.uk for all your events that will have an official club stand, and any road runs, etc., as this a requirement for the FSOC's insurance cover.

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

12th to 14th October, NEC Classic Car show. Club stand.



Robin & Jennie Thake

Three Counties

After twenty months of the Anglia and us going nowhere, at the beginning of August Andy, Stuart and I went off to Whitewebbs museum to their All Ford Day. The journey created a challenge on the way there as we missed the sign for a diversion, so we ended up on the busy M25. This is a 'smart' motorway now, so three lanes of cars and lorries were overtaking us at speed and we were in the lane that was once the hard shoulder at our normal speed. When we finally arrived, we met up with Pip and Rob, who had had a similar journey, and also Darren, Trevor and Marie, David and Jim, and Roger from the Y & C Club; that made a total of three 100Es, three uprights and a 107E, as well as three from the Y & C. After a good day, the journey home became more exciting when it began to thunder and torrential rain fell; it was really dark and the roads flooded, so we were driving at 10 m.p.h. I was lucky as I was following a car that had its hazard lights on.

The next show on August Bank Holiday Sunday was a more relaxing event – a country fair on the Countess of Warwick's estate at Great Easton Manor with lots going on, including dog show, ploughing, arena events and music, as well as forty classic cars in the car section, organised by P & A Wood. They sell and restore Rolls Royces and Bentleys, so they had an impressive display of cars which we could admire but not afford.

In September we went to Capel Manor, a gardening college, on a glorious sunny day. The show was very busy with many modern classics. We were asked to park in front of the Manor House due to the age of our car. There were only two sidevalves on show, my Anglia and the 100E of Chris Drinkwater, who was our group leader before I took over about 25 years ago.

As for restoration work, David has been busy getting the 100E that was donated to Whitewebbs museum by Terry Tomlin's widow up and running. I have lent a hand on a couple of occasions, as well as giving some advice when needed.





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Vanetta Geach

Cornwall

Cornish afternoon tea!

After such a long break of not being able to meet up, we were really wanting to get our lovely, friendly Cornish FSOC group back together. So, after facing the world issue of Covid, what could possibly stop us? Well, firstly we were snookered by world leaders for the G7 Conference. Who would have thought that we could be affected by this second world event? Where best to get world leaders together - I know, in our little Cornish peninsula with a small airport and only one hospital, and hold it at one of the biggest seaside resorts in Cornwall. Added to these dignitaries were several members of the Royal Family. Ray and I were honoured because of our charity work to be chosen to meet the Queen and their Royal Highnesses the Duchess of Cornwall and the Duchess of Cambridge. What a great experience that was for us.

Oh, did I mention the staycation situation where it seems the whole of Britain fancies Cornwall for their holiday and every venue was fully booked!

So, what could be so difficult! Ray and I came

up with the brainwave of holding a Cornish cream tea afternoon at our house. The date was set for 21st August, the invitations were sent out and, to our delight, the acceptances came in. Due to the weather forecast of showers, we set about transforming our rustic garage into a meeting venue. We managed to find a surprising amount of FSOC memorabilia to display and added bunting for good measure. This venue was perfect, letting us be beside the sidevalves but giving a chance to shelter from the Cornish liquid sunshine!

Tables were laden with food, which of course had to include Cornish cream teas and saffron cake.

Two of our members brought their Pops through pretty heavy holiday traffic to be with us; thank you, Rob, Janet and Tommy for your efforts! Unfortunately, Viv and Gill could not bring their Prefect as it was a bit under the weather. We were also joined by members from the FSOC Yorkshire group who were forgiven for not driving the 700-mile round trip in their Pop! We were delighted to welcome the lovely couple from Yorkshire, Wayne and Maureen, who were staying in their holiday home not far from us. We had previously met Wayne at a local Wheels Rally at Wadebridge in July 2019, and had kept them updated on the dates of our events. This one fortunately coincided with their visit to Cornwall.

We were also joined by our daughter and her husband, and our grandson, Finley, aged nine, who loves our Pop so much and was very excited to see Rob's and Tommy's. I think he is hoping to inherit ours! A future FSOC member perhaps?

The afternoon went extremely well, with lots of conversations and comparing notes. More important was a unified construction of jam and cream scones with the jam on first, of course, which is the Cornish (right) way!

The subject of ethanol was a hot topic, and I am sure it will be throughout our membership for a while yet.

We are now in the early stages of planning our next meet-up, which will be a meal in November before the madness of Christmas is upon us.

Thank you to all our Cornwall group members who have been so supportive of Ray and me since we have been their Regional Contacts. Our thanks also go to all the FSOC officials for their ongoing support.



Søren Palsbo

Scandinavia

Two 104Es have got new homes

In 2005 or 2006, I found my first Popular 104E, body and interior mouse-grey (as it is called in the Danish list of colours). (Registered by FSOC as number 1510 (I think).) The former owner had started a major repair, beginning at the front of the car, but around the middle he had stopped. The most visible damage was to the four wings, all badly bitten by Danish road salt – a phenomenon with which Danish road authorities try to ruin the whole Danish car fleet, no matter what vintage.

Then, in 2007, my wife discovered another 104E, black, in much better condition. (Body number 76 68 45; February 1954; registered by FSOC as number 1509 (I think).) With a few repairs (new rubber around the front and rear windows, new tyres, and the original indicators re-installed) the car was on the roads again.

The mouse-grey Popular had been parked in a corner of one of the two outhouses flanking our country house on the island of Bornholm. As the years passed, it became increasingly difficult to see the grey Popular under and behind piles of other things.

Fourteen years have passed since the arrival of the black Popular. The log book under the dashboard tells me that in these fourteen years I have added some 3,100 kilometres to the kilometre-counter in the car – not much, and I have realised that a new owner could get more joy from the 67-year-old car than I.

So, a decision was made! My son Adam (who has, fortunately enough, inherited my interest in classic cars) advertised the car for sale on digital media. Surprisingly, the mousegrey Popular – which was not advertised for sale – was sold before the black one! A man was interested in spare parts, and as I told him that my Popular dreams had begun with the grey car, accompanied by quite a few spare parts, he asked the price for the grey and the spare parts; wham! They were sold!

Then, yesterday, a young man came by ferry to Bornholm together with his five-year-old son. They had already bought a ticket for the



ferry from Rønne to Køge (some 30 miles south of Copenhagen), thus avoiding motorways in Sweden. By now, the black Popular is in its new home in mid-Sealand, southwest of Copenhagen. 'Will you take me to the kindergarten tomorrow in the old car?' the boy asked his father, who said, 'Yes.'

I expect that the new owner will drive it with a bit more speed than I have done. On the first tour with me in the passenger's seat, we passed through the nearest village with a speed between 50 and 60 k.p.h. (the speed limit is 50). I remarked, 'If you get a ticket for speeding, I will be interested in a copy, which will be framed and will hang on the wall in my home office beside other diplomas and certificates.' I had installed seat belts on the two front seats, which the new owner was very satisfied with as this is compulsory in Denmark when children are passengers.

He has previously been the owner of a Ford

A, so he was familiar with many things. But, when we stopped at a road junction and the road was clear, he put the gear stick in the top left position, which put the car into reverse.

'Just don't do that when you wait in the queue by the ferry with a brand new Tesla behind you,' I said. He promised me.

So, in not more than a week, the last vintage car has left us. My wife's MGB GT was sold three years ago and is still on the island of Bornholm.

I have recommended that both new Popular owners get membership of the FSOC. I hope they will join you. It has been a pleasure to contribute to articles in *Sidevalve* and I have been very glad for support from the club with advice and spares.

The picture shows our two kind neighbours, a vet and a veterinary nurse, helping to push the grey Popular out from the outhouse where it has been standing for some sixteen years.

REGIONAL NEWS

Joe Wheatley

Merseyside

At last we have finally got to a near normal schedule of shows, though some cancellations are still happening, with the Ormskirk Motorfest scheduled for 29 August being cancelled. Good to be out and about again, but a little disappointing that so few members seem to be out with their vehicles. Apart from Tatton Park!

Audlem Transport Festival, near Nantwich (Sunday 25 July)

The cars for this event gather on the village green at Hankelow and then process along closed roads to and through Audlem, on to a playing field near the village centre. There are usually some people outside their houses as we drive through, but this year the population of both villages must have come out because there were thousands of people lining the route. Obviously happy to be allowed out! Best day out so far this year.



Audlem.

FSOC gathering at the Bottle & Glass, Rainford (Saturday 31 July)

We usually have our gathering at the B&G in April, which again fell foul of Covid restrictions. However, the cancellation of the Hebden Bridge weekend gave us a slot to use in warmer weather. Twelve sidevalves and many more vehicles from other clubs.

Newton-le-Willows Town Show (Saturday 7 August)

Chris Tombs and I attended, though the weather was not kind. We did have some extended dry spells but needed my little gazebo when the heavy rain showers came over. Despite the rain, the show was very well attended by the public (probably desperate to get out) and there was a good selection of cars on show.

Astle Park Steam Fair (Saturday 14 August)

My favourite steam fair. Bernard Ellicott came over to accompany me and Dave Rothwell joined us in his E04C van. A few little showers but generally dry. Not as many cars as usual but a huge turnout of steamers, commercials, tractors and motorbikes. A wide selection of stalls selling everything from household brica-brac to tractor components, and the public turned out in their thousands. Another good day out.

Tatton Park (Saturday 21 and Sunday 22 August)

I will write this up for the December issue. Continued on Page 8



Audlem - hotrod.

Continued from Page 7

Steam Fair, Preston (Saturday 4 September)

This was on the Fylde, between Preston and Blackpool (The Villa, Wrea Green, Preston PR4 2PE). Dave Rothwell and I had booked this new event up in his area of the group. We had to drive around the village green to get to the site of the show: Wrea Green is a very picturesque village, reminiscent of several I know in Essex. This was a lovely show with all the usual steam fair attractions, exhibitors and the biggest display of Sinclair C5s (about 20) that I have ever seen! Dave and I parked up and were quickly accosted by Carol and Bruce Allan, whom we had not seen for three years. Bruce is still a member, although he sold his 107E police car last year and bought a Mk2 240 Jaguar. A very nice car and a bit faster than most sidevalves! Again, it was lovely to be able to have a good catch-up with old friends.



Nigel Hilling

Yorkshire

News

So, we approach the end of another year dominated by Covid. Many events were cancelled, even into August, and others altered in some way. No club stands this year at Newby Hall or York Racecourse, but just turn up and get parked next to the car in front. As I write this in early September, there are still government discussions about further potential lockdowns and whether or not to give out booster jabs. Who knows what next year will bring?

We have restarted our monthly pub meetings on the last Tuesday of the month at the Reindeer Inn. Start time has been brought forward to 7:30 p.m. (some members are often there at 7:00 p.m.) as the pub now closes early on a Tuesday night.

I don't know whether a Christmas meal will be possible this year but I will need to discuss this with the regulars in due course, noting how the Covid situation is progressing. As usual, I will be sending updates by email to those on my list, but feel free to phone if you think you are missing out.

Events

I missed Newby Hall this year to go down to Gaydon for the Old Ford Rally. We did have some presence at Newby Hall and it was a glorious weather day, as at Gaydon. The Northern Sidevalve Day at Hebden Bridge was cancelled due to Covid, but the Merseyside event at Tatton Park in August made up for it with a large gathering from at least four different regions. Saturday saw four vans in the line-up, namely a Y-type, two E04Cs, and an E83W (the photo opposite shows a rear view). I visited the Ripon Racecourse event on the August Bank Holiday Sunday to find only one Ford Sidevalve there, and he was from Lancashire! Perhaps the North Yorkshire members were saving themselves for the Ripley Castle event the next day. By the time you read this, we should have had a presence at the YHVG gathering at York racecourse, which tends to be one of the last events of the year.

Renewals for 2022 – PLEASE READ!

Each year we have about 15% 'churn' in the membership (i.e. 15% of members do not renew and are replaced by new members). The membership renewal process may therefore be unfamiliar to a significant minority of members, so I thought I should describe it.

The FSOC membership runs for a calendar year, or part thereof if joining after June. Thus, all membership renewals are due on or **BEFORE** 31 December. I would implore those intending to renew to do so before 31 December as it is very time consuming and costly to send out reminders in January. Anybody renewing after 31 January will have to be sent their membership card and February magazine manually, again more effort and cost. A paper renewal form is enclosed with this magazine, but the following methods are open to you.

DIRECT DEBIT MEMBERS PLEASE NOTE:

Members who have a DD set up are still asked to return the paper form (or send me an email) indicating if we can share information with other members. Without this permission we cannot allow other members to contact you, which may be a detriment to you and them. You can still send me a DD mandate to set up payment for this year.

PLEASE NOTE: We NEVER give members' information to Third Parties and do NOT issue adverts or mail shots to our members. So, saying 'Yes' to sharing information will not inconvenience you.

- RENEW ONLINE Just go to www. fsoc.co.uk, put your cursor over 'Membership', click on 'Membership Renewals', select the appropriate renewal option and pay by PayPal or card. This is the simplest and, from my point of view, the best method to renew. If you are a bit nervous, rope in a grandchild to help you! PLEASE NOTE: If you do renew online, please make a note of it in your diary or somewhere! Another reminder will be issued in December and you do not want to pay twice!
- **RENEW BY POST** using the enclosed paper form. This is the most time-

consuming method for me, but I appreciate many members prefer to complete the form and post it with a cheque.

If you do use this method, please ensure the cheque is correctly made out to THE FORD SIDEVALVE OWNERS CLUB LTD (**NOT** FSOC) and dated. Also, please make a note on your cheque book cover so you do not send another payment in December when the second reminder is sent out!

There is also space on the form to provide credit card details rather than send a cheque. But if you do want to pay by card, please could you do so online? (See above.)

Membership cards for 2022 will be sent out with the February *Sidevalve* magazine. This will be the only confirmation you will receive that your renewal has been processed.

Please renew promptly and do not hesitate to contact me if you have any questions or queries.

Joe Wheatley – FSOC Membership Secretary.



Four vans at Tatton Park.

Richard & Trish Greenaway

Kent

Recent events

Last time, we said that we had an event every week from 18th July until late September, except for two during August. Unfortunately, that didn't happen due to one being cancelled, two we didn't attend due to heavy rain, and then a date change, which meant it clashed with another show. Saying that, we did slip an extra road run in at short notice which took us down to Rye and along the Kent coast, with a stop at Hythe, before a trip back through the countryside to East Farleigh for a meal at The Walnut Tree.

At least we managed to attend the Kent All Ford show, where we had a great showing of sixteen sidevalves. However, due to Covid restrictions there were no club stands, so we were parked in rows across an open field at 2m spacing, so instead of having a nice block of sidevalves, we were spread three quarters of the way across an open field, with no gazebo and temperatures in the low 30s - which you can imagine was rather hot.

The following week we attended the Great British Picnic when, as predicted, the heavens opened at around 1:30 p.m. As people were leaving, they were splashing up mud as they slipped their way out of the field, with a couple needing a tow from the on-hand Land Rover. What a difference a week can make.

Our only other major event was the Weald of Kent Steam Rally, where nine of us gathered, with a further two members parked elsewhere on the showground. (See photo.)

One show we had been looking forward to was the Barleylands Classic Car Show,

which took place in Essex. Five of us ventured over to join forces with Clive and his Essex group. Unfortunately there was only one Essex member, who parked on the club stand with us, which was a bit disappointing. I'm sure you don't very often see five Ford Sidevalves driving on the notoriously busy M25 together. Certainly a full day, as we left home just after 7 a.m. and didn't get in until after 9 p.m.

Monthly meeting venue

In the last issue I said that we could be looking for a new venue for our monthly meetings. Well, our previous venue did come back to us with a reduced cost which we felt was still out of our budget, so we will now be holding our meetings at The Riverside Diner in Hoo (St Werburgh), ME3 9TW. This came about because one of our members. Michael Knowlden, who lives in Hoo. had been unwell; Mick Osenton, who also lives locally, thought we could meet up at the Diner so that Michael could pop up for half an hour to say hello to his fellow members. Unfortunately, come the night he wasn't well enough to join us; only days later, he was admitted to the local hospice where he passed away peacefully shortly afterwards. Hopefully, come next Easter, Michael's daughter Charlotte will join us out and about in his Ford Pop 103E.

At that meeting we had eleven members, seven of us bringing our wives, nine bringing along their old vehicles. We asked everyone to have a think about whether this should be our regular meeting place and the decision was made at the next meeting: this will be our regular meeting venue, certainly for the foreseeable future. As they are opening

specially for us, we have agreed to have food and drink at all meetings, which are all reasonably priced.

As well as the Diner, there is a nice outside seating area if the weather allows, so if you have not yet ventured along to one of our monthly meetings, now is your chance to treat your better half, pop down for the evening and meet up with like-minded sidevalvers, always on the third Wednesday of the month with a 6:30 p.m. start time.

Christmas meal

This year's meal will take place on Wednesday 15th December at Weald of Kent Golf Club. If any member wishes to join us, please get in touch and we will book you in.

Newish member

Rob Sherry asked in the Facebook members lounge if anyone was attending the Barleylands Show. I replied saying yes, there will be a joint Essex / Kent showing. Come the day, we didn't see Rob so assumed he didn't make it, only to read on Facebook the next day that he couldn't find the FSOC group. Admittedly, we were in the lower part of the field, so I called him to see what the problem was. He has trouble with his knees, so has trouble walking too far, so didn't get down to our part of the field. He did say what a great club we seem to be, and was overwhelmed by the number of answers he was getting to his Facebook requests. Hopefully, one day we will get to meet up, either north or south of the river Thames.



Julian Heath

North West Midlands and Welsh Borders

I thought it was about time I penned a few words for *Sidevalve* as it's a while since I contributed. Like most of the UK, here in the North West, the Midlands and Borders, classic car events have been non-existent over the last 16 months. 2021 looked promising, but then once again, events were cancelled as the lockdown was extended. As we are all aware, shows and events were postponed with the hope that, later in the year, everything would be ok! A couple of earlier events – Capesthorne Hall in May, and a breakfast meet at Lymedale Brewery in Stone, Staffs, in June – had shown that people were eager and wanted to get out in their cars. The attendance at both of these events had doubled compared with 2019.

Weston Park in July was also a sell-out, Ken Latham giving his black 107E (previously owned by Dave Levay) one of its first real outings since purchasing in 2020. We were also joined on this glorious sunny day by Les Banks and John Challenor. Sunday 25th July 2021 saw a strong turnout for the Audlem Festival of Transport; in fact, a superb showing of sidevalves which included Les Banks's 58 Prefect, Joe Wheatley in his 1952 E493A Prefect, Steve Edge in his 1954 103E, Ken Latham in his 1960 107E, Richard Jones in his 1952 Anglia and me in my 1956 100E. It was also good to meet up with members Alan Chapman and John Crowe again after such a long time.

Like many of you, with all this spare time we've had during lockdown I tried to start / finish some of the many tasks that needed being on my 100E. One of these was replacing the rear gearbox mounting – one job that could not be put off due to the fact that it had collapsed and left the gearbox sitting on the cross member!

Having tried fitting a slightly better worn mounting (courtesy of Jim Norman), and this too failing, I resorted to buying a new one from the club. Once fitted, a short road test revealed



Richard Jones's 1952 Anglia at Audlem.

a problem with an annoying vibration that the car had not had before. After a few more checks and renewing both engine mountings, normal service was resumed!

A close examination of the old n / s mounting and the state of the rubber made it seem highly likely that this was the original cause of the vibration / gearbox mounting failure. Was it a leaking side cover gasket that had perished the rubber mounting, or a leaking fuel pump? Replacing the relevant gaskets and fitting a new spacer on the fuel pump has hopefully cured the leaks.

Now, with the vibration sorted, it was time to get out and use the car! After a short drive to check everything was ok, I left the car on the drive, which is on a slope. A little later after putting the car back in the garage, I noticed a large puddle of oil where the car had been on the drive. On closer inspection, I found it was gear oil, and a look under the car revealed a gearbox mounting bolt missing. As some of you may know, these drillings go straight into the gearbox, hence the loss of oil. These bolts are supposed to be lock-wired, which I had not done after fitting the new mounting – schoolboy error! A new bolt was fitted and locked in. See how one job develops into another!

An event I attended in August was organised by Stockport Rotary Club at Manchester Airport viewing area. A horrible wet day; the rain did not stop until I was on my way home late afternoon.

Sadly, not only did this event suffer with the weather, but the classic cars – i.e. the Morris Minors, the pre-war Austin and my own 100E – were relegated to a patch behind the Concorde hanger. The main field was home to TVRs, Jags and Mercs. A little strange, as the event was advertised as 'lcons of The Road'. I have nothing against any of these marques, indeed I wish I owned a reasonably new Mercedes or Jag! I just thought cars could have been mixed up a little bit?



Line-up at Audlem.

Nonetheless, I will support this event again. A donation is asked for and goes towards good causes, and when you get fed up looking at old cars, you can always view the planes landing and taking off. There is a PA system giving out details of the planes as well.

The drive to this event also highlighted a number of leaks on my 100E front and rear screens. Carefully placed sponges and rags helped avoid being flooded out. Another job to sort!!

By the time you read this, our group will hopefully have had its first monthly meet in over 18 months (The Peacock, Nantwich, CW5 6NE, first Tuesday of the month). As an alternative, we will be trying out a Sunday morning meet at a suitable venue, where we can park up and grab a coffee. The main benefit, I would like to think, is that members would be more likely to turn up in their sidevalves than at an evening event (especially in view of the dark nights drawing in!).

I am looking at different venues at present and hopefully will get something sorted that is suitable, location being the main issue, as our group spreads from the North Midlands, Shropshire, Staffordshire, Cheshire and into North Wales.

As I write this at the beginning of September, I am hopeful we can still get out with our sidevalves to a few more events before the season ends to make up for the first few months of the year.

Bye for now, and keep on motoring!



Let's play the game of spot the difference.



Here we are again! SIDEVALVE OCTOBER 2021

Sally Litherland

Wiltshire

Southern Sidevalve Day, Breamore, on 15th August turned out to be a really lovely day. As in previous years, Mark Hickling with a guitarstrumming friend and Annie from Birmingham, and Mike Howlett with Matilda from Blandford (cars not partners!), Dave Barry from Isle of Wight with Pat, Lucy (people not cars!), plus Ludo and my Lola, our 'hot water bottle dogs', camped the night before on the showground. Lucy no longer has her Anglia but after the weekend felt bereft and may be on the hunt again. We were joined at the Bat and Ball pub on Saturday evening by Ian and Kerry Woodrow (Specials Registrar) and Rod and Chrissy Hague (FSOC members), making eleven of us in all – so why didn't I take a photo?

Rod promises to get his sidevalve back on the road, but after six or so years I won't believe him until he rolls up next year at Breamore! Walking back along the country lane from the pub under the stars and sitting with nightcaps under Mike's gazebo was our annual



Above: Falcon and Siva at Breamore. Below: Breamore line-up.

treat. Only, this year the gazebo misbehaved when the many cable ties gave up the ghost and ended up in the skip, but no tents fell down or blew away and no air beds deflated – quite a success. We did, however, have our annual hilarity when Mike and James attempted to follow instructions to put Mike's 'pop up' tent in the small bag. It took three of us because we were crying with laughter as it kept flying back into shape. Same time next year, friends, and I think a competition around 'pop down' tents is a must.

On show day, James Merrit (Oxford) arrived in his Pop, John Porter (Weston-super-Mare) and Michael Saunders (local) arrived in their Sivas, and Ian in his Falcon, so we proudly took up our position with Breamore House as our backdrop. I told the organisers that we should have won a prize for having the most travelled group for the day on the showground, but they missed the point completely, saying that someone might have arrived from Australia. In a classic car? Really?

Another event was the Classic Cars on the Prom / Farm / Quay day in Christchurch on 5th September. It was glorious – birdsong, lapping water, people paddle-boarding past – but no other sidevalvers. (See cover photo for this issue.) Not a Pop in sight, but around 400 lovely cars on display. No entrance fee to these events, but all donations on exit to charity (excellent). The remaining Quay date this year is 19th September.

Where have YOU all been? Do please send me your pictures and stories for our next issue: salitherland@hotmail.com.



Yvon Precieux

Pre-War Register

Registrar's comments

I note that E10 is now at the petrol pumps. Some garages have E5 labelled on just the one pump, with some pumps having only the Super name, so be careful when filling up. It is possible that our sidevalves will run on E10, as our cars were designed and built from the early 1930s-50s when poorer petrol was the only stuff around, with leaded introduced only during the post-war years. Then the hardened valve seats of the Ford sidevalve engine were necessary to suit the poor quality of petrol; most of us now are not old enough to remember 'Pool petrol' that our fathers had to contend with in the 1950s. The only problems today could be with the ancillary items that get it into the engine: the petrol tank that is tinned inside, the flexible copper pipe, the petrol pump, and the carburettor with its copper float.

Although Covid will probably still be with us during this year, and likely stay around, as with the common cold, at least up here in Scotland the events season has begun – albeit in September, with the island of Cumbrae hosting a motor rally. My fingers are crossed that this still remains OK, and if sunny, I'll take the Morgan. (Alas, problems with radiator so probably now the Cheetah.)

Comments on the last Upright and Castor Angles

Ford Popular road test dated April 28th, 1954: 'Small changes in the steering geometry since we tested a Ford Anglia in 1949 seem greatly to have improved the stability of this chassis, which no longer wanders on the straight when lightly loaded, although with passengers or luggage in the back of the car, conscious correction of slight 'wander' still becomes necessary above 45 m.p.h. unless the ratio of rear / front tyre pressures is adjusted to suit the tail-heavy weight distribution. Precise mechanically, the steering transmits gentle road reaction back through the spring-spoke steering wheel, and despite reduced castor angle has adequate self-centring action.'

Ford Popular road test dated February 5th, 1958: 'Even more out of date than the Popular's springing is its steering, there being rather less tendency to wander than on some earlier Fords of similar suspension layout but the tendency remains quite marked. Some people favour a slight increase in rear tyre pressure and an equal decrease in the front tyre pressures as compared with the '28 all round' advised by the makers, but the responsive steering needs to be used in alert fashion if this car is to hold a truly straight course at speed.'

Even up to the last of the Uprights, the then contemporary motoring magazines still confirmed that it was not abnormal for the Upright Fords from their first production to wander when driven. Today, one can take it as an early safety feature, as it does keep the driver always alert to the road conditions that modern drivers have no need to bother with, with a modern car's sensors and effortless rack and pinion steering doing the job. I learned to drive in a 105E, after which was a 100E, then an upright 103E and Model C, plus plenty of Specials. However, for the novice driving any pre-war or post-war 8 or 10 after having driven a modern, up to date car, trying to drive in a straight line can be quite a revelation and experience, and to keep safely in a traffic lane guite a challenge. Anyone trying to own an Upright has to accept that steering corrections have to be made frequently - more so today, with the UK's current road surfaces that much contribute to the tendency to wander and the vast numbers of vehicles on the road. So, what causes the wander, as other cars of the time seem to have been able to steer in a straight line, or near enough?

Transverse springing is the major problem, due to the fact that the complete front axle assembly is suspended, shackled at each end. As the axle moves up and down in coping with road imperfections, it can and frequently will move slightly sideways relative to the chassis / body, and with the steering box being attached to the chassis, it has to contend with this sideways movement that forces the front wheels to move slightly one way or the other. Small movements they may be, but it is enough to affect the directional stability back to the steering wheel. Similarly, the rear axle spring, being shackled at each end, has an effect on the steering as it also moves sideways, although not to the same extent as the front.

So, even if all is as it should be, an Upright will always tend to wander, but by how much will depend on the axle's vertical movement, the type of road surface, the defects encountered, and the loading in the car that will affect the front wheel castor angle.

The heavier the load, the more the front axle radius rod ball will move down relative to the axle beam, increasing the castor angle. (Photo 1.) Even a one inch movement of the axle relative to the radius rod ball will affect the tilt of the axle and thus the front wheel castor angle quite significantly, although the larger the castor angle, the greater the tendency for the wheel to run straight. However, the greater the angle, the greater the effort required to turn the wheel from the straight-ahead position. So, strictly speaking, a not-too-laden sidevalve should steer straighter, as adding a load inside the car would bring the radius rod lower relative to the axle. Too much would definitely affect the handling, although years back I took a whole kitchen kit up to Scotland, and on the motorway the Pop handled that much better when loaded.

The Panhard rod was an accessory part from the Ford Motor Company that helped the steering, so fitting one at the front and rear does not detract from originality. The Panhard rods that the club sells for both the rear and front do help a lot, as well as a decent steering box, but it requires a proper spring spreader to fit.



Photo 1. The heavier the load, the more the front axle radius rod ball will move down relative to the axle beam, increasing the castor angle.

PRE-WAR REGISTER



Photo 2. Modified position of drag link.

Brakes

I mentioned in the last issue the fact that losing or breaking a front or rear transverse brake cable on an Upright would still provide braking with one's foot going further down on the pedal. However, for those of you that may not know, the brakes on the pre-war production E04A saloons were of an earlier Girling type and the handbrake worked on both front and back brakes. So, in retrospect, in their heyday our sidevalves were ahead of their time safety-wise in having the driver be alert in keeping the car straight and in the knowledge that the brakes were fail-safe if a cable broke. As most of you know, the earlier Uprights had a straight draglink, but during the 1950s the Popular Model 103E was provided with a slightly angled one under Service Letter No. 7, 'STEERING WANDER AND FRONT WHEEL WOBBLE'. Here it recommended those with the earlier straight draglink to bend the straight draglink to a certain angled position 6.56" from the centre of the ball joint, to bring it some 1.68" above the track rod from its previous position, and that the bending had to be done cold over a radius and not a sharp corner. Luckily for most, the Ford Motor Company provided the modified replacement under part number E493A-3304 - and E493AF-3304 for our continental neighbours - before it led to a spate of accidents. Photo 2 identifies the method.

Pre- and post-war Anglias

When the Second World War ended, production commenced on both the Prefect and Anglia cars. Both models were limited by government contracts. Here, purchase tax rose its ugly head, but there was comfort in the publicity brochure with better brakes, headlamps, electrical equipment, new Condensator caps, silencer, anti-rust bodywork, better upholstery, carpets, shock absorbers, engine supports, drainage and an extra sun visor. On the Prefect, the listed improvements covered the generator, now CVC, electrical equipment, lighting, anti-rust bodywork, front seating, upholstery, headlamps, engine supports, riding comfort and larger tyres. The following extract is taken from a Ford Motor Company publicity statement.

'The Ford Motor Co. Ltd. is getting down in earnest to the production of the 8 h.p. Anglia and the 10 h.p. Prefect. The larger cars in the range will follow in due course. As with all other cars of this present post war period, Ministry of War Transport permits must be obtained before an order can be accepted. At £229, plus £64 7s. 3d. Purchase Tax, the Anglia offers something which is at least one step nearer the pre-war levels than anything so far marketed. Outwardly it bears a close resemblance to the car that was launched in 1940. The lines of the welded steel body are attractive, and one of the things that will be immediately noticeable is the absence of chromium plating except as a narrow surround along the inner edge of the dummy radiator shell, the bumpers, the door handles, and the wheel hubs. Even the sternest critic would have to agree that the car appears to have lost nothing by its quieter exterior presentation. Within, it has leather upholstery, adjustable seats, all the usual etceteras, and, what is more important, plenty of leg room.

Since 1940 a number of improvements have been made, small but noteworthy, thus, the sparking plugs now have moisture-resisting "Condensator" caps, the HT leads are of a better quality, the battery has an earthing strap to the engine, the lighting has been improved, and incidentally, the head lamps have a direct earth return, thus cutting out the possibility of trouble due to bad contacts. The silencer is stouter; the starting handle can be more easily engaged; there is better draining from the roof and the insides of the body panels; the doors, the luggage compartment, and so on, are anti-rust treated. The brakes have come in for attention as well, the drums now being 10 ins in diameter. The design is Girling. Finally, the general trimmings of the body have been improved and the driver has been given a sun visor. All these refinements figure in the Prefect too; it also has a larger generator with CVC. In its cheapest form, £275, plus £77 2s. 9d, the Prefect has cloth upholstery; leather is available as an alternative, the increased price being £281, plus £78 16s 1d. Like its smaller brother, the new Prefect is a good-looker and being that much more grown up, it has four doors and a six-light body. Both cars have a very useful fitting in a vacuum tank to improve the operation of the screen wiper, but only the Prefect has direction indicators. Comfort is an outstanding characteristic of the Prefect. The seats are deep and nicely sprung and the rear, seats come within the wheelbase - which means a smoother ride. In common with the Anglia, coloured plastics are used for interior fittings and the body is well insulated against noise, fumes and draughts. At the moment the exterior finish of both cars is black, but brighter hues will doubtless follow. These cars will soon be seen in agents' showrooms up and down the country. Motorists of keen perception will examine both of them with close interest.'



Photo 3. Body dimensions of the Ford Anglia.

E83W REGISTER

Ron Taylor

E83W Register

Hello, folks. I went to my first show in August which, despite a wet weekend, was a splendid occasion and first opportunity to meet old and newer acquaintances again, and discover how they've all aged! But yes, it was wonderful to be back again.

Three changes to the Register this time, with one new addition.

Welcome to standard 1952 panel van PKX 424 on chassis C676118, registered 7th July 1952 and finished in blue. Owner is Mr Oliver 'Olly' Cope of Weston-super-Mare. PKX 424 was for a time finished in maroon but gained its current blue livery through the previous owner. Mr Cope was (is?) also the owner of a very nicely finished E494C van, KHR 168, registered in 1953, and seen at shows up and down the country. Hopefully we'll see PKX doing the same.

A further welcome to Mr Ian Kingsley of Washington, Tyne and Wear, who has recently acquired E83W van XWJ 358, a 1956 Sheffield issue (chassis number C905472). Purchased in blue with signwriting by a previous owner from Wigan, XWJ is now in green and cream. The early history of XWJ is largely unknown but it was first registered in October 1956 to Brook Shaw Ltd of Norfolk Street, Sheffield, who were Ford car and tractor agents. From then on, nothing, until 1990 when it was discovered in Lancashire.

We also say hello to Mr Ian Whittington of Louth, in Lincolnshire, who has recently acquired wooden dropside truck LFG 791, chassis C715801, first registered on 29th May 1953. LFG is a Fife issue in 1953. LFG is a new and welcome addition to the Register, and has been featured on Facebook and other places before. It is now for sale. Perhaps we'll see LFG at shows and in the magazine again soon.

Finally, I am featuring 1944 MOD Bomb Disposal Van CNJ 975, which was recently purchased by member David Rothwell of Lancashire. CNJ was placed on the Register in April 1988 by David Ridley of Tonbridge, and there was a feature on CNJ 975 in the magazine of June 1996. Dave Rothwell is well known in FSOC circles in the Northwest as a collector and dealer, travelling countrywide in this business, often bringing home - amongst other vehicles - many E83Ws and E04C / E494C vans, which so often are only ever seen in photographs, if at all. Every one a good one!





Photo 2. Kingsley XWJ 358



Photos 3 and 4. LFG 791 (archives).



Some members may remember CNJ 975 for sale on Facebook some time last year. It is a van built during hostility times in the last war. Looking through our archive files, CNJ was registered 11th July 1944 to Crowborough Bakery Ltd in Sussex, so never likely engaged in military use. It has a chassis number of C242435 and has been hand finished in MOD livery by a past owner who, or whose relation, drove a similar such van in the war. CNJ is very typical of an E83W of that build year. Dave needed to spend some time on it after arrival at his address, which included an adaptation to normal foot pedal layout from the original central accelerator. This change is not permanent and is reversible. A couple of photos: note the single-hole grille, and, if you look carefully, the ring-pull bonnet handles.

By the time you will be reading this, the show season - however unpredictable it may have been - will be coming to an end and we will once again be thinking of putting our sidevalves away



Photos 5, 6 and 7. CNJ 975 (R. Taylor).

for the winter. I hope that whatever you have all done this year, you have enjoyed it, difficult or unexpected as it may have been. So, here's to the next season. See you in December.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

In the remaining outdoor events period left this year, there are now so many to choose from, depending on one's interests, often within a short distance of each other and all trying to attract the public. One event that I read about, and not in my county, has decided that all future events they put on will be scaled back in size. Regretfully, a number of vehicle events have not survived for various reasons, but I am sure new ones will replace them and bring to them fresh ideas.

New members

An increase in six. Two E493A Prefects: George Paganga in Hampshire from 1952 and Andrew McSkelly in South Yorkshire from 1953; Ralph Clark in Essex with a 1952 A493A-67 Prefect Ute; and three 103E Populars: Calum Reilly in West Lothian from 1954, Colin McKenzie in East Sussex from 1956, and Peter Burns from 1958.

Changing to new owners: Brian Hunter in Shropshire with a 1948 E93A Prefect; two E493A Prefects: Brian Kerrin in Hampshire and Phil Sherry in Essex from 1953; and four 103E Populars: Kristian Thorpe in Suffolk from 1954, Ian Alton in Shropshire and Kevin Haslam in Derbyshire from 1956, and Michael Jones in Somerset with a 1955 trials 103E Popular,

DVLA reminder

The registrar is the first point of contact for obtaining the original or age-related registration. *Do not send direct to the DVLA to obtain the registration* as this can cause confusion and adds additional time, as they will only return what has been sent to them. The registrar processes the application, arranges the inspection, and produces relevant additional paperwork; recommendation and following signing off is then posted direct to the DVLA. The DVLA have the final say on all registration applications.

The V765 and V55/5 forms are downloaded from the DVLA website.

Prefect staff car

Bristol Fawn E493A Prefect TNU 618 was first licensed on 21st April 1953 in Derbyshire, with no further known history until October 1971 when it was purchased by the new owner, living in Stockport and later moving to Barnsley. It was used daily until 1973 and taken off the road in 1977 by the student owner, who had travelled many times over the infamous Woodhead Pass. Purchased by J. Brown, also from Barnsley, from his friend in the late eighties and joined the Register in August 1992, when a total rebuild was underway with sand blasting of the chassis, body, doors and axles, but there was difficulty finding replacement rear wings and running boards. A photograph was to be supplied when the restoration was completed but, as is so often the case, nothing was ever heard again from the owner. So, no photograph, but in this case the story continues.

Denis Matthewman in Yorkshire purchased the Prefect on 22nd June 2002 and was able to give some further history on his registration form. The Prefect had been standing under cover since 1992 with all innards scattered to the winds, and the engine parts cleaned and found in various cupboards. The restoration with the previous owner ceased shortly after the registration form had been completed.

Denis continues the story: Well, ownership is changing again! You may know that to speed the restoration of the old banger I changed its appearance to a staff car and could then brush paint it quickly in olive drab. (Photos 1 and 2.) For the past 20 years it has visited many military dos and the odd FSOC rally with Nigel Hilling. It has always courted controversy. One gentleman at Pickering Wartime Weekend asked if Ford made them like this, and why did it have a canvas roof? The answer was no, I did it for a bit of fun and to keep the rain off my head. It is not wartime, made in 1953, and what fun we have had together.

Camping out one time, I rose gently from inside (no passenger seats fitted, so I could sleep full length) and stepped out in my underpants, to find the public were already in the show!

Anyway, the new owner lives in faraway



Photo 1. TNU 618 front view.



Photo 2. TNU 618 rear view.

Newton Abbott and I have recommended he join the best, most friendly club out there. (*Registrar's comment: he has not joined by late August but hopefully he will.*) He is chairman of an Air Raid Shelter Association Museum and plans to use it to tow a genuine Fire Pump from the Blitz, fitted with a Morris engine, to car shows and schools for educational visits.

My mum bought a 1949 Prefect in the sixties, reg. KTC 674 and fondly known as Katy, that I drove as a first car at age 17. So, she is to blame for my sidevalve interest. Again, that car gave us adventures. Coming back from a cinema in Malton once (showing a risqué film called A Girl on a Motorcycle, with Marianne Faithfull - very tame now!) we approached the infamous big hill called Whitwell on the A64 (very well known to visitors to Scarborough and the Yorkshire coast), this time going downhill, and we got into an enormous tank slapper as the worn kingpins and track rod ends fought each other – but we did get up to 60 m.p.h. Happy days. The local Ford dealer, Haws Garages, refused to MOT it anymore shortly afterwards, so we had to let it go. Shame.

My Mum had a habit of hooking her thumb on the Bakelite speedo surround to keep it in second gear – another Ford foible.

These cars continue to give us enjoyment and freedom. I now have a Pop, VXJ 23, with the most creative body repairs you will ever see *Continued on Page 29*



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 100F and 300F
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
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
2022 FSOC CalendarUK £7.50, Rest of World £	£9.00**

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) F76 50
68-1225-A &	Rear Hub Rearing including outer
68-1236-A	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
YE-2019A CE-2019B	Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order) £59.95
YE-2019A CE-2019B 7W-2019	Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019	Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035	Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035	Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set, E83W only, (return old shoes with order) £69.95 Spring (brake retracting) (set of four) Model Y
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035 7W-2035	Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035 7W-2035 7W-2035	Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035 7W-2035 7W-2035 E83W-2035	Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set (not E83W, return old shoes with order) £59.95 Brake Shoes, axle set, E83W only, (return old shoes with order) £69.95 Spring (brake retracting) £60.05 Spring (brake retracting) (set of four) Model Y
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035 7W-2035 7W-2035 E83W-2035 E83W-2035	Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035 7W-2035 7W-2035 E83W-2035 E83W-2035 E83W-2035 E83W-2035	Brake Shoes, axle set (not E83W, return old shoes with order)
YE-2019A CE-2019B 7W-2019 E83W-2019 Y-2035 Y-2035 7W-2035 7W-2035 E83W-2035 E83W-2035 E83W-2035 Y-2036 7W-2116	Brake Shoes, axle set (not E83W, return old shoes with order)

E93A-2248	Rear axle brake plate securing bolts, long (each)	7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans)
7W-2249	Rear axle brake plate securing bolts.		King Pin shimpack for 7W-33111 £5.00
	short (each)£6.60	E83W-33111	King Pin Set, complete (E83W)£85.00
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order). £17.80	Y-3446	Front axle A-frame Bush (fits all models)
Y-7523	Brake pedal return spring£6.90	E83W-3535C	Bracket (Steering gear housing) £207.50**
E83W-		353031/	gtv 10 Lubricators (grease nipple) 6 x
2498A/B	Rear brake cables (Pair E83W) £108.00	353043	straight, 2 x 45 deg, 2 x 90 deg £8.50
7W-2562	Bush (set of 2) Brake cross rod lever£6.50		qty 10 Lubricators (grease) nipple caps£4.50
E83W-2573	Spring (brake compression member) £4.00	7W-3590-A	Arm(steering gear) fits models 1937
E83W-2580/1B	Front brake cables (Pair E83W) £34.00		to 1949£20.00
7W-2580-C	Front offside brake cable (E93A) £28.75	E493A-3581	Gasket (Steering gear housing cover) £1.00
7W-2581-C	Front nearside brake cable (E93A) £28.75	E493A-3582	Seal (Steering box rocker shaft) £2.25
7W-2580/1	Pair front brake cables (E93A) £53.98	YE-3592	Gasket (Steering gear housing
7W-2584-B	Rear offside brake cable (E93A) £28.75		end plate)£1.00
7W-2585-B	Rear nearside brake cable (E93A) £28.75		Steering Box gasket & seal set£4.30
7W-2584/5	Pair rear brake cables (E93A) £53.98	E83W	Steering box gasket set£2.60
7W-2580/1		YE-3616B	Horn Button and Nut (Y model) £8.20
/4/5	Set of brake cables (E93A)£104.66	E93A-4020	Shackle Bush (metalastic type)
E93A-2744	Spring (handbrake to cross shaft lever retracting) 185mm long £6.90		saloons and 5cwt vans 1946 onwards£8.55
YE-2793	Spring (handbrake lever pawl)£2.95	E93A-4020	Shackle Bush (metalastic type)
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W) £32.50		saloons and 5cwt vans 1946 onwards (set of four)£29.00
73931-S	Hand Brake Cable & Compensator Clevis Pin£3.00	YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size £2.75
119485-57/8	Clevis pin£2.25	E493A 4050	Retainer (rear axle shaft grease) £9.95
, E83W-2853B	Hand Brake Cable (fits E83W) £27.40	YE-4209-F	Gear (rear axle) and driving pinion
Y-7523	Brake Pedal return spring 108mm long. £6.90		assembly£340.00
119276-ES2	Set of four ¼" Thackery (double coil	Y-4217	Bolt (diff gear case)£5.20
1102,0 102	spring) washers (not E83W) £2.66	18-4217	Bolt (diff gear case)£5.40
119290-ES2	Set of four 5/16" Thackery (double	Y4221/4222	Differential Bearing (not E83W) £28.50
Chaoring Cuonor	coil spring) washers, E83W only £2.22	Y4221/4222	Qty 1 pair Differential Bearings (not E83W)£54.00
Steering, Susper	Storain - David Arris (nath 502)4()	Y-4243	Key (rear axle shaft)£6.00
	steering Box Assy (not E83W)	EB-4245-A	Retainer (rear axle shaft grease) £10.25
	order. Splined steering wheel drive	Y-4507	Gasket (torque tube to differential
	only£525.00		housing cap)£1.78
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W)£38.50	7W-4507	Gasket (torque tube to differential housing cap)£1.78
YE-3036A	Perch bolt nut (for CE-3030B) £6.00	Y-4515	Gasket (universal joint housing cap). £1.69
E83W-3032	Bolt (front axle to radius rod E83W) £34.50	E93A-4607	Pin, long (Drive Shaft)£3.25
YE-3290E/ E93A-3290	Track Rod Ends (pair) 1949 on £65.00	Y-4615-B	Bearing (drive pinion) assembly Model Y£25.00
E93A-3289/90	Track Rod Ends (pair) 1939-1949 £65.00	Y-4636	Lock Washer (pinion bearing nut)
E83W-3289/90	Track Rod Ends (pair) E83W£70.00		all models except E83W£2.55
YE-3304C	Draglink (Y model)£74.75	Y-4637	Thrust Washer (pinion bearing) all
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect. 5cwt vans)	Y-4655	models except E83W £1.99 Torque tube bearing sleeve £9.95
YE-3332	Trackrod End Dust Cover (each, fits	E62A-5713B	Stud (rear axle shackle) E83W only £8.20
	all models)£4.95	E93A-5465	Bolt gty 4 (with nut 34445-ES2-A) £8.00**
YE-3332	Trackrod End Dust Cover (pair, fits all models)£7.50	E62A-5468B	Bar (spring shackle) E83W£3.90
YE-3332	Trackrod End Dust Cover (set of four, fits all models)£13.50	E02 4	and 4 plates£35.00
YE-33111	King Pin Set, complete (Model Y)£70.00	суза- 18055A	FIGHL SHOCK ADSOLDER LINK TO HT F493A, F494A & 103F F20 50
Y-3123	Washer, spindle thrust 3/16" thick £4.50	F93A-	Rear Shock Absorber Link to fit
	King pin shimpack (axle set) qty 2 ea	18056B	E493A, E494A & 103E£20.50
CF-33111	0.005", 0.010", 0.020"£5.00 King Pin Set, complete (Model C) £70.00	E83W-18055B	Front Shock Absorber Link

62E-18055B	Rear Shock Absorber Link to fit E83W£25.00	Y-6038	Front Engine Mounting with bolt (exchange and send both parts with
E83W-18045	Front Offside Shock absorber (E83W only)£105.00	Y-6038	order – remove rubber from mount) £14.90 Pair Front Engine Mounting
E83W-18050	Rear Offside Shock absorber (E83W only)£105.00		(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
E83W-18051	Rear Nearside Shock absorber (E83W only)£105.00		with order – remove rubber from mount)£27.00
CE-5783	Suspension Buffer, qty 2 (fits all		Front Engine Mounting bolt£2.00
	models except Model Y)£16.00	E93A-6135-A	Piston pin STD (set of 4) £35.00
	Panhard rod front – suitable for post	E93A-6258	Camshaft locking retainer£4.00
	commercial equivalents£95.00	E93A-6270	Ilming Chain£18.30
	Panhard rod rear – suitable for post	YE-6280A	from 1936 onwards f3.50
	1947 103E, E493A, E494A, EO4A and	CE-6310	Crankshaft Oil Slinger£2.85
	Panhard rod front and rear -	E93A-6310	Crankshaft Oil Slinger£2.90
	suitable for post 1947 103E, E493A,	E93A-6312	Bottom Pulley£55.00
	E494A, EO4A and commercial	Y-6384	, Starter Ring Gear (fits all engines) £52.00
	equivalents£175.00	E93A-6510B	Valve guide (per split guide)£25.00
Exhaust Systen	15	- E93A-6510B	Pair Valve guides £45.00
Y-5230	Model Y stainless steel exhaust	E93A-6510B	Four Valve guides£85.00
	system£185.00	E93A-6510B	Valve guide (per engine set)£170.00
EU4C-523U-A	5000 stainless steel exhaust system .£165.00	E93A-6505B	Short Length Valve (exhaust and
E83W-523U-A	E83W stalliess steel exhaust system £205.00	/E	inlet available)£7.00
	exhaust system£278.00	E93A-6505F	Long Exhaust Valve (Can also be used as inlet)£19.35
E93A-5255-C E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel	E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet)£68.60
Y-5251	Manifold to exhaust clamp	E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet)£136.00
	Anglia and 103E Popular£56.00	Y-6513	Valve Springs (set of eight) (fits all engines)£25.50
CE-5230-B	system	Y-6520	Valve Cover (fits all engines)£15.95
7W-5283	Exhaust Mounting rubber insulator	100E-6521	Gasket, valve chamber cover£4.00
F93A-5297	c/w nut, bolt & washers£5.80 Fabric exhaust hanger kit (gtv 2) £3.20	Y-6560	Drive Bush (oil pump and distributor) (fits all engines)£5.25
Engine Parts		Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)
	Reground crankshaft and white metaled conrods (4) supplied	Y-6566	Dowel (oil pump and distributor drive gear hush) (fits all engines)
	complete with small ends and main hearings (exchange items only)POA	CE-6600	Oil pump rebuilt (exchange)
F493A-	Oil pipes (cleaner outlet) assembly	Y-23670	Pin (oil pump drive gear to sleeve)
18666/7-B	and (cleaner inlet) assy£59.00	. 20070	(fits all engines)£1.30
E93A-18670	Connection (outlet pipe to gear cover)	103E-7609	Retainer (Flywheel dowel, set of 2) £4.75
	(inc sealing washer)£7.00	Y-6610B	Oil Pump Gear (fits all engines) £4.95
E98T-18672-B	Connection (Oil Cleaner cleaner inlet	YE-6623	Oil Pump Screen (fits all engines) £9.77
	washer)	Y-6626	Gasket, oil pump£1.75
	Oil Cleaner kit (all items required	Y-6701	Packing sump£2.20
	to fit oil cleaner assy)£145.00	EB-6730	Sump Plug non magnetic (inc sealing
	Oil Cleaner Conversion, direct replacement for sealed oil cleaner . £75.00	EB-6730	washer EB6734)£8.25 Sump Plug magnetic (inc sealing
	Replacement spin on filter for		washer EB6734) £10.75
	modified oil cleaner housing assy £5.70	EB-6734	Sump plug sealing washer£1.00
E93A-6018	Gasket, cylinder timing gear	40-6754	Stainless steel dip stick tube£30.20
E930-6020	Gasket cylinder front cover £1.25		Main Bearing Set (std, -0.010",
Y-6023	Timing Pin £11 50		-0.020 , -0.030 , -0.040 , -0.060) (fits all engines)
Y-6038	Front Engine Mounting (exchange		NOS Pre and Post War 8HP Piston
	and send both parts with order – remove rubber from mount) £13.80		Sets, limited sizes, contact the Spares Secretary for availability£POA

NOS Pre War 10HP piston sets, limited sizes, contact the Spares Secretary for availability£POA
E93A 10hp Piston Set including rings (STD, +0.010", +0.020", +0.030", +0.040", +0.050", +0.060")£210.00
E93A 10hp Piston Ring Set (STD, +0.010", +0.020", +0.030", +0.040") £49.50
NOS 8HP Piston Ring sets, limited sizes, contact the Spares Secretary for availability £40.00
Small end bushes (set of 4) £27.00
8hp decoke gasket set (1932-34) £35.00
8hp decoke gasket set (1935-1953) £45.00
Manifold stud£5.95
Manifold stud (set of 4)£21.00
Manifold Nuts, brass, (set of 4) £3.30
Manifold Nuts, steel, (set of 4) £1.75
Decoke gasket set (E93A 10hp engine)£29.95
Conversion gasket set (E494A 8hp & E93A 10hp engine)£29.95
Sump Gasket Set Payen SS10505 £25.00
10hp decoke gasket set and Conversion gasket set£56.90
10hp cylinder head gasket £19.95
8hp cylinder head gasket 1932-1934. £15.00
8hp cylinder head gasket 1935-1953. £28.00
Studs (Cylinder head) set£34.99
Stud (Cylinder head) long£3.60
Set nuts for cylinder head studs £4.50
Nut (connecting rod) set of 8£6.00
Bolt (sprocket to camshaft) set of 3 £3.25
Bolt (flywheel to crankshaft) set of 4 £3.75

Clutch and Gearbox Parts

20346-S7/8	Flywheel/clutch pressure plate Bolt/washer fixing kit£4.30
	Gearbox seal & gasket set £5.82
Y-2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) £17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)£52.50
78-6039A	Insulator (Gearbox Rear Support) rebound£10.30
74-6038A	Insulator (Engine Rear Support) Upper, per side£9.95
	Insulator (Engine Rear Support) complete, per side£22.50
Y-7015	Main Drive Gear (8hp)£35.75
YE-7015	Main Drive Gear (10hp)£38.50
7W-7050	Retainer (main drive gear bearing). £17.50
Y-7051	Gasket (Main drive gear bearing retainer)£1.10
7W-7052	Front oil seal £5.00
YE-7059B	Mainshaft and Bush£35.50
Y-7065	Bearing (main shaft) drive gear ball assembly£35.00
YE-7071B	Washer intermediate gear thrust washer£7.60
Y-7080	Baffle (main shaft oil)-front£1.25
E93A-7085	Rear Bearing Retainer£19.75

Y-7086	Gearbox rear gasket£1.50
Y-7111	Layshaft£42.40
103E-7114	Counter Gear (10hp)£76.95
Y-7118	Input shaft bearing£2.60**
Y-7119	Washer (Counter shaft gear thrust) £6.35
CE-7141	Reverse Gear£29.95
YE-7222	Selector Housing£19.50
Y-7274	Ring Inner£4.60**
Y-7223	Gearbox lid gasket£2.50
Y-7523	Clutch return spring 108mm long £6.90
7W-7533	Clutch linkage clevis pin£2.60
Y-7550	Clutch plate – All models, except E83W (exchange and send with order)£29.50
	Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order) £130,00
E83W-7550	E83W Clutch Plate (exchange and send with order)
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send
	with order)£130.00
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order) £72.00
E83W-7563	E83W Clutch Cover (exchange-send with order)£72.00
E74-7580A	Clutch release bearing – All models £22.00
E70-7600-A	Clutch Pilot Bearing – All models £7.25
C-943070	Gear Lever Gaiter (except E83W) £25.50
E83W-943070	Gear Lever Gaiter£24.99
Y-23830	Pin (clutch release arm & fork to shaft) £1.25**
Cooling System	
E0A-8100	Radiator Cap (pressure type for 103E and some E493As)£7.70
Y-8109	Radiator cap (brass screw type) £8.50
Y-8260	Radiator Hose (straight for pre-war engines, top)£11.00
8286	Radiator Hose (straight for pre-war engines, bottom)£7.80
E83W-8260	Radiator Hose (moulded-E83W, top). £22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom)£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E£20.50
E493A- 8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap) £20.00
E493A-8501	Reconditioned export water pump (exchange only – send with order)£150.00 Water Pump Repair Kit£35.00
E493AFS-8509	Pulley (water pump)£35.00
YE-8606B	Fan Blade (11")£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.) £19.50
103E-8005	Re-cored Radiator (exchange item) . £235.00
E93A-8005	Re-cored Radiator (exchange item) . £255.00
7W-8005	
	Re-cored Radiator (exchange item) . £255.00

Fuel Pump with spacer (no primer)... £45.50

	Reconditioned Fuel Pump with
	priming lever (exchange item) £45.50
	Fuel Pump repair kit£14.50
88717-ES	Fuel pump stud£6.75
88717-ES	Fuel pump stud (set of two)£11.60
	Fuel Pump extension nut, set of 2
014 0020	(replacement for 33798-5) £15.00
91A-9030	Cap – painted (petrol cap) assembly, £9.50
91A-9030	Cap – chrome (petrol cap) assembly . £11.50
	102E /E404A Detrol Filler Crommet (12.0E
204A-9080	7W/EQ24/E494A Petrol Filler Gronnmet. E12.95
/ ₩-9080	Grommet£10.85
7W-9276	Gasket fuel tank sender£1.60
BE-9288-A	Flexible Petrol Pipe (except E83W) . £22.00
YE-9355	Fuel Pump Cover (all models)£3.60
YE-9364-B	Gasket (fuel pump screen cover) £1.25
YE-9365	Fuel Pump Cover Screen (all models) £2.50
E93A-9369	Fuel Pipe (petrol pump to
	carburetor)£11.75
YE-9374	Gasket (fuel pump to cylinder)£1.60
YE-9541	Airscrew£9.50
YE-9585	Plate (Throttle)£6.75
48-9735	Accelerator Pedal£13.95
YE-9414	Washer (petrol pump pull rod oil seal) £0.95
7W-9425	Inlet Manifold new old stock (10hp) £29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w
F024 0420 4	Iniet Manifold attachment bolts £65.50
E93A-9430-A &7Y-9425	Manifold assembly 8HP (refurbished) £90.00
E93A-9430-A	
& 7W-9425	Manifold assembly 10HP
	(refurbished)£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) £3.60
	2 x "hot spot gaskets" plus 4
	manifold bolts £6.50
YE-9448	8hp manifold gasket£7.50
CE-9448-A	10hp manifold gasket£7.75
	Rebuilt 8 hp Carburettor
	Rebuilt 10 bp Carburettor
	(exchange-send with order)£100.00
Y-9447	8hp Gasket (carburettor to inlet manifold)£1.50
CE-9447	10hp Gasket (carburettor to inlet manifold)£1.35
YE-9502	Carburettor Gasket Kit £7.95
YE-9555	Carburettor Float (all models) £16.50
YE-9660	Connector (Starter Valve) Assembly) £6.00
CE-9666	Starter Valve and wire assy £13.50
YE-9564	Fuel Inlet Needle Valve£13.25
E83W-9795A	Throttle Cable£26.00**
BBE-9810X	Spring (throttle arm to mudguard bolt) £6.50
ENFO 20384/	Bolt/washer kit, Exhaust/Inlet
34805	Manifold assy £2.25**
Ignition System	
	Emergency breakdown kit
	comprising points, plugs, rotor arm, condenser and distributor cap

(1935 onwards)......£44.00

	Set E93A ignition leads , state coil type (screw or push connection) £19.00
	Rebuilt ignition switch (exchange item – send with order)£42.00
E83W 12024A	6V Ignition Coil (All models – not original)£32.00
YE-12100B	Distributor-rebuilt (exchange-send with order)£59.50
YE-12116B	Distributor Cap (All models 1935 onwards)£17.00
YE-12185B	Toggle (All models 1935 onwards) £1.08
YE-12191B	Spring (distributor weight) no 1 – light £2.85
YE-12199B	Contact Set (All models 1935 onwards)£10.00
YE-12200C	Rotor Black (All models 1935 onwards)£5.85
YE-12200C	Rotor Red moulded (All models 1935 onwards)£5.85
YE-12242-B	Spring (distributor weight) no 2 – heavy£1.40
YE-12300B	Condenser (All models 1935 onwards) £9.90
52-12405A	Spark Plug, L86C (All models also 100E)£4.08
52-12405A	Spark Plug, L86C- set of 4£13.00
995952-ES	Distributor base plate screw set £1.60**
Electrical System	1
	Dynamo-2 brush, early type (exchange-send with order)£89.50
E494A-10001	Dynamo-3 brush, early type only

E494A-10001	Dynamo-3 brush, early type only (exchange-send with order) £110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)£89.50
E93A-10043	Dynamo brush set (2 brush) £7.00**
YE-10094	Bearing (generator drive end) assembly £8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only £29.95
E93A-10505	Voltage regulator (reconditioned, exchange send with order)£120.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)£135.00
YE-11001C	8hp starter motor (exchange-send with order)£125.00
E93A-11048	Screw (brush end plate retaining)£7.25
E83W-5165-A	Battery Clamp£38.50
7W-11359	Spring (starter pinion retaining)£1.70
BE-11450	Starter Switch£30.00
AE-20202-S7/8 S	crew (Lever spring)£1.30**
20758-S7/8	Screw & washer set (switch to starter frame)£3.35**
11930-ES7/8	Rivet (Generator drive end bearing retainer plate)£1.10
E1 ADKN 13047 E1 ADKN 13050	Bolt (Head lamp doo catch swivel) and Nut (Door catch swivel bolt barrel £6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only)£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only)£10.60
ET6-13007-B	Headlamp Bulb 36W/36W£6.80
	Pair of Headlamp Bulbs 36W/36W . £11.50

E04A-13016	Catch head lamp door£4.50		E83W Bonnet Corner Pads (Full set)£19.25
E93A-13016	Catch head lamp door £4.50	81A-16754	Bumper (bonnet side panel), E493A,
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W) £1.62	81A-16760	E494A and 103E£0.99 Bumper (bonnet dowel locating)
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E) £1.62		fits E493A £4.40 Grommet-gearbox cover £4.60
E93A-13079	Sidelight Bulb Holder£12.50		Set of three grommets-gearbox
YE-13081	Spring (front sidelight socket 1934		cover£12.20
CE 12101	onwards except E493A) £1.42	CE-17515A	Grommet (windscreen wiper) £3.50
CE-13101	Spring (neadiamp focusing) £1.60	E04A-17528	Wiper Blade 9" long £15.00**
1025 12400D	pad (pair) (EO4A and E93A only) £29.50	E93A-17528F E04A-17612B	Grommet, wiper arm to blade
103E-13408B	specify nearside/offside£21.55	E93A-17772	(set of 2)£1.45 E93A Prefect/Anglia/103E Bumper
103E-13408B	103E Plate Rear lamp base (pair) £41.50	/3	Grommets (pair)£19.99
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair) <u>f</u> 19.95	E493A-17772 /3	F4934 Bumper Grommets (nair) £25.50
103E-13450/1	103E Rear Lamp Lenses (pair)£29.99 E493A refurbished number plate Jamp£70.00	E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) f1 99
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin £3.65	E83W-111172	Opening windscreen rubber for
	Pair of Stop/Tail Bulbs 6V 21W/5W		E83W£27.00
	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 Pair of Stop/Tail Bulbs 6V 21W/5W	E93A-7002060	Two bumpers (cowl side panel to bonnet)£2.90
40E-13466	straight pin£4.90 Panel bulb 6V 3W£4.00	E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards) £2.20
102 20 100	Pair of Panel bulbs 6V 3W£6.00	100E-7043531	Boot T Handle Escutcheon rubber seal £5.25
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)£3.60	40-700546A	Blind Grommet (fits under 103E/E494A bonnet)£1.76
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only)£5.20	40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet) £3.00
BE-13466-A	Sidelight Bulb 5W CC (not E493A) £3.60	40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet) £4.50
	(not E493A)£5.20	40-700546A	Six Blind Grommets fits under 103E/E494A bonnet) £6.20
7W-13480A	Brake Light Switch (not E83W) £25.00	48-702610A	Door post rubber bumper (one per door post 1937 onwards) £6.00
7W-13480B E83W-13550B	Popular no. plate lamp (E83W) and	48-702610A	Door post rubber bumper – pair bumpers£11.00
CE-13740A	103E only)£21.75 Toggle Switch (panel lamp)£10.60	48-702610A	Door post rubber bumper – four bumpers£20.50
38193-S7	Headlamp mounting bolts plus nuts	48-702830	Bumper, door check arm £6.90
	Set of bulbs for 103E Popular	62E-731942	E83W Door Rubber seal (enough for both doors)£19.95
	(includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number	E493A-7325856	Rear screen rubber (fits vehicles with bakelite Interior trim)£16.50**
	plate bulb)£23.00	7W-940502	Opening windscreen rubber for Prefect and 5cwt van£23.50
	Model Y Semaphore Direction	7Y-940502-B	Front screen rubber for 103E/E494A/E04A£19.50
	Model C Semaphore Direction	7W-941480/1	Weatherstrip door bottom (per ft) all saloons 1937 onwards£4.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only)	7W-970700	Roof weatherstrip (per foot) All models except Y and C£3.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange)		Roof weatherstrip (enough for 103E or E494A roof)£28.50
	Ignition barrel and 2 keys £17.50	103E- 7025856	Rear screen rubber (fits vehicles without bakelite interior trim)£16.50
Kubber Gromme	ts and Seals	Miscellaneous R	ndv Fittings
E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)£2.80	miscenaneous D	E83W Step (state LH or RH)£75.00**
7W-16625	7Y, E04C, E494A, E494C,		E83W Step support brackets (set) £28.00**
	103E Bonnet Corner Pads (pair) £4.95 E83W Bonnet Corner Pads (Pair) £15.45	E93A-5036	Tube (starting handle guide) assembly – 103E Popular£28.99
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E493A-5036	Tube (starting handle guide) assembly – E493A Prefect£30.99
E03CF/ A-8213	Grille Badge, "Thames" (blue enamel) (E83W)£16.00
103E-8213-A	Ford Popular Grille Badge (103E Popular)£16.00
E494A-8215	E494A/E494C/103E Grille Badge Mount £28.00
E83W-8215-A	E83W Grille Badge Mount£28.00
Ε04Δ-	E044/103E Boot Lid Escutcheon
16719-B	(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)
103E-172612-B	Speedo Cable (not E83W)£26.00
	Speedo Cable (E83W)£23.95
Y-17275	Gasket (Speedo drive cap) $f1.95$
C46412AR	Dovetail (female) f5 30
F93Δ_	Door handles and escutcheons-pair
7022400-A	(Anglia/103E/5cwt van-shafts and barrels not included)£68.00
	Locking door handle and escutcheon
	(shaft and barrel not included)
E 402 A	Anglia/103E/5CWt Van£35.00
E493A- 7022400	E493A Locking Door Handle With
7022400	not included)£35.00
F93A-	Locking Boot Handle, chrome plated.
7043500-C	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-961208-F	Interior door handle£16.50**
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)
C-949967C	Striker Plate (C and CX. 1934-1936) £6.50
00.00070	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£13.50
100E-2140	, Girling master cylinder£83.00
100E-2140	Non Girling master cylinder£39.95
F62A-2167	Gasket Filler Cap
100E-2964-B	Cap, Master cylinder (inc seal) fits Girling and non Girling
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)
Rear Brakes	с.
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£10.00
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 Fro	nt Suspension
F4-DF-1	Tab washer nack of 2 f5 25**
E55-DR1	Top suspension mount inc 2 gaskets $f42.50$
E55-DB1	Pair top suspension mount inc 4 gaskets
	Mount hearings per side
	(2 x E38-DB1, 2 x E37-DB1) £34.00

E55-DB1	Pair top suspension mounts, 2 sets
	Suspension insert
	Suspension insert and ton
	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-1210	Hub bearing outer
E 19-LB-1	Stud and buch
100E 2062	Stud and bush
1005-2002	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
504 2450	(exchange £10 surcharge *)£45.00
EOA-3158	Iab washer £3.50**
100E-3289/90-B	Pair track rod ends (new style) £51.00
100E-3289-B	Right hand track fou end (old style) £26.95
100E-3304	Track red and dust sover
100E-3332	Track rod and dust cover (set of 4) 67.20
100F-3359	Steering Idler dust boot £3.20
100E-3581	Gasket (cover to steering gear
1001 0001	housing)
1005 25010	Steering Box seal & Gasket set
100F-3291R	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
	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
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
100E-4235	Hall Shaft£32.00
100E 40F1	Finion seal, 100E only£7.00
100E-4851	ridiige (propsilait)£18.00
1005-3713	(inc van up to 09/55)£5.50

100E-5719	Bush rear spring shackle, set of 4
100E E 701 D	(inc valid up to 09/55)
100E-5761-D	Real spring eye busit (saloor)
100E-2/81-B	Pair rear spring eye bushes (saloon)£12.00
EOA-4020	Pair rear spring eye bushes (300E) E25.00**
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**
100F-6200	Conrod conversion (engine set)
1002 0200	inc small ends, (to fit shell bearings) less hig end shells f220.00**
F1ADDN-	
6258	Retainer (Camshaft sprocket & dowel) £3.50**
100E-6261/2/3	Camshaft bearing setSTD size £35.00**
100F-6261/2/3	Camshaft bearing set010"
F93A-6270	Timing Chain £18.30
100E-6308	Crankshaft thrust washers (ner set)
1002-0508	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)
100F-6507	Inlet valves (per set of 4)
100E-6510	Valve guide
100E-6510	Value guides (set of eight) $f_{24,20}$
1000-0510	Valve guides (set of eight)
	Valve spirings (per set)£30.00
100E-0/14-B	Curren Diver non recention
ЕВ-0/30	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**	EOA-8100	Radiator cap, fits 100E and 107E £7.70
100E-9278	Oil pressure switch£8.85	100E-8115	Radiator drain tap (not original) £6.00
100E-9448	Manifold gasket, 100E only£6.50	100E-8275	Water inlet tube£14.00
	Manifold stud£5.95	100E-8260A	Early top radiator hose, 100E only £18.35
33798-S7/8	Manifold Nuts, brass, (set of 4) £3.30	100E-8260B	Late top radiator hose, 100E only £16.60
33798-S7/8	Manifold Nuts, steel, (set of 4) £1.75	100E-8286	Bottom radiator hose, 100E only £16.00
E55Z1	Conversion gasket set£27.00	100E-8501	Water pump including gasket, 100E
E81Z1	Decoke gasket set£27.00		only (old unit must accompany order)£63.00
	Conversion and decoke gasket sets. £51.00	100E-8507	Water pump gasket£3.10
353000ESA	Core Plug£3.50	116E-8575	Thermostat£7.50
	Big end shell bearing set (-0.030".	EOTA-8620-C	Fan belt, 100E only£7.00
	-0.040",-0.060")£40.00	204E-10884-B	Temperature sender unit£20.50
	Big end shell bearing set (std,-0.010", -0.020")£62.00	100E-18488-B	Hose, heater to cylinder head (inc hose clips)£14.00
	Small end bushes (set of 4)£27.00	100E-18488-D	Hose, heater to water valve
E93A-6212	Nut (connecting rod) set of 8£6.00		(inc hose clips) £12.25
119074-ESB	Bolt (sprocket to camshaft) set of 3 £3.25		Re-cored Heater matrix
119074-ESB	Bolt (flywheel to crankshaft) set of 4 £3.75		(exchange item)£125.00
	Engine mount brackets to engine	Fuel System	
	fitting kit (88364-S2/20368-S7/8) £7.50		Fuel pipe kit (all req'd items, tank
Clutch and Gear	box		to pump)£49.95
	Gearbox seals & gasket set		Locking petrol cap (stainless) £14.95
	Master cylinder, repair kit etc.		Fuel pump with spacer (no primer) £45.50
	see front brakes		Fuel pipe (pump to carburetor) £11.80
E22-GD-1	Clutch release arm rubber gaiter £19.00**		Petrol filler grommet£12.50
E70-7600-A	Clutch pilot bearing£7.25		Fuel Pump repair kit£14.50
E74-7580-A	Release bearing£22.00	100E-9276	Gasket (fuel tank sender)£1.60
E149-Z-1	Slave cylinder repair kit, 100E only £6.00	100E-9288	Flexible fuel pipe£16.90
E266-GD-1	Slave cylinder, 100E only	Y-9374	Fuel pump gasket£1.60
	(exchange £10 surcharge *) £46.00	100E-9437	Hot spot gasket£3.75
EOA-2078E	Flexi hydraulic hose£13.50	EOTA-9447-B	Carburettor flange gasket£1.95
100E-6068	Gear box mounting fits 100E and	100E-9502	Carburettor gasket kit£7.50
	early 10/E £24.95	100E-9510	Rebuilt Carburettor
100E-7039	U/J repair kit£14.95		(exchange-send with order)£106.00
Y-7051	Gasket (Main drive gear bearing	100E-9627-A	Rubber (air cleaner)£13.30
	Front oil cool	100E-9959	Gasket carburettor float chamber £1.95
1005 7096	Cacket tail chaft housing 61.05	100E-9447-C	Gasket, Carb to Inlet Manifold 3/16"
100E-7080	Gasket tall shart housing £1.95		thick (approx)£2.75
100E-7111 V 7110	Logit chaft hearing	100E-9564	Valve (Carb needle) assy£23.50
Y 7110	Masher (counter shaft goarboy thrust) 66.25	100E-9763	Bush, throttle shaft£4.00
1005 7222	Coarbox lid gasket	E58-CL-1	Seal, throttle shaft£3.10
100E-7223	Clutch driven plate, 1005 only	Electrical	
100E-7550-C	(exchange £10 surcharge *)	EOTA- 10001-B	Dynamo, not Popular (exchange £10 surcharge *)£65.00
100E-7563-R	Clutch pressure plate 100F only	105E-	Dynamo, Popular only
100E-7303-D	(exchange £10 surcharge *)£72.00	10001-B 105E-10043	(exchange £10 surcharge *) £65.00 Brush set £4.75
	Clutch kit – comprising of 7550-C,	F274-CO-1	Pinion (starter motor drive) f11.00
	/563-B, /580-A & /600-A (exchange and send with order) f130.00	100F-10505-B	Voltage regulator (nush on terminals) f 39.00
100F-17286	Ring speedo gear retainer f/ 30	E0A-10505-D	Voltage regulator (screw type
100E-7523	Clutch Return Spring £5.00	LUA 10505 D	terminals)£42.00
F15-GA-1	Ring Inner £1 60**	100E-11001-C	Starter Motor
			(please send old unit with order)£65.00
Loop System	TI	105E-11057	Brush set starter motor£4.75
100E-8255	i nermostat nousing gasket £2.20	EOTA-11135	Bush starter motor drive end £4.25
100F-8002	Kadiator reconditioned	EOTA-11375	Starter pinion spring£6.00
300F-8005	Radiator reconditioned with	ET6-11450-B	Starter Switch£25.00
3002 0003	starter handle hole (exchange item	204E-13007A	Headlight bulb pre focus 40/50 watt £6.20
	only)£225.00		Stop/tail bulb, 12v, 21/5 watt £3.20

F 011F	
E-8115	Radiator drain tap (not original) £6.00
E-8275	Water inlet tube£14.00
E-8260A	Early top radiator hose, 100E only £18.35
E-8260B	Late top radiator hose, 100E only £16.60
E-8286	Bottom radiator hose, 100E only £16.00
E-8501	Water pump including gasket, 100E only (old unit must accompany order)£63.00
E-8507	Water pump gasket£3.10
E-8575	Thermostat£7.50
A-8620-C	Fan belt, 100E only£7.00
E-10884-B	Temperature sender unit£20.50
E-18488-B	Hose, heater to cylinder head (inc hose clips)£14.00
E-18488-D	Hose, heater to water valve (inc hose clips)£12.25
	Re-cored Heater matrix (exchange item)£125.00
System	
loyotom	Fuel pipe kit (all reg'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
E-9276	Gasket (fuel tank sender) £1.60
E-9288	Flexible fuel pipe£16.90
374	Fuel pump gasket£1.60
E-9437	Hot spot gasket£3.75
A-9447-B	Carburettor flange gasket£1.95
E-9502	Carburettor gasket kit£7.50
E-9510	Rebuilt Carburettor (exchange-send with order)£106.00
E-9627-A	Rubber (air cleaner)£13.30
E-9959	Gasket carburettor float chamber £1.95
E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx)£2.75
E-9564	Valve (Carb needle) assy£23.50
E-9763	Bush, throttle shaft£4.00**
-CL-1	Seal, throttle shaft£3.10**
trical	
- A-	Dynamo, not Popular
01-B	(exchange £10 surcharge *)£65.00
E-	Dynamo, Popular only
01-B	(exchange £10 surcharge *)£65.00
E-10043	Brush set £4.75
4-CQ-1	Pinion (starter motor drive) £11.00
E-10505-B	Voltage regulator (push on terminals)£39.00
-10505-D	Voltage regulator (screw type terminals)£42.00
E-11001-C	Starter Motor (please send old unit with order)£65.00
E-11057	Brush set starter motor£4.75
A-11135	Bush starter motor drive end £4.25
A-11375	Starter pinion spring £6.00
-11450-В	Starter Switch£25.00
E-13007A	Headlight bulb pre focus 40/50 watt £6.20

	Pre focus bulb set fits Anglia, Prefect,
100E 124E0P	Popular, Thames & Vans £26.50
100E-13450D	Rear light lens red £14.95
500E-13450 F0A_13480	Brake light switch
EUA-13460	Poor rod tail light long complete with
100E-134641-C	gasket and fixing screws for Anglia,
	Prefect 1957 onwards£10.00
50563-5	Pair of rear red tail light lamp lenses £17.50
	Ignition barrel and 2 keys £17.50
E33-INB-1	Sidelight rubber boot £6.50**
Ignition System	
	emergency breakdown kit comprising
	fan belt and distributor cap (D Type)£53.00
	Emergency breakdown kit comprising
	points, plugs, rotor arm, condenser,
	fan belt and distributor cap
	Set 100E ignition leads £23.25
100F-12020	12v Ignition coil f28.00
7\/-12025	Nut HT lead distributor cap (set of 5) £4.50
/ 12050	D type distributor only
	(rebuilt-exchange or £10 surcharge)£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge)£50.00
100E-12116	Distributor cap (D type)£25.00
105E-12116	Distributor cap (round type)£17.00
100E-12199	Contact set (D type distributor only)£10.00
EOTA-	
12199-C	Contact set (round type distributor
1005 12200	Only)E14.50
100E-12200	Rotor arm red moulded
100E-12200	Rotor ann red moulded
100E-12300-D	Condenser (D type distributor only). £9.90
103E-12300-A	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

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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 sea	al £5.25
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle	£16.50
100E-7322630-B	Base, Interior Door & Winder Hand	le
	Escutcheon, set of 2	£13.00
107E Specific It	ems	
107E-2853-A	Handbrake cable	£48.50**
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 *)	£40.00
105E-7563D	Clutch pressure plate, 107E only (exchange f10 surcharge *)	£86.00
105E-7580-B	Clutch release bearing	£27.00
107E-8260	Ton radiator hose 107E only	£1/ 20
107E-8286B	Bottom radiator hose 107E only	£17.25
105E-8620	Ean helt 107E only	£6.80
105E-9448	Manifold gasket 107E only	£7.00
107E-9959B	Elost chamber gasket	£2.45
107E-17262-A	Speedo Cable	L2.45
107E-17202-A		L20.30
5225/5255	107E stainless steel exhaust	
	systemf	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.

Regalia Update

Grille badges

For those of you that may be thinking of a register badge for your sidevalve, time might be of the essence as the club is finding that restocking of these items is likely to be much more expensive than in the past. We have a stock of the register grille badges for Popular 103E, Prefect E493A, 100E and 107E, all at £17.50 post and packing included. The FSOC

grille badge is in stock – square version only at £17.50. Our regalia officer, Mark Harvey, is currently looking for cost effective suppliers for future orders.

It is the same with the leather keyfobs for the Popular, Anglia and Prefect, at the absolute bargain price of £5.00 including postage. These are metal and enamel finish that will never be repeated at the current price. Full details in the centre section of this issue.

We also have limited stock of garage decoration in the form of A4 Ford maintenance posters – contact Neil Patten for price and availability.





Pop Shopper

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-advertsubmission, or
- email FSOC at pop.shopper@fsoc.
 co.uk, or
- phone Sally Litherland (early evening only) on 07811 576233.

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

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

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

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

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

Vehicles for Sale

1950 Ford Prefect. The first owner had this car for 49 years. Starts on the button and drives as it should. Interior clean and no rips or tears. Good bodywork, some history, really nice car. £4,950. Contact Kenneth Hood. Email: kenrhood@gmail.com. Tel: 07715 119714. East Sussex.

Vehicles Wanted

E83W wanted. Preferably in reasonable condition. Contact Russell Jackson. Email: russell. jackson31@outlook.com. Tel: 07949 260228. Rowsley.

Ford Siva (Bessie type) wanted. Prefer a runner / yellow ideal but any colour, 4-seat version preferred. My dream car for a loving home! Contact Scott Goodman. Email: bigman00008@ hotmail.com. Tel: 07510 907036 . Leicester. (Non-member)

Parts for Sale

Zenith 26VF.3 carburettor for Ford Prefect etc. Believed refurbished, but no documentation. No longer required as project car sold. £80 inc. p&p (UK). Contact Robin Gibson. Email: robin.gibson1952@ btinternet.com. Tel: 07528 963666. West Midlands.

Hub puller for Sidevalve Fords. JW Pickavant. £50 inc p&p UK only. Contact Robin Gibson. Email: robin.gibson1952@ btinternet.com. Tel: 07528 963666. West Midlands.

E93A set of both front seat springs, squabs and backs and gearbox (minus gearchange lever, spring and the threaded retaining cover). E494A Anglia / 103E Popular-type rear window glass and rear RH side window, Bakelite trim, previously cracked in one place but soundly resin repaired. Offers for one lot. Buyer collect, items viewed after September 4th. Call Keith on 01732 460109. Kent.

Eight 16" x 4" Ford Centre wheels. All good condition. £120. Contact George Moore. Tel: 01780 410169. Email: georgesherryl@ outlook.com. Lincs.

103E rear lights. One pair unused. Slight damage to end of one of the rubber base pads. Photos available. £75.00 incl. postage. Contact Gerald Pollard. Email: geraldo.pat@outlook.com. Tel: +447836630669. Mirfield, W. Yorkshire.

Model C engine in very good condition. E493A Prefect rear axle, starter motors and dynamos. Mr Wilf Beaumont. Tel: 01352 710848. Email: rogerbirdseye@ hotmail.co.uk. Flintshire.

Parts Wanted

Original Siva Edwardian wheel trim for the purpose of creating a mould for spares. Contact Eddie Wills. Email: eddie@oldboar.net. Tel: 07971511564. Somerset.

Recently purchased 1954 100E Ford Prefect. Gearbox whines so either need someone to recondition / overhaul it or sell a reconditioned one. Contact Rob Burkinshaw. Email: rob. burkinshaw1@gmail.com. Tel: 07973898569. Sheffield.

ANGLIA, PREFECT & POP REGISTER

Continued from Page 16

that remind me of the Pops you used to see in every street in the seventies and eighties – patched but still going strong! People will ask when are you going to do it up, but it will stay exactly as it is, honest and care worn. Just how I like 'em.

Registrar's comments: I thought Marianne Faithfull, one time girlfriend of Mick Jagger, could never sing, so hopefully her acting was better?

VXJ 23 was featured in the Yorkshire Regional News in August 2020 – 'Edwina gives up her Poppy'.

Is this a record?

The register is a record of all known survivors at the time of joining, in any condition. There are many that are undergoing restoration and nothing is heard of again, so we assume some get completed but we are never informed, whilst some will inevitably never be completed due to various reasons and perhaps dismantled as spares.

Over time, regretfully, documentation, etc. is lost and new owners are often unaware of any past history. In the case of 157 FTW, which has had sixteen owners from new, the ownership history is mostly known.

157 FTW, a black 103E Popular, was first licensed on 25th March 1956 to Albert Trowels in Tiptree, Essex, who has owned the Popular the longest so far.

The second owner, Robert Field, also lived in Tiptree and purchased it on 10th August 1967, but in the following year he sold it to Kevin Horgan in Wickford.

Chelmsford then became a popular (excuse the pun) location for the next three owners, for very short periods. The fourth owner was Colin Dolan, who purchased it on 11th March 1971, but three months later sold it to Robert Faint, who became the fifth owner on 30th June. The sixth owner, John Walker, became the new owner on 20th January 1972.

Moving a short distance down the road to Inglestone, C. Blake became the seventh owner on 5th October 1972.

Moving from Essex for the first time since new in March 1956 (assembled not in Dagenham, Essex but at Doncaster), 157 FTW becomes known to the Ford Popular Register, as it was originally known, in late 1980 when Harold Sherman in London E17 sent in his completed registration form and photograph. Harold became the eighth owner on 26th June 1980, according to the register form, but this is now known to be incorrect. 157 FTW had been found derelict and abandoned in a garden,



Photo 3. 157 FTW in 1980.

towed home and restored. The original colour was Black, being changed to Royal Blue. There is no date in the logbook for when Harold purchased the Popular but the colour change to Royal Blue is recorded on 20th August 1979. One can assume it was purchased in 1978 or perhaps earlier?

Restoration complete and now in Royal Blue, it was photographed on 23rd August 1980 with a mileage of 51,325. (Photo 3.) The accessory fitted was a Delaney Gallay car heater.

The West Country was the next direction with the ninth owner, Colin Thorn in Tiverton, Devon purchasing it on 14th September 1992. After changing owners a number of times after only short periods, a decade passed before moving further eastwards in Devon to the tenth owner, Keith Nelson in Axminster, on 13th May 2002, who returned it to the original Black. Last taxed in 2005 and SORN in late 2006. (Photo 4.)

A further move eastwards with the eleventh owner, J. Riddle in Dymchurch, Kent having purchased it by February 2010. By 2014 the Popular, then with its twelfth owner, David Edge in Chatham, was within five miles of my home but I never saw it.

David Roberts became the thirteenth owner on 15th July 2015, but sadly no address details are known, and even less is known regarding Les Simpson, the fourteenth owner, before selling it to Turn Two Classics (Northamptonshire) as the fifteenth owner.

Ian Alton from Shropshire became the sixteenth owner when he purchased 157 FTW

on 14th July 2021, now with a mileage of 66,000. Ian is yet to see another Pop around Shropshire, 'but that's why I bought her; driving her makes me smile, bare bones motoring with none of this computer rubbish. Sixteen owners from new: is this a record?'

Registrar's comments: When the Popular first joined the register with the then eighth owner in late 1980, and until late July 2021, I had no idea the Popular had had so many owners between those years. If it was not for lan updating the history, they would remain unknown.

As previously mentioned, on many occasions, the register records are only as accurate and up to date as owners inform us.



Photo 4. 157 FTW in 2021. SIDEVALVE OCTOBER 2021

Liam Cotton

100E Register

Hello 100E fans, or as my old friend 'Mad' Harold used to say: 'How do, my lucky lads!' I have a clear image of him in my mind, coming into work with a trail of havoc and destruction in his wake: good old 'H'! I'm not quite sure what started me thinking about Harold, but now we have started we had better get on.

Carrying on from the last issue, we have two more pictures from Richard McRonald, this time from the 1977 Ford 100E Owners Club Northern rally at Roundhay Park, Leeds. Photo 1 shows our old friend ECM 818: Richard had attended this show with Keith Lewis, ECM's original owner. Photo 2 shows the Owners' Club programme, available for the charge of five new



Photo 1. Ford 100E, Northern Club Rally.



ROUNDHAY PARK · LEEDS · 24th JULY '77

Photo 2. 100E Owners' Club Rally programme.

pence. I hope that this brings back some happy memories.

Next on the agenda is Part 2 of 'Back on the Road'. I am most grateful for permission to reprint this article from The Automobile magazine and to author Zack Stiling, as well as Wayne Parkhouse, owner of the Anglia featured. Incidentally, Wayne is considering selling the Anglia, so if you are interested, please contact me for more details.

Back on the Road, Part 2, by Zack Stiling

What it boiled down to was a whole lot of cosmetic work and a full engine rebuild. Although the Ford was fundamentally solid, rust was eating holes in the bodywork, necessitating new sills and repairs to all the wings. Stripping the paint revealed a few knocks in the front wing, which had to be rectified before the car was resprayed in its original Ludlow Green. All the paint and bodywork tasks were undertaken by Wayne's friend, Andy Carter, of the Sunbeam Spares Company. In Yorkshire, Ex-Pressed Steel Panels came in handy here, as it was able to supply the new sills and lower front wing repair sections at very short notice (N.B. a discount is available to FSOC members with Ex-Pressed Steel Panels). Andy, adept at fabrication himself, made new wing edges, as well as the panel under the bonnet where the voltage regulator sits, from scratch.

Andy describes this particular 100E as a strange vehicle because, although it was quite a good car generally, it was rough in places where one doesn't normally expect to find rust. The front wings were going into holes at the front and in the middle, but weren't so bad in the usual rust-prone areas at the bottom and round the sills. This leads Andy to speculate that it had probably been sitting with mud in the wings for quite some time.

Wayne had already made Andy's life as easy as possible by stripping the Ford completely before handing it over. Anyone wanting to attempt bodywork on a 100E is blessed, for the front wings unbolt with the minimum of hassle. Working on the Anglia as an in-between job, the whole process of panel repairs, repainting and reassembly took Andy between six and eight months.



Photo 3. Wayne's restored Anglia: 624 FKN.

With the engine separated from everything else, Wayne could set about rebuilding it. This, and all the other mechanical work required, he did unassisted. Aside from the missing main jet, it ran well, but Wayne intended to go ahead with a full rebuild anyway. 'It was pretty much fine, but the idea was to get it as good as humanly possible. We didn't run it for long, only enough to drive it off the trailer. We got it started by pouring fuel straight into the carburettor. If it had its original engine it might have been different but, as it didn't, I wanted to strip it down and rebuild it. If you're going to take a car apart, you want to make sure you don't have to do it all again later.' The engine had evidently been replaced at some point in its past, as the serial number of the current unit dates it to c. 1961.

The engine was rebuilt with all-new internals, and shell bearings were used on the connecting rods in place of the original white-metalled big-ends. Most of the new components came from Small Ford Spares, which Wayne found to be very useful. The same can't be said for the company that did the wiring loom, which shall go unnamed. 'It was a nightmare. It took them nine months and three attempts to get it right, even though they had the original pattern.' The gearbox and back axle were opened and inspected but required nothing more than an oil change.

Suspension-wise, the Anglia needed new shock absorbers and strut inserts, in addition to a new steering linkage. For these jobs, Wayne sourced many new-old-stock components. As he owned the other 100E, he had already



Photo 4. Wayne's Anglia: completed interior.

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100E REGISTER

amassed a suitable stock of spares. Elsewhere. the brake and fuel lines were remade with copper pipe; the rear axle was repainted; the vacuum tank, rear springs and wheels were powder-coated; and the rear bumper, grille and door handles were rechromed. The number plates, too, are the originals, powder-coated and repainted. In flushing and cleaning the fuel tank, Wayne learned a valuable lesson: 'Don't use the household vacuum cleaner, or it will stink of petrol forever.' (Registrar's comment: under no circumstances should a vacuum cleaner be used with fuel - if there is enough heat generated it will blow up!) (Additionally, petrol fumes drawn past the cleaner's brushes as they arc against the commutator can ignite, destroying the cleaner, the tank, and potentially injuring anyone close. - JN)

New hubcaps were bought on eBay, and the new front bumper came from Small Ford Spares. 'I was amazed by the quality. I was expecting some cheap Chinese knockoffs but they were really good, solid metal.' The bonnet ornament, wing mirror stalks, boot handle and fuel filler cap are reproduction items: 'The originals were all very badly pitted and as they're Mazak it's easiest just to replace them. You can have them rechromed but they'll probably come back looking worse.' The wing mirrors on the car when Wayne bought it, with rectangular heads, were aftermarket items, so he replaced them with a brace of the correct round mirrors which he already had in his own spares department.

The original interior had survived fairly intact, but the seat padding had ceased to serve much of its function – the frames were making an obvious impression on the PVC upholstery. Aside from being soiled, the vinyl itself was very good, so the seats were stripped down to their rusted frames, then cleaned and repainted before they were repacked and recovered with the original vinyl. After being repainted with Vinylkote, they look as good as new. Kolorbond, the makers of Vinylkote, provides a colour-match service to get it just right. 'It's not cheap,' Wayne points out, 'but it looks amazing.'



Photo 5. Restored underside of Wayne's Anglia.

Additionally, the steering column was repainted, all the window rubbers were replaced and the dash clocks rebuilt. Although it all looks superb from where I stand, Wayne's familiarity with the car's whole specification allows him to be discriminating about details many people would overlook. 'The reproduction floor mats are hideous. The originals were about 2mm thick and these are more like 12mm. Trying to cut them was a nightmare.'

Registrar's comment: We will conclude this article in the next edition. That's all for now, I'd better get scribbling on the 107E page...



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Liam Cotton

107E Register

Welcome to the 107E Register pages. As I have had no contributions recently, I am going to continue with my series on the history of the last Ford Prefect model; the word 'desperation' springs to mind! For the benefit of new members, the earlier parts of this series were in the February, April and June editions of Sidevalve. What follows is a mixture of hearsay, legend and historical fact; it is not intended as a definitive guide but as the start to a conversation, so if you can supply any information to improve our knowledge, please get in contact with me (details in the members' booklet or on the club website). I might as well continue with the disclaimers: the following programme may be unsuitable for youngsters or those of a nervous disposition ...

The new range for 1959

In February 1959, Ford had introduced the new Lowline Consul, Zephyr and Zodiac cars and their plan was to unveil the new small Fords later in the year. Ford were hedging their bets with the new cars. The range was quite diverse, perhaps in case one or more models were not successful. The new Popular was to attract the buyers who were satisfied with the previous 100E models, as it was so similar to the old Anglia. The new 105E Anglia was a potential risk as a lot of money had been used in developing this completely new car; new engine, running gear and bodyshell with modern, contemporary styling. The 107E Prefect provided the safety net as it used the old, accepted looks but with the new engine and drivetrain: it provided an alternative to the 105E for buyers who didn't want the new styling of the Anglia. In September 1959 the new models were launched, so what happened next?

The Popular was launched first, in September 1959, followed by the Anglia on September 30th, then the Prefect a week later; presumably this was so that the Anglia would gain the maximum attention. The 105E Anglia was billed as 'the world's most exciting light car', and if you take a look at the production figures, in the separate chart, you will see that it certainly didn't disappoint. In comparison, production figures of the Prefect are less than



Imperial Maroon, available 1959 to 1961.

	1958	1959	1960	1961	1962
100E Anglia /					
Prefect	138,909	85,658			
105E Anglia		48,139	191,752	146,028	143,303
107E Prefect		7,584	27,409	3,161	
100E Popular		18,526	54,087	40,017	15,220

we would have liked. To bring the figures into context, the last full year of 100E Anglia and Prefect production (1958) is shown as 138,909 cars. Compare this with the first full year of 105E Anglia production (1960) at 191,752; this illustrates the success of the 105E model. The only full year of 107E Prefect production was 1960 with production at only 27,409.

Production figures for 1959 can be deceptive as the separate models were not available for the full year, but comparing the 107E and 105E figures shows that the new Anglia was immensely popular from the start. By the end of the Earl's Court car show on 31st October 1959, the total export orders for 105E Anglia were around 101,000 cars. Demand was so high that Dagenham couldn't make them fast enough, so in early 1960 Ford Belgium was contracted to build 500 Anglias a month; total Anglia production was around 950 per day at this point.

What had gone wrong? Why didn't the Prefect sell as well? My own guess is a number of factors, firstly the price: the Prefect was offered at £621, compared with the Anglia at £589 in standard trim and £610 for deluxe, so there is a bit of difference there. The car-buying public would also have their own preferences, and with competition coming from other manufactures, in particular the new Mini and Triumph Herald, some Ford customers would have changed allegiance. With new models, many new customers would be drawn to the Ford range but, faced with a choice of a completely new model with modern, space age styling or yesterday's model with a new engine, they chose the new looks. Only the people who needed a four-door option and particularly liked the looks of the old Prefect bought the 107E. The 105E had won the hearts of the motoring public, so Ford's investment had paid off. With these sales figures, any hope of an extended 107E range had gone, so there would be no overhead valve Squire estate or 107E-based Thames van. The technical specifications of the two cars were very similar, and likewise performance was similar with the Anglia having a slight edge due to weight. The Anglia also had a recirculating ball steering box and electric wipers; I have never driven a 105E, so I would be interested to hear from anyone who has experienced the Anglia and Prefect to make a comparison.

New Prefect production officially went from September 1959 to March 9th 1961. 38,154 cars were made with 10,840 of these in kit form (CKD) for export and assembly abroad. The Prefect's replacement was the Ford Consul Classic, which was launched in May 1961; strangely enough, this car was not a huge success. I have heard this blamed on our 100E models, the argument being that the Classic should have been launched before the 105E, but as a new small car was desperately needed to keep up with the competition, the Classic was delayed and thus lost its sales. I can believe that the Classic should have been launched sooner: it was a larger model, which would have fitted nicely between the Prefect and Mk2 Consul, but I can't believe its poor sales were down to the 100E. The 100E models had sold really well during the 1950s; by 1959 they were six years old and were due for replacement anyway. Ford's policy of introducing new models before the popularity of current models declined had served it well during the 1950s! Also, the 100E Popular continued to sell until 1962, making the total 100E production run long and very successful. I believe that the Classic's production was delayed because the Anglia was so successful; Ford just had not got the capacity to produce another model. In 1961 production capacity became available as truck production was moved from Dagenham and also the Prefect model finished production. Poor sales figures for the Classic could be due to a number of reasons, including competition from other manufacturers, but ultimately it was the vast success of Ford's new Cortina that would take sales from the Classic.

Whatever happened to the Ford Prefect?

The Ford Prefect name was used from 1938 to 1961, but it lives on as a character in Douglas



105E Anglia Deluxe.

Adams' successful books and of course it has been kept alive from 1969 to date here in the FSOC. The Prefect car never went away; the name was simply changed! The position of the Prefect in Ford's range evolved to be a small to medium sized four-door passenger car. Its immediate replacement was the Consul Classic but this was a medium to large car, so really the Mk 1 Cortina took the old Prefect's position. This was followed be a series of similar cars: Mk 2 Cortina, four-door Escorts from Mk 1 to the end of Escort production, and then to modern Fiesta and Focus models. The name has maybe gone but the car is still part of the Ford range; unlike many of its rivals, Ford had learned that it had to innovate and update to keep sales figures high.

Technically, there have been many changes but the basic layout of the 1950s Ford models was used for many years: monocoque

107E in Cirrus White, available 1959 to 1960.

bodyshell, OHV engine, MacPherson strut front suspension. The last model to use this design layout in full was the Capri, made until 1987. Sierra, Granada and Scorpio used front engine / rear wheel drive and a development of the MacPherson strut suspension, last made in the late 1990s. The British market Ford cars are mainly front wheel drive now, but our old friend the Transit van still retains the old 1950s layout – not bad, after all these years.

If you are feeling a bit despondent about the 107E sales figures, don't be: this was a really good motor car. By using the old, strong and stylish 100E body with the new drivetrain, Ford had created the best of both worlds. Speaking to the general public who owned 107Es in the 1960s, I have not heard a bad report. After 60 years, they still keep turning up and still provide excellent service.



Ian Woodrow

Specials & Sports Cars Register

With just a few more events taking place this year than last, in August the Historic Specials and Sports Car day took place at the Cotswold Wildlife Park near Burford. Due to other commitments, and suffering from a summer cold, I didn't take a Special this year, but I still went along as a spectator. About thirty cars attended, although each year it seems that fewer and fewer are sidevalve-powered vehicles. Amongst the cars attending was a very rare Falcon Peregrine (Photo 1) and a Tornado Tempest (Photo 2). There was a good selection of other Specials and sports cars on display: Austin 7-based Special, Ashley, Berkeley, Buckler, Dellow, Fairthorpe, Falcon, Lotus, Martin, Peerless, Rochdale, Turner and Tornado with aluminium body.

For sale at the Historic Specials and Sports Car day was a '1960 Ashley Sportiva' project car on rolling chassis with a 1172cc sidevalve engine. According to the owner, the Ashley was removed from storage after 54 years in November 2014. The car was assembled, complete and sound, but required a complete strip down (without needing to remove the body). The chassis was cleaned and re-painted; fuel tank cleaned, tested and re-painted; five wheels restored; suspension



Photo 1 (above). Photo 2 (below.).





Photo 3.



Photo 4.



Photo 5.

and brakes overhauled; wiring loom replaced; engine stripped down, loosened and reassembled; leather seats re-trimmed; body cleaned but in fantastic original condition; dashboard untouched (showing zero miles); interior ready for boarding out (wood or metal). It now requires an enthusiast to complete the remaining work and enjoy this unadulterated piece of motoring history!

I couldn't get the owner to specify a price and I don't know if the car has a V5, but if you are interested in the Ashley (Photos 3 and 4), please email me for the seller's details.

At Beaulieu Auto-jumble a very nice Ginetta G2 was for sale, although at £19,500, is this typical Beaulieu price or is it perhaps that I

SPECIALS & SPORTS CARS REGISTER





Photo 7



Photo 8.

don't appreciate the value of these rare cars as much as I should? (Photo 5.)

Another Super Two

New club member Julian Faithfull is not only restoring a Super Two but has managed to shoehorn a supercharger into the engine compartment. He has also added extra tie rods to the Bowden front suspension. Julian has been assisted by the vision and fantastic engineering skills of Gilbert Sills, who is the mechanical genius at Cretingham Crank Company. Hopefully the car will soon be on the road and more details and pictures will follow (Photos 6 and 7).

Monoposto and Sidevalve Racing Cars

The most popular type of Ford Sidevalve racing cars were designed for the 1172 formula, which was for sports cars used daily and for occasional competitions. The cockpit had to be greater than 32 inches wide and a passenger seat had to be positioned for a two-seater sports car. The engine based on the standard Ford sidevalve couldn't include supercharging or conversion to OHIV and standard camshafts had to be used.

In the early 1960s, the Monoposto Register encouraged the racing of single-seater cars and these often used the 1172 sidevalve engine. The formula engine capacity limits were 1000cc with overhead valves or 1500cc with sidevalves; overhead camshafts and supercharging were prohibited, although either air or water cooling systems were permitted. Two-stroke engines were accepted up to 1000cc. Any form of chassis, suspension, engine support, gearbox or final drive unit may have been used provided it passed the scrutineers' examinations as to safety and adequate strength of construction.

This Monoposto formula led to some interesting Ford-powered innovations:

Embryo with a front engine was fairly conventional. It had independent suspension all round, an early Austin Seven gearbox (with close ratios) grafted on to the Ford engine,

Photo 9

and the unit was moderately inclined to reduce bonnet height. To further this, the distributor had been removed from its normal position above the cylinder head and was driven directly from the nose of the camshaft. The old distributor drive was used to operate the rev counter. Four straight pipes poked out of the side and twin S.U. carburettors were used. The space-frame chassis was of straightforward construction and completely rigid.

Warwick had a different approach. This one had a rear transverse engine chain-driving a B.M.C. Mini gearbox to which was attached an ingenious gear linkage. Not only was this an exceptionally engineered car, it also worked, winning the 1962 Monoposto championship.

Tervin was a rear engine machine with Aquaplane tuning equipment which used swing axles all round (Photos 8 and 9).

Other sidevalve-powered cars include the **Project X** which won the 1963 championship, a very attractive privately-built racing car, and the **Nimrod**, which used some ex-Lotus bits and sported two interesting inlet 'megaphones' on the twin S.U.s.

Andy Main

Specialist Applications Register

Muir Hill

Muir Hill (Engineers) Ltd was established in the early 1920s as a general engineering company located at Elsinore Road, Old Trafford, Manchester. The company name and manufacturing rights changed owners five times over the years, first to E. Boydell & Co., then to Winget, Babcock & Wilcox, Aveling – Barford, and now to Lloyd Loaders (MH) in Halifax.

Muir Hill is perhaps best known for building construction equipment, including dumpers based on the Fordson N tractor. When owned by E. Boydell & Co. Ltd, a One Yard Dumper powered by the 10hp Ford sidevalve engine was produced to meet the demand for a general purpose machine for use on contracts where the capital outlay and running costs would not justify the purchase of larger dumpers from their range. It was particularly suitable for use on housing sites or short distance transport of bulk materials including on public highways. Reversing was described as being as easy as a light car, but unlike the larger dumper models, the driver did not face the load. A marketing slogan for the model was 'An eight hour day on a couple of gallons'.

Kevin Tomlinson purchased his One Yard Dumper during 2019. (Photo 1.) The rear wheels are chain driven; note the larger chain



Photo 1. Side view.

linkage securing the tipping load. (Photo 2.) Photo 3 shows it in discharged position.

DD (as she is called: Dream Dumper!) is now in the workshop, held up by lockdowns and moving, and is now totally in bits. The engine has been stripped and a replacement gearbox obtained to replace the one fitted on purchase, which was damaged. The frames are now ready for shot blasting.

I look forward to featuring the completed dumper at a later date.

Dimensions:					
Wheelbase	5ft 3 inches				
Track (centre to centre	4ft 3½ inches				
of driving wheels)					
Overall width	5ft				
Overall length (not	9ft 4 inches				
including starting					
handle)					
Height to top of body	4ft 10 inches				
Turning radius	10ft 9 inches				
Net weight (approx)	29 cwts 3 qrs 0lbs				





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Photo 3. Tipping position.

John Porter

Ford Training Manuals

I came across these three Ford manuals from 1942 the other day. I don't know how many there were in the set; I have numbers 2, 3 and 5, so there must be at least five. It would be good to have even photocopies of the others for the club archive, so please let me know if you have 1 and / or 4 that we could borrow and scan. As may be seen in the extracts, the explanations are thorough, and run from the basics to the actual systems in the current Ford V8s, and our 8s and 10s.

Here are some extracts from No. 5 THE FUEL SYSTEM:

Requirements

The fuel used by the engine is carried in liquid



FIG. 29.-THE ZENTER CARBURATION-PICTORIAL

form, and the first component of the fuel system must therefore be a storage tank.

This tank is connected by pipe lines to the carburettor, the component that mixes the fuel with air to form

the combustible gas that enters the engine cylinder. As will be explained later, the fuel sometimes flows from tank to carburettor of its own accord, but it is usually necessary to incorporate a pump or an 'Autovac' to supply fuel to the carburettor. Another component invariably incorporated in the fuel system is the fuel gauge which tells the driver how much fuel there is in the tank and so prevents any holdups likely to be caused by the supply running out.

Petrol Feed Systems

Imagine two tanks at different levels connected by a pipe. If the top one was filled with a liquid, it would naturally flow down the pipe to the lower tank. This is due to gravity, the force that makes all things fall down to earth – the apple that fell upon the head of a learned scientist or the bomb dropped from an aeroplane.

If the fuel tank is at a higher level than the carburettor, then the fuel will flow downwards quite naturally without any assistance. In the early feed systems, the fuel tank was placed on top of the cab or underneath the driver's seat, and was thus on a much higher level than the carburettor to which the fuel could flow down.





Nowadays, however, cars are much larger and are required to make long journeys without stopping; engines are more powerful and use larger quantities of fuel. For these reasons it is essential to use a much larger storage tank than hitherto; this obviously could not be fixed in either of the positions mentioned, but is usually positioned at the side or the rear of the chassis frame.

But the chassis frame is at a lower level than the engine, and as fuel cannot possibly flow up to the carburettor, it is necessary to adopt some means of forcing it upwards. Several methods have been tried, and the most familiar are the 'Autovac' and the now almost universal mechanical pump.

The Zenith Down-draught Carburettor

Fig. 29 illustrates the Zenith type downdraught carburettor that is used on various engines, including Ford 8 and 10 H.P. The casting comprising the body of this carburettor contains numerous drillings and channels which at first sight seem rather confusing. It is considered, however, that if the following explanation is closely studied in conjunction with the illustrations, a clear understanding of the operation of this carburettor should not be difficult. Petrol from the petrol pump is delivered to the float chamber through the needle valve and the level of the fuel in the chamber is controlled by a conventional 'float' mechanism of the type with which the reader is already familiar. When the engine is at rest, the petrol fills the various channels of the carburettor up to the level indicated in Fig. 30. Fig. 30 shows a diagrammatic view of the carburettor and, as with the pictorial view shown in Fig. 29, all the various wells and channels are numbered; these numbers will be referred to in the following pages (which are not included in this extract - Ed.).

FIG. 30 .--- THE ZENITH CARBURETTOR--- THEORETICAL

Letters & Emails

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

Email: editor@fsoc.co.uk

Mystery German Sidevalve

Dear Sidevalve,

Sidevalve continues to give excellent quality and a jolly good read; keep up the good work.

Attached is a photo taken in Germany, postwar, sent to my own club, the Surrey Vintage Vehicle Society, for identification. I have never seen anything like it before and am sure it is a home-made, one-off bitsa. Possibly early Prefect E93A front end, with headlamps removed or relocated. Rear half of the body looks like plywood! Left hand drive. No Ford sidevalve I have ever seen had a split front and rear screen, either.

The first photo shows some people standing beside the car in what looks like 1950s attire, and the second photo has been photoshopped to remove the persons and show the rear half.

It would make an interesting small feature for the mag.

All the best, Tony Russell



LED lighting

Dear Sidevalve,

Having read Jim Norman's article on LED lights in sidevalves, I thought you might like to hear my experience with my 103E.

My 1954 103E is still on six volts with its 12 amp, three-brush generator. I decided to fit LEDs to side, tail, brake and flasher lights. The flashers required the fitting of an electronic flasher unit, which was very straightforward. At first I thought it was a good move but soon realised that there was a problem with these lights. They are very voltage sensitive, and the 6 volt LEDs I used go out by 5 volts, and some start flickering at 5.5 volts.

While the car is moving and the dynamo is charging, there is no problem, but when at a junction the cut out drops out and the voltage will drop a little. If the headlights are on, the dynamo can't cope anyway and there is a small discharge, even when moving. In both these cases there is a strong possibility that the voltage drops just far enough for some LEDs either to go out or to flicker.

Another problem I have encountered is that the 65+-year-old ignition switch and brake switch no longer have perfect contacts, and could also be slightly dirty; this has little effect on the high current filament bulbs but lose a little voltage under the light LED load, as the contacts don't then self clean.

This all added up to the conclusion that as the car doesn't normally go out in the dark, and brake and flashers are only on for short periods, then why use LEDs? And so I returned the 103E to filament bulbs which have served it well for over 65 years.

I hope this is of interest.

- Kind regards,
- John Griffin

Thanks for that feedback, John. I don't think that the problems you report would occur with 12 volts, which is what I'm used to with 100Es and 107Es. Generally, electronics work at 5 volts, so the 6 volts of the Uprights has little reserve voltage. Even so, I am a bit surprised at these failures and assume that there is a voltage drop between the battery and the LEDs, taking it below their minimum operating range. This becomes something else that those considering going down the LED route need to consider. – Jim

I have to agree with Jim on this as it is all based on one car. The condition of the electrics can adversely affect LEDs but that is down to earthing, battery and switch gear condition plus the charge rate for 6 volt systems. To be honest, this is the first comment on this particular problem that I have heard. Also, there are many poor quality LED bulbs being sold at the moment which further complicates matters ... – John P

Unsung heroes

Dear Sidevalve,

In support of all the requests for new blood to volunteer for the club, I'd like to add to the recent tributes to those who continue to have served it since time immemorial. In particular, I'd like to single out Tony Young, who as treasurer has ensured the club functions as a solvent going concern for as long as I can remember. It's a role that's easily overlooked against the glamour of spares and the wonder of websites, but having just read Tony's comprehensive summary from the 2021 AGM I'm reminded just how well-managed our financial position is. In over thirty years' membership I don't remember him ever planning to pack it in. We'll be hard-pressed to find a replacement of that quality.

The same applies to The Man With The Big Hammer. Although no longer on the committee, Jim Norman seems to have been in post since the Dark Ages. Unlike Tony, he's tried and failed to give it up. Whether this has been caused by addiction, a noble sense of duty, or popular demand (now, there's a phrase) I'm not really in a position to say. While adjusting my *Sidevalve News* archive today I spotted this from Jim in August 1995: 'Last February I gave notice that I would need to give up [the 100E / 107E technical advisor] position and asked for volunteers to take it on ... whether or not a successor is found, I will not be standing for re-election at the AGM next April, so time is starting to get a little short.'

Twenty-six years later, we're most grateful Jim's still there. As I believe he helps check this publication for accuracy before it goes to press, perhaps he would like to explain how his plans got scuppered? Or, indeed, how he finds the energy? Yours.

Laurie Menear

I suppose I could compare myself to a dose of measles: hard to get rid of once acquired! But, realistically, I started with Technical Advice in January 1981 (which is a bit worrying). The reason I stood aside was because I felt I had said all there was I could say on the subject and it was time for someone new, and with a fresh approach, to move things forward. And while I did stand down and a volunteer arose, the club went through a period of no advice for the 100F / 107F and I felt that there needed to be someone there, with or without new ideas. One thing Laurie didn't mention is his own contributions to the club, both in the form of Publicity Officer and also as Editor, and he still contributes to this day. I had the pleasure - and it was a pleasure - of working with him at the time. But the point remains: there is now a need for new and younger members to take the club forward. I won't say the old guard such as Tony, Yvon, Andy, John me and Laurie should be put out to grass, but perhaps it is time we moved aside. - Jim

Joe Wheatley

Prop Sleeve and Vacuum Pipe

Two years ago, Joe Hustwayte found us at one of the Tatton shows and joined the club. He has a 1950 Dellow sports car based on 'Upright' mechanicals. Joe has had this car for many years and has used it on hill climbs and trials. Now restored to a very high standard, the car (and Joe) live a slightly more sedate life. Earlier this year, Joe called me because he was concerned about a tinkling noise coming from the rear of the car, and asked if I knew anyone that could investigate. Joe lives on the Wirral so I suggested he contact Dave Rothwell, who asked him to bring the car to his workshop in Banks, near Southport.

Talking to Dave, I knew he suspected that the sleeve that connects the prop shaft (inside the torque tube) to the input shaft on the rear





Prop sleeve 1.



Prop sleeve 2.

axle had come loose. If this had damaged the propshaft then it was going to cause a problem, because the Dellow's wheelbase is shorter than standard, so has a specially shortened prop shaft which is very hard to find. Sure enough, when the torque tube was stripped down, the sleeve was loose on the prop and input shaft and was only holding on with the fixing pin that goes through the sleeve. With foresight (?), Ford had made the sleeve of slightly softer material than the shafts so, although the splines inside the tube were badly worn, those on the prop and input shaft were not damaged. Dave had a second-hand sleeve and pin in stock, so was able to effect a good repair. At Joe's request, he also fitted new dust covers on the front brake cables.

A test drive revealed that the noise had gone but Dave was surprised at how hard the ride was ('Nearly shook the fillings out of my teeth.'). The little Dellow is very light and is fitted with adjustable friction dampers. Dave slackened these off and let some air out of the tyres, and the ride was much improved. Joe and his wife Dot were able to join us at the Bottle & Glass on the 31st July and at Tatton Park on 21st August, which was very brave as I'm told that your top half is always freezing and the bottom half toasted by the closeness of the engine and exhaust. We look forward to seeing them at more events with their lovely little red Dellow.

After sorting out some issues cause by last year's lay-up (new fuel pump diaphragm, float valve and a new battery), Freddy had been running well. However, when I set off to the Cheshire Steam Fair / Mud Bath in July, she would not tick over, immediately dying at traffic lights but restarting very readily. I had to keep the revs up whenever I stopped. I thought the slow running jet might be blocked, but was surprised as I had cleaned out the float bowl and jets when I fitted the float valve only a few months previously. I asked Dave what it could be and he said to check the carb, but also look for air leaks. I dismissed the latter as the wiper tank on Freddy holds vacuum for an hour or more after the engine is turned off. I stripped the carb and blew through all the jets again, even though I could not see a problem. This made no difference. I checked the manifold



Split vacuum pipe.

and carb mounting nuts and they were all tight. While doing so I looked at the vacuum pipe from manifold to wiper valve on the bulkhead, which looked in fine condition – until I ran my hand along it. It was fine for most of its length but the bit closest to the manifold, which is also close to the exhaust, was soft and, sure enough, there was a split on the underside (well, it has been on for more than twenty years). I cut a couple of inches off the pipe, refitted, and she has not ticked over so well for years. Always listen to the man that knows!

Jim Norman

The Ignition System

Introduction

All our sidevalves were built with a conventional coil / contact breaker ignition system. As any AA or RAC patrolman would have told you at the time, the majority of breakdowns were due to problems in the ignition system, and this remains true today. Any attempt to rectify a breakdown, or to get the engine to start in the first place, requires a knowledge and understanding of the system. How many members can claim to have this knowledge and understanding?

The job of the ignition system is to provide a hot spark at the right time to each cylinder in turn in order to fire the mixture within the combustion chambers. The standard battery voltage of six or twelve volts cannot do this, so the voltage is boosted in the coil to usually between 12kV and 15kV, although a 12V system could go up to about 25kV. How this is done is the point of this article.

The system divides neatly into two segments: The primary or low tension (6V or 12V) side and the secondary or high tension (up to 25kV) side. Undoubtedly, the main component as far as spark generation is concerned is the coil, so a look at the fundamental principles is first needed.

The science

If an electrical current is passed through a coil of wire surrounding a steel or iron bar, a magnetic field will be established in the bar. If the bar is steel, the magnetic field will be permanent and remain when the current ceases to flow; if the bar is soft iron, the magnetic field will not be maintained after the current ceases to flow and it will revert to inert iron. The strength of the magnetic field will vary with the rate of current passing through the coils and the number of loops the coil contains.

If a magnetic field surrounded by a coil of wire collapses, as in the case above, a *potential difference* (just a fancy name for voltage!) will be produced in the coil. The voltage will vary with the field's original strength, the rate at which it collapses, and the number of loops in the coil. In both cases, the greater the number of loops, the greater the magnetic flux or the higher the voltage output respectively.

The low tension circuit

We now need to look at the ignition circuit (see Diagram 1), firstly the LT circuit. The starting point is the battery, six or twelve volts depending on your sidevalve preference. One terminal, originally the positive (+ive) one, was connected to the car's body and forms a return path for all electrical components. The other terminal, the negative (-ive), is connected via the loom to the ignition switch, the other terminal of which sends a feed to the live, SW or -ive (pick your own terminology) terminal of the coil. We will look in more detail at the coil later; suffice for now to say that the current is conducted through the primary windings inside and then to the CB or +ive terminal. From here, a cable conducts it to the distributor (Photo 1), where it divides into two to go through the contact breakers (points) and into the condenser (correctly termed a capacitor), wired in parallel with the points.

The points are nothing more than a switch, allowing or interrupting the flow of LT current to earth. These engines are four cylinder four strokes, so there are four power strokes every two revolutions of the crankshaft, so each cylinder fires once for every 720 degrees of crankshaft rotation. This is ensured by a fourlobe cam rotating within the distributor at half crankshaft speed.

The cam lobes act on a fibre or plastic heel insulated from but pushing against the points' pivoting arm. When the cam is not in contact with the heel, the points are closed and LT current flows across the contacts; when the cam moves around to a cam lobe, the force on the heel pushes the points' pivoting arm out, a gap between the points' contact is made and current ceases to flow. The time the current flows causes a magnetic field to be established in the coil's soft iron core; the cessation of flow causes the field to break down to provide the HT output. It's a bit more complicated than that, but it's the basic theory and will suffice for now.



Diagram 1. The ignition systems, LT circuit in black, HT circuit in red. With 8 and 10hp models, the capacitor is normally mounted outside the distributor, but inside on the 100Es as shown here.



Diagram 2. Schematic representation of a capacitor; these come in a variety of shapes. The top view is simply to demonstrate how one negatively charged plate is insulated from the positively charged plate by an electrically inert dielectric layer. Car 'condensers' are generally round with the plates simply rolled up as shown. The body is in contact with the outer plate and forms the earth return to the battery.

The gap between the points' contact faces when on a cam lobe is adjustable; the gap is stipulated in the manual and it is important that this is set to that specification. For the 100E, this is 0.014" to 0.016". Setting the points accurately requires a certain amount of skill, firstly in ensuring that the heel is on the peak of the cam lobe and also in feeling the 'magnetic' grip of the contact faces bearing on the feeler blade. Another and more accurate method is to measure the dwell angle, the angle of rotation between one lobe and the next (90 degrees) during which the points are closed. With most Lucas four-cylinder systems, this is 57-63 degrees. (The manual gives percentage dwell, the percentage of the 90 degrees of rotation, during which the points are closed. This is given as 63% to 70%, but if you do the maths, it works out the same.) If the gap is correct, so should the dwell be.

The points gap has an effect on the ignition timing. The HT spark occurs as the points



Photo 1. Inside a 107E distributor; all the main components are there for the 100E and 8 and 10hp cars also. A: Points live contact.

- B' Points earth contact
- C: Capacitor.
- D: LT live lead.
- E: Earth lead.
- F: Points spring to close contacts.
- G: Points baseplate with slot below screw to adjust gap.
- H: Cam with four lobes.



Photo 2. The interior of a coil. Diagram 2 shows the primary windings, secondary windings and core side by side for convenience; in real life the core is made central with the secondary windings surrounding it, and the primary windings outside of these. Although there are many coils in the primary windings to produce the magnetic field, there are many, many more coils in the secondary windings to produce the HT voltage.

> open. Widening the gap means that they will open earlier and advance the timing; closing them up has the opposite effect. This is why

you must ensure that the points gap is correct before setting the timing.

Ideally, you should check the points gap on all four lobes, or the dwell reading to look for large fluctuations. Wear in the distributor spindle bushes, a bend in the spindle or badly machined cams can give variations, especially as engine speed rises. Lucas distributors are not particularly prone to this, although high mileage takes its toll; it was the AC distributors for Vauxhall Vivas which I remember as being very bad.

The points gap controls not only the time of the spark, but also its duration. If the gap is too wide, giving a small dwell angle, the LT current will flow through the windings for a relatively short period, restricting the strength of the magnetic field which can be produced. If too narrow, the current will flow for longer, producing a strong field, but the HT current produced when the points open will have only a restricted burn time before they close again, and this might not be sufficient to fully ignite the fuel / air mixture.

A problem is that the current flow doesn't cease as the points start to open. Electricity will jump an air gap – that's what the spark is – and although 12V is a lot less inclined to do this than 25kV and will jump only a very narrow gap, that is the situation as the points just start to open. This has two effects: (i) arcing across the points' faces leading to their rapid failure; and (ii) the LT current doesn't instantly cease but winds down over time. (The term, 'over time', is relative: at 6,000 rpm the system is producing 200 sparks per second, one every five milliseconds.) Since the rate of decay of the magnetic field is a factor in the value of the HT voltage produced, a weak spark would result.

The capacitor

This is where the capacitor (condenser) comes in. A capacitor is an electrical storage device but, unlike a battery, current does not flow through it. It consists (see Diagram 2) of two conductive plates with a layer of insulating material, the *dielectric*, between them. Capacitance is measured in farads, although I doubt you have the meters to test it (I haven't!). The 100E's condenser was rated at 0.18 to 0.23 microfarads. In automotive applications, the dielectric is often paper. When a potential difference is applied to the capacitor, one plate becomes negatively charged and the other positively charged. When the PD is removed, the capacitor discharges, sending its charge back the way it came.

An input is connected to the LT circuit in

parallel with the contact breakers. When the points are closed, the current takes the easy path to earth through the contacts, but as they open it is diverted to the capacitor, which thus becomes charged. It also means that there is no current trying to jump between the contacts so the current through the primary winding ceases immediately, boosting the rate of the magnetic field's decay. The capacitor then discharges itself through the LT cables back to the coil CB terminal and through the primary windings. This means that this decay is accelerated; current is not merely not flowing through the winding but is actually flowing in the opposite direction. This tries to create a magnetic field of the opposite polarity, so the existing field is broken down very quickly, giving a much higher HT voltage and a much fatter, hotter spark.

Polarity

Many members, myself included, have converted their cars to negative earth as this allows some modern electronic items to be used, and is essential if an alternator is to be fitted. If this is done, it is desirable to reverse the LT connections on the coil (the coil can be rotated 180 degrees within its mounting bracket to allow this). Graph 2 shows the secondary circuit as represented on an oscilloscope. Note the vertical firing lines at each side of the image, whose voltage can be read from the scale at the side of the screen. I have seen such readings where the firing line goes downwards, indicating that the coil is connected the wrong way around. The engines still ran, but correcting the connections was all that was needed to correct the minor misfire the owner reported.

The high tension circuit

This realistically is what it is all about: the primary LT circuit is there to allow the HT voltage to be produced in the secondary circuit. Diagram 3 shows the theoretical layout inside the coil with the primary and secondary windings standing alongside each other and alongside the iron core. Photo 2 reveals that they are actually concentric with the iron core in the centre.

It has been explained already how the primary windings produce a magnetic field whose breakdown produces the HT voltage in the secondary windings, so this won't be repeated. This HT voltage is fed via the coil's chimney to the *king lead* and so to the distributor cap. A spring-loaded carbon brush



Diagram 3. The coil. Note that one end of the HT windings connects to the LT terminal leading to the distributor. This is the return path for the HT current to the other end of the secondary windings.

transfers it to the rotor arm, attached on top of and rotating with the cam spindle. When the HT voltage arrives, the arm should be pointing at one of four contacts in the cap to transfer it to each of the cylinders in order as the arm rotates. There is no direct contact between the rotor blade and these contacts, and the voltage has to jump a small air gap to reach them.

From these contacts, plug leads take this voltage to each spark plug in turn. These leads are quite thick, and the thickness is almost all insulation. Although the voltage is high, and high voltage is very adept at finding weak spots and diverting to earth without bothering to visit the spark plugs, the amperage is very low and measured in milliamps (1mA = 0.001A). The insulation is needed to keep the voltage inside the leads.

Spark plugs

Spark plugs have a hard life. Their lower ends are in combustion chambers where they are subjected to very high pressures and temperature up to 2,200 degrees Celsius. To withstand these, they are made of ceramic mounted in a steel base. The plug leads connect at the top and the voltage is transferred to electrodes protruding from the bottom inside the combustion chambers. Another, earth, electrode curves around so as to be a very small distance, 0.025" in the case of the 100E, from the central one. The voltage jumps this gap, causing a spark. This is what ignites the air / fuel mixture in the cylinder.

The gap's being correct is important: if too wide, the coil has to either produce a higher voltage (which to some extent it can) or the spark will be weak and cool and so struggle to ignite the mixture. If too tight, there will be insufficient contact area between spark and mixture to ensure complete combustion.

Spark plugs come in many different varieties. Apart from shape, they can be 'hot' or 'cold'. Cold plugs go into highly tuned engines; hot ones into relatively placid engines, such as sidevalves. If you put a hot plug into a tuned engine, the higher pressures and temperatures in the chamber will cause it to overheat and fire the mixture before the spark occurs, so the engine tries to run backwards. A cold plug in a mild engine will not reach a temperature high enough to burn off contamination, such as carbon deposits.

Ignition timing

The time in the compression stroke at which the spark occurs is important. It needs to be slightly before the piston reaches Top Dead Centre on the compression stroke to allow the mixture to be fully burning and expanding as the piston moves into the power stroke. As engine speed rises, the spark needs to happen even earlier as the burn time is constant, but the crank rotates further within that same burn time.

The spark occurs as the points open, so setting the timing marks on pulley and timing case and rotating the distributor to the point at which the points are seen to open can work. Better is to use a test lamp between the LT cable and earth, which is out with the points closed but will light as soon as they open. Either way works, but neither take into account backlash in the mechanism: at the timing chain, drive gear and between the gear and distributor, plus play in the distributor itself. A far better method is to use a stroboscopic timing light, which shows exactly when the spark actually happens with the engine running, so it can be adjusted very accurately. This should be done at tick-over speed, before the centrifugal advance kicks in. Of course, 8hp and 10hp engines do not have timing marks but it is set by a timing pin fitting into an indentation in the camshaft sprocket. Once this has been found, marks can be painted on the pulley and timing case, but this is not as accurate as factory marks and brings the problem of parallax errors when trying to align the new marks using the light.

It has been noted that the timing should be more advanced at higher speeds, and this is allowed by weights and springs in the distributor which move the spindle in the direction of rotation; thus, the cam arrives at and opens the points earlier. It should be checked to see if it is working satisfactorily by turning the rotor in the normal direction of rotation (anti-clockwise). It should move a few degrees against the springs, and then return when released. The spindles can seize (you are supposed to oil them!) and the springs can stretch, either indicating a need for attention.



Graph 1. An oscilloscope's typical trace of a normal primary pattern as displayed on a Crypton tester, wrongly termed 'tuners'. The points' opening immediately produces the spark wave as the magnetic field collapses, followed by the shallower wave form of the capacitor. Generally, there is a small amount of trace across the gap where the points close; the capacitor does not entirely eliminate arcing across the contacts, which is why points must occasionally be replaced.



Graph 2. An oscilloscope's typical trace of a normal secondary pattern as displayed on a Crypton tester. Extreme left and right are the firing lines for two cylinders and showing their voltages in kilovolts. Then there is the spark burn time, the time a spark is maintained in milliseconds. All activity ceases as the points close and the dwell period restarts. If the points gap is too narrow, i.e. long dwell period, it could interfere with the spark burn period.

A more accurate method is to check the angle of advance with a strobe light, but this requires a light with a variable scale to return the marks to alignment, the degree of advance being read from the scale. Such lights are expensive and few will possess one.

Conclusion

We have now looked in detail at the theory, and some of the practicalities, behind the ignition system. Hopefully, you will have a greater understanding of what is – or isn't – going on with your car and, if the latter, the Guide to Fault Finding in the Members Area of the website might make more sense.

Dave Turner

Sidevalves in a Small Scale

Back in *Sidevalve News*, Vol. 15, Number 3 (June 1998), the old Mikansue metal kit for a 2-door 100E was discussed. This was in their 1:43 scale range of kits and produced during the early 1980s. Mike and Sue Richardson, who were 'Mikansue', were dealers in models and toys, and went on to create some of the earliest white metal kits. At this stage, while accuracy was the aim but with the technology and experience available at the time, we were reasonably satisfied with what we could get hold of.

The art of producing moulds that could turn out many copies of each component to the precise dimensions had not yet been perfected. In fact, if we take the wheelbase of a model as being its true size and scale it up to 1:1, the 100E was actually 1:44 - very commendably close to the desired 1:43. But then the completed model, when measured in its overall length, turns out to be 13" too long when using the wheelbase as the datum. That the model looks a trifle long and narrow is no doubt partly caused by the overall width (based on the wheelbase again) being too wide by only a scale 2". However we were more than happy to accept this, as up to that time the only readily available miniature 100Es were die cast toys from Dinky, Matchbox and the DCMT River Series.

Naturally, the intention to get the most out of the cost and efforts put in to creating these kits resulted in one or two compromises. In the case of the Mikansue 100E, trying to make it into both an early three-bar grille Anglia and a later Popular was going to be close but not exact in either case. The rear screen seems to be half way between the smaller pattern of the early Anglia and the wider type of 1958 models onwards – it's possibly closer to the early shape. For hub caps it seems that a generic pattern of wheels and covers were supplied – at least the tyres were rubber. It is so long ago when the kit was assembled that whether an appropriate dash and tail lights came as alternative fittings for the Popular (or even later Anglia) is lost in time. Regardless, it made a welcome addition to a Ford collection at the time and is now treasured as the pleasure it gave 40-odd years ago.

As mentioned back in that *Sidevalve News* in 1998, the only other Ford kit that Mikansue made was for the Mk 11 Cortina 1600E, and a quick check around it with a vernier shows that this, like the 100E, is also too long – in this case by a scale 10" – while its wheelbase is exactly 1:43, and the width just as accurate. In both 100E and 1600E cases, the amount by which the bumpers project will have added a small amount to the extra length, but it's the bonnet and boot sections that are on the long side. Back in the early 1980s, this was the first and only model of a 1600E to have been available up to then; many more since, of course.

Reference was made back in June '98 to a plastic kit for a Prefect from the Premier range that came from Brooklyn in New York between 1950 and 1963. This was listed as simply 'English Ford', while the box shows a 4-door saloon with Prefect grille and alongside are line drawings for Big Ben and other UK landmarks. For the purpose of that article, Terry Hiscock was kind enough to supply pictures of the box and its contents, as it was felt unlikely to find an example. One was found shortly after, however, so closer inspection of the plastic parts was then possible.

For a start, the parts in Terry's photo were



in white plastic; those in this box are black. Close examination show that parts for an OHV engine are supplied, as is a correct facia for a later model with twin circular instruments under a common binnacle, but the body is clearly a 2-door, so the obvious question is, were 2-door 107E Prefects ever sold in the US? Although this has been in the small Ford cabinet for 20plus years, total lack of time has prevented any attempt to construct it – one day!

Premier produced a big range of kits, at least a dozen of them Ford subjects, although the only UK Ford is this Prefect. All the rest are US cars, ranging from Model Ts to Thunderbirds. Most are in 1:32 scale but a few, like the Prefect, are in 1:24.



David Stephenson

Anglia Popular and Prefect Wall Clocks Now Available

Like many of us, I have been making the best of staycations this year, and visited the very pleasant and historic town of Tewkesbury last month. Strolling back towards the car park (sorry, this trip wasn't made in my 1953 Anglia), I came across a vendor selling clocks with images of classic cars.

One, with a green Popular, caught my eye. I had a chat with Keith, the stall owner, and told him I wasn't bothered that it was a Pop rather than an Anglia, but I wanted one in black like my own sidevalve. 'No problem,' said Keith, 'I'll make one up for you in black and if you let me know your registration number I'll add that to the clock at no extra charge.'

I can spot a good bargain a mile off, and so for the modest fee of £16.99 I am now the proud owner of the Ford Popular clock

pictured, complete with the registration number of my own sidevalve - VSL 625. I have treated Robert Townsend, who runs the Berkshire regional group, to one in green with the registration number of his own Anglia - RKO 823. Hopefully, I will have presented it to him before this article is published in Sidevalve and ruins the surprise!

The clock measures 25cm x 20cm and is a gloss image on an aluminium backing sheet. There is a hook at the top of the mechanism, so it can be easily attached to the wall of your garage or sitting room.

I swapped a few emails with Keith and mentioned that he might get some extra customers if he added a 100E Prefect to his collection, which has now been done.

If you are interested in owning one of

these clocks, you can go on to Etsy.com and search for Keith's shop, which is called ACLOCKFORU, or go on to eBay and search under 'Anglia clock', 'Popular clock' or '100E Prefect clock'. Don't wait too long as, while the cost at time of writing is £16.99 including postage, I think Keith is thinking of a price increase before long. If you want the clock personalised with your registration number then message Keith through eBay or Etsy, although I'm not sure how long he will continue to do this at no extra charge. Alternatively, you can contact Keith directly at kcstainedglass@aol. com.

Please note this product is not endorsed by the FSOC and cannot be ordered from club stores. - Ed.

