

# SIDEVALVE NEWS



Journal of the Ford Sidevalve Owners' Club

Vol 15 No 6 DECEMBER 1998



**Tommy Tucker's stocker**  
**NEC report**  
**Overseas uprights**  
**Unleaded: maker's view**

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## SIDEVALVE NEWS

ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited

Registered Office:

Reg. No: 2604000 (London)

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Sidevalve News is published bi-monthly on the fifteenth of the month, commencing February. Copy deadline is the fifteenth of the preceding month.

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The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating mem. no. and enclosing SAE. Telephone at stated times ONLY.

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TECH ADVISOR 8hp, 10hp	Bryan Baker	[REDACTED]
TECH ADVISOR 100E, 107E	Paul Reddel	[REDACTED]
		between 7.00 pm and 9.00 pm ONLY
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ARCHIVIST	Bryan Baker	[REDACTED]
EVENTS CO-ORDINATOR	John Porter	[REDACTED]
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REGISTRARS (SPECIFIC MODEL ENQUIRIES AND DVLA APPLICATIONS):		
PRE-WAR	Yvonne Precieux	[REDACTED]
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ANGLIA, PREFECT, POPULAR	Andy Mann	[REDACTED]
SPECIALS	Malcolm McKee	[REDACTED]
100E	Tony Lloyd	[REDACTED]
107E	Philip Hardwicke	[REDACTED]

## AREA GROUPS

Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00 pm and 9.00 pm ONLY.

BRISTOL AND SOUTH WEST	Ivor Bryan	[REDACTED] Last Fri: The Fox, Easter Compton. 8.30pm.
DEVON AND CORNWALL	Ian Rook	[REDACTED] Please ring for details of local activities.
COVENTRY	Barry White	[REDACTED] 2nd Tues: Queen's Head, Menclen. 8.30pm.
GLOS, HEREFORD & WORCS	Philip Birch	[REDACTED] 3rd Thurs: Black Dog, Newent, Glos. 7.30pm.
HAMPSHIRE	Mick Crouch	[REDACTED] 3rd Wed: Please ring for details of local activities.
LONDON NORTH	Robin Thak	[REDACTED] 1st Mon: The Gate, A41, Arkley. 8pm.
ESSEX	Pam Lincoln	[REDACTED] 1st Tues: The Maypole, Lambourne Road, Chigwell Row, nr Romford. 7.30pm.
LONDON SOUTH EAST	Stan Bilous	[REDACTED] 2nd Tues: Dutch House, A20 Sidcup Road (nr jct A205).
MERSEYSIDE	Frank Hayes	[REDACTED] 2nd Mon: Bottle and Glass, St Helens Rd, Rainford. 8.00pm.
NORTHAMPTONSHIRE	Danny Moody	[REDACTED] 1st Thurs: Stags Head, Earls Barton. 8.45pm.
SCOTLAND	Jim Hendr	[REDACTED] 3rd Tues: Country Club, Strathblane. 8.00pm.
SURREY	Tony Russel	[REDACTED] Please ring for details of local activities.
WALES SOUTH	Rhiannon Jones	[REDACTED] 1st Mon: 49'er Club, The Cresc, Treceynydd. 7.30pm.
YORKSHIRE	Gordon MacKenzie	[REDACTED] Please ring for venue details.

## INTERNATIONAL CONTACTS

AUSTRALIA	Gordon Cowley	[REDACTED]
BELGIUM	François Jordaens	[REDACTED]
CANADA	Ed Ingold	[REDACTED]
IRELAND	Colm O'Neill	[REDACTED]
ITALY	Pasquale Amico	[REDACTED]
SWEDEN	Borge Jernheim	[REDACTED]



# Thingummy secretariat

Laurie Menear

AT OCTOBER'S committee meeting, much mirth was caused by a discussion on a particular spare part: 'thingies'. You know, those 'watchamacallits' that go on the 'wotsit'.

The fact that only Steve Wood was able to competently articulate the item in question raises a valid point. How do we refer to spare parts in a way in which we can all understand what we're talking about?

The start point has to be the Ford parts manuals. These form a common reference, not only because the description of each item can be understood, but because they carry part numbers. Knowing how often Ford changed the specifications of our cars, the right part number is invaluable to the spares secretaries, and can make things substantially easier for the rest of us, too. Put simply, if we know specifically what we're ordering, we're likely to get the right part sooner and with less hassle. And the spares secretaries can deal with things more efficiently because they are not having to deal with returns on wrongly-ordered items.

I guess one of the arguments against purchasing a spares manual is that many of the parts are simply not available any more. That may be so, but they are very useful in their own right because they contain exploded diagrams showing how things are assembled. More importantly, they can help identify exactly which part is needed so that it can be checked against the club's published parts lists. The spares list for uprights already carries most part numbers, and we hope to be able to do the

same with the 100E list in due course. Even if we haven't got a particular part, it can be useful to know exactly what's required in case we know someone who has got one.

The moral of the story is clear. Make sure you have a parts book for your car. Check the regalia and spares lists and order one today if you're not already armed with one. And use it. That way, we can avoid having to refer to everything as a 'thingie'.

## Happy Easter?

IT MAY only be Christmas, but before you know it Easter will be here, we'll have reached the AGM - and Sidevalve News will be without an editor. This is another nudge that we are looking for volunteers.

It would be great if we could get candidates along to meet the committee at our January meeting. We're investigating ways of making the mag easier to get produced if necessary, but this is likely to carry an additional cost which will have to come from somewhere. We're keen to get as much funding into things like manufacture programmes as possible, so it's going to be

a tricky job finding the right balance. All suggestions gratefully received, as they say.

If you'd like to find out more, please drop me a line or email me at fsoc@menear.freemove.co.uk

## In the news

THOSE sharp-eyed boys and girls at 'Classic Car Weekly' got onto me following the appearance of Joe Roth's photos of Namibia in the last issue. They ran a special feature using them in their 11 November issue.

In a separate development (as they say), 'Practical Classics' ran a Ford 100E/107E survival guide in December. The mechanical background was vetted by Paul Reddell.

Nice to see the sidevalves still attract interest in the wider world.

## Season's greetings

AND FINALLY, on behalf of all the committee, may I wish all members a very Merry Christmas and a Happy New Year.

It doesn't look like Santa's going to bring us a reprieve from Europe over the year 2000 unleaded issue, but after this summer the odds are that the weather in 1999 will encourage our vehicles out of hibernation in a happy state nonetheless.

Have a good time!

FRONT COVER: We needed a winter scene for this issue, and with all the recent correspondence on models, what better than this? A crashed 100E at IMREX (model rail show) 1994. Bruce Palmer

# AROUND THE AREAS

## BRISTOL AND WEST

Ivor Bryant

WE have held our monthly meetings throughout the summer with about six to eight members attending.

At best I think we had four of 'our cars' in the car park, the term cars encompassing Peter William's E83W covered wagon 'Noddy'. On Sunday 20 September we arranged to meet at Bitton Railway Station, where the train engines were in steam, followed by a short trip via Bath to Avon Valley Country Park for a picnic. We had 6 sidevalves in attendance, a 7Y 8, 2 upright Prefects, 2 upright Pops and a 100E Popular. It took the Tileys to bring 2 cars to achieve this!

Between Bath and Keynsham, (spelt K E Y N S H A M, remember radio

Luxembourg?) John Le Couter showed the influence of his twin carbs and gunned past Griff's single carb pop, he must have hit 50 mph at one point. The weather was kind and the sun shone, even enough to burn. Peter Williams and his truck have featured in one of our local papers with photograph and half a page of write up (Gloucestershire Gazette 22 September). The next event will be the

Bristol Classic Car Show, 6 + 7 February where we intend showing Alan Lander's Prefect and Noddy with others if we are allocated enough space. We will need volunteers to man the stand so please contact me if you can assist.

Thanks to Laurie for putting Sidevalve News together, it links all the members in the outside world (like South Wales...nos da.)



Peter Williams and Noddy

C/o Gloucestershire Gazette

### COVENTRY

**BARRY WHITE**

**AFTER a very hectic rally season most of our little sidevalves are now earning a well-deserved rest as they slumber in their winter quarters, but back in early November it was all so different....**

It started on November 1 at The National Agriculture Centre in Stoneleigh. A strange place to hold a car show you may think. However this venue is very adaptable and well suited for the display of motor vehicles and autojumble.

Billed as the National Restoration Show, we decided to have a club stand and certainly didn't regret it. Of course the cattle had been moved out beforehand, (well, it gets a bit whiffy if you don't) and the decks cleared for a full scale event including various lectures on restoration techniques, plus club stands and acres of autojumble, in fact more than you could wave a stick at. Car club stands were expected to demonstrate some aspect of vehicle repair. We decided to keep our hands clean by creating a working scene using our group dummy (no, this is not a reference to me). As you can see from photo he is busy at the show working to prevent John Porter's beloved Siva from toppling over.

One weekend later and we were ten miles further down the track at The NEC Classic Car Show (full report elsewhere in this mag). Most of us are now relaxing as the winter closes in and the temperature drops like a stone, but I'm making a brave attempt to finish the restoration of my 1938 Prefect. The car is just back from the body shop after a bare metal respray and is gleaming with new red paint.

Now comes the fitting up which I personally think is the most enjoyable part of the job, and with luck will be on the road by spring next year.

As I write we are looking forward to our Christmas dinner at The Sheaf and Sickle, Rugby on 5 December. Twenty of us will be

dining and my fangs are already salivating at the prospect, but sadly it will all be over by the time you read this, but not too late I hope to wish you all seasonal greetings and a super sidevalving New Year.

P.S. Don't forget the anti-freeze.

### HAMPSHIRE

**MICK CROUCH**

**OUR last rally went out in a very damp note - yes it persistently rained all day at the All Ford Rally at the end of September.**

Despite the terrible weather there was a very good turn out of vehicles and this must reflect on the high esteem that this rally is held.

The FSOC club stand was more like a new age travellers camp site as it consisted of a huge tarpaulin covering the transit van with Jean inside trying her best to sell regalia and to entice new members to join the club, which she managed to do against all odds!

Let's hope the next year brings fair weather to all rallies and events for everyone. On behalf of the Hampshire Group I would like to wish all members a very Merry Christmas and a Happy New Year.

### NORTH LONDON

**ROBIN THAKE**

**WHILE the cars are locked away in their garages for a few months, the plans start firstly for our Christmas meal which we will be holding at The Fox and Hounds at Hunsdon this year which is fairly local to us. Secondly we are looking at holiday brochures for next year which helps make the long winter evenings and short days seem much better.**

Now that the cars are off the road for a while we can do the jobs on them that we have been trying to get round to some time. I am helping Dennis Perrin do some minor engine work on his Prefect, which is a pleasure as Dad John's garage is carpeted and centrally heated with the occasional interruptions for tea or coffee and a bacon roll from Marg. (They know how to get me working!)

Looking back over the Rally season our group has been very successful at shows winning several trophies ending when I finished best in class 4 with my E04A at the All Ford Rally (on sea!); I was delighted as there were some very nice cars as usual.

With Christmas and the New Year approaching the North London Group and myself and Jennie wish everyone a Happy Christmas and a Happy and Successful New Year.

### YORKSHIRE

**GORDON MacKENZIE**

**WE have had nine meetings now at the Black Bull, Midgely (A637) attendance being maintained by the faithful few, usually a Pop or two in the car park. Come along on the fourth Tuesday of the month, yes the fourth as the last mag said the third - Sorry! See you on 22 December in the Xmas spirit or 26 January when you're sober?**

Stan the Anglia has been out and about again taking part in the MCC Edinburgh trial in Derbyshire partnered by David Childs' C based Naco Special estate with Morris Alta OHV conversion. Both finished well, Stan gaining a silver award and the Naco a gold award - the first after many years of regular trailing.

Dennis is busy mothballing his Prefects. Alan is resurrecting another E83W pick up. Steve Williams has got the bug and has acquired a 1942 pick up, only he has to remember the throttle is in the middle. I am continuing my raining restorations as the running engine ran all right but knocked for England. Having been rebuilt in the past and run for a few miles it had picked up on No.2 and No.4 hat melted its bearing, the cause being traced to a missing dowel on the oil pump drive.

By a stroke of luck I obtained a 25 year old Ford rebuild that had been relined to standard and a 10 tooth crank. The trouble is it's so tight I will have to convert to 12 volt to turn it over.

W Blanchard, a 70 year old member from Hull has been in touch about his 1957 Pop, used as everyday transport as he wants to join in club events when we get across to the East Riding.

Northern Sidevalve Day is our job next year a possible site being the Lincolnshire Steam and Vintage Rally a weekend before Bank Holiday. Any other suggestions further North would be welcome, please call as time for planning is getting short.



JP's Siva gets the once-over from a willing assistant

Barry White





# Events Roundup

JOHN PORTER

## IT'S THAT time again - winter draws on!

Did you all see the recent program about Australian men and their sheds? These men live and sleep in their sheds along side their dog and a "tinny" in their hand. They certainly looked relaxed. Perhaps this could be a new form of stress treatment - get a shed and sit in it with a beer? In suburbia, the potting shed is rarely used for potting plants. It is a place of refuge "far from the madding crowd."

So do UK enthusiasts think the same about their sheds and garages? If you are restoring a sidevalve then you'll spend a lot of time there. Of course the Australian shed is likely to be warmer than ours. Quite what a "shrink" would say about someone who loves their shed more than their family home I don't know - my wife spends a great deal of time with her horses... In fact this weekend we have been looking at a new home for them. Our ideal dwelling would be two stables, four garages, and a small apartment above, sad isn't it?

### Double whammy

The Coventry Group have just completed the double whammy of the tailend of the season at the NAC at Stoneleigh (the National Restoration Show) and the NAC (the National Classic Car Show). Altogether a great couple of weekends although somewhat tiring. The National Restoration Show is continuing to get bigger and better and takes at least three hours to go round. I have to reminisce with stallholders about various obscure parts on the stalls - Geoff Hammond just shakes his head and walks on. Prices were very reasonable and I was able to get a combined inlet and exhaust manifold and carburetors for an 8/10 for just £15! This is going on the Nickri Spider which continues to take shape. I have just finished watching this 1957 film about the Mille Miglia starring Anthony Steele and Stanley Baker. Stirring stuff all goggles and oily faces. I must get back to the Nickri - it's as close to DBS as I'll ever get!

Where was I? Ah yes. Looking for upright spares is getting harder though there are still plenty of 100E bits about. You really need to know what you are looking for so we are going to increasingly rely on the spares operations run by the Club.

### Activity

I had planned an "activity" at the NAC show - they like that sort of thing. So when I arrived after a blast down the M69, I jacked her up and took off one of the hubs to put a new wheel bearing in to replace one that was getting pitted. However these were not to be had although there were some for anything after about 1965 - so that says something about the classic car movement and my age! Still we had a fair number of visitors on the stand - good old Barry White. What an ambassador, thank heaven he doesn't sing! On the stand we had Geoff Hammond's Shirley, Barry's 100E Anglia and my Siva. We had the comment - "where are the upright Pops?" and why two Specials? Where and why indeed! The Coventry Group exhibit what we have available and fresh cars are

always welcome, just phone Barry White. It has to be said that the uprights are not as plentiful on the road or out and about as they were. Specials owners are just crazy and will do anything for attention!

### No plastic

Having said that, we had three new vehicles on the NEC stand (see Barry's report) to make up for the previous week. No "plastic" in sight! The Shirley was on the Fairthorpe Sports Car Club stand - you know those low, sleek, plastic cars with sidevalve engines buried inside. This November show is reckoned to be the "enthusiasts' show" and for the classic car clubs. The exhibiting classic car clubs continue to improve the quality of the stands to, it has to be said, quite a professional standard. Is it worth all the effort? The big name clubs with budgets to match must think it is.

The FSOC stand was a flurry of activity on both days for most of the time. We were honoured with the presence of the club's shiny new Publicity Officer, John (Get them signed up) Palmer over the two days. He has some wonderful ideas to improve our presence so watch this space as they say. This is the last show of the season around here so we can hang up our flying helmets and gloves.

### Freakish

What will the new year bring I wonder? The flavour of the season global warming and the freakish weather across the globe has been held up as the proof. Funny that, a very short while ago we were told that the consequences of CO<sub>2</sub> emissions was unproven and unclear! These scientists really do need to get their act together and not become "agents of convenience". So the move to unleaded and cats (not fluffy ones) continues and the guarantee that fuel consumption gets worse on unleaded combined with many models getting bigger and heavier with each model update. Nice one, Earth Gov - this is Babylon 5 speak, if you are into Sci Fi. If not, then pity us.

The success of the gasoline powered vehicle is the seed of its own destruction. Our leaders want us on trains, buses, two wheels and two feet - while they wait around in ministerial Jaguars and Rovers. Sounds like Soviet Russia to me. Jeremy Clarkson has rightly asked "where is the viable alternative?" In my experience, being an old f\*\*t, one can never go back. The idea of the UK returning to the "Hovis days" - work around the corner, sit up and beg bikes and doorstep sandwiches for lunch is a romantic dream. So we feel more and more guilty

about driving to work and enjoying our hobby which allows our leaders to continue to add tax to fuels (over 80% now). In addition, the car manufacturers churn out more Euroboxes - too many to sell. Look at the airfields around the country. We, the minority sit and quiver keeping heads below the parapet.

### Anniversary

Enough of the misery! What's happening next year? The FSOC is 30 years old and, as far as I know, so is the product of Messrs Saunders and Trickett. Yes, you guessed it the SIVA. Anyway, the Club is celebrating the achievement with a Southern and a Northern Sidevalve Day. So, in this anniversary year make the effort to go to one or both of them and the AGM at the Coventry Transport Museum. Let's hope that we can get more of those sleeping 103Es on the streets to outnumber the 100Es!

### Things to plan for

17 Jan Practical Classics Giant British Autojumble

NEC, Birmingham. The "biggest indoor UK autojumble" for 1999 - this must be the place for your bits and pieces.

20-21 March London Classic Car Show

Alexandra Palace in London. Organised by Greenwood's Exhibitions

25-28 March Historical Vehicles Fair, MOTORICA

Valencia, Espana. There's a challenge in a sidevalve! You could combine it with your holiday in Spain and try to pretend that it was a surprise. A likely story!

3 April FSOC AGM

A date into the last year of the Millennium (who said that?) is the FSOC AGM at the Coventry Transport Museum. This being the club's 30 year anniversary we hope for a room full of members for the committee to entertain. A buffet lunch is provided and a chance to meet "who's who" in the Ford Sidevalve world.

13-16 May Centenary of Motoring

Jersey. The Jersey Old Motor Club is organising a complete package of ferry travel and accommodation together with a four day rally in Jersey. Full details from John Miller

29-30 May Tom Rolt Rally

Talylyn Railway, Wharf Station, Tywyn, Gwynedd. (that's Wales to the rest of us). Contact Steve Turner

11 July Southern Sidevalve Day

Dagenham Carnival, Dagenham, Essex with a club presence on the 10th (Saturday) so you can make a weekend of it! If you go nowhere else in 1999 - try this one.

# INTERNATIONAL CLASSIC CAR SHOW

**BARRY WHITE**

STAGED at the NEC Birmingham and now in its fifteenth year this show is arguably the best shop window of the classic car movement in this country, and we (The Coventry Group) are always proud to be invited to present a FSOC stand at this premier event.

It took place in early November and was successful for both exhibitors, show organisers and most important of all the thousands of visitors who came to see pure nostalgia on wheels. Certainly on our stand they were able to step back in time and reminisce about a bygone age of motoring, and it was good to see so many FSOC members visiting us. I would like to thank those who displayed their sidevalves on the stand, namely John Hone, Dave Unitt and Don Castle, and especially to Bruce and Jan who travelled all the way from Surrey in their immaculate 100E Prefect to be on the stand. My condolences to Craig Toomey who despite every effort could not fire up the engine on his E493A Prefect and was forced to withdraw from the show.

It was at this event we had the pleasure of meeting John Palmer. He has kindly agreed to act as publicity rep for the club, and I'm sure he will do a fine job. The photo shows him getting in some serious bonding with our group dummy. Incidentally for those of you who haven't met John yet, he is the one on the right. Perhaps I should explain that Sidney (the dummy) was designed and built by me about five years ago. His head rotates through 360, he has detachable legs, articulated knees, and generally has been a very useful member of our group.

My thanks as always to my main man, John Porter, who works unstintingly behind the scenes with me transporting and erecting stand equipment. We certainly get good service out of his Volvo Estate. Finally, I'm sure I speak for everyone involved in saying we had a really enjoyable and worthwhile weekend.



John Palmer's the one with the badge...

Barry White



John Palmer



John Palmer



John Palmer



John Palmer



John Palmer

# THE GREAT DORSET STEAM FAIR

JOHN PALMER

HERE'S a quick rundown on the most fantastic steam fair I have ever visited, 'The Great Dorset Steam Fair'. After dropping my father-in-law off at his sister's cottage in the Cotswolds, I continued my journey down to Blandford Forum, where I had arranged to stay with my old school friend Graham in his caravan on one of the exhibitors' campsites.

As the fair didn't start until the following day I had time to relax and meet his friend and owner of the two showman's engines we were going to assist with. It turned out that I was invited to a party to celebrate twenty odd years of him attending the fair, it was a very nice affair with plenty of food and of course the falling down water.

The next day was the start of what was to become a most fantastic experience, the thing about showman's engines is that as it says they are showman's and must be kept clean and tidy at all times. It was my job to keep the brass clean (see Photo 1), have you ever cleaned the brass twisty poles on an engine? Well I can tell you after three days you become numb in the head; that could have been due to the scrumpy cider granted!

After all the cleaning is done you hand the engine over to the stoker, he then gets the engine up to pressure and starts it in motion, after going round all the bearings with his oil can. The smell of smoke and steam mixed with this oil is a most marvellous smell, plus the sight of one hundred showman's in a straight line all in full steam and all generating to drive fair rides and their own lights is a sight for sore eyes, literally!

Well after all that the day becomes yours and a walk round was for me to be the highlight of my visit. You may recall my holiday in Jersey where I met John Miller and Steve Gouedard, well I managed to find Steve, or should I say he found me. We had a great time chatting about his Ford 400E Camper (see Photo 2), which he had on display (see Vol 15 No 4 August 1998 page 18) and his other passion, stationary engines, of which he has a varied collection, may be he would write to us with the odd photo. Steve is a great chap and I do hope to meet him again.

As Steve and I were talking late one afternoon, a group of people came over to say hello to him, they had travelled over to the fair from Jersey (see photo 3) all into Fords, they are from left to right Steve

Gouedard the Lecrivain family, the Sty family, a chap called Jeff and of course, me.

On one of my many visits to the classic and vintage car area (see photos 4, 5 and 6) I found that there were not many Fords on display, mostly Austin etc. I went round most cars and I didn't find one upright Prefect.

Next year (if the fair continues) I would love to take my upright Prefect and caravan to promote the FSOC as some groups/clubs had a presence. Just because it says it's a steam fair doesn't mean just steam, there is something for everyone, young and not so young. Allow a minimum of 2 days to get round at least half, it is the largest fair of its kind.

For those of us who like to rummage through bits and bobs, there is a vast and I mean vast area of stalls with everything you can think of, I managed to find a 1 kW alternator with control box for my 1940's Lister stationary engine.

Well enough is enough, I could keep on going but you only have so much space.

All photos by John.



1.



2.



3.



4.



5.



6.



# CLUB NOTICES



## Membership matters

**MICK CROUCH**

If you have not already done so, then this is your last chance to send in your 1999 membership renewal.

You will notice that there is no increase in membership fees due to the committee's very careful and strict monitoring of the club finances, and I am sure you will agree that the club offers very good value for money.

Next year the FSOC is celebrating its 30<sup>th</sup> Anniversary and to start off the year all members will receive a free 30<sup>th</sup> Anniversary sticker with their February issue of Sidevalve News - do don't delay, renew today, otherwise this will be the last magazine you will receive.

## Little and unleaded

**JOHN PORTER**

IF YOU are into little sidevalves then the following may be of interest: Canterbury Miniature Commercials produce a

Fordson E83W 10 cwt van, Ford 300E van and Fordson ET6 lorry with different bodies all to 00/H0 scale (1/72) at £7.50 for a van kit and £12 for the lorry plus p&p. Available from Crossway Models on [REDACTED]. This is not a recommendation, just for information, so don't blame me if you can't build them! No worries with unleaded, either.

Speaking of unleaded - beware of the makers of various potions that are targeting the Classic Car movement - they must think that we were born yesterday! The FSOC cannot recommend any additives at present, only "engineering" solutions, although I am sure that something will turn up. This does not include lumps of metal in the tank or cylinders in the fuel line!

*See also the technical article in this issue on additives; thanks to Bruce Palmer for also pointing out the canterbury models. - Ed.*



## Important regalia news

**JEAN CROUCH**

As you are probably aware by now, 1999 is the 30<sup>th</sup> Anniversary of the Club and one of the ways we are marking the event is to produce a limited edition (100 only) of a 30<sup>th</sup> Anniversary model of an E494C 5cwt van.

They are painted in blue with the Club logo and lettering on each side. The number

plate is FSV 494 and they come with a numbered certificate. These are on sale now at £19.99 each which includes VAT and packaging and postage. They are restricted to one per member and you must have renewed your membership for 1999 to qualify.

They will be very much sought after so first come first served. Remember if you hurry you could have it for Christmas!

## Nudge nudge

**Laurie Menear**

AS WE have a little spare space, I thought I'd use it to have another nudge at all the would-be editors out there (just in case you haven't read the editorial).

It occurred to me since I wrote the editorial that this would be an ideal opportunity for you to learn all about DTP (that's desktop publishing to you, mate) 'on the job', so to speak, with a little coaching from me. Sidevalve News is currently produced using PageMaker 6.0, running on a PC. As the software is owned by the club, it can be transferred to the next editor's machine if required. If you are a Mac fan, running Quark Xpress, or even an enthusiast of Microsoft Publisher, I'm sure we can set up a suitable template on that instead.

Whatever your current skill level, let's hear from you if you're interested. Contact me at the address in the front of the mag or email me at home:

[fsoc@menear.freemove.co.uk](mailto:fsoc@menear.freemove.co.uk)

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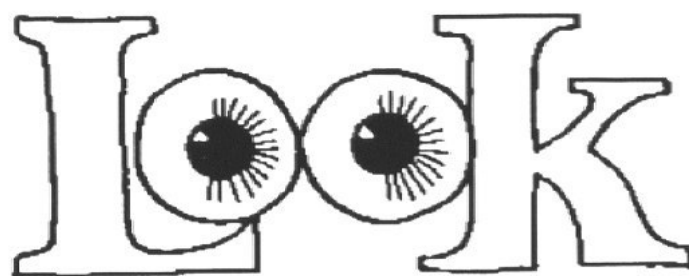
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**MAKE A NOTE IN YOUR DIARY NOW**

**CLUB STORES OPEN DAY  
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**10% OFF CURRENT LIST PRICE OF ALL 100E AND 8 & 10HP  
SPARES AND REGALIA**

**SELECTION OF SECOND HAND SPARES  
I.E. ENGINES, GEAR BOXES, AXLES, WHEELS,  
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AND MUCH MUCH MORE.....**

**THIS IS YOUR CHANCE TO SEE WHAT HAS BEEN ACHIEVED  
AND TO PICK UP THOSE BITS AND PIECES  
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OR KEEP YOUR SIDEVALVE RUNNING**

**THERE WILL ALSO BE A SHORT CEREMONY  
TO DEDICATE THE BUILDING TO THE MEMORY OF MARTIN HOWARD  
WHO SERVED ON THE COMMITTEE FOR OVER 11 YEARS  
AS THE 8 & 10 HP SPARES SECRETARY  
AND WHO DEVOTED SO MUCH OF HIS TIME WORKING  
ON THE CLUB PREMISES  
UNTIL HIS TRAGIC DEATH IN DECEMBER 1996**

**Further details of the times and location in  
the February 1999 issue of Sidevalve News.**

# Letterbox

Laurie Menear [REDACTED]

## Nearly farewell

SORRY to hear that you are giving up as editor, it's nice to put a face to the person you're writing to.

Over the past three years you have done a very good job. I am sure your sub editor has done a good job too. See you on the road or on the circuit.

Michael Capps

Thanks, Michael. Yes, the sub-editor's done very well - all that typing, tea and sympathy. This also gives me an opportunity to lodge another reminder that we still need another editor to take over by April! - Ed.

## Scrap anyone?

I AM writing to you as I have just paid a visit to my local scrapyard, Adversane Vehicle Breakers near Billingham in We Susses [REDACTED] and noticed four sidevalve Fords in their restoration project section.

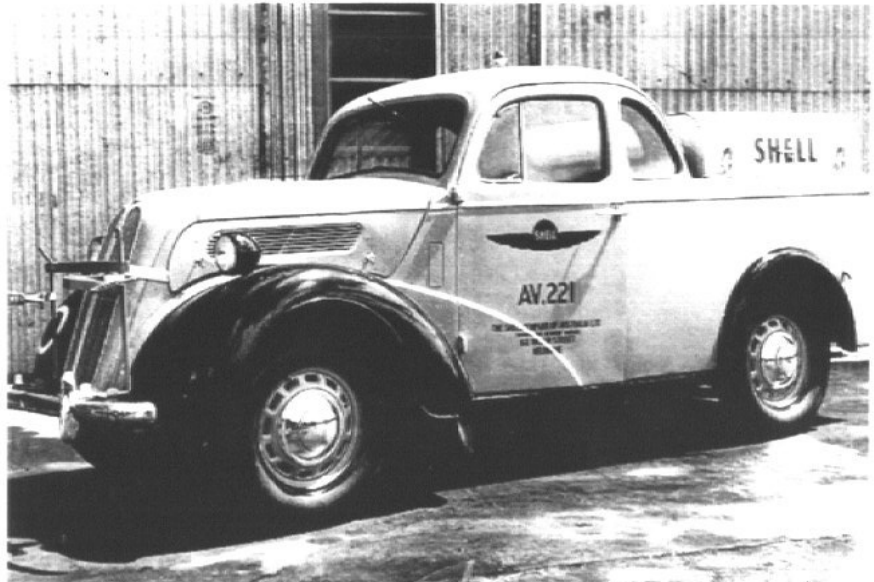
They are three 100Es - mesh grille Anglia and Escort, and Prefect from the same period - and a 103E Popular. The 100Es are all 95% complete and restorable, but the 103E, though chalked 'not for parts', looks as if it might be a marginal case. Not so much sit up and bet and lain down and died.

Hope the info might be useful to a local member or two. My first car (in the 80s) was a Mk 1 Zephyr and my father's first cars were a company owned 103E and two 100Es. I like the 90mph speedo in the Popular!

Heon Stevenson



I don't think we've used this shot before; apologies if we have. It shows an E04A in Broad Street, Wokingham. From an unknown publication, courtesy of Job Barber.



## Y advertise?

I was amused to see that our local 'free' paper decided to use a Model Y to head its advert coupon (below right). Bet you can't buy one of THESE for a fiver now! Notice how it changes shape to suit the coupon size, and I think they must have taken the artwork from a photo of a preserved vehicle, it appears to have indicators under the bumper. (The 'Fat' one looks more like a MODEL 40 V8!)

Amongst some old 1960's motoring magazines that were passed on to me, I spotted the advert for the Wooler remote control gear change (bottom right). Wonder if anyone still has one on a surviving car? I know of a couple of Murray mechanical overdrive equipped cars that appeared at various East Anglian shows, and I believe that Martin Babb (one time Chelmsford area organiser) had a genuine 4-speed conversion on his 'Period Tuned' Squire.

I enjoyed your editorial about the starting handle (and loss of) in the October issue. I'll forgive you the comments about Skodas (my everyday car is a Favourit estate, and we also have an Estelle!) Yes, even now, forty-odd years since they disappeared from car tool kits, the starting handle is much missed. However, some were still available until comparatively recently, i.e. the Morris Minor (sorry!) because said handle was also the wheel brace at the other end, and the Minor was with us until 1970. I bought a 1977 Bedford HA Viva Van (ex-Telecom) in 1982 and this still had a starting handle, being a Government contract vehicle (the handle was part of the archaic written Government specification, civilian vans didn't have one, or a hole in the bumper or crankshaft driving dog). I wonder which was the last vehicle available in Britain with a handle? (Someone used to offer a kit for transverse-engined Minis in the 1960s). And yes, the family of small children living opposite used to love watching, with amusement when I started the van with the handle (often just for fun, for their benefit!)

Ian Maddams

## Premium fuel

I work on the SHELL refinery at Corringham, Essex, which is how I came across this image (above).

The van is marked "THE SHELL CO. OF AUSTRALIA, MELBOURNE". I assume it is carrying aviation spirit, on an airfield.

Unfortunately I can find no further text or info to go with it.

Roger Stevens

**Sell it for a fiver!**  
Just fill in this form with not more than 20 words and watch your car go fast!

Year.....  
Make.....  
Model.....  
Colour.....

Yes, your car will go faster when you advertise it in the Walden Local - ES buys an eye-catching semi-diesel of which will be

'Long rad' Model Y, Walden Local.

**Sell it for a fiver!**  
Just fill in this form with not more than 20 words and watch your car go fast!

Year.....  
Make.....  
Model.....  
Colour.....  
Tinned Yes/No.....  
NOT 'd' Yes/No.....

Yes, your car will go faster when you advertise it in the Walden Local - ES buys an eye-catching semi-diesel of which will be

'Short rad' Model Y, same publication.

**WOOLER Remote controls**  
and close ratio gears for E93, 100E, 105E, CLASSIC, CAPRI and CORTINA

**4** SPEED GEAR BOXES FOR ALL FORD 100E CHASSIS. £58.80 in Works

FLOOR CHANGE KITS FOR MK. III, 4-SPEED ZEPHYR AND ZODIAC

Developed from —  
**C. T. WOOLER**  
(ENGINEER) LIMITED  
11, THE YACHT,  
Alperton, Middlesex

Telephone: WEM 3257

Practical Motorist, June 1963.

## Touring cars

**AT the Groombridge Vehicle Rally with my E493A I was asked by a member of the public whether I knew that Ford made an open version.**

As an ex-owner of KME 112 a 1938 E93A Tourer we soon got talking and into anecdotes of the pleasures (?) of all weather motoring under the dubious protection of the Tourers leaky hood! It turned out that the Smith family had owned a Tourer as late as the mid 50's and were kind enough to subsequently provide both photos of their car FKT 825 and some details of its history in their ownership – they would be interested to know if it has survived. Incidentally FKT is a March 1939 Kent (Maidstone) number.

**Bruce Palmer**

### Letter from Jim Smith to Bruce

**"Many thanks for the photo of your tourer (what a beauty - makes mine look very tatty!), also the brochure into - I never realised my rear seat let down! Maybe my car was eventually bought by an enthusiast and restored to all its glory!**

"I learned to drive when I was 22 in 1951 in a 1931 Singer Junior - I bought it from a farmer I met in a pub in Colne Engaine, Essex, for £50. He had been using it to carry straw and the odd small pig and chickens about (needless to say it needed a good clean up!! It had virtually no brakes, bald tyres and a leaking roof (no MOTs in those days! Also the rear suspension was so bad that when I took a sharp bend the rear wheel arches (part of the rear seat) went down on the tyres and

became very hot - causing the passenger that side to move smartly off that 'cheek'! I knew nothing about cars then and decided to change the oil - nobody told me about a drain plug and I undid all the sump bolts and lowered it down - unfortunately it tipped sideways and I got covered! It's called 'learning the hard way'.

"By the end of six weeks I had learned (with expert advice) a lot about cars - taken my test on a 'modern car' and embarked on a long list of interesting cars. Unfortunately a few weeks after my test a valve broke (overhead) and jammed the piston. I could not afford the repair and the garage that towed me to their garage offered me £20 (less 10 shillings for the tow) which I had to agree!

"It was five years later, and a wife and two children, before I could afford another car - THE Ford Prefect Tourer. I bought it from a vicar who lived nearby in Welling (Kent) for £140. He had recently had a new hood fitted (which I never let down). The side screens had gone a bit yellow and were hard to see out of!

"Still very inexperienced as a driver we decided to visit my sister-in-law and husband in Essex (a trip of about 60 miles). Out came the side screens and in on the back seat went my wife with a two year old girl one side and a five year old girl the other - all with a large blanket across them (cars of that price did not have heaters!)

"Half way to Essex it started to SNOW! By the time we got to our destination all I could see of my rear seat passengers was three heads covered in snow! Needless to say, the car had to go!

"From then on I had (among others) a 1948 Morris Minor 10, a split screen Morris

Minor (new Gold Seal engine £37.10s), Wolseley 4/44, M9 213, Wolseley 15/50, Austin A40, Austin Somerset, Devon, Triumph Mayflower, Wolseley 16/60, Morris Oxfords, Austin Cambridge Estates, Triumph Herald, Renault 16TL and TX, Volvo, Hillman Minx, and now my third Toyota Corolla (I must admit my last three Toyotas have been the most reliable of them all (but without a scrap of character!)

"I have been extremely lucky so far during my 47 years of motoring - having travelled thousands of miles I have been involved in only three accidents (all while stationary) - once at a red traffic light (up the rear), next in a country lane allowing somebody to pass (front off-side), and then somebody reversed into front off-side.

"In 1994 I took my Advanced Driving test and passed - I would recommend this course to all drivers - it really opened my eyes to a few bad habits.

"If you can trace the history of my Ford Prefect Sport Tourer FKT 825 I would like to hear from you. Also can you put me in touch with a local 'Classic Ford' club? I might 'get the bug' myself."



Above and below: FKT 825. Does it still exist?

Jim Smith



# Bruce Palmer's Archive

More from Bruce's cupboard...

## Taylor Tractor

SEEN at Rushden May 98 was this groundsman's tractor based E93A components but with a low-g geared back axle.

Restored in 'army' livery it was for sale (did an FSOC member buy it?).

I am afraid I have no further details other than that the badge read 'Taylors, Watford'. Superficially it looks identical to a Pattinson conversion, but perhaps someone could fill in more details?





You never can tell...

100E drawing discovery

FOUND on a stall selling vintage model railways at a specialist 'train' event last summer were a series of blueprints of the 100E.

The story given by the stallholder was that these (together with a number of official Ford prints and similar drawings of early 50s USA Ford cars) were the property of an ex-Ford engineer who also had a model railway in the 1950s, and the drawings came with this.

The series comprises approx. 50 A4ish general and detail drawings of the 100E bodyshell, which appear to be part of the early stages of the design process. One good attempt (shown here) is marked 'preliminary print only' and is a one-tenth size body sketch marked off (I suspect) with the measurements of the original clay model. None of the others show any further details of the revisions or clues other than the initials of the draughtsman, and, in most cases, one checker.

*Editor's note: No source is given on the print shown, whereas the others are clearly marked 'Ford Motor Company'. I'll try to check on the copyright situation and see if it is possible to reproduce further examples in future issues of Sidevalve News.*

THEY MADE IT THEMSELVES—No. 29

**TOMMY TUCKER'S FORD TEN STOCKER**



**T**HE new sport of Junior stock-car racing has resulted in a whole host of interesting specials being built, one of the most noteworthy of which is the very tough and speedy Y-type Ford coupe made by Tommy Tucker, Hazledene Garages, South Coast Road, Peacehaven, Sussex.

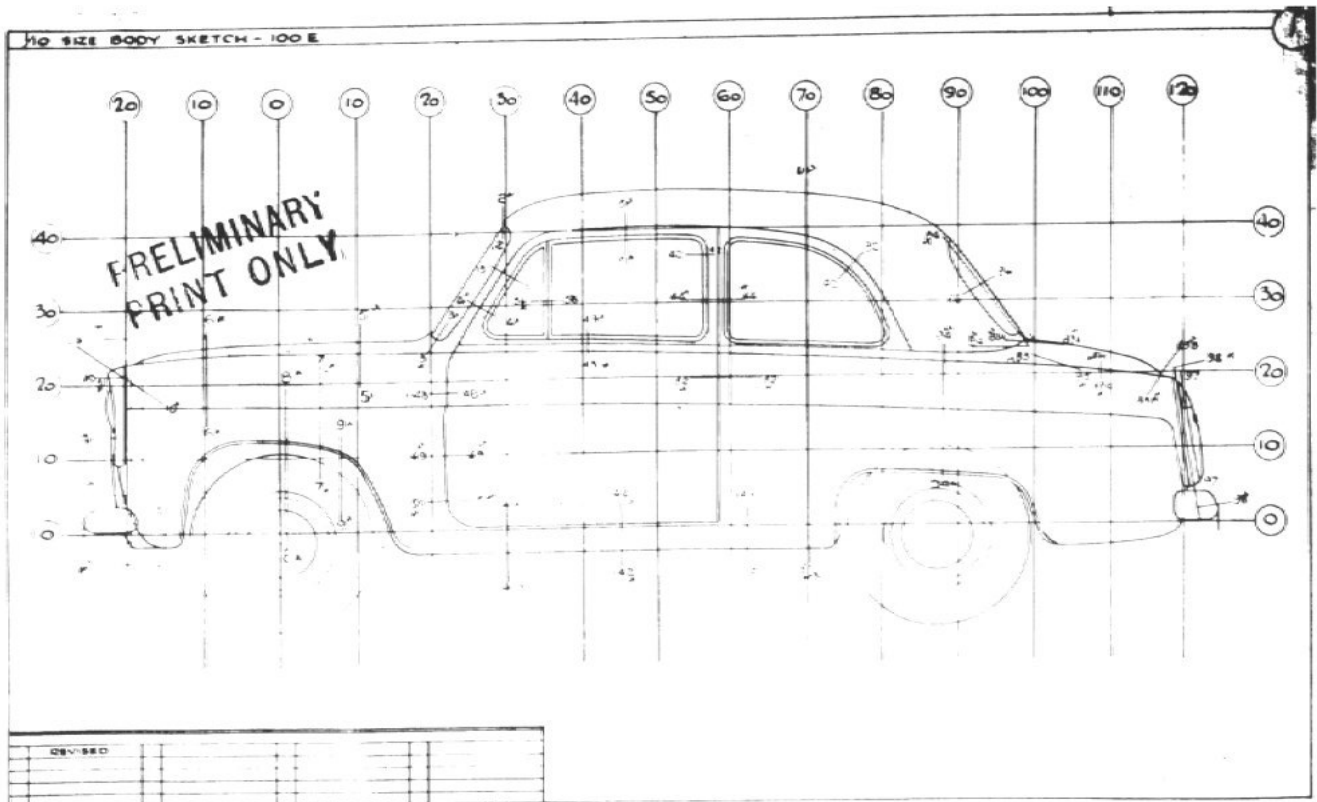
When the photo was taken, the car had just finished a Sunday afternoon's racing on the cinder track at Arlington Stadium, near Eastbourne. It has to be strong to withstand the battering that it gets and therefore it cannot always be described as being "in showroom condition". However, it has lasted throughout the season, winning for its owner about eight first places, and a number of other places.

At the beginning of the year, Tommy built this car with the assistance of his friend Derek Brooker, in a month's spare time. Basically it is a 1935 Y-type saloon,

which has been shortened to a coupe—(how's that for an idea, special builders). The axles and brakes come from a post-war Anglia, and to cope, the rear cross-member had to be modified. The axle tie-bars are split, and each end welded to a track-rod end and bolted into the chassis side-members.

Vauxhall 16 in. wheels are mounted back-to-front on the Ford axles and shod with track-grip tyres. Fuel comes from a 4½ gal. Jerrycan mounted inside, and is delivered by an electric pump. The engine is 8 h.p., with an Aquaplane aluminium head, G.N. four-branch exhaust and twin inlet manifold, and twin S.U. carburettors with Smith's filters. Telescopic shock absorbers are used, the front ones being adjustable. The dynamo and fan are retained, electrics are 6 volt and ironing is with tubular steel. The cost of building the car was under £40.

How's this for a shunted Model Y? From 'Car Mechanics, November 1961.



# LITTLE 100Es

DAVE TURNER

**HOPEFULLY** those members who are fascinated by things in miniature will have by now become hooked on small Sidevalves ... assuming that they weren't before.

I will interrupt at this point to just say that looking across at the upright Sidevalves in miniature we have the stunning new Somerville models which I will cover in more details once we get to that subject, suffice to say here that the new E493A and 7Y are absolutely great. In addition to which I managed to get hold of one of the 20 pre-production E93A Prefects, due to appear in 1999 and they are going to be just as good.

Back to 100Es. Three small Prefects this time, starting with the earliest to appear. Matchbox introduced their Prefect in January 1957 and made it until 1960. Number 30 in their 1-75 series it scales out to 1:71, it's diecast one piece body being quite accurate and well proportioned with just enough detail to be convincing. At this early period of diecast toys features such as door aperture lines were represented by raised detail but the toolmaker possibly got tired after creating such a good job in the front end, even the realistic grille has the central circular badge and the aeroplane bonnet mascot is there,

but the tail end lack almost all detail. While the shape is dead on, only the boot lid opening is marked with the merest hint of the handle while the taillights are just red blobs on the wing extensions. Of course this criticism is all by 1998 standards and after all this is no more than a plaything of the 1950s and a very inexpensive one at that. I'm quite sure that contemporary purchasers were delighted.

Curiously, although the real car got a larger window in late 1957, the opening on this little car is quite large enough to be of the later type quite unintentionally. The diecast baseplate cleverly has a front locating lug beneath the bumper that doubles as the number plate and incorporates a tow hook at the rear so the new Matchbox Berkeley Caravan had an alternative tow car to their Vauxhall Cresta although the little Prefect was obviously not the ideal hauler.

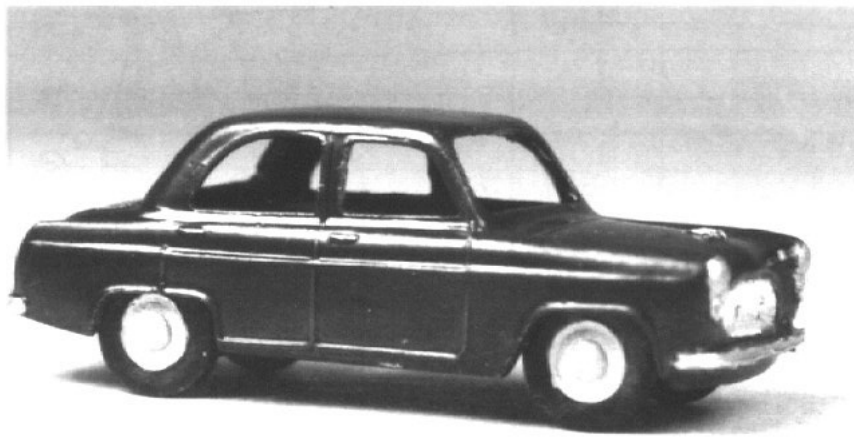
Nearly all these small Prefects came in various shades of tan, or a grey/brown colour, some had a greeny grey hue while just a very small number of the last examples were painted blue, value guides claiming that these are worth four times the value of the regular ones. Early examples had metal wheels with the number 30 on the sides, later, standard grey plastic wheels were used, while hand painting was used to add the silver grille, bumper and lights detail on early models but in order to speed up the process a masking system was used latterly,

From any angle this is still among the most realistic of all 100E models and was made in sufficient quantities to ensure that finding surviving examples at toy fairs 40 odd years alter will not be very difficult. All but the few unmarked examples still with their boxes, of which at least five variations are known to exist, will be no more than a few pounds at the most.

The next obvious subject for scrutiny is the little white metal kit that was created from the Matchbox model. Marketed by Midget Models of Rednal, Birmingham these are re-creations of various diecast toys the main yarkstick of which is that they are if a suitable scale for use with 00 railways. Direct comparison between the two Prefects show that the kit is very slightly smaller in all dimensions, making it closer to the correct railway scale. Various mods were carried out to enable its manufacture such as the deletion of the tow hook and number plate extensions of the base plate and the substitution of wheels which while having a more realistic hub cap than the crimped end of the originals steel axle would allow, they are too large in diameter and at the same time too narrow in width. Otherwise the same remarks as for the body of the Matchbox apply... there is no difference.

These are probably harder to find than the old Matchbox originals being stocked mainly by the larger model railway specialists, who are dwindling in number as railways become more specialised. They do turn up at toy fairs occasionally and then usually with dealers of railway subjects who have acquired entire layouts that include the accessories or have bought surplus shop stock. Despite their relative scarcity their value is probably no more than that of the average Matchbox Prefect.

Last of this trio was made specifically for use with model railways by Meccano Ltd in Dublo Dinky series. Introduced in March 1958 this Prefect was bigger than the Matchbox one so is more than a little too big to be correct for 00. It is not anywhere near as good as far as proportion is concerned, the bonnet being too long and the boot far too long. Details are very similar to the Matchbox although there is a token rear number plate shape and the tin base has a locating tab bent down in the right place to create a better front number plate, while a raised detail on the front wings represents the early Ford Motor Company badge. As number 061 in the series it didn't last very long, little more than a year, all examples were painted a light fawn colour and any mint and boxed survivors will not be quite expensive. If it's just a small Prefect you want get the Matchbox, if you must have a Dublo Dinky find a well battered example for a pound or so and repaint it."



Top: Matchbox number 30. Bottom: Midget Models kit, showing its similarity to the Matchbox and the overlarge wheels. Right: Dublo Dinky Toy number 061, as found many years ago, already repainted and chipped prior to further repainting clearly illustrating the long rear end.



# Pre-War Register

YVON PRECIEUX

I guess it's that time of the year where I reflect on what has or has not been happening over the past year.

I have been disappointed with the amount of copy that has been received but I don't intend to dwell over this. Pre-warwise, my Model C van seems to be coping quite well with the weather in Scotland although when it rains Christine and I get wet regardless of whether or not we're inside the van or not. For all the members, have a happy Christmas and a safe driving New Year, and final thought, don't forget to pay your SUBSCRIPTION.

## The International Scene



Kees Bulk

### Holland

As your Pre-War Registrar I have decided to devote part of these pages to those Pre-War Small Ford Owners who reside elsewhere rather than on these shores. I have dug some of the content from my ancient archives and hence ownership of some of the vehicles may have changed. So it is nostalgia on my part.

The CX Tourer pictured above was imported from the UK quite late in 1958 by a student in the town of Leiden, a fellow student from the horticultural school of Boskoop used it until 1962 after which it was

laid up with the intention that when he won the Lottery it would be restored. With this sort of optimism it was sent to Kees Bulk for total rebuild but regrettably as with the majority of us his number didn't come up and the car was left with Kees Bulk who now out of pocket continued with its final restoration in order to sell to recover some if not all the costs.

Where it is now would be worthwhile to know. So anyone taking a trip around the Netherlands look out for this excellently restored vehicle.



Mr Mason

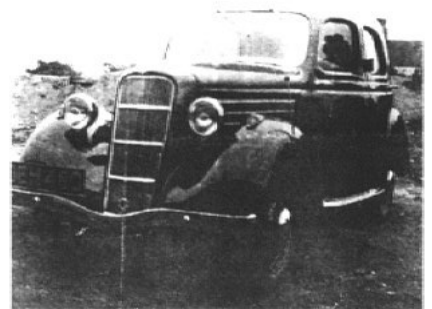
### Model CX

DEH 480 a model CX with original engine first hit the road in 1936, a year younger than its second owner Brian Burton of Newcastle under Lyme, who during his apprenticeship used to service the car for its original owner.

The car is one year younger than Brian and accordingly during its early years the original owner used to bring the CX in every Saturday for a gallon of petrol (on coupons) and a few shots of Redex. If the owner asked for 4-5 gallons that meant a trip to either Blackpool, Southport or possibly New Brighton.

When items like the extra reflectors became mandatory and later twin stoplights and further along the line, the 10 year test, Brian was usually the engineer designated to do the job. Some years later the now very elderly owner had a stroke at the age of 90. He asked Brian if he could remove the car from the garage. He did as requested but found the garage doors would not budge due to soil and weeds growing around the entrance. Eventually the doors were opened and a tow rope was fixed to the CX. As the tow took up the slack, out of habit, Brian switched on the ignition, let in the clutch and in a matter of ten yards the engine fired and behaved just as if it had been in use daily.

A price was agreed and the car taken to a spot where it was assumed it would be safe. Regrettably during the summer school holidays of that year, a group of teenagers vandalised the car and the restoration was put back further. Several years of restoration later bad luck was again to rear its head when an employee at the garage went slightly round the bend after a domestic crisis further vandalising the car along with several vehicles alongside. Restoration is still in progress.



### Where Is It Now?

Model Y AWE 120 was owned by Mr and Mrs Mason of Doncaster from 1988 when I was asked to obtain the registration via Swansea.

Very little was known of the vehicle (left) apart from the fact that there were four previous owners in the Sheffield area between the years 1949 and 1967. Although at the time of the picture being taken, the front wings and the engine had been restored, the vehicle still looked quite sorry in its waiting to be restored state.



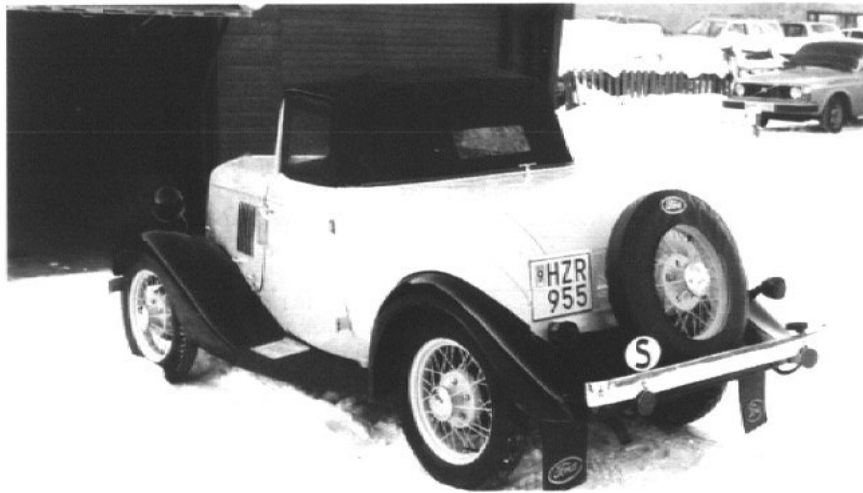


## Sweden

Jarl Sandberg is our next profile owning the Model Y Tourer which is embellished with a cream body and black wings. Come rain or snow Jarl from Rattviksvagen, Bromma in Sweden still like to show how even today small Fords still look good on the road.



Above and left - Jarl Sandberg



## Denmark

Dr Morten Reimer obtained his Model Y (below left) way back in 1980 and after a two year restoration placed it back on the road. Originally the only car of a wholesaler in Denmark it was purchased from a Copenhagen Ford dealer.

## New Zealand

### RAY KING

*Now you can't get more international than New Zealand. Ray King being the one in the spotlight. Being close to Australia must have inspired Ray to paint his Model Y Blue and blue it is. Tuned slightly via a 10 horse engine I let Ray take over with the restoration with a note he sent me some 10 years ago. - Yvon.*

A LITTLE over six [sixteen now - Yvon] years ago a friend and former workmate offered me a Model Y which was described as being in need or restoration. As a Model Y was the first car in my motoring life, this was an offer which could not be refused. Both my workmate and I are ex-Ford Dealer Mechanics (1951-1963), so an arrangement was made to view the remains which were parked in a woodshed.

Not only was firewood stacked all around the body of the car but over it and in it. All that was clearly visible was the right hand headlight and front mudguard. The car was duly extricated from the woodshed and inspected. I took a good look at these remains and wondered if this vehicle could ever really be made to go again. However, after careful thought, the conclusion was reached that we were unlikely to find a better one.

I believe the previous owner who drove the car was long since deceased and with him the car's ownership certificate and history were lost. However, the registration sticker was still on the windscreen and revealed that the car was last registered in 1972.

The odometer reading was 47891 which must be at least the second time and the



Morten Reimer



chassis number [REDACTED] was all the information which was available. It was purchased and towed home on a trailer behind our Cortina.

The first job was to strip the interior of its decayed upholstery and rotting floorboards but the funny smell of firewood still lingered for over a year.

Next the motor, gear box and diff were removed and the chassis and body turned upside down for inspection. Surprisingly there was very little rust so the underside was sandblasted, primed, enamelled and then coated with chassis black.

### Overhaul

The third step was to overhaul the gearbox and diff which were fitted with new bearings; oil seals and gaskets along with a few parts from a spare gearbox and re-installed. Peculiar to this model is the rear gear box mounting which had to be made as one could not be located anywhere. Then the wheels were put back on.

The motor was seized solid and had a rust hole in the block as big as a 50 cent piece so a decision was made to scrap it. Then we cheated a little when a good Standard E93A chain driven 10hp motor from an old Shell petrol tanker trailer was found. The motor had done very little work, having only been used to drive a pump to empty the contents of the tanker into service station storage tanks. It only required a valve grind and was fitted with an E83W clutch plate and bolted into place and now runs as sweet as a nut.

A re-cored radiator was added and a complete new exhaust system which was purchased from two different sources – the front pipe and muffler from one and the tailpipe complete with genuine Ford parts tag from another. The dashboard and interior parts were then painted, instruments overhauled and a new wiring loom and new floorboards made and fitted before a visit to the upholsterers. When the Trimmer had completed his job the red interior looked a million dollars but the exterior ten times worse.

### Tinkering

There was a bit more tinkering around – new king pins bushes, spring shackle bushes, etc. – whilst we did some serious saving before making our way to the Panel Beater on the end of a tow rope. Whilst bodywork was in progress, the bumpers, hub caps and small exterior parts were re-chromed.

The rusted out windscreen frame was rebuilt very carefully and new glass fitted along with new window channelling in the doors. At last, some light at the end of the tunnel – a few sneak drives around the block on a Sunday morning and then off to the paint shop. The original dark blue paint with a red pinstripe was visible in some places where the subsequent coats of pain had flaked off, so the same colour was chosen, only a slightly brighter blue. When it reappeared from the paint shop I was another 800 dollars poorer but what a transformation... almost unbelievable.

Door handles and bumpers were refitted with great enthusiasm and behold the 99%

complete machine. All that I cannot locate is a left-hand exterior (lockable) door handle so a different model handle will have to do in the meantime. A careful re-adjustment of the rod-operated brakes and off for a longer and very proud Sunday drive. Having covered

over 400 miles now, it ventures out of our shed only on fine days. Looking back over the six years of spare time tinkering, the conclusion reached is that it was all worthwhile and I could be tempted to do another model at some future date.



Both photos above by Ray King



# Anglia, Prefect and Popular Register

ANDY MAIN

I have seven overseas members' vehicles to feature, so apart from wishing all club members a very Happy Christmas and New Year, the 30<sup>th</sup> Anniversary year of the club, it's on with the vehicles...

## North Carolina Feature

John Self from Roxboro registered four vehicles during 1998, of which three are featured.

Two are 5cwt vans, one each from 1949 and 1950.

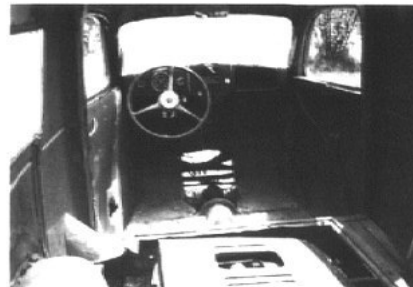
The 1950 van was purchased from New York State a 14 hour drive from North Carolina. Both vans are fitted with the small sidelights as fitted to North American export models.

John purchased his 1958 103E Popular in April 1997 at a car show in Pennsylvania. Originally shipped over from England to Connecticut in 1981, but never receiving an American registration.

John has informed me that an American registration has been obtained: 609 85197 139 1045! I look forward to receiving photographs featuring the new registration plate.



John Self



John Self



John Self



John Self



John Self

Jim Kerns from Granite Quarry owns a 1950 E4930AF/A Anglia which he purchased from a friend in 1976. Originally owned by an elderly couple in Wilmington, Delaware, near where Jim used to live. Purchased by a friend of Jim's following the couple's death in the early 1970s, who owned a Prefect converted to a race car, whilst Jim owned an Anglia race car.

The Anglia (below) has never been driven at night and has an original mileage of 24,000. Small sidelights are fitted as standard.



Jim Kerns

Gunnar Press from Sweden owns a 1957 104E Popular (below) which he was given as a gift in December 1968. First registered on 15<sup>th</sup> June 1957 in Stockholm, passing to the second owner on the 7<sup>th</sup> June 1962.

The original engine is still fitted at 73,000 miles. Compare the position of the rear registration plate to John Self's Popular.



### Maltese Collector

Effie Pisani from Malta is rather busy restoring his sidevalve fleet.

Effie hopes to finish the restoration of his E83W this year, then complete his 1952 E493A Prefect, which he purchased in December 1993.

The new Malta registration is PSV 493, Prefect Side Valve and 493 the model number, a very personalised registration.

Effie's third sidevalve project is a 1949 E493C/B 10hp Fordson 5cwt van. Purchased in June 1994 after it had been stored in a garage for 25 years. Although it had been stored for all these years, when a 6 volt battery and some new petrol, the petrol pump was primed with choke full out, it started on the second turn. A trial run of five miles was undertaken on trial plates.

The Fordson is photographed with an old Maltese registration. Effie completes his Ford fleet with a 1952 Thames 5 ton lorry (see previous SV News).



Above and below: Effie Pisani





# E83W Register

GLEN BUBB

AS MANY of you may have seen on the news, Shropshire was badly hit by floods in late October – the worst since 1947. Fortunately these floods did not effect us as we are some considerable height above sea level. However, they did bring out a number of pictures in the local papers of the previous flooding in the area. I have scoured these and not found any E83W in them, although given their high ground clearance and big wheels they would have been able to continue in quite deep water.

If any members do see any old pictures in local papers that show E83Ws please cut them out and send me a copy with the address of the paper. I will attempt to obtain permission to use them in a future column, so that other members can see them.

## New home

A well know E83W changed hands on 21<sup>st</sup> April this year.

My predecessor, Malcolm Wells's own VHY 391 (below) has been purchased by FSOC member John Lord from Glen Parva, Leicester. John has had VHY signwritten in his own John Lord Autos livery and very nice it looks too. I must admit I do think signwriting in a period style really finishes off any commercial vehicle. Having said that, numerous E83Ws were left plain all



Stephen Williams

their working lives. I have even heard of some that never received a top coat on their Ford green undercoat. John says the van is a credit to Malcolm as I am sure anyone who has seen it over the years will agree.

## Pickups

Stephen Williams from Swillington, Leeds has written to me with details of the pick

ups he and Alan Goodall own (I also received a registration form from Alan).

Stephen owns a blue pick up with a canvas tilt DSJ 350 (above) which was originally registered FYC 786 in March 1942 in Somerset. Stephen saw the truck for sale in Classic Car Weekly in September this year and negotiated its purchase over the phone.

He then made a 450 mile round trip to Aylesbury with a trailer to collect it.



John Lord





Alan Goodall



Alan Goodall

Alan Goodall has two pick-ups, YVS 932 and KDT 977.

YVS 932 has at some time in the past been LSV 502 although this would not have been its original number as this number was not issued until fairly recently. Chassis number is [REDACTED] so I have looked through the register forms to see if it has previously been registered under its original registration number but it is not, however other chassis numbers registered would point to it originally being registered around August or September 1957. Alan bought the pick-up from a dealer in the North East in May 1997 and has undertaken extensive restoration over the winter period as can be seen from

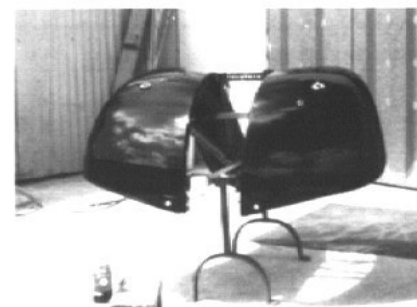
his photograph. He has been rewarded with a number of prizes at various events this summer.

KDT 977 was purchased in North Derbyshire on 26 August 1998. They are still out there to find if only you know where to look, as seen from the photograph showing it after being stood for 17 years in a field with only sheep to keep it company (although it was started regularly until about three years ago). The cab is in poor condition but it is hoped to have it out on the road next summer. KDT has chassis number [REDACTED] and was registered in Doncaster on 31 December 1951. Good luck with the restoration, Alan.

## Malta stripdown

Last but not least I have received correspondence from Effie Pisani in Malta [see also *Anglia*, *Prefect* and *Popular Register* - EdJ].

As you can see Effie's pick-up is receiving a very thorough restoration, although it has been put on hold over the summer due to the extreme heat experienced and a holiday in Holland, Belgium and France.



Effie Pisani



Effie Pisani



## 100E Register

TONY LLOYD

### ONE OWNER CAR

IT is now 45 years since the 100E was introduced and 36 years since production stopped, one owner cars are therefore extremely rare. Imagine owning a 100E from when it was new until the present day! I thought I was doing well, owning mine for 17 years. When I heard about Keith Lewis from Bromborough, I just had to write to him and his reply is printed here.

### SIDEVALVE POEM!

Amongst all the paraphernalia that came to me with the 100E register was a poem signed by the founder of the 100E register,

Mel Smith. I cannot remember if it has been published in the magazine before, but as this is the correct time of year for it I thought that I would include it now.

### YEAR ENDS OF DECEMBER 31<sup>ST</sup>!

Another Christmas and New Year is upon us. Whew! How do we stand the pace? I would like to thank everybody who has written to me or who has sent in their register forms over the past year.

It makes the job worthwhile to know that members are interested not only in their cars, but in the work that the committee do and the club that we all belong to. A Very Merry Christmas and a Happy Sidevalving New Year to one and all.

## REGISTER NEWCOMERS



Lichen Green 1959 Popular DSJ 553 belongs to Shirley Jacobs of Great Waldingfield, Suffolk. Previously registered at PHV 97 this car has covered twenty odd thousand miles and is all original apart from the steering column and exterior paint. I can vouch for this car having seen it around the shows and it is in extremely good condition.



Anglia AEH 772A is a 1957 car owned by Nicholas Chandler from Bridgewater, Somerset. It is presently under restoration.



875 UKR is a Panama Yellow Popular from 1962 and is owned by Graham Read from Rochester, Kent. This car has previously had a respray, but it is a good reliable car that is used daily.



Another yellow Popular is NST 871 (previously XMC 599A) owned by Leslie Milton of London SE. Odd one this as it is recorded as being first registered in January 1963, maybe it was re-imported into this country or was just old stock at a dealers. If anybody knows the real reason perhaps they could drop me a line. I am sure Les would be pleased to know.





# Valve Seat Recession Additives

ANDREW P ARMSTRONG

*The following article was written by Andrew Armstrong, senior technology adviser with BP Fuels Technology in Sunbury. It was referred to the club by member Robert Copson. The views stated reflect the views of the author and are not necessarily endorsed by the FSOC.*

THE UPTAKE of unleaded gasoline (ULG) around the world is increasing rapidly, largely to enable the use of catalytic converters, which are poisoned by lead, to meet more severe exhaust emissions legislation. Typically, leaded gasoline has remained in the market-place until legislation bans it, as in the US, Japan, Austria, Finland, Sweden and more recently, New Zealand (1996), or demand has fallen away dramatically. The EU will now ban all but very limited sales – to 'special interest' groups (mostly for classic car racing) – of leaded gasoline from 1 January 2000.

US and Japanese cars have been designed to run on ULG since the mid 1970s, but new European car models have only been officially required to be compatible since 1991, since when they must be able to run on 95 octane Premium, 'Eurograde' ULG. In some EU countries (e.g. Germany), the local motor manufacturers modified new engines some time before this, and the demand for leaded gasoline for older cars fell to such a low level by 1997 that its continued supply became uneconomic.

The lead in gasoline was there predominantly to boost its octane number, but it also fulfilled a secondary important task, namely protecting relatively soft exhaust valve seats in older engines, especially those with cast-iron cylinder heads. The lead acts as a solid lubricant between the valves and the seats, preventing the welding together of hot metal high-spots, which can result in significant, and sometimes very rapid, erosion of the softer valve seats and subsequent loss of valve clearance.

As the lead has been phased out and demand dropped, so oil companies have responded by introducing lead-substitute grades, containing one of a number of commercially available additives which can be used in place of lead to eliminate or minimise the risk. After-market suppliers have also exploited the opportunities arising, often offering products which claim to boost or restore lost octane number as well. So what are the problems faced by owners of older or classic cars, originally designed to run on high octane leaded gasoline?

## Octane Number

Some older cars were designed to run on leaded Regular Grade, typically 90-92 Research Octane Number (RON) or less (normally indicated on the pump, but not to be confused with the US system which

averages two octane numbers, measured under different test conditions, to give something called R+M/2). These cars will happily run on 95 RON unleaded fuel without adjustment of ignition timing – they will not go any better, but it will not harm them either. Whether their valve seats are suitable for use with ULG is a separate issue.

Many cars were, however, designed for 'Premium' – typically 97-100 RON – leaded fuel, which will require the ignition timing to be retarded a few degrees in order to live with 95 RON fuel; this is normally easy to do but may result in a slight loss of performance and/or an increase in fuel consumption – the original manufacturer should be able to advise if this is feasible. Again, the valve seat compatibility is a separate issue, which is the main subject of this paper.

Some articles have appeared in various publications, such as car club magazines, suggesting that ULG has significantly different combustion characteristics from leaded fuel, that do not suit older engines. This claim is scientifically unfounded.

## Additives

There are three generic anti-valve-seat-recession (AVSR) additive chemistries in general use, two using alkali metals, potassium and sodium, and one phosphorus-based. All three are used by major oil companies worldwide, often combined with a detergent package to keep fuel inlet systems clean, and an appropriate solvent. This results in a few parts per million (ppm) metal content in the fuel, which does not threaten catalyst efficiency in modern cars or present any health risks. Methylcyclopentadienyl Manganese Tricarbonyl (MMT) has also been promoted for this purpose, but its ability to provide sufficient protection is unproven.

There are two ways of getting the additive into the fuel; bulk treatment, where the additive is blended in at the refinery or a distribution terminal, or forecourt addition, where the customer injects a small amount of diluted additive into each tankful of gasoline, normally from a simple plastic syringe or calibrated bottle. The latter approach allows any grade of unleaded gasoline to be treated for use in an old car, but relies on the customer using the correct amount. Various gadgets have been marketed containing metallic pellets said to solubilise

in the fuel and thereby provide a degree of AVSR, sometimes claiming an octane boost as well, but all have little, if any, scientific basis and have been found to be totally ineffective in both respects by oil companies, motor manufacturers and reputable independent test facilities. The same applies to devices incorporating magnets around fuel lines and silicone-based additives.

## Test Work

Much work has been carried out in the US over many years, which concluded that, whilst mechanical fixes are clearly best (especially the fitting of hardened exhaust valve seat inserts), the use of soluble organo-metallic additives could reduce the risk of recession in cast iron engines. However, at low treat rates, recession could still occur at high engine speed and load; higher treat rates offered improved protection, but ran the risk, if not correctly formulated, of encouraging inlet valve sticking, due to the formation of sticky deposits on the valve stems.

More recently, a European Oil Industry review in 1993 focused on the number of vehicles at risk in European countries following the introduction of ULG. The conclusions were broadly similar, but they did observe that only 0.05 g/l of lead was required for almost complete valve seat protection, a lower level than previously assumed. None of the alternatives were found to be as effective as lead at this level, but all offered a reasonable degree of protection under normal driving conditions. Phosphorus is good, but toxic in concentrated form (not a risk to customers when diluted in fuel or solvents for use in syringes/bottles) and can poison catalysts. It was also noted that using higher treat rates had encountered undesirable side effects, e.g. inlet valve sticking at low temperatures in critical vehicles. The paper also high-lighted the benefits of lead 'memory', i.e. deposits laid down when operating initially on leaded fuel, which can persevere and continue to provide protection for anything up to 20,000 km under light duty driving conditions, but zero under arduous conditions, after switching to ULG. BP test work in recent years has evaluated all the commercially available additive types, for specific market application, in various bench engine and vehicle road trials, generally agreeing with the findings of others and enabling us to formulate and use the most appropriate additive for specific markets.

## Market Experience

All three types of additive chemistry have been used in various markets (US, Austria, Sweden, Germany, NL and New Zealand) in recent years, sometimes via bulk treatment of gasoline and sometimes via forecourt dosing, depending on local market requirements and legislation. Generally, few, if any, complaints of valve seat recession have been received, suggesting that the risk of engine damage

has been over-estimated, but there have been some minor side-effects, specifically: fuel gelling/filter plugging in the US in the outboard motor market. Gelling has been known to occur with one type of AVSR additive in the presence of a specific 2-stroke additive, which led to fuel filter plugging and engine stalling.

Spark plug fouling was also experienced in the US in older engines, especially in farm trucks and tractors that tended to operate at colder temperatures.

BP is confident that the additives we use will not cause these types of problems if used at the correct dosage, which is not an issue in bulk-treated fuel.

However, it is known that the self-cleaning temperature for spark plugs is higher with ULG, and that the difference is greatest for relatively rich mixtures, possibly due to cooling effects. Lead acts as a catalyst for soot burn-off, as would other heavy metals, so it follows that ULG will need higher temperatures for plugs to self-clean, and vehicles subjected to short, stop-start journeys will obviously be most vulnerable.

It is reasonable to expect, therefore, that some older cars, probably running a little too rich, could encounter plug fouling problems on ULG if subjected to mostly short journeys, regardless of their use of AVSR additives. The most cost-effective 'cure' for this is a good engine tune-up, adjusting mixture strength and ignition timing and possibly switching to a hotter grade of plugs.

## Conclusions

By and large, only vehicles with cast-iron cylinder heads and/or 'soft' valve seats

are at risk of suffering exhaust valve seat recession when using unleaded gasoline, and then only under relatively severe driving conditions, e.g. at high speed or towing trailers/caravans. US and Japanese cars, 1970s onwards, are not generally a problem, unless they have been re-furnished with inferior quality valve seats.

BP test results and market experience confirm that available AVSR additives can help protect the valve seats of older vehicles, but highlight the large variation in vehicle response, and it must be concluded that some critical vehicle types will remain vulnerable if operated under severe conditions on ULG. However, individual markets need, and will receive, individual

solutions, both with respect to additive type and how the fuel is treated.

Older car owners can rest assured therefore, that a suitable fuel or additive will be available, minimising the risk of engine damage for all normal road usage, at least for as long as the demand is there.

For cherished classic cars, the best advice in the longer term is to take the opportunity at the next engine overhaul, to modify or exchange the cylinder head for one with suitable valve seats and perhaps a different compression ratio, to suit 95 RON ULG - an exchange service is now offered in the UK at least, for many models, by specialist companies, normally known to the relevant car clubs.



## Classified Advertising Order Form

# SIDEVALVE NEWS

- Pre-War For Sale
- Post-War Upright For Sale
- 100E/107E For Sale
- Specials For Sale

- Spares
- Wanted
- Miscellaneous
- Other (Please state).....

Note conditions of advertising inside front cover. One advertisement per form. Form may be copied, or information supplied on plain paper in BLOCK CAPITALS. Return form to: Laurie Menear [redacted] by 15th of the month preceding publication. **DO NOT TELEPHONE THE EDITOR.**

				Area	STD Code	Phone

Name..... FSOC Membership No.....

Address.....

# Pop Shopper

**Advice from DVLA:** The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number and may ask the police to inspect them. Readers are advised to think carefully before purchasing such vehicles.

## Pre-war for sale

1937 10 7W four door, blue, dry stored 25 years, 12 volt, running when stored. V5, few body spares, complete not dismantled, needs work. £1,200. Cornwall [REDACTED]

## Post-war upright for sale

1955 103E POPULAR Black with Red interior. One previous recorded owner. Recent test certificates and original log book available. Full, comprehensive ownership and service history with a long-standing club member. Offers based on £1400 to Mrs Bates or [REDACTED] (Birmingham).

1954 103E POPULAR, black, MOT July 1999. 61,500 miles, original reg and log book. TTF 871, water pump, many new parts and tyres. £1,995. Cheshire [REDACTED]

1953 103E Winchester blue, 79,800 miles, fully restored, owned since 1985, new tyres, vgc, valued at £2,750, for quick sale £2,000 ono, some spares. Mansfield [REDACTED]

1953 E494A Green beige interior, green carpets, fully restored, tax, MOT, 933cc, valued at £4,000. Need space. £325 ono. Ford Anglia Saloon, Co. Durham [REDACTED]

1958 103E POPULAR, Grey, 65,500 miles, one lady owner since 1959, minor modifications, MOT July 1999, taxed, two new spare tyres, new battery, £1,650 ono. Wirral, Cheshire [REDACTED] (NON-MEMBER)

1956 103E POPULAR, unfinished project, excellent, all steel body, most parts to complete restoration including five new Avon tourists on painted rims, £1,000. Stewart Albion, Herts. [REDACTED] (Work) (NON-MEMBER)

1946 PREFECT, stored for last 25 years, complete but in need of total restoration, original registration and log book, best offer secures. Evenings/weekends. Hertfordshire [REDACTED]

1956 103E POPULAR, grey, last owner 22 years, no MOT, used regularly until 1996, some spares, heater, starter etc. Ruislip [REDACTED]

## 100E, 107E for sale

1960 100E Popular De Luxe in pale yellow with very low mileage. Offers around £2000. Contact T Humphries [REDACTED] Birmingham (non member).

1960 100E POPULAR DELUXE, MOT March 99, good condition, good runner, reconditioned engine, new exhaust, £500 or reasonable offer. Evenings or weekends. S E Essex [REDACTED]

1962 POPULAR, 1172cc SV, 1 year MOT, tax exempt, fully restored, number plate valued £900. Full vehicle history, documentation, £1,375 ono. Hertfordshire [REDACTED] (NON-MEMBER)

1960 PREFECT, reg 9428 RF, needs restoring, interior good, body needs repair. Sensible offers. Leics [REDACTED]

1955 100E PREFECT, black, MOT September 99, in daily use, £450. Lichfield [REDACTED]

1960 107E PREFECT, MOT, original papers, 80,000 miles, full history, in daily use, age related No. Plate. Alternative hand controlled clutch, £500. Suffolk [REDACTED]

100E ANGLIA early 1950s (non-runner, spares/ restoration/offers. Lincs [REDACTED]

## Commercial for sale

1956 E83W VAN (Original engine recently rebuilt, used regularly but needs cosmetic restoration, £1,950 ono. Essex [REDACTED]

## Spares

POP UPRIGHT front, two front seats PVC, two front seats in leather, just back from upholsterers, rear damaged shell, front spring back window. Cambs [REDACTED]

E493A spares wings, bonnets and lots more, please ring for details. Bradford, W Yorks [REDACTED]

100E, 107E rear lights, back doors, bonnet badge, back seats AVAR badge, plus other spares £50 the lot or will split or swap ET6 100E/107E. Bristol [REDACTED]

E493A ODDS and ends, including glass, radi, grille, vacuum tank, brake drums, wheels, all cheap. 100E factory service manual £10 (posted), 103E rear bumper £5. Norfolk [REDACTED]

100E ENGINE, converted professionally to shell bearings, only 2,000 miles, sold attached to gearbox, lots of engine spares, ring for details. Southampton [REDACTED]

ANGLIA SALOON registration SNR 652, 1959, kept in garage to be restored, open to offers, also engines, gear boxes, radiators, sidevalve prop shaft, seats Thames van, Coventry [REDACTED] (NON-MEMBER)

E83W PARTS, pair bonnets need work, £35 floor and trim panels, various, workshop manual £10. Oxfordshire [REDACTED]

103E FRONT inner and outer wings, also rear wings and boot lid, E83W inner wings, no rust, Eves. only, Oxford [REDACTED]

E493A 16/17" wheels and tyres, radiator muff, windscreen, more bits incl. 107E front cross members. Offers to clear. Medway, Kent [REDACTED]

WOODEN BOXES, crates and sack barrow etc., to create that period load to your sidevalve 10cwt van or pick up at show time. £120. Eves. only, Oxford [REDACTED]

NEW old stock boxed export water pump for sale £60. Dunstable [REDACTED]

100E spares for sale, wings (need small repair) £15, boot £10, grille (3 bar) £15, grille (square grid) £15, engine (dismantled) has recon crank £20. Kent [REDACTED] (NON-MEMBER)

AUTOBOOK 100E workshop manual, autobook 107E/106E Workshop manual, 300E instruction book, 1953 Popular, eight and ten instruction book, various parts. Ivor Bryan [REDACTED] between 7-3pm

## Wanted

100E ANGLIA good side glass, incl. Quarter lights both sides. Will collect. Nottingham [REDACTED]

100E POP seats blue and grey if possible, but anything considered. Must be round top type. Carshalton, Surrey [REDACTED]

PAIR of useable E93A (pre-war Prefect) front wings and headlamps. Bucks [REDACTED]

ANGLIA E494A OSF spring hanger bolt and eye, also rear traction arms mounting bolt. Somerset [REDACTED]

103E or similar upright by previous member wanting to get back in the scene. Would consider almost finished project. Please telephone. Leeds, W. Yorkshire [REDACTED] (NON-MEMBER)

## Miscellaneous

REAR HUB PULLER for upright models £25, Autobook workshop manual for 100E models 53-62, clean condition £7. Notts [REDACTED]

A great mixture of parts, panels and even an engine, must clear all as bits or job lot, offers invited. No time wasters please. Northolt, Middlesex [REDACTED] (NON-MEMBER)



# 100E SPARES

## Engine Parts

Carb to Manifold Gasket .....	£5.00
Tappet Cover Gasket .....	£5.00
Early Top Hose .....	£12.50
Late Top Hose .....	£6.00
Bottom Hose .....	£6.00
Spark Plug .....	£1.70
Valves Inlet (per set) .....	£20.00
Valves Exhaust (per set) .....	£20.00
Head Gasket .....	£15.00
Piston Rings .....	£35.00
Water Pump (exchange) .....	£55.00
Water Inlet Tube .....	£8.20
Radiator Cap .....	£5.00
Oil Pressure Switch .....	£6.50
Fan Belt .....	£6.00
Crankshaft Thrust Washers (per set) .....	£13.50
Small End Bushes (per 4) .....	£23.50
Decoke Gasket Set .....	£25.00
Core Plug .....	£2.50
Radiator Drain Tap .....	£5.50
Oil Filter .....	£5.00
Valve Springs (per set) .....	£15.00
Manifold Gasket .....	£2.50
Timing Chain .....	£14.00
Contact Set .....	£5.50
Condenser .....	£6.50
Rotor Arm .....	£6.00
Pistons (per set) .....	£150.00
Water Pump Gasket .....	£3.00
Main Bearings .....	£28.00
Big End Bearings .....	£28.00
Flexible Petrol Pipe .....	£14.50
Thermostat .....	£5.50
Distributor Cap .....	£14.75
Conversion Gasket Set .....	£25.00

## Clutch

Pressure Plate (exchange) .....	£44.50
Driven Plate (exchange) .....	£26.00
(Old reconditionable 100E unit must be received by Spares Sec before exchange plate is despatched).	
Slave Cylinder Repair Kit .....	£4.00
Master Cylinder Repair Kit .....	£7.00
Flexi Hose .....	£13.00
Release Bearing .....	£10.00
Master Cylinder .....	£60.00
Slave Cylinder .....	£32.00

## Gearbox

Front Oil Seal .....	£7.00
Rear Oil Seal .....	£7.00
Tailshaft Housing Gasket .....	£1.80
Main Shaft .....	£36.00
Lay Gear .....	£36.00
Mounting (exchange) .....	£18.00

## Propshaft

U.J. Repair Kit .....	£9.00
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## Rear Axle and Suspension

Pinion Seal .....	£7.00
Rear Hub Seal .....	£7.00
Rear Shackle Bush .....	£2.50
300E Shock Absorber Link .....	£5.00
Rear Spring Eye Bush .....	£6.00
Half Shaft Seal .....	£7.00
Crown Wheel and Pinion .....	£75.00
Shock Absorber .....	£40.00
Shock Absorber Rubbers (4) .....	£6.00
Rear Spring Eye Bush pair .....	£11.00

## Steering and Front Suspension

Suspension Leg Insert .....	£40.00
Suspension Leg (exchange) .....	£50.00
Top Suspension Mount .....	£40.00
Top Suspension Mount Pair .....	£75.00
Pair of Top Suspension Mounts + 2 sets of Mount Bearings .....	£110.00
Mount Bearings per side .....	£23.00
Hub Seal .....	£7.00
Hub Bearing Outer .....	£12.00
Hub Bearing Inner 1" .....	£12.00
Hub Bearing Inner .983" .....	£20.00
Track Rod Ends per pair .....	£18.50
T/C/A Repair Kit .....	£16.00
Track Control Arm .....	£27.50
Stud and Bush .....	£13.50
Drag Link .....	£25.00
Front Suspension Bush Kit .....	£25.00

## Brakes

Front Brake Shoes .....	£16.50
Rear Brake Shoes .....	£16.50
Wheel Cylinder 1957 onwards .....	£12.00
Flexi Hose .....	£13.00
Brake Light Switch .....	£6.50
Handbrake Cable .....	£31.50
Adjuster Repair Kit Front .....	£13.50
Front Shoe Return Spring .....	£3.60
Rear Shoe Return Spring .....	£3.60
Master Cylinder Repair Kit .....	£7.00
Master Cylinder .....	£62.00
Wheel Cylinder Repair Kit 1957 onwards per axle set .....	£7.00

## Badges

Deluxe Boot Script .....	£15.00
Triangular Wing Motif .....	£15.00
Perfect Boot Script .....	£15.00
Perfect Bonnet .....	£15.00
Anglia Boot Script .....	£15.00
Anglia Bonnet .....	£15.00
Popular Boot Script .....	£15.00
Bonnet "V" Motif .....	£35.00

## Miscellaneous

Front Screen Rubber Deluxe only .....	£25.00
Rear Screen Rubber Deluxe only .....	£25.00
Rear Side Window Rubber 2 door per side .....	£15.50

Floor Grommets per set .....	£5.15
Window Winder Handle .....	£5.15
Interior Door Handle .....	£8.75
Wiper Blade Refill per set .....	£6.90
Door Sill .....	£35.00
Voltage Regulator .....	£22.00
Speedo Cable .....	£14.00
Locking Petrol Cap .....	£7.95
Gear Lever Gaiter .....	£20.00
Boot Handle Rubber (Anglia/Popular) .....	
escutcheon seal .....	£1.95
Lenses .....	P.O.A.
100E Stainless Steel Exhaust System .....	£97.00
Exhaust Clamp .....	£3.00
Van Silencer (Mild Steel) .....	£20.00

## 107E Special Items

Rocker Cover Gasket .....	£2.50
Sump Gasket Set .....	£15.00
Decoke Gasket Set .....	£20.00
Conversion Gasket Set .....	£20.00
Manifold Gasket .....	£2.00
Stainless Steel Exhaust System .....	£125.00
Top Radiator Hose .....	£6.00
Bottom Radiator Hose .....	£6.00
Fan Belt .....	£3.00
Fan Blade .....	£5.00
Water pump .....	£25.00
Radiator Cap .....	£5.00
Slave Cylinder .....	£23.50
Rear Hub Seal .....	£7.00

The above items are available by MAIL ORDER ONLY from FSOCLtd, 100E/107E Spares c/o 38, Yewtree Avenue, Ockbrook, Derby DE72 3TB. Please use the order form on page 30.

Cheque with order. All cheques must be payable in STERLING on a LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MINIMUM ORDER £5.00. Note conditions of parcel insurance below.

## SPARES LISTS: CONDITIONS

Spares are available to Club members only. These price lists supersede any previous price lists. Prices charged will be those prevailing at date of despatch. Note that all prices include postage and packing and VAT for members in England, Scotland and Wales only. Other members should check the cost of postage with the spares secretary before ordering. VAT is also applicable to EU countries. Manufacturers' part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture.

**PARCEL INSURANCE:** If a spares parcel gets lost in the post Parcel Force will only refund £20. Therefore if your order exceeds £20 please add £1 to cover postal insurance. If your order exceeds £150 please add a further £2. Failure to do this will result in orders not being insured and the club will not be liable for any loss.

Regrettably, the Club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

# UPRIGHT SPARES

Please note comments under 'Spares Lists' on previous page and other ordering information at the end of this list. \*\*Denotes New Items.

## Braking System

**Y-1175-A	Retainer (rear wheel grease) assembly .....	£6.75
**B-1175	Rear Wheel Retainer (fits E83W) .....	£6.65
**7W-1225-B	Rear Hub Bearing (fits all models except Models Y, C and E83W) .....	£28.00
**68-1225-A and 68-1236-A	Rea Hub Bearing inc outer race (fits E83W only) .....	£65.00
YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange) .....	£25.00
7W-2035	Spring (brake retracting) .....	£3.35
7W-2035	Spring (brake retracting) (set of four) .....	£12.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y & C) .....	£7.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C & E83W) .....	£8.45
E93A-2248	Rear axle brake plate securing bolts: long (each) .....	£4.80
7W-2249	Rear axle brake plate securing bolts: short (each) .....	£4.80
Y-2454	Brake Pedal (exchange; remove rubber from old pedal) .....	£9.95
E83W-2498A/B	Rear Brake Cables (Pair E83W) .....	£61.30
E83W-2580V1B	Front Brake Cables (Pair E83W) .....	£20.00
7W-2580/1/4/5	Set of Brake Cables (not E83W) .....	£39.50
YE-2793	Spring (handbrake lever pawl) .....	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W) .....	£14.50
E83W-2853B	Hand Brake Cable (fits E83W) .....	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W) .....	£0.05
Y-1175-A	Retainer (Rear wheel Grease) Assembly .....	£6.75

## Steering and Suspension

Y-3030	Perch Bolt (Model Y) .....	£12.00
CE-3030B	Bolt (front axle to radius rod, except Models Y & E83W) .....	£15.50
E83W-3032	Bolt (front axle to radius rod E83W) .....	£15.50
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans .....	£51.00
	Track Rod Ends (pair) E83W .....	£51.00
YE-3304C	Draglink (Model Y) .....	£65.00
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£65.00
YE-3332	Track Rod End Dust Cover (each, fits all models) .....	£1.30
YE-33111	King Pin Set, complete (Model Y) .....	£59.00
CE-33111	King Pin Set, complete (Model C) .....	£59.00
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefects, 5cwt vans) .....	£51.00
E83W-33111	King Pin Set, Complete (E83W) .....	£59.00
Y-3446	Front axle A-frame Bush (fits all models) .....	£4.25
YE-3616B	Horn Button & Nut (Model Y) .....	£4.95
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards .....	£7.00
E493A-4050	Retainer (rear axle shaft grease) .....	£5.75
E93A-4607	Pin (drive shaft) .....	£1.95
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.50
	Shock Absorber (exchange) except Models Y, C and E83W .....	£42.00
	Shock Absorber Link (exchange) .....	£18.00
	Front Wheel Bearings (per wheel) .....	£25.00

Front Wheel Bearings (per axle set) .....	£48.00
Suspension Buffer (fits all models except Model Y) .....	£7.95

## Exhaust Systems

Y-5230	Model Y stainless steel exhaust system .....	£70.00
CE-5230, -5255B	Model C stainless steel exhaust system .....	£80.00
E04C-5230-A	5cwt van stainless steel exhaust sys (all 5cwt vans) ..	£70.00
E83W-5230-A	E83W stainless steel exhaust system .....	£70.00
E93A-5230/E93A-5255-C	Prefect and 7W stainless steel exhaust system .....	£80.00
E93A-5230/E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system ..	£80.00

## Engine Parts

E93A-18670, E98T-18672	Oil Filter Unions (pair) (fits all engines) .....	£5.50
Y-6038	Front Engine Mounting (exchange; remove rubber from mount) .....	£6.50
E93A-6250A	Camshaft (Chain Driven) .....	£59.50
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft ..	£2.65
E93A-6270	Timing Chain .....	£14.00
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards ..	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6312	Crankshaft Pulley .....	£13.50
E93A-6319	Starting Dog (fits all engines) .....	£4.50
Y-6375	Flywheel & Ring Gear (fits all engines) .....	£55.00
Y-6384	Starter Ring Gear (fits all engines) .....	£42.25
CE-6505A/B	Short Length Valve (exhaust and inlet available) .....	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available) ..	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.50
E93A-6510B	Valve Guides (per set of eight) .....	£90.00
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£9.75
Y-6520	Valve Cover (fits all engines) .....	£5.85
Y-6560	Drive Bush (oil pump & distributor) (fits all engines) ..	£4.50
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines) .....	£3.95
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines) ..	£0.50
Y-6566	Dowel (oil pump & distributor drive gear bush) (fits all engines) .....	£2.00
Y-6610B	Oil Pump Gear (fits all engines) .....	£4.50
YE-6623	Oil Pump Screen (fits all engines) .....	£2.65
	Main Bearing Set (0.040", 0.060") (fits all engines) ..	£55.00
	Pre-War Piston Sets (8hp & 10hp) .....	£30.00
	E93A 10hp Piston Set (+0.030", +0.040") .....	£125.00
	E93A 10hp Piston Ring Set (+0.020", +0.040") .....	£34.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020") .....	£15.00
	8hp Decoke Gasket Set (1932-34) .....	£27.50
E15-Z-1	Decoke gasket set (E93A 8hp and 10hp engines) .....	£20.00
	Conversion gasket set (E93A 8hp and 10hp engines) ..	£20.00
YE-6501-B	8hp Cylinder Head Gasket .....	£14.00
	10hp Cylinder Head Gasket .....	£14.00
	Used engines suitable for rebuilding .....	£60.00
YE-24052C	Studs (Cylinder Head) Set .....	£29.95

## Clutch and Gearbox Parts

Y-7015	Main Drive Gear (8hp) .....	£32.75
YE-7015	Main Drive Gear (10hp) .....	£38.00
7W-7050	Retainer (main drive gear bearing) .....	£7.50
YE-7059B	Mainshaft & Bush .....	£25.00
E04A-7070	Retaining Ring (snap ring) .....	£0.75
E93A-7085	Rear Bearing Retainer .....	£14.00
103E-7114	Counter Gear (10hp) .....	£45.00

OE-7141	Reverse Gear	£24.00
YE-7222	Selector Housing	£18.50
7W-7533	Clutch linkage clevis pin	£2.00
Y-7550	Clutch Plate (exchange) (All models)	£20.00
Y-7660	Clutch Pilot Bearing	£4.50
7W-7561	Clutch Release Bearing Hub (All models)	£10.00
YE-7563B	Clutch Cover (exchange) (All models)	£57.00
E74-7580A	Clutch release bearing (All models)	£10.00
C-943070	Gear Lever Gaiter (except E83W)	£13.50
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange) (All models)	£85.00
Y-2454	Clutch Pedal (exchange remove rubber from old pedal)	£7.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£21.50

Large selection of used gearboxes available

## Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£3.40
Y-8109	Radiator cap (brass screw type)	£4.50
Y-8260/8286	Radiator Hose (reinforced, straight for pre-war engines, state top-bottom)	£3.50
	Radiator Hose (moulded, state top-bottom and model)	£8.25
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£5.30
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£5.00
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.50
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export water pump)	£5.50
	Export Water Pump (exchange)	£72.00

## Fuel System

	Fuel Pump Repair Kit	£9.50
E493A-9030	Locking Petrol Cap (fits all models including 100E)	£7.95
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£14.50
YE-9355	Fuel Pump Cover (all models)	£1.50
YE-9365	Fuel Pump Cover Screen (all models)	£0.75
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.50
YE-9510-A	Carburettor (8hp only-exchange)	£85.00
YE-9555	Carburettor Flicat (all models)	£3.50
	Carburettor Gasket Kit	£4.75
48-9735	Accelerator Pedal (all models except Y.C and E83W)	£12.55
**YE-9650	Connector (Starter Valve) Assembly	£2.00
	Prefect choke cable and knob	£7.95

## Ignition System

CE-3686	Cylinder lock and key (ign/lighting switch) all models	£4.65
ET6-11656B	Switch (ign/lighting, less barrel and keys)	£24.95
YE-12100B	Distributor (reconditioned - exchange) (all models)	£90.00
E83W 12024A	6V Ignition Coil (All models - not original)	£21.50
YE-121166	Distributor Cap (All models 1935 onwards)	£10.50
YE-121356	Oiler (screw-in type) All models 1935-1955	£1.35
YE-121856	Toggle (All models 1935 onwards)	£0.50
YE-121996	Contact Set (All models 1935 onwards)	£5.50
YE-12200C	Rotor (All models 1935 onwards)	£2.50
YE-122146	Insulator (All models)	£0.50
YE-12300B	Condenser (All models 1935 onwards)	£4.75
52-12405A	Spark Plug (L86C) (All models also 100E)	£1.70

## Electrical System

E493A-10C01	Dynamo (2 brush-exchange)	£77.00
E494A-10C01	Dynamo (3 brush-exchange)	£77.00
YE -10160	Felt (dynamo drive end bearing)	£0.50
7W-10505	Cut Out Assy (exch, for use with 3 brush dynamo)	£24.65
E93A-1100C1	10hp Starter Motor (exchange)	£77.00
YE-11001C	8hp starter motor (exchange)	£90.00
E93A-11049	10hp Starter End Plate	£15.00
BE-11450	Starter Switch	£12.00
E493A-13C07	E493A Pre Focus 30W-24W Bulb (E493A Prefect only)	£3.75
E493A-13C07	E493A Pre Focus 45W/35W Bulb	£4.75
ET6-13007-B	Headlamp Bulb 36W-36W	£3.75
E493A-13C10	E493A Headlamp Body (E493A Prefect only)	£28.00
E493A-13C44	E493A Gasket (headlamp to wing)	£12.20
	E493A Prefect and 100E models	£12.20
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim)	£0.45
E493A-13C68	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE-13081	Spring (front sidelight socket 1934 on except E493A)	£0.50
YE-13101	Spring (headlamp focusing)	£0.50
E493A-13111	E493A Headlamp Lens Rim Outer (E493A only)	£7.50
E93A-13130	E93A-E04A headlamp rubber base pad (pair) (E04A and E93A only)	£12.50
103E-13405-B	103E Plate (Rear Lamp Base) Specify Nearside/Offside	£21.00
103E-13405-B	103E Plate (Rear Lamp Base) Pair	£41.00
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
	103E Complete Rear Lamp Unit inc Bulb (pair)	£82.00
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin (straight pin also available)	£0.98
119273-ES	E493A Sidelight Bulb Holder (E493A Prefect only)	£5.20
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.55
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£0.60
7W-13480A	Brake Light Switch	£12.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£18.40
CE-13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.65
E04A-118C04B	Semaphore Direction Indicator (Evolt only)	£42.50

## Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.95
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Cnr Pads (pr)	£4.00
	E83W Bonnet Corner Pads (pair)	£7.95
	E83W Bonnet Corner Pads (full set)	£11.95
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair)	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A-35164	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W-111172	Opening windscreen rubber for E83W	£17.65
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.26
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.15
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£1.90
100E-7043531	Boot T Handle Escutcheon rubber sea	£1.95
62E-731942	E83W Door Rubber seal (enough for both doors)	£11.00
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£14.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A	£12.50
7W-941480/1	Weatherstrip door bottom (per ft)	£2.55
	All saloons 1937 onwards	£2.55
7W-970700	Rof weatherstrip (per metre) All models exc Y & C	£4.50
103E-7025855	Rear screen rubber for all saloons (not E93A or 7Y deluxe)	£12.50





# REGALIA

This price list supersedes all previous price lists.

All prices include postage and packing for UK members only.

Overseas members please add extra for postage on all items.

All cheques to be payable in STERLING on a LONDON BANK to FORD SIDEVALVE OWNERS' CLUB LTD.

To: Jean Crouch, [REDACTED]

## BOOKS

- Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 ..... £14.50
- Reprint Parts Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 ..... £14.50
- FORD 8 & 10 van, Anglia and Prefect service manual for Y/ 7Y/ E04A/ E494A/ 7Y 5cwt van/ E04C/E494C/ 7WE93A/ E493A/ E83W 10cwt van ..... £17.50
- Reprint Parts Catalogue, Y/C/CX/7W/7Y ..... £12.50
- Reprint Model Y Bulletin ..... £11.35
- Reprint Workshop Manual 100E & 300E ..... £19.95
- Reprint Parts Manual 100E & 300E ..... £13.95
- 100E Anglia & Prefect Instr book (1953-59) ..... £3.00
- How to Trace the History of your Car by P Riden ..... £4.50
- The John Howe book of Cartoons ..... £5.00
- 100E Super Profile by Mel Smith ..... £6.50
- Ford Motor Cars 1945-64 ..... £6.50

## STICKERS

- Running In Instruction Sticker Upright ..... £0.75
- Running In Instruction Sticker 100E ..... £0.75
- Window Sticker - FSOC design ..... £0.35
- Silver Jubilee Window Sticker ..... £0.50
- Historic Ford - Keep off My Arse!! sticker ..... £0.65
- I Love My Sidevalve Sticker ..... £0.65
- Register Sticker (state model) £0.60 or two for £1.00

## MAGAZINES

- Binder for Club Magazines (holds 2 years) .... £5.90
- Back copies of Club magazines ..... £1.00
- 1990 APR, AUG, OCT
- 1991 AUG
- 1994 OCT, DEC
- 1995 FEB, APRIL, JUNE, OCT, DEC
- 1996 FEB, APRIL, JUNE, AUG, OCT, DEC
- 1997 FEB, APRIL, JUNE, AUG, OCT, DEC
- 1998 FEB, APRIL, JUNE, AUG, OCT, DEC

## LEAFLETS

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



Above: Keyfobs. Below: Coaster, tie, badges and mug.

## MODELS

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

## BADGES

- Enamel Lapel Badge FSOC, 103E or 100E .. £1.75
- 103E Popular Cut-out Lapel badge (Black or Blue) ..... £1.05
- FSOC Grille Badge; Round or Square ..... £6.90
- Register Grille Badge; Popular/Prefect/100E/107E ..... £8.50

## CLOTHING

### FSOC SWEAT SHIRTS

- Embroidered in Script ..... £14.95
- Red MED/L/XL/XXL; Black MED/L/XL/XXL; Sky Blue SM/MED/L/XL/XXL; Navy MED/L/XL/XXL; Racing Green SM/MED/L/XL/XXL; Burgundy SM/MED/L/XL/XXL; Royal MED/L/XL/XXL; Jade MED/L; Raspberry SM only

### FSOC POLO SHIRTS

- Embroidered in Script ..... £12.60
- Jade SM only; Black XXL; Aqua MED/L; Sky SM/L; Gold XL only; Royal Blue XXL; Lemon SM/MED; Burgundy XL/XXL; Racing Green XL/XXL; Emerald SM only; Navy XL only

### T-SHIRTS:

- Model designs ..... £7.75

Specify choice of model, colour and size

E83W picture printed on front in Red, Black L/XL

100E Design White L/XL

Upright picture printed on front in Black XL; White L/XL

### T-SHIRTS:

- Script Badge design ..... £5.95

Ford Popular: Green, Black, Red & Navy SM only; White SM; Royal Blue SM

Ford Prefect: Yellow SM/MED; Royal, Navy & Green SM/MED; White SM only; Black SM/MED; Red SM/L

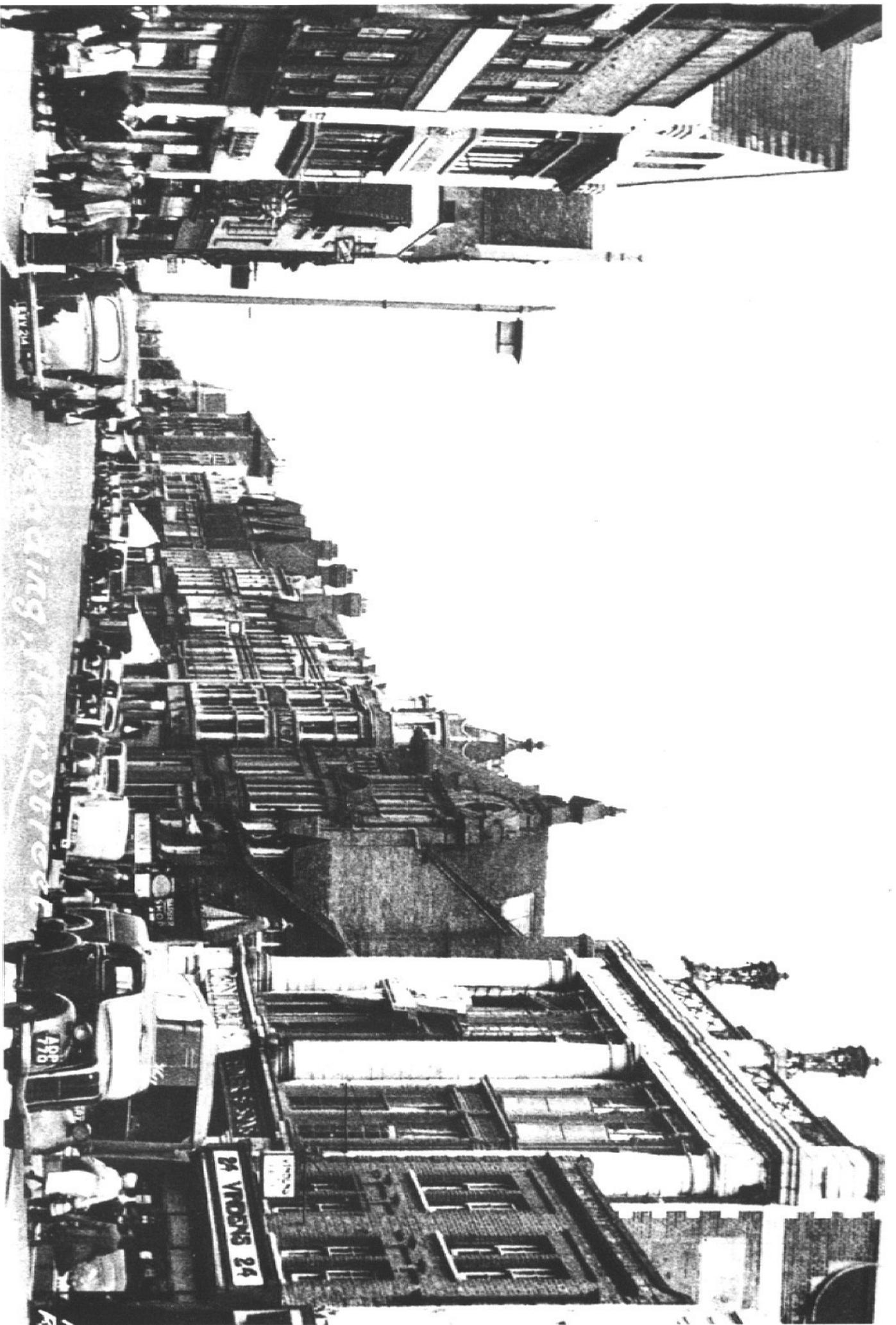
Ford Anglia: White & Yellow Small only; Royal & Navy SM/MED/L; Green SM/MED/ Black MED; Red SM/MED

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR

## OTHER REGALIA

- 'New Design' Mug ..... £3.50
- Tea Towel, All Models design ..... £2.95
- Leather Keyfob: Ford/Popular/Anglia/Prefect (please state) ..... £1.65
- FSOC Woven Tie ..... £7.65
- Xmas Cards pack of 5 different designs ..... £1.25
- Licence Disc Holder ..... £0.50
- 103E Pop Coasters: Blue/Green/Red/Cream £0.75
- GIFT VOUCHERS (can be used for Regalia, Spares, or Membership) ..... £5.00
- DUSTERS: Yellow duster printed with various sidevalve models around border, club logo in centre each ..... £1.25
- or pack of two for ..... £2.25
- or three for ..... £3.00





A period view of Friar Street, Reading, with 7Y to the fore.

Uncredited postcard, c/o Jon Barber