

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

NEC Classic Car Show 2024 | At Eights and Tens, Part Two

The Tale of E93A Prefect, U-5347 | Wiring and Connectors

Good and Faithful Servant: My 1957 Popular



www.fsoc.co.uk



ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

Slade Legal,
The Greenhouse,
Stratton Way, Abingdon,
Oxon OX14 3PQ
Reg. No: 2604000 (London).

Editorial/Advertising address:

Ford Sidevalve Owners' Club
PO Box 235,
Warrington, Cheshire WA3 9DS

Editorial email address:

editor@fsoc.co.uk

FSOC Web Site:

www.fsoc.co.uk

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

Copy deadline is the tenth of the month preceding publication.

Ford Sidevalve Owners' Club Limited and its officers cannot accept any liability whatsoever resulting from any technical advice or recommendation given within this publication. Publication of any such article, letter or technical recommendation does not imply in any way recommendation, concurrence, opinion or agreement by the Ford Sidevalve Owners' Club Limited or its Officers.

Advertising

Classified advertisements appear at the editor's discretion, subject to submission by the tenth of the month preceding publication. This is a free service for both members and non-members, although an individual may not normally have more than two advertisements in any one issue. Inclusion is easiest via our website. 'Cars for Sale' and 'Wanted' are under 'Classified', and there is an online form covering all adverts to be placed on those pages. On receipt of the online form the administrator will contact you if photographs are required (sales only). Advertising 'Parts for Sale' and 'Parts Wanted' is also available to non-members using the same form. However, these are listed in the Members area so only members can take advantage of the adverts. Non-internet users please refer to the Pop Shopper pages in this magazine for a telephone option.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up FSOC members. Advertisements are accepted and printed in good faith; please take care before parting with any money.

Exports

The Club's insurance policy now includes sales of new or second-hand parts to residents of the USA and Canada or UK members intending to export cars to which FSOC parts have been fitted, to the USA or Canada.

© FSOC Ltd. 2024. E&OE.

All trademarks are acknowledged.

Cover photo: John Duckenfield, who retires from the committee in 2025, and UJN.

John Porter

Editorial

As you read this issue it is likely to be just before Christmas, and good wishes to you all. The best way to spread Christmas cheer is to get your Sidevalve singing loud for all the family to hear – perhaps not on Christmas Day, but just spend a bit of time making sure that your nearest and dearest (Sidevalve) is keeping well during the off season. As I have suggested before, start up, warm up and at least move up and down the drive to give everything a coating of oil. Even better, if not salty or wet then go out for a drive. Many would argue that this is the best way to make the winter lay-up less likely to have gummed up the works come Spring.

In October, Mike Brocklehurst and I attended the AGM of the Federation of British Historic Vehicle Clubs. As an AGM, it is like any other but the afternoon is concerned with matters of the day affecting the historic vehicle movement. This year, one of these was fuel – sustainable fuels, of which much has been said over the last year or two. One interesting point was the conviction that liquid fuels would remain for decades to come in agriculture, plant and off-grid applications. So, we should be safe in that respect for a while. An interesting point was made that heavy oil burning shipping is converting to diesel!

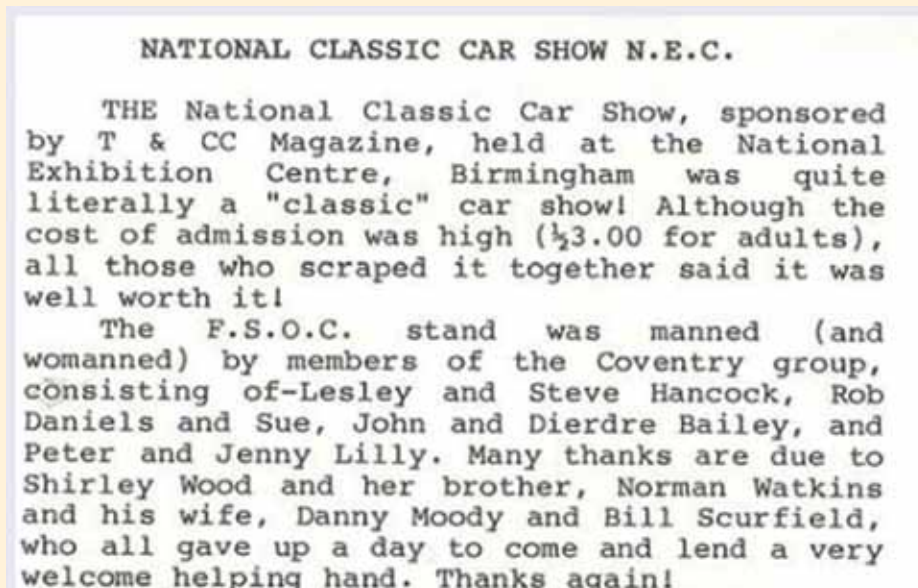
On the DVLA front, 2023 / 4 has been a year of intense activity by the Federation,

unfortunately rewarded, at least up to the time of writing, with no tangible result! This is due to the change in government and management of DVLA. Two brave DVLA officials attended the AGM and survived the experience!

For the future, The Heritage Skills Academy (HSA) at Bicester and Brooklands continues to deliver the Heritage Engineering Apprenticeship course, which is widely well regarded and trains apprentices for the mechanical and coachwork trades that will underpin the historic movement in the future. I would like to see some Sidevalve Fords in the promotional material – Austin and Morris represented with much emphasis on vintage machinery.

The much leaked budget did not appear on the face of it to affect the historic vehicle movement. However, I am not too sure how mileage charging will work on our Sidevalves at the moment. Perhaps a penny in the slot?

This year's club stand at the NEC saw a selection of Sidevalves based on the models exhibited in 1984 at the first Classic Car Show at the then-new exhibition centre. The report in *Sidevalve News* of that first event is copied here but unfortunately no photographs of the club stand survive – unless one of you out there has some pictures hidden away? Colin Pudge, Mick Hartley and their team did a great job getting display cars and building the stand.



Contents

- 2 Editorial
- 3 Events
- 4 Regional News: Three Counties; Membership Secretary's Report
- 5 Regional News: Scandinavia
- 7 Regional News: Yorkshire
- 8 Regional News: Merseyside
- 9 Regional News: Shropshire
- 10 Regional News: Kent
- 11 Regional Report
- 12 Pre-War Register
- 15 E83W Register
- 17 Anglia, Prefect & Pop Register
- 19 100E Register
- 21 Spares & Merchandise Lists
- 31 The FSOC Merchandise Page
- 32 Pop Shopper
- 33 Club Officials and Regional Contacts
- 36 107E Register
- 38 Specials & Sports Cars Register
- 39 Specialist Applications Register
- 40 NEC Classic Car Show 2024
- 42 At Eights and Tens, Part Two
- 44 Letters & Emails
- 45 The Tale of E93A Prefect, U-5347
- 48 Wiring and Connectors
- 52 Good and Faithful Servant: My 1957 Popular

The cars on the F.S.O.C. stand were, a 107E Prefect, highly polished by John Bailey (the T-cut Kid); an E93A Prefect owned and treasured by Steve and Lesley Hancock; an E493A Prefect much cherished by Rob Daniels; and an E83W Pick-up still under restoration by Peter Lilly. Unfortunately Steve Brookes' E494A Anglia was unable to join us but it's photograph was un-matched by any other in the official catalogue. Well done Steve.

Much interest was shown in the Club and sales of regalia were brisk, but unfortunately we sold out all too quickly. Please note for next year. Many new members were signed up and even parted with money. So thanks again to all those who put in so much effort on behalf of the Club. Next year we hope to see much more interest shown by other members, in what is set to become a very prestigious annual event.

Jenny Lilly

[I would like to thank, on behalf of every club member, those who were involved with F.S.O.C. stands at the above shows-ED]

Brian Cranswick

Events

Another short report, as this about wraps things up from me for 2024. Heads up for a couple of dates to note for 2025, including the FSOC AGM which I am pleased to report will be returning to Cambridgeshire. Further details will be advertised in the next magazine. Below is a great photo taken from the club AGM held way back in 2007 at The Orton Hall Hotel, Orton Longueville, Peterborough.

I would like to wish all the members and their families a very happy Christmas and New Year.

The listing below is just a few of the events for 2025. It's always worth contacting your local area group as they may have details of other activities which are going on in your area.

27th April 2025: Drive-it Day events.

28th June: FSOC AGM, to be held in Whittlesey, Peterborough.

A quick reminder to all the area groups: please can you notify the events co-ordinator at events@fsoc.co.uk for all your events that will have an official club stand.



Robin and Jennie Thake

Three Counties

It's the end of another show season. We have not attended many shows this year but all the ones we did go to were enjoyable. Even at the last show of the season we got bright sunshine coming through the curtains; we got ready to pack the car with the usual picnic and after breakfast a storm arrived, so the car was put away for another season.

The car is in a brick garage with a dehumidifier running a few hours a day and a Unibond moisture absorber inside the car. It is surprising how much water is collected – in one month it collected about half a litre in the container. I also use a smart charger, and I run the engine up to temperature every few weeks.

It was interesting to see on the TV a show

called *Antiques Road Trip*, where they use classic cars to visit antiques shops. One pair drove a 300E van and the others used a modified Upright. I observed it was a Pop body with an E04A front, bright yellow!

By the time you read this it will be nearly Christmas, so here's wishing you all a Happy Christmas and New Year.

MEMBERSHIP SECRETARY'S REPORT – DECEMBER 2024 – PLEASE READ!

As of 4th November, we have only 147 members paid up for 2025 and this includes twenty complimentary or life members. Please can you renew your membership as soon as possible

as this reduces my workload in January and saves the club money sending out reminders. If you do not intend to renew your membership, please send me an email, text or letter so I can note this on the membership database.

Please note that we have changed our privacy statement:

'Your Privacy: FSOC will not release your information to any 3rd Party, except for processing membership details, delivery details to postal services/ couriers to send, magazines, regalia and spares. We will NOT give out your postal address or phone number to any member or outside enquirer without your express permission. Club Committee Members will have access to your details to enable them to discharge their responsibilities. Local Regional Contacts will also be given access your details to enable them to fulfil their role.

If you do not wish your Local Regional Contact to see your information, you can opt out of this by accessing your details on the Crossmember membership system or by advising the Membership Secretary.'

By renewing your membership, you are agreeing to the above. If you do not agree with the above, please do not complete your membership renewal.

Previously we have asked Life Members and those who pay by Direct Debit to return a paper form with the Yes / No selected and the form signed. Only a minority of members did this. For 2025 renewals we will be adopting the new privacy statement (see above) and will assume that DD members are happy to be contacted by their Regional Contact. If this is NOT the case, please advise the Membership Secretary. If any member has any queries on the Crossmember system or the revised privacy statement, please contact me.

The second membership renewal form is included with this December magazine. The easiest way to renew is by going to the

membership section on the website and selecting the appropriate renewal option. Some members have difficulty doing this from a mobile phone or tablet because of the different operating systems they use. If possible, it is best to use a Windows PC to renew online. I will, of course, continue to process posted renewal forms with cheque or card details included. **Cheques must be made payable to the Ford Sidevalve Owners Club Ltd.** Our bank will not accept cheques made out to FSOC.

During 2024 the number of members has been almost the same as during 2023. We hope that, despite growing economic pressures, we will be able to continue to maintain our numbers in 2025. For such a small club our magazines, spares service, regional network and advice services are bettered only by much larger ones. I hope that you have enjoyed your membership during this year and that you will decide to stay with us in 2025.

Joe Wheatley – Membership Secretary

Ulf Winroth

Scandinavia

My Escort 101E is now up and running, and in the spring it will be back on the road after almost fifty years of rest. Even though most things seem clear, we know from experience that all the little things take a lot of time to arrange.

I had promised myself – and my family – that the renovation of old cars is now over. Instead of getting dirty in the garage, the idea was that I would use the cars that had mostly been standing still in recent years. As you know, old cars also require regular maintenance, which means that there would still be activity in my workshop.

However, my promise was broken a few weeks ago. A colleague made me an offer I couldn't resist. He has a fantastic collection of old buses and had come to the realisation that he had no time for the Fordson E494C he had owned since the early eighties.

The car, a 1950 model, was initially owned by a plumber in Eksjö in southern Sweden. It served in the plumber's company until the early sixties. It was then put into a garage because it always dropped the third gear and there, under lots of pipes and other junk, it sat until the early eighties when my seller found it. After a minor renovation of the engine, it was driven for a few short distances and then taken apart. The years passed, the buses took up more and more of my friend's time, and his dismantled Fordson was left standing.

I am well aware that it might not be wise to renovate a car you have not taken apart yourself, but I have full confidence in Mats, from whom I bought the car, and I also see it as an exciting challenge.

A Fordson E494C is something completely new to me as I was previously in the 100E world. I know very little about the model, whether it is rare or not, etc. I would be happy to receive tips about possible articles in old issues of our club magazine.

Apologies for the poor image quality.





Classic Car Show NEC 2024. L: Andrew and James Bailey; R: Godfrey Hands. See report elsewhere in this issue.

CLUB DISCOUNT
SAVE £3.50 PER TICKET*

BOOK NOW

1000+ Cars • 150+ Clubs
250+ Traders
Live Restoration Work
Practical Training
Car Dealers
Auction • Celebrity Talks
And Much More!

Official Show Partners

practical CLASSICS

LANCASTER INSURANCE

CCA CLASSIC CAR AUCTIONS

Footman James

Detailing Partner

Meguiar's

In association with

CLASSIC CAR WEEKLY

Classic Cars

NECRESTORATIONSHOW.COM

CLASSIC CAR & RESTORATION SHOW

21-23 MARCH 2025, NEC, BIRMINGHAM

RUSTIC GEMS RESTO PROJECTS PRISTINE CLASSICS

£3.50 DISCOUNT ON ADULT TICKETS WITH OUR CLUB CODE*: **CCC5M286**

*Discount code is for club members, friends and followers use only. Quote the club code online to save £3.50 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 20 Mar and Show Open Ticket Prices thereafter. Full ticket information: www.necrestorationshow.com/ticket-information. Book by 27 Feb to help your club earn extra benefits.

Nigel Hilling

Yorkshire

David Manterfield

David Manterfield, a long-time member of the club, sadly passed away in October at the age of 87. David joined the army at 18 and spent time in Germany with REME, working on Centurion tanks. In civilian life he worked his way up in the motor industry to be a service director for an Alfa-Romeo dealership, before branching out into selling promotional models, retiring at 70 years of age. At some point before his retirement, he bought an E493A Prefect which he ran for many years, attending lots of shows and joining in on various road runs (Photo 1). This was sold a few years ago, to be replaced by a Sunbeam Rapier, but he continued his FSOC membership. He survived a serious operation six or seven years ago which gave him more time to enjoy his family and hobbies. He will be missed by all. Several of us attended his funeral and wake (Photo 2).

News

Our pub meetings at the Reindeer continue to be between 7.00 and 9.00 p.m. on the last Tuesday of each month except December, and have had good turnouts all year, which is more than can be said for the attendance at shows.

The YHVG gathering at York Racecourse in September attracted only three FSOC entries (Photo 3), although the weather was poor with rain all day. At least the event is one where you can come and go at any time, so there were many early leavers. By the time you read this we will have had a Christmas meal at the Reindeer and our next meeting will be on Tuesday 28th January 2025.

Here's hoping that everyone has a good festive season, and don't forget to renew your memberships.

MCC Edinburgh Trial

I was marshalling at Booth Farm in Derbyshire for this year's event, which was the 120th anniversary of the first Edinburgh trial when it ran from London to Edinburgh. I had the off-road section for the main trial with 230 entries, plus a couple of short tarmac sections for the road-going class with eighteen entries. The 1172cc Dellow contingent had a dreadful day with one non-starter and three non-finishers.

This was countered by a gold medal for Roger

Ashby in his 1172cc Coates Orthoptera (a well sorted Austin-Ford Special). The weather was good all day and resulted in many successful climbs of the famous Litton Slack, a section I have only conquered twice in many attempts when competing in previous years.



Photo 1.



Photo 2.



Photo 3.

Joe Wheatley

Merseyside

Tatton Park (17th-18th August)

The second Tatton show for us this year and, for me, the last show before I went back to Cyprus. The set-up was completed by 12.00 on the Friday, with Peter and Sue Tinsley on mowing duties, Jim Norman, Steve Edge, Alastair Broome and Albert Walsh assisting. Edwin Santley took charge of the gateway created by Bernard Ellicott and the bunting around the pitch on new electric fence poles that he had kindly bought for the club. I was concerned that the pitch was much smaller than I expected but determined to make the best of it. We put up the gazebo at the back of the pitch and the gateway opposite. As we were finishing, I managed to speak to one of the organisers who drove over to inspect our site. He then pointed out that what I thought was a line delineating one side of the plot was in fact just showing the middle of it! The pitch was twice the size I thought it was! We had to leave the gazebo in the middle of the pitch and extend the new poles and bunting around the bigger plot. The weather was good all weekend, so we took the sides off the gazebo to improve the sight lines. Twenty cars on site each day.

Saturday: Andy Chapman – 1958 103E Popular; Dave Broad – 1968 Vauxhall Ventora; Gordon Buckley – 1967 Morris 1000; Jim Norman – 1961 107E Prefect; Jeff Tattersall

– 1959 103E HotRod; Keith Dewhurst – 1957 103E Popular; Mick Grindey – 1933 Model 7 Pick Up; Nigel Dean – 1959 100E Squire; Peter Hennessey – 1953 E494A Anglia; Steve Edge – 1954 103E Popular; Dave Rothwell – 1972 Ford Capri (Actually Peter Hennessey's as they were swapping cars as Dave had been working on the Capri and was going to store the Anglia over winter.)

Sunday: Alastair Broome – 1933 Model Y Tudor; Ben Steane – 100E Popular; Chris Tombs – 1954 103E Popular; Dave Rothwell – 1958 100E Prefect; Joe Hushwayte – 1950 Dellow; Mick Grindey – 1933 Model Y Fordor; Ronnie De La Rue – E93W Van; Ron Taylor – two E83W vans! (1953 and 1955); Tony Madden – 1953 E493A Prefect.

Both days: Arthur Speakman – Falcon Caribbean; Chris Hayes – 1953 E494A Anglia; Edwin Santley – 1951 E494A Anglia and a 1933 Model Y Tudor; Ian Sidebotham – 1956 103E Popular; Joe Wheatley – 1952 E493A Prefect; Nigel Hilling 1948 E04C Thames Van; Peter Tinsley – 1938 7W 'Ten'.

It was great to have Keith Dewhurst and his 103E with us, as he has owned the vehicle since 1968 when he was thirteen! (See separate article in this issue.) This beats our previous record holder, Chris Tombs, who has had his Pop only since 1974 when he was nineteen! Keith wrote to me to say, 'I think before this summer the Popular last attended the Tatton



Mick Grindey with Y – Best Pick-Up.

show in about 1987 / 88. I used to be a very active member of the club's NW area back then, but then bought an Armstrong Siddeley in 1988 and got into these and was next moved for work to Scotland in early 1991. The Siddeley and the Popular moved with me, of course!

Stand on Sunday: Ron Taylor's two vans either side of gateway with Nigel's E04C van on the right.



We had some prizes too. Mick Grindey was awarded Best Pick-Up vehicle on Saturday and Nigel Hilling Best Light Commercial on the Sunday. Another excellent Tatton: I just wish we could get more members to attend other shows.

Freddy had developed severe clutch judder driving to and from Tatton. It was really difficult to pull away, but I managed to nurse her over to Southport the Thursday after Tatton to change the gearbox, as noted in my piece in the October magazine. I thought the clutch must be failing, which could be fixed as he swapped the gearbox. Once up on the ramp it was obvious that the engine tie rods had come loose from the sump; in fact one bolt was missing entirely! Tightening everything up cured the problem completely. You always need to keep your nuts tight!

Gordon Roden

Shropshire

I am writing this report a day before the editor's deadline, which is unusual for me but is due to my 'Annus Horribilis' – which isn't over yet, according to my doctor, as I'm waiting for further surgery to remove my gallbladder. In the meantime, may I wish all fellow Salopians and adopted Salopians a very merry and healthy Christmas and an exciting and good New Year.

Peter Clarke was in touch to say that he's sold one of his Sidevalves to a chap in Shrewsbury. Since then the chap has seen Joe at the Classic Car Show, and has now joined the club. Welcome, David Saunders.

I couldn't attend the show at the NEC this year due to my health problems, but hopefully some Shropshire members were able to attend.

I hope to meet some club members in the next year, and if possible be able to get around to meeting them at home with their Sidevalves. So, I'm looking forward to the new year, and to better health for me and my poor neglected 103E. I haven't had time to touch it for weeks and I've got withdrawal symptoms!



Insurance solutions for classics and more.

At Footman James we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options including **breakdown, agreed value, salvage retention and spare parts.**

Whether you prefer to transact on the phone or online, FJ has you covered, including access to our online document portal, allowing you access to your policy documents digitally at all times.

Call our friendly UK team on

0333 207 6292

or visit [footmanjames.co.uk](https://www.footmanjames.co.uk)



All cover is subject to insurers terms and conditions, which are available upon request. Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and Regulated by the Financial Conduct Authority. FP.ADGE.2177.05.21

Richard & Trish Greenaway

Kent

First, can I give a very warm welcome to new members George and Moira, who join us with their E493A; Alan and Jan who have just taken ownership of an E93A to go alongside their 105E Anglia Estate; and finally Mike Donovan, who has taken on his late brother's 103E Pop. Hopefully we can put some photos in the next magazine. Here's looking forward to seeing them all out and about with us during next year.

Having had some (not much) feedback from our members we have some ideas for changes to our monthly meetings in the pipeline. We will notify all Kent members in the near future so keep an eye on your inbox.

Previous Events

Six of us attended a small car show at Court Farm, near Snodland, before four of us headed off on a run around north west Kent, stopping off at the Moat in Wrotham for a meal. Our second run was a spur of the moment decision: the weather was forecast to be sunny on the forthcoming Sunday, so on the Thursday we contacted members to see if anyone was up for a trip that day. Six of us met up at the Ramblers Rest in Wateringbury. Of those six we had Stephen along in his very nice looking, newly acquired E93A (**Photo 1**). Those with good memories will recall this once belonged to a former Kent member by the name of Kim Button. Since Kim sold it, it's had two owners, both residing in Essex. When Stephen heard the run was 60 miles, he decided to decline as he had driven it only a handful of miles, so thought that might be a tad too far for its first full run. So, five of us headed out towards East



Photo 1.

Sussex, stopping off at Petals Garden Centre for lunch (**Photo 2**).

In between the two runs, five of us ventured down to Sussex for the Hastings Classic Car Show. Although not cold, it was a lot cooler than it was in 2023. We have been to this event twice now but as yet we haven't seen any Sussex members in attendance. Maybe next year?

Future Events

For our end of year Christmas meal, 25 of us are heading to the Walnut Tree in East Farleigh. Our first planned show for 2025 will no doubt be the Heritage Show, which takes place on Saturday 5th April at the Detling showground.

The Southeast Sidevalve Day is on Sunday 6th July, and will be part of the Kent All Ford Show at Aylesford Priory. We always get a good number of Kent members along for this event but it would be great to see a few members join us from other counties; so, with plenty of notice, why not pop the date in your diary, pop down to Kent and help make the best one yet?

May we take this opportunity to personally thank all those members who have taken part in any of our group events throughout 2024, especially those that have helped out with planning or organising things. I'm sure you know who you are. Till next time, here's hoping each and every member wherever you live has a great Christmas and a prosperous New Year.

Photo 2.



John Duckenfield

Regional Report

Regional Contact 'Retirements'

Scotland: Robin Barlow

In the October 2021 edition of *Sidevalve*, members were informed that Robin Barlow had thoughtfully informed me that it was his intention to continue for just one more year as regional contact before calling it a day. A request was made for someone to take on the role but no one came forward so Robin generously said he would carry on for a little while longer. A year later members in Scotland were again asked if someone would volunteer to take over from him. Still, no one did, so once more Robin kindly said he would continue ... but this time, only for as long as he felt he could.

Fast forward to January 2024, and little had changed – except for one thing! Robin informed me that he felt he had reached a point in life where he really would have to give up his position as regional contact in / for Scotland at the end of this year. Sadly, that time has now arrived!

On behalf of the FSOC, I would like to thank Robin very much indeed for all he has done on its behalf. Even through periods of ill health, he continued to support members across Scotland and the club is extremely grateful to him for the significant contribution he has made over the years as its representative there.

If no one offers to take on the role, the FSOC will not be officially represented in Scotland, and that is most frustrating and extremely regrettable. If anyone is interested in taking over from Robin, please get in touch with me.

*Gloucester, Hereford and Worcester:
Brian Bedford*

Another regional contact who has also made a significant and valued contribution to the club during his years in the role has also decided the time has come for him to retire from the role! Brian Bedford has co-ordinated the activities of the Glos, Hereford and Worcester regional group for a considerable number of years now and on one occasion involved himself in the NEC Classic Car Show where memorably, dressed in his period costume police uniform, he handcuffed Sally Litherland ... for a *Sidevalve* magazine article on the show!

Again, I would like to thank Brian for all he has done for the club over the years. Health-wise, some of them have been extremely difficult and challenging but he has battled on and always done his very best for the FSOC and members in his area.

On this occasion, however, there is some good news to report, as well as the bad of Brian's retirement! Two members of the regional group have stepped forward to take over from Brian! Nick and Netty (Smith) Whitehouse are to jointly take on the role of regional contacts, commencing 1st January 2025. On behalf of the club, I would like to thank them for so doing ... and Brian for making their appointment so smooth and straightforward.

Change of Email Address

Tim Griffiths (Somerset regional contact) has recently informed me that he has changed his

email address. He can now be contacted on: rtg3420@gmail.com.

Regional Contacts' Annual Meeting

It was a pleasure to welcome Nick and Netty (Smith) Whitehouse (ref above) to this year's regional contacts' meeting that was again held at the club stores in Abingdon. Over recent years it has proved to be an excellent meeting place, largely because the surroundings naturally create a feeling of belonging and a true spirit of club togetherness. That spirit was exemplified when I was presented with a huge card containing expressions of thanks from regional and international contacts for my efforts as Regional Co-ordinator over the last twenty years. It was a lovely and unexpected surprise, and I would like to thank Sally Litherland for organising it, and all those who contributed to it very much indeed for their kind words.

The attached photograph (**Photo 1**) of all those attending the meeting was taken during the break for lunch in the courtyard, adjacent to the committee room. If you live in an area where the club is not represented and would like to join this great group of people next year, then please become a regional contact. You will be very welcome indeed and, I honestly believe, will thoroughly enjoy your involvement at the heart of the club.

With Season's Greetings and very best wishes for 2025!



Yvon Precieux

Pre-War Register

Registrar's Comments

Although we have had new members coming into this register, there seems to be reluctance in general to put pen to paper as to vehicle history and pass vehicle details on to me via the Membership Secretary. As Registrar, I have over the past number of years had to make up this absence in the register pages – and you have had to make do – with my own knowledge of these vehicles. In the last century, when I took over as Pre-war Registrar, there was nothing whatsoever available to be handed down to me from the club archive or as suitable pre-war sidevalve material. Hence, my first initiative was to purchase spare parts booklets for all the pre-war models, and to purchase a very derelict Model C. The books and the early 10hp car gave me more precise detail on the variations in component parts, as a start to my acquiring pre-war vehicle knowledge.

Since then I have made up what one may literally now call volumes on all the Ford models that account for most if not all pre- and post-war engine variations and mechanics in the many areas of small Ford specifications, providing a more precise and accurate history for our pre-war cars. Regretfully in the present day there is still much nonsense and false information about in the advice from so-called experts, who are neither experts, engineers nor chemists, and others, like some major agencies who merely quote what these so-called experts say.

This is particularly relevant with today's fuel and oils, when such experts and agencies ignore the history of when our cars were first put on the road, with the technology, oils and types of fuel then available, and how our early pre-war cars coped in their use. Most ignore the fact that all petrol, be it E5 or E10 and from years past, contains water – up to 2% max being the limit – due to the condensation from the walls of the tanks at the garages. Our original petrol tanks were tinned inside against rust; many other makes were not, and new tanks are no better if they are just steel.

This register is a two-way means of contact that gives you, the members, ample

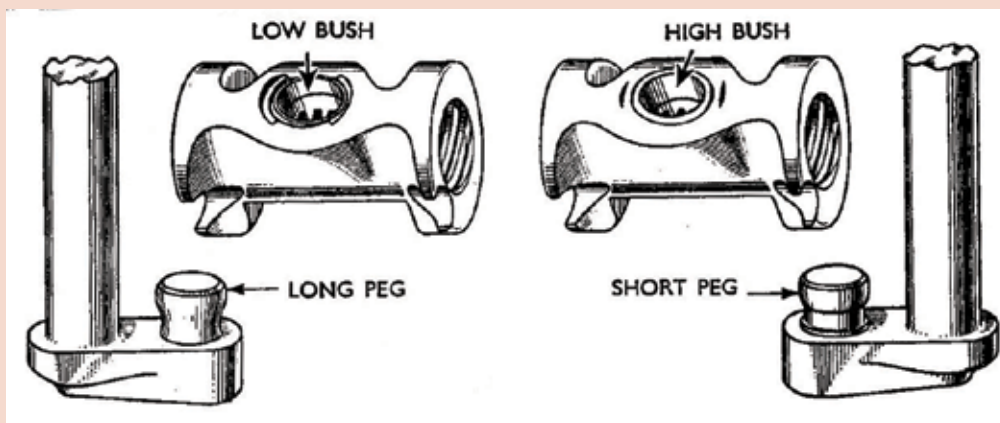


Photo 1. Steering arm and nut combination.

opportunity to tell us about the history and restoration of your vehicle. Where there are questions, I as your registrar can answer most if not all of your queries down to the simplest. I give you two as a starter.

Take the brown / black horn button on the post-1937 models. They look similar to the range up to 1959, but they do vary with the type of steering shaft fitted. Those with the woodruff key (the majority) have a courser thread than the splined steering shaft type fitted to the post-54 Ford Popular 103E models.

Steering shafts also vary with the nut either longer or shorter, hence under no circumstances should the shaft with the shorter peg be used with a nut having a low bush (Photo 1).

This being the Christmas issue, may I give the committee and members best wishes. Instead of cards this year, I am donating the sum to charities and hoping the world will be in a better place for 2025.

The First Dagenham-designed Small Ford

The 7W model of 1937 was refreshingly different to the initial Model Y that had similarly been acclaimed in 1932. Five years had certainly made a difference. So what did this car have that the Model Y and C didn't?

Well, for starters there was the much

better and safer Girling compensated braking system, initially by rods rather than by cables. (We also tend to forget that the bias as to front brakes and rear brakes was different to today.) Easiclean wheels were easier to clean after a muddy journey and, even more wonderful, there was a roomy luggage carrier in an adequately sized proper boot with an additional opening panel for the spare wheel. Even the body had been extended on some models with an extra three inches in length, and although mechanically the 10hp engine had been detuned slightly with a slightly lower compression ratio, the performance did not suffer. Ignored and totally forgotten today is that the 7W, 7Y and E93A models similarly followed the streamlined design of the day, more so than the Model Y and C that were also sometimes described as Art Deco.

The Dagenham models addressed these newer principles of design with a sloping rear panel that included the boot, with square body sides with minimal protrusions. This was to enable the flow of air from the rear panel work to meet gradually with the body sides, then to glide and exit from the car in the same direction of the flow, hence those bulbous headlamps on the early cars and the need for rounded front wings that sat well over the wheels, with the front bonnet converging to a narrow shape in the front cowl. Photos 2-4 show how streamlining was applied to the Upright post-1937 models.

Dagenham Derivatives

What we know about the Ford Dagenham motor products during the period of manufacture of the small Sidevalves is probably about ninety percent, as there is still much to be properly identified and anomalies still remain to be corrected. We certainly have much more information on the two basic American designed pre-war models, the Y and the C, yet there is still a lot more that we don't know, reminding us not to be complacent at what we think we actually do know. There is less historical information on the Dagenham-designed vehicles from 1937, with much of the pre-war documentation and records either destroyed or in uncollated collections. The consolation is that at least we as a club have contributed greatly to the knowledge of our small Fords and have come a long way to properly establishing the historical aspects, correcting the non-factual errors and fundamentally reducing the number of totally silly comments around in the 1980s and 1990s and to date directed mainly towards the post-1937 Fords and 100Es.

That wonderful expert on the Ford range, Bert Thomas, who sadly is not with us today, used to urge factual evidence to go with or back up any new statements, yet despite his wide knowledge he was always open to new theories and valid reasoning where areas were vague and clouded. As the most authoritative expert in his field, he was much relied on for factual information, yet he was never arrogant enough to dismiss questioning of his knowledge. He was always aware that he could be wrong and that without proper discussion of the more obscure issues, existing information could be wildly distorted and, once established, would be difficult to unravel, history being the usual casualty.

With the wealth of new books on our Fords today, corrections still need to be made as it has been firmly established that the early Fords were provided with a chassis and body at Briggs Motor Bodies prior to the mechanicals being implanted. Another that comes to mind is the letter X being used for the long-winded Project X radial engine, that proved a major headache as Henry kept it going until it was abandoned in 1927 when newer models and engines were needed to slot in with the larger-engined Fords. With Project X still in mind, the natural next letter progression for Project 19, the baby Ford 8hp, was the letter Y; hence the letter Y is used for the smallest Ford rather than what has been quoted in books to date.

Another example is that the pre-1938 Y and

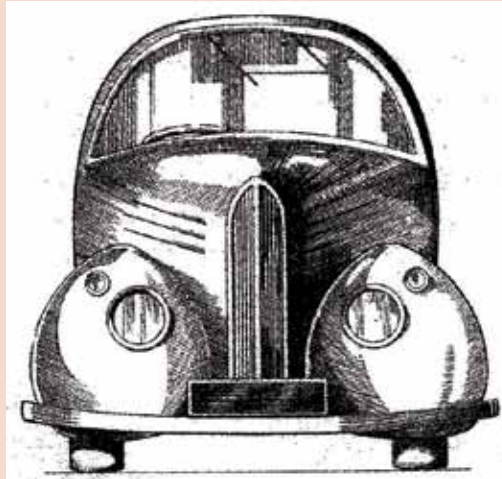


Photo 2. Streamlined front. Narrow V-shaped radiator, sloping backwards. Rounded front wings coming well down over the front of the wheels and covering the sides as much as possible. Windscreen sloping away from front.

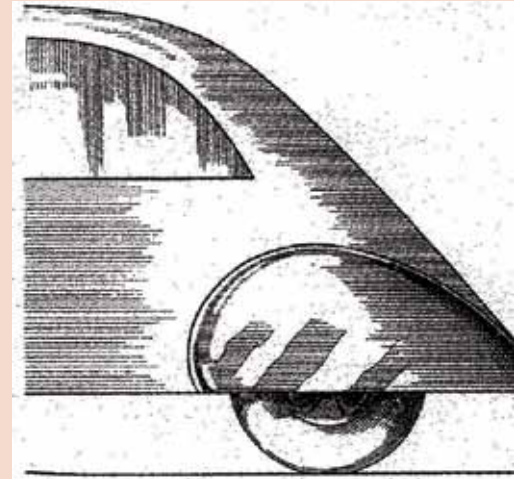


Photo 3. Streamlined rear of a car. Rear wing covering as much as possible in the form of a spat.

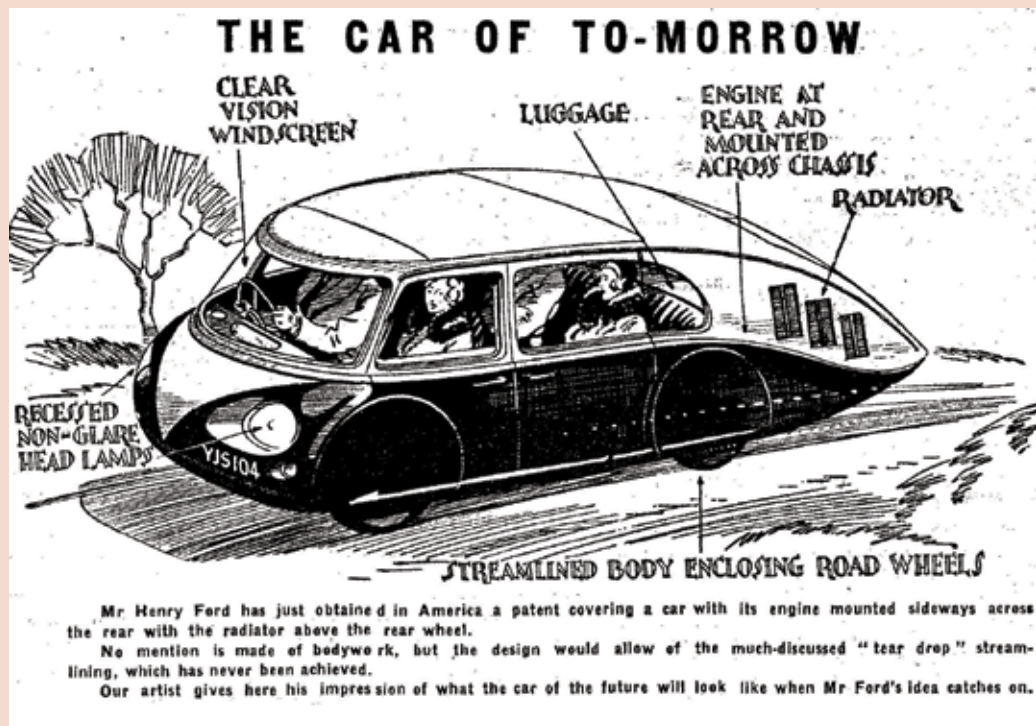


Photo 4.

C Fords were not advertised to the motoring public under their Ford factory titles (Y, C, CX, 7W, 7Y, etc.) except in respect of garages and dealerships, servicing and in the sale of spare parts.

I would however mention that most current authors, especially those associated with a Ford club, do try to limit the errors and to correct and identify new information, although some outside this field do not. The latter I would take with a pinch of salt. This reminds me of, some years ago, one particular individual with a double-barrelled name writing in a well-known vintage magazine who, having deemed himself an expert in all fields of

motoring, endeavoured to comment on an authoritative basis that the drophead coupé Prefect E93A was just a modified version of the tourer and not a different model. Despite one of our Dutch members eloquently putting him straight, the individual decided not to correct the anomaly, even when I jumped into the fray with further evidence to prove our Dutch member was right and that the E93A drophead coupé was built as a separate model. The way 'experts' these days are banded about brings me to my definition that, 'experts are only knowledgeable in what they think they know'.

Photos 5-7 show experimentation and errors by the Ford Motor Company in swapping



Photo 5.

vehicle bodies and even chassis between the 10 and 8hp models, mainly the 7Y, 7W and E04C. The fact that such vehicles are not around today does not mean that this episode can be dismissed, as in this particular situation we do have the evidence ... **Photo 5** shows a 7W that FMC in the windscreen notice depicts as a Prefect. **Photo 6** shows an E04A with a Prefect E93A body, a vehicle that was not put into production. With **Photo 7**, Ford seems not to have made up its mind.

Vive la Difference – The Model C and CX

There was once a time when these models were deemed positively identical to each other apart from the grille and bonnet. More factual information has helped over the decades but there are still the sceptics who remain unconvinced and will swear blind there is little between the two models. Thankfully, more and more Cs and CXs have arrived on the scene

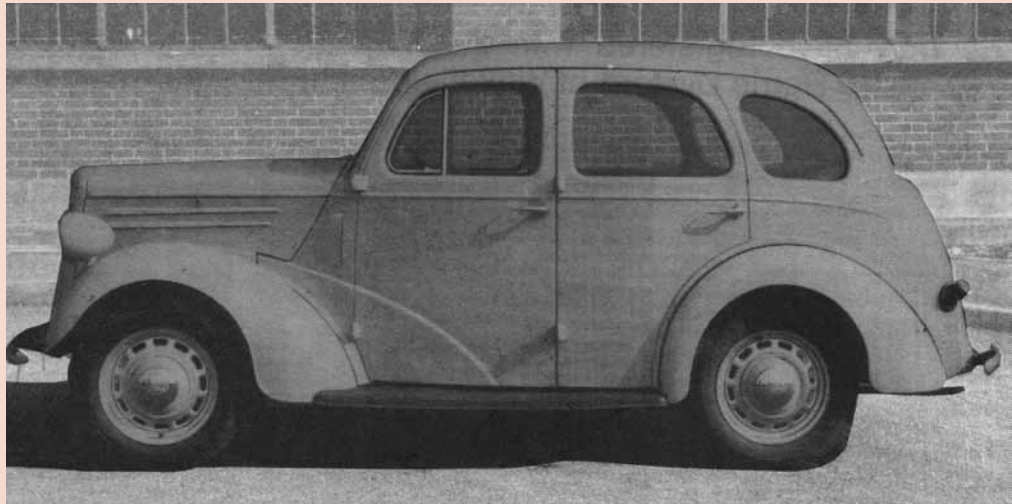


Photo 6.

and with a greater sample, more data can be taken and further variations identified.

Not surprisingly, proving a difference between the C and CX body-wise has taken patience as well as time. The Model C and CX are different bodily: the CX has a wider body than the C and that's why parts like sills and doors from a C will not fit exactly to the CX. Often ignored are the notes and articles from the motoring journals of the day that can be extremely useful in identifying internal variances in seats, instruments and trim, even down to the carpets, and it is sometimes because we ignore these facets of change as being too trivial that we forget that they do have some major bearing on how a car body is constructed.

One thing that we cannot rely on is publicity material. This is colourful and great to have, but it is there to mislead and purposely so, as it is an aspect of advertising to sell a product in the best possible light. For me, there is far too much artistic licence and inaccuracy of body

detail in brochures that really cannot be relied upon, even though the technical content and detail is exemplary.

So, where is the evidence? Here I have to go back to the time when our sister club, the Model Y and C Register, started to manufacture a batch of C-type wings in some good number. I was in the throes of resurrecting a dilapidated, early-1935 Model C. After purchasing a full set of wings, I found to my dismay they did not fit exactly to cue. From that point on I started my quest to seek any information on body modifications made to both the C and CX.

Ford Motor Company literature in the UK gives little to go on, which naturally plays into the hands of the sceptics. Also, finding both a CX and C in one place was difficult at that time and hence it was inevitable that researching other journals of the day would provide the answer. The magazine *Autocar* pointed to some initial evidence with their road tests of the two models, in this case the four-door versions, and detail sheets dated 21st December 1934 and 25th December 1936 that gave a discrepancy in weight. Next was *Glass's Guide* vehicle listing from 1935-37 of the 'Ten de Luxe' (nobody called the car a C or a CX then, only Ford and us today). The description for October 1935 referred to the following alterations to the bodywork: 'Narrow slanting bonnet louvres: Horizontal chromium strips across radiator: and Decreased slope to rear body panel'. Finally, evidence of a wider body came with a Spanish description for the CX known as the Modelo 10: kit assembly in 1936 being in Barcelona, with engines from Dagenham, and with vehicle bodies and easiclean wheels (rather than wire) from Germany. Major body parts from a C to CX and vice versa will fit only with some alteration, and if sills are a problem then I used one from the Austin 1100.

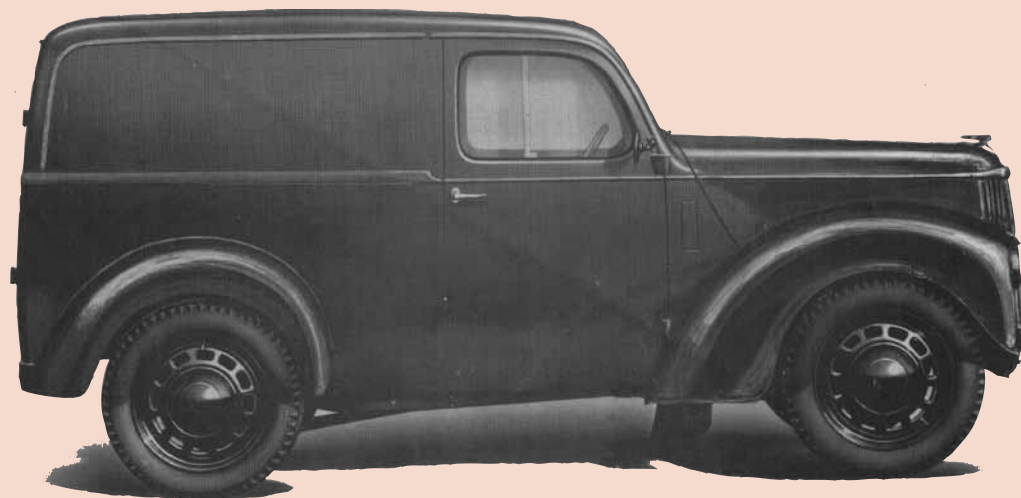


Photo 7. A van photo has been roughly retouched by hand to give the appearance of an E493A front end. But why? Was Ford considering a posh, upmarket van for some reason ...?

Ron Taylor

E83W Register

Hello everybody,

End of the year beckons and most of us have already laid our Sidevalves to bed for the winter, or are carrying out those little jobs which we promised ourselves we would do.

A couple of the following E83Ws are on our 'Unregistered Register', i.e. chassis numbers are unknown, although we do know about them. Photographs are shown where available.

New to us and 'unregistered' is 1956 wood-backed truck RFH 262 (Photos 1, 2). Photos are sent by Ivor Bryant, who saw it at Welland Steam Fair in Worcestershire in July this year. Little is known about this wood-backed truck. The number is a Gloucestershire County Council issue of 1956; the truck appears to be in very sound condition, and in use. It has been with its owners for over forty years.

John Park of Coventry joins us with his blue 1954 pick-up truck JZ 9785, which he acquired from one time member Brian Oliver of West Midlands in 2014 (Photo 3). Yes, on our Register; the mark was issued in County Down in about July 1954 and from DVLA records has carried the number since first re-registration in England in July 2023. The pick-up featured in the August 2020 issue showing it sporting a portable fairground organ, but I know you won't mind me showing it again.

Member Brian Dimmock of Kent has



Photo 3. JZ 9785, Malpas Yesterday Rally, Cheshire 2010. (Arthur Speakman.)

purchased E83W pick-up truck MSU 215 from previous member Steve Goodwin of Stoke on Trent. MSU 215 is not on our Register either

but used to be TOM 556, a Birmingham mark issued in 1956. That number has long been lost, probably sold, but was re-registered



Photo 1. RFH 262.



Photo 2. RFH 262.



Photo 4. MSU 215, about 1990. (K. French.)



Photo 5. MSU 215, about 2015. (S. Goodwin.)

in 1988. Steve acquired it from Mr Kenneth French of Chesham, Bucks, who had had it signwritten for his greengrocery and floristry business.

I have a couple of snaps from the archives – when in the ownership of Mr French and later when acquired by Steve (Photos 4, 5). The second photo suggests preparation for a respray. We shall look forward to seeing MSU when finished by Brian.

Lastly, member Mr Andrew Scott of Buckinghamshire is disposing of – if not already gone – his 1957 E83W fire truck once owned by Courtaulds Works Fire Brigade. First registered 3869 DA in 1959, after some private

use it acquired the current number PSK 624 from DVLA in the early 1990s. It is one of only two fire trucks on the Register (Photos 6, 7). Here's a couple of pictures from our archives.

It is interesting to take account of the numbers of 'unregistered' E83Ws which continue to appear. Just glancing through, there are 176 in total at present and the variety is quite surprising:

- Vans 67
- Wooden pickup trucks 68
- Luton / Box / Gown vans 7
- Utilicons 8
- Ice-cream vans 4
- Shooting brakes (Woodies) 5

- Steel-backed pick-ups (Anthony Hoist) 7
- Flat-back lorries 4
- Groundsman's tractors (Patisson) 3
- Minibus 1
- Milk float 2.

And there's still more out there. But we can't place them on the Register proper until we discover the chassis numbers, and so that is why they remain 'unregistered'.

It only remains now for me to wish you all a Happy Christmas and a good 2025 with lots of E83W fun, not forgetting my old chestnut of antifreeze in your radiators.

See you again next year.



Photo 6. PSK 624.



Photo 7. PSK 624.

Andy Main

Anglia, Prefect & Pop Register

Registrar's Comments

Due to various reasons including costs, the year has seen well established transport events moving to new locations that have not always been so well received by those attending. The unpredictable weather must have made it difficult for organisers, especially those using grass areas that the majority are held on. Some events, whilst conforming to the H&S requirements, still have that 1970s feel about them when things were much more laid back and may they long continue.

Shorter daylight hours and colder weather see the hibernation of the vast majority of our Sidevalves for a number of months, protected from the elements. I do give the 100E Anglia a monthly run to give the hydraulic brakes a work out.

I look forward to receiving updates and photographs, and am pleased also to receive articles on present, past or family owned Sidevalves.

New Member

Only one new member: John Crumbie in Leicestershire with an E493A Prefect. Changing to a new owner: John Hall in Essex with a 1954 103E Popular.

A Ford Employee?

John Miners from Essex bought his 1954 103E Popular on 16th May, the previous owner having purchased it in 1982 and restored it over a long period starting in 2000. John has done some researching and found the name of the first owner that lived in Hornchurch, Essex. The agent / dealer that sold it was Fords, Dagenham, so was the first owner a Ford employee who bought the Popular direct from the factory? The YPU registration series was introduced by Essex County Council in April 1954. (Photo 1.)

Surviving Feature

Neil Sutherland from Kent bought his 1956 103E Popular in February. On a drive out in the county Neil photographed his Popular by the outer gatehouse of Cooling Castle, that is Grade 1 listed; to the right and further back is the Grade 2 listed barn. (Photo 2.)

Cooling Castle is in the village of Cooling on the Hoo Peninsula in North Kent. The castle was built in the fourteenth century as a lord's manor on the south bank of the River Thames to guard the area against French raids. Due to land reclamation the Thames is now around two miles north of the castle, separated from it by marshes.

The castle is now a ruin and private property and not open to the public, with the gatehouses the most prominent surviving feature. A farmhouse was built which has undergone many alterations over the years. The castle ownership is split three ways with the current occupant of the house being pianist, bandleader, singer, composer and television presenter Jools



Photo 1. YPU 876.



Photo 2. Pop at Cooling.



Photo 3. KXS 696.



Photo 4. KXS 696 running board.

Holland, a founder member in 1974 of the pop band Squeeze. In September 2006, he was appointed a Deputy Lieutenant for Kent.

The Kent group hold their monthly meeting at nearby Hoo with several members living on the Hoo Peninsula, so will know this location well.

Unusual Extra

The Hellingly Festival of Transport near Eastbourne in East Sussex is held on the August Bank Holiday weekend. I photographed this E494A Anglia which was for sale and was believed to be owned by one of the stall holders, the only details being a mobile phone number. (Photo 3.) The Anglia is unknown to the Register with the age related registration KXS 696 but the chassis number may be known but not seen. Has it been bought by a member since?

An unusual extra was this running board with a wood edging and secured by a number of small brackets attached to the chassis. (Photo 4.)

Period Photograph

London Transport had a large fleet of trolleybuses of various classes. This SA3 class trolleybus was built for Durban Corporation Transport in South Africa as a follow-on to the already delivered SA1 and SA2 classes. However the Second World War delayed shipment and the class entered service in the Ilford area of East London. The 693 route ran between Barking Broadway and Chadwell Heath via Ilford, Seven Kings and Goodmayes. En route to Barking Broadway, SA3 number 1752 passes 103E Popular 611 AMM, parked whilst I expect the owner was in one of the shops or perhaps looking in that shop window? (Photo 5.) No yellow lines or traffic wardens to worry about.

AMM is a Middlesex registration and was introduced in reverse with numbers first in November 1953, with the Popular model then recently introduced and coming off the assembly line down the road in nearby Dagenham. The 693 route was withdrawn in August 1959 when

the last of the 103E Popular model was coming off the assembly line in Doncaster following the move north in August 1955.

The exact location is unknown but would have changed somewhat since. The trolleybus was scrapped and there is a fair chance the Popular was too. There are no AMM survivors on the register.

POP 103

Victor Dalmas from Malta earlier this year supplied me with an acrylic drawing of his 1955 103E Popular with the very desirable registration POP 103. (Photo 6.)

Greetings

May I take this opportunity of wishing you and your families a Happy Christmas and New Year with good Sidevalve motoring in 2025.



Photo 5. Trolleybus and Pop.



Photo 6. Acrylic drawing of POP 103.

Liam Cotton

100E Register

December issue again; it soon comes around! You are going to love this; it is an absolute cracker! Another excellent article from Jim Norman; yes, it is about oily bits (overdrive gearboxes) but also some interesting thoughts on how the 100E actually drives. Ford had kept the three-speed gearbox on their range of cars for too many years whereas other manufacturers like Austin had used four speeds as standard since before the war. As with all forms of engineering there are pros and cons. As I have said before, the three-speed gearbox works incredibly well on the larger cars; the 1950s Ford Zephyrs and Zodiacs are a joy to drive as their large engines are flexible and strong enough to compensate for a lack of multiple gear ratios. There is an argument that the smaller cars needed more gears. Ford tried to compensate for this by altering the 100E gear ratios during production; this resulted in a compromise where they were easier to drive but lost some performance.

For those who are not mechanically minded, we all know that the engine is a machine that turns fuel into kinetic energy in the form of rotary movement of the crankshaft. This moving energy is measured in power (work done) and torque (turning force); sadly the torque from internal combustion engines fitted to cars is not sufficient to move them from rest, so a gearbox is needed. The gearbox is a device that divides speed and multiplies torque; the gear ratios and number of ratios used is decided by the manufacturer as a compromise between driveability, performance and economy. There is a further torque reduction in the driveline at the back axle. I believe that the 100E used only one ratio in the final drive unit but later cars such as the Cortina and Escort used different final drive ratios which gives many possibilities, or combinations of gear ratios, to suit different engines and different uses. For the older cars like the 100E there was another option; overdrive:

Overdrives, by Jim Norman

These are a long lost feature of performance cars of the 1960s era, long gone now with the advent of multi-speed gearboxes and ever increasing use of automatic transmissions.

These cars would have a conventional four-speed gearbox, but for cruising on the open road overdrive could be engaged giving, effectively, a fifth gear above the normal four ratios. In theory, this allowed a higher top speed but this was marginal and the main benefit was a reduction in engine r.p.m. at any given road speed. The higher ratio allowed a higher output speed to the wheels but it also involved a reduced torque output, so the engine might not be able to produce enough torque to effect a speed increase: the engine might be capable of 5,000 r.p.m. in direct fourth gear but only 4,500 r.p.m. in overdrive fourth. This is why overdrive was reserved for high power and high performance vehicles: Jaguars, Triumph Stags, MGBs and so forth. Now, no-one would claim that the 100E would fit into this category yet overdrive was available as an after-market accessory – and from three different manufacturers. We must ask ourselves why this should be.

The 100E's launch in October 1953 predated motorways with their ability to allow constant high-speed driving. In fact, at this time, even major A roads were a series of often sharp bends preventing the maintenance of any fast progress, and the 100E was built for these conditions with few high speeds achievable and a series of slowing into and accelerating out of bends. So the 100E was low geared with a m.p.h. figure of 14.6 per 1,000 r.p.m. according to contemporary road tests, 15.29 m.p.h. with modern 155 / 80SR13 tyres (it seems a big jump and one has either underestimated or overestimated the rolling radius. I'm more inclined to believe 15.29). Now this latter figure gives only 46 m.p.h. at 3,000 r.p.m. while 60 m.p.h. requires over 3,900, certainly within a 100E's reach but neither comfortable nor quiet. The car has a maximum speed of about 70 m.p.h. at 4,579 r.p.m. so well below the revs available in other gears, so it isn't going to go any faster in overdrive top, but it would in overdrive second. Generally, overdrive reduces the engine r.p.m. at any given speed – or raises the car's speed at a given r.p.m.

A long-standing and well-known (and discussed) problem with the 100E was the big gap between second and third gears which

allowed good acceleration up to about 35 m.p.h. in second, but very little beyond that in third until the cam kicked in again somewhere above 40. But overdrive worked on second and provided, depending on the type fitted, about a twenty percent speed increase, that takes the speed up to 42 m.p.h., higher up the cam and a speed at which top gear could more easily cope.

Despite the improvements offered and, presumably, the anticipated market, overdrives didn't sell particularly well and are very rare today. The step-up in ratio was usually above about twenty percent; this would give ratios on the later 100Es (speed at 1,000 r.p.m. in brackets) of 1st – 3.894 (4.03); 2nd – 2.007 (7.62), o / d 2nd – 1.606 (8.63); 3rd – 1 (15.29), o / d 3rd – 0.772 (18.8). The figures show a worthwhile improvement; second gear speed at 4,500 r.p.m. rises from 34.3 to 39 m.p.h. and at 5,000 from 38 to 43.

The three types mentioned are Murray, H and A (Handa), and Laycock. The first was a sort of mini-gearbox using a lay gear and sliding mesh to move between straight and overdrive; Handa and Laycock used a more sophisticated – and expensive – epicyclic system. The Murray was selected In or Out by a second gear lever in the car; the Handa used vacuum while Laycock used an electrical solenoid.

Murray

The Murray gave a step up of twenty-three percent, so 0.77:1. From Steve Waldenberg in August 2007:

'Not far away in Horsforth lived Frank Murray. He had in earlier times developed for



Photo 1. The Murray conversion showing its position behind the main gearbox and the additional lever to select In or Out.



Photo 2. The Handa version without the need for a lever.

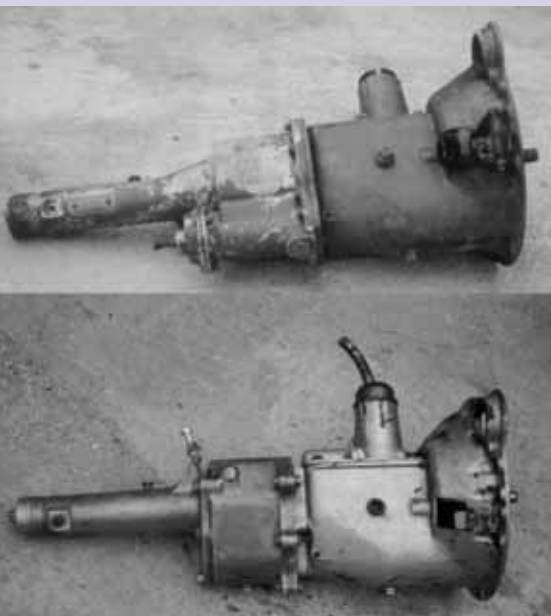


Photo 3. The Handa (upper) and Murray (lower) compared.

Ford owners an axle sleeving kit for worn-out bearing replacement; was developing an overhead valve cylinder head for the 100E (this was sold with NFU 52 some years later); and was also related, I can't remember how, to the Murray of 100E overdrive fame. At any rate, he not only gave me the cylinder head (which project was killed off by the 105E) but sufficient overdrive bits to make up a couple of complete units.

This unit was easily fitted in place of the original 100E tail shaft assembly. It had a small lever which poked through the gearbox body cover in the cab. From memory it went in (to overdrive) with no problems, but to get it out you had to blip the throttle as in double-declutching. Whilst overall top speed was not really improved, hill climbing became easier. There was a fairly steep hill (Spen Lane) not far from work and this previously with the normal box was quite a struggle with the 100E revving its guts out at about 30 m.p.h. With o / d second gear selected, I could either speed



Technical Details

| Gear ratios | Smooth cruising speed up to m.p.h. | M.P.H. per 1,000 r.p.m. |
|-------------------------------|------------------------------------|-------------------------|
| First 15 to 1 | 17-25 | 20 |
| First Overdrive ... 11.2 to 1 | 13-50 | 30 |
| Second 8.2 to 1 | 8-89 | 40 |
| Second Overdrive ... 6.2 to 1 | 6-60 | 50 |
| Top 4.4 to 1 | 4-29 | 60 |
| Top Overdrive ... 3.2 to 1 | 3-29 | 70/75 |

All figures are approximate.

TO CHANGE TO OR FROM OVERDRIVE

1. DEPRESS CLUTCH PEDAL FULLY, ENGINE IDLING.
2. OPERATE CONTROL.
3. WAIT UNTIL WHIRRING STOPS, 2-4 SECONDS ACCORDING TO ROAD SPEED, THEN DRIVE NORMALLY.

THE BEST CHANGE FROM TOP OVERDRIVE FOR QUICK PASSING IS DOWN TO SECOND OVERDRIVE ON THE GEAR LEVER.

THE ABOVE IS THE SIMPLE, THOUGH RATHER SLOW, CHANGE RECOMMENDED.

For sport and competition driving, a faster method of changing can be used, but as the change UP to Overdrive is quite different from the change DOWN, it needs more concentration. Both these changes are made without the use of clutch.

To change up, pull out the control knob and immediately shut the throttle, wait a second or two for the whirring to cease. Then drive normally. In this change the engine slows DOWN.

To change down from Overdrive to direct drive, push the control knob in at the same time as closing the throttle completely, and IMMEDIATELY re-open the throttle, when the engine speeds UP and the change is made, all in a fraction of a second. This needs nicety in timing. Not advisable under 20 m.p.h.

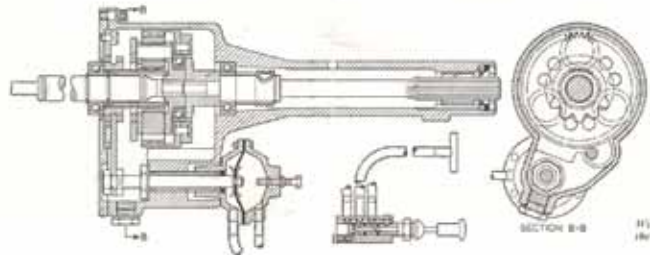


Photo 4. Part of a brochure for the Handa overdrive clearly shows the epicyclic gear train. The table to the left gives the original and overdrive gear ratios of the first 100E gearboxes; someone has pencilled in their later equivalents. The intricate instructions about how to change between standard and overdrive demonstrate why it was far from a quick process, and the recommendation to use the clutch suggests the use of dog teeth rather than friction clutches, confirmed in the diagram.

up to about 40-45 or be more relaxed at the permitted 30 m.p.h. speed limit up the hill. The problem, once on the level, was that if you were in o / d second, then you had to take it out of o / d by pushing the little lever forward (clutch depressed), then swap cogs into normal top, by which time your forward impetus had greatly reduced, and you were really in need of that o / d second once again! As I said, overall top speed was not increased, but level road cruising at, say, 60 m.p.h. was much more relaxed in o / d top.'

Handa

I was rather surprised that the Handa used an epicyclic gear train to make the change, with a ratio of 0.75:1 or reduction of twenty-five percent in r.p.m. From Tony Cox in April 1987:

'The overdrive unit was made by H & A

Engineering Ltd (hence HANDA) who I believe operated from premises off Purley Way, Croydon. In 1958 my father had one of these overdrive units fitted to his 1956/7 Ford Prefect.

The installation was done by the local Ford dealer for the cost of around £70. As mentioned in your description, the overdrive unit worked from manifold vacuum and this was soon found to cause problems on a long drag when the vacuum supply rapidly became exhausted – not only did the windscreen wipers stop working, but more seriously the overdrive dropped out of engagement. My father had to take the car to H & A where an independent vacuum supply was installed taken off a new tapping in the inlet manifold to a separate, but smaller reservoir located above the standard reservoir. To the best of my knowledge this cured the problem.

Continued on Page 35.



**UK members: all prices for FSOC merchandise and spares include postage, packing and VAT.
Overseas members: please contact the Spares or Merchandise Officer before ordering.
FOR THE LATEST ORDER FORM, SEE THE SHEET THAT CAME WITH THIS ISSUE.**

Merchandise (denotes new item)**

Books

| | |
|--|--------|
| Model Y Bulletin | £13.50 |
| Popular and De Luxe Eight and Ten Bulletin | £14.50 |
| Parts Catalogue, Y/C/CX/7W/7Y | £13.00 |
| Workshop Manual for 5 and 10cwt vans, Anglia/Prefect 39-53, Popular 53-59..... | £18.70 |
| Parts List for 5 and 10cwt vans, Anglia/Prefect 39-53, Popular 53-59..... | £18.95 |
| Workshop Manual and Parts List for 5 and 10cwt vans, Anglia/Prefect 39-53, Popular 53-59 | £34.00 |
| Repair Manual for 100E and 300E | £25.75 |
| Parts List for 100E and 300E | £22.25 |
| New Prefect (107E) with OHV engine Parts List..... | £14.50 |
| Repair Manual and Parts List for 100E and 300E | £42.80 |
| Enfo parts list of Standard Hardware | £9.00 |
| Technical Tips for the 100E/107E, author Jim Norman..... | £11.00 |
| 100E Anglia and Prefect Instruction Book (1953-59) | £9.95 |
| Ford Model Y & C, Henry's Car, author Sam Roberts .. | £20.00 |

Stickers

| | |
|---|-------|
| Running In Instruction Sticker (Upright) | £1.50 |
| Running In Instruction Sticker (100E)..... | £1.50 |
| Running In Instruction Sticker: First 500 miles (100E)... | £1.75 |
| Window Sticker – FSOC design..... | £1.50 |
| I Love My Sidevalve Sticker | £3.00 |
| Register Sticker (state model) each..... | £1.80 |

Magazines

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

Leaflets

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

Badges

| | |
|--|--------|
| Enamel Lapel Badges: FSOC, 103E or 100E | £2.64 |
| 103E Popular Cut-out Lapel badge (Black or Blue)..... | £2.64 |
| FSOC Grille Badge: Square..... | £21.00 |
| Register Grille Badge: Popular/Prefect/100E/107E | £21.00 |
| FSOC embroidered badge 5cm diameter iron-on..... | £4.80 |

Other Merchandise

| | |
|---|-------|
| FSOC License Disc Holder | £1.15 |
| Leather Key fob: Popular/Anglia/Prefect, please state .. | £5.40 |
| Leather Key fob FSOC | £7.95 |
| Gift Vouchers (can be exchanged for Merchandise, Spares or Membership) | £5.00 |

8 & 10hp Upright spares (denotes new item)**

Wheels, Hubs and Drums

| | | |
|--------------------------|---|---------|
| Y-1175-A | Retainer (Rear wheel grease assembly (not E83W)..... | £10.00 |
| B-1175 | Rear Wheel Retainer (E83W) | £10.00 |
| 48-1190-A | Retainer (front wheel grease) assembly (E83W) | £9.00 |
| | Front wheel bearing (per wheel, not E83W) | £75.00 |
| | Front wheel bearing (per axle set, not E83W) | £145.00 |
| E83W | Front wheel bearing (per wheel) ... | £59.50 |
| E83W | Front wheel bearing (per axle set. | £115.00 |
| 7W-1225-B | Rear Hub Bearing including race (fits all models except Models Y, C and E83W) | £76.50 |
| 68-1225-A & 68-1236-A | Rear Hub Bearing including outer race (fits E83W only) | £83.00 |
| | Rear Wheel Brg Kit (not E83W)..... | £198.00 |
| 353027-S7/8 | Lubricator (grease nipple) Rear Wheel Bearing, set of 2..... | £2.75 |

Braking System

| | | |
|--------------|---|---------|
| YE-2019A | Brake Shoes, axle set (not E83W, return old shoes with order) | £70.00 |
| CE-2019B | Brake Shoes, axle set (not E83W, return old shoes with order) | £68.00 |
| 7W-2019 | Brake Shoes, axle set (not E83W, return old shoes with order) | £60.00 |
| E83W-2019 | Brake Shoes, axle set, E83W, (return old shoes with order) | £75.00 |
| Y-2035 | Spring (brake retracting)..... | £6.50 |
| Y-2035 | Spring (brake retracting) (qty 4) | £24.00 |
| 7W-2035 | Spring (brake retracting) | £8.00 |
| 7W-2035 | Spring (brake retracting) (qty 4) | £25.00 |
| E83W-2035 | Spring (brake retracting) E83W only | £11.00 |
| E83W-2035 | Spring (brake retracting) (qty 4) | £39.00 |
| Y-2036 | Spring (brake retracting) short | £6.50 |
| 7W-2116 | Pair Front Brake Dust Covers including Thackery washers. (Except Y and C.).. | £25.00 |
| 7W-2116 | Front Brake Dust Cover assy inc. backplate, 119276 & 117585 | £30.00 |
| 7W-2205 | Rear Brake Dust Covers (pair, fits all models except Y, C and E83W) | £20.00 |
| Y-2220 | Spring, brake camshaft lever RH | £10.70 |
| Y-2221 | Spring, brake camshaft lever LH..... | £10.70 |
| E93A-2248 | Rear axle brake plate securing bolts, long (each) | £8.00 |
| 7W-2249 | Rear axle brake plate securing bolts, short (each)..... | £8.00 |
| Y-2454 | Brake foot pedal rubber | £21.00 |
| YE-2484 | Clevis fork..... | £25.00 |
| 7W-2484 | Clevis fork..... | £23.75 |
| E83W-2498A/B | Rear brake cables (Pair E83W) | £137.50 |
| 7W-2562 | Bush (set of 2) Brake cross rod lever | £7.00 |

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

| | | | | | |
|---|--|---------|-------------|--|-----------|
| E83W-2573 | Spring (brake compression member) | £6.00 | 7W-3590-A | Arm (steering gear) fits models 1937 to 1949..... | £24.00 |
| E83W-2580/1B | Front brake cables (Pair E83W) | £48.00 | YE-3592 | Gasket (Steering gear housing end plate)..... | £1.50 |
| 7W-2580-C | Front offside brake cable (E93A) | £28.75 | E83W | Steering box gasket & seal set comprising E493A-3581, 3582 & YE3592..... | £5.75 |
| 7W-2581-C | Front nearside brake cable (E93A) .. | £28.75 | E83W | Steering box gasket set..... | £3.50 |
| 7W-2580/1 | Pair front brake cables (E93A) | £53.98 | YE-3581/92 | Steering box gasket set..... | £2.25 |
| 7W-2584-B | Rear offside brake cable (E93A) | £28.75 | YE-3616B | Horn Button/ Nut (Y model 1933 /35).. | £15.00 |
| 7W-2585-B | Rear nearside brake cable (E93A) ... | £28.75 | E93A-4020 | Shackle Bush metalastic (not E83W).... | £6.50 |
| 7W-2584/5 | Pair rear brake cables (E93A) | £53.98 | E93A-4020 | Shackle Bush (set of four)..... | £23.00 |
| 7W-2580/1/4/5 | Set of brake cables (E93A)..... | £104.66 | YE-4035 | Gasket (rear housing) – 0.006” | £3.30 |
| E93A-2744 | Spring (handbrake to cross shaft lever retracting) 185mm long | £9.00 | YE-4035 | Gasket (rear housing) – 0.010” | £3.30 |
| YE-2793 | Spring (handbrake lever pawl)..... | £5.00 | E493A 4050 | Retainer (rear axle shaft grease) | £11.00 |
| 7W-2853C | Hand Brake Cable (not Y, C & E83W) . | £36.00 | YE-4209-F | Crown wheel & pinion | £360.00 |
| E83W-2853B | Hand Brake Cable (fits E83W) | £40.00 | E83W-4209 | Crown wheel & pinion | £240.00 |
| Y-7523 | Brake Pedal return spring 108mm long. | £9.00 | Y-4217 | Bolt (diff gear case)..... | £5.00 |
| 73905-S7/8 | Pin (clevis) rear..... | £4.25 | 18-4217 | Bolt (diff gear case)..... | £5.50 |
| 73931-S7/8 | Hand Brake Cable & Compensator Clevis Pin | £4.25 | Y4221/4222 | Differential Bearing (not E83W) | £34.20 |
| 119276-ES2 | Set of four ¼” Thackery (double coil spring) washers (not E83W) | £3.50 | Y4221/4222 | Qty 1 pair Differential Bearings (not E83W)..... | £65.00 |
| 119290-ES2 | Set of four 5/16” Thackery (double coil spring) washers, E83W only..... | £3.00 | Y-4243 | Key (rear axle shaft)..... | £6.00 |
| | Rear brake expander fitting kit..... | £3.75 | EB-4245-A | Retainer (rear axle shaft grease) | £11.00 |
| 119485-S7/8 | Clevis pin | £4.00 | Y-4507 | Gasket (torque tube to differential housing cap)..... | £2.50 |
| Steering, Suspension and Rear Axle | | | 7W-4507 | Gasket (torque tube to differential housing cap)..... | £2.50 |
| | Steering Box Assy (not E83W) reconditioned, exchange, send with order. Splined steering wheel drive... £638.00 | | Y-4515 | Gasket (universal joint housing cap) . | £2.50 |
| | Steering Box Assy (not E83W) reconditioned, exchange, send with order. Keyway steering wheel drive... £638.00 | | E93A-4607 | Pin (drive Shaft coupling to shaft).... | £7.50 |
| B-1183 | Rear axle gasket (qty 2) | £2.50 | 7W-4607 | Pin (drive shaft)..... | £7.50 |
| CE-3030B | Bolt (front axle to radius rod)..... | £38.50 | Y-4607 | Pin (drive shaft)..... | £7.50 |
| E83W-3032 | Bolt (front axle to radius rod E83W) .. | £34.50 | Y-4615-B | Bearing (drive pinion) assy Model Y . | £55.00 |
| Y-3034 | Bushing, front spring perch/shackle . | £7.00 | Y-4636 | Lock Washer (pinion bearing nut) all models except E83W | £3.75 |
| YE-3036A | Perch bolt nut (for CE-3030B) | £8.00 | Y-4637 | Thrust Washer (pinion bearing) all models except E83W | £3.00 |
| YE-3290E/ | | | Y-4655 | Torque tube bearing sleeve..... | £18.50 |
| E93A-3290 | Track Rod Ends (pair) 1949 on | £85.00 | E93A-5465 | qty 4 Bolt with nut 34445-ES2-A..... | £9.00 |
| E93A-3289/90 | Track Rod Ends (pair) 1939-1949 | £85.00 | E62A-5468B | Bar (spring shackle) E83W..... | £4.75 |
| E83W-3289/90 | Track Rod Ends (pair) E83W | £88.00 | | Set of 4 E83W shackle bushes and shackle bars | £55.00 |
| YE-3304C | Draglink (Y model) | £108.00 | E62A-5713B | Stud (rear axle shackle) E83W only. | £11.00 |
| E493A-3304 | Draglink | £105.00 | CE-5783 | Suspension Buffer, qty 2 (fits all models except Model Y) | £16.00 |
| YE-3332 | Track rod End Dust Cover (each)..... | £6.00 | E93A-18055A | Front Shock Absorber Link to fit E493A, E494A & 103E..... | £32.00 |
| YE-3332 | Track rod End Dust Cover (pair) | £9.00 | E93A-18056B | Rear Shock Absorber Link to fit E493A, E494A & 103E..... | £32.00 |
| YE-3332 | Track rod End Dust Cover (qty 4) | £16.00 | E83W-18055B | Front Shock Absorber Link E83W.... | £40.00 |
| Y-3123 | Washer, spindle thrust 3/16” thick ... | £6.50 | 62E-18055B | Rear Shock Absorber Link E83W | £40.00 |
| | King pin shim pack (axle set) qty 2 ea 0.005”, 0.010”, 0.020” | £8.00 | E93A-18045 | Front Offside Shock absorber | £118.00** |
| YE-33111 | King Pin Set, complete (Model Y).. | £115.00 | E93A-18046 | Front Nearside Shock absorber | £118.00** |
| CE-33111 | King Pin Set, complete (Model C).. | £130.00 | E93A-18047 | Rear Offside Shock absorber | £118.00** |
| 7W-33111 | King Pin Set, complete (not E83W).. | £119.00 | E93A-18048 | Rear Nearside Shock absorber | £118.00** |
| E83W-33111 | King Pin Set, complete (E83W)..... | £140.00 | E83W-18045 | Front Offside Shock absorber (E83W only) | £126.00 |
| Y-3446 | Front axle A-frame Bush | £6.85 | E83W-18046 | Front Nearside Shock absorber (E83W only) | £126.00 |
| E83W-3535C | Bracket (Steering gear housing) | £220.00 | E83W-18050 | Rear Offside Shock absorber (E83W only) | £126.00 |
| 353031/ | qty 10 Lubricators (grease nipple) | | | | |
| 353043 | 6 x straight, 2 x 45 deg, 2 x 90 deg . | £11.00 | | | |
| | qty 10 Lubricator grease caps | £5.25 | | | |
| E493A-3581 | Gasket (Steering gear housing cover) | £1.50 | | | |
| E493A-3582 | Seal (Steering box rocker shaft) | £3.00 | | | |

| | | | |
|---------------------------|---|---------------------|--|
| E83W-18051 | Rear Nearside Shock absorber (E83W only) £126.00 | CE-6331/3/8 | Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)..... £86.00 |
| | Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents..... £120.00 | | NOS Pre and Post War 8HP Piston Sets, limited sizes, contact the Spares Secretary for availability £POA |
| | Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents..... £120.00 | | NOS Pre War 10HP piston sets, limited sizes, contact the Spares Secretary for availability..... £POA |
| | Panhard rods front and rear £220.00 | | E93A 10hp Piston Set including rings (STD, +0.010", +0.020", +0.030", +0.040", +0.050", +0.060") £240.00 |
| Exhaust Systems | | | |
| Y-5230 | Model Y stainless steel exhaust system £230.00 | | E93A 10hp Piston Ring Set (STD, +0.010", +0.020", +0.030", +0.040") £80.00 |
| E04C-5230-A | 5cwt stainless steel exhaust system .. £208.00 | | NOS 8HP Piston Ring sets, limited sizes, contact the Spares Secretary for availability..... £45.00 |
| E83W-5230-A | E83W stainless steel exhaust system £258.00 | | Starter Ring Gear (fits all engines) .. £58.00 |
| E93A-5230/ E93A-5255-C | Prefect and 7W stainless steel exhaust system £298.00 | Y-6384 | Short Length Valve (exhaust and inlet available)..... £10.00 |
| E93A-5230/ E04A-5255-B | Anglia, 103E and 7Y stainless steel exhaust system £292.00 | E93A-6505B /E | Long Exhaust Valve (Can also be used as inlet)..... £22.50 |
| CE-5230-B | Model C stainless steel exhaust system £295.00 | E93A-6505F | Set of 4 Long Exhaust Valve (Can also be used as inlet)..... £82.00 |
| Y-5251 | Manifold to exhaust clamp..... £14.60 | E93A-6505F | Set of 8 Long Exhaust Valve (Can also be used as inlet)..... £160.00 |
| | Exhaust fitting kit to fit Prefect, Anglia and 103E Popular £68.00 | | E93A-6510B |
| 7W-5283 | Exhaust Mounting rubber insulator c/w nut, bolt & washers £7.00 | | E93A-6510B |
| E93A-5297 | Fabric exhaust hanger kit (qty 2)..... £4.00 | | E93A-6510B |
| Engine Parts | | | |
| | Reground crankshaft and white metaled conrods (4) supplied complete with small ends and main bearings (exchange items only)... £1310.00 | E93A-6510B | Valve guide (per split guide)..... £24.50 |
| E93A-6018 | Gasket, timing gear side cover £1.60 | Y-6513 | Pair Valve guides £48.00 |
| E93A-6020 | Gasket, timing chain front cover £2.30 | Y-6520 | Four Valve guides..... £91.50 |
| Y-6023 | Timing Pin £12.50 | 100E-6521 | Valve guide (per engine set)..... £180.00 |
| Y-6038 | Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)..... £17.50 | Y-6560 | Valve Springs, set of eight £45.00 |
| Y-6038 | Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).. £19.00 | Y-6561 | Valve Cover (fits all engines) £21.00 |
| Y-6038 | Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).. £32.00 | Y-6566 | Gasket, valve chamber cover..... £4.80 |
| Y-6038 | Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount) £34.30 | CE-6600 | Drive Bush (oil pump and distributor) (fits all engines)..... £5.75 |
| Y-6051-C | 8hp decoke gasket set (1932-34) £48.00 | Y-6610B | Drive Sleeve (oil pump and distributor drive gear) (fits all engines)..... £7.00 |
| 7W-6051-A | 10hp cylinder head gasket..... £28.00 | YE-6623 | Dowel (oil pump and distributor drive gear bush) (fits all engines) £3.25 |
| Y-6051 | 8hp cylinder head gasket 1932-1934.. £22.00 | Y-6626 | Oil pump rebuilt (exchange)..... £108.00 |
| YE-6051-B | 8hp cylinder head gasket 1935-1953.. £34.00 | 52E-6700 | Oil Pump Gear (fits all engines)..... £15.00 |
| E93A-6135-A | Piston pin STD (set of 4) £35.00 | Y-6701 | Oil Pump Screen (fits all engines) ... £16.50 |
| CE-6207 | Small end bushes (set of 4) £40.00 | EB-6730 | Gasket, oil pump £2.50 |
| E93A-6212 | Nut (connecting rod) set of 8 £7.75 | EB-6730 | Packing sump front (qty 2) £5.50 |
| E93A-6258 | Camshaft locking retainer £5.00 | EB-6734 | Packing sump £2.65 |
| E93A-6270 | Timing Chain £28.00 | EB-6734 | Sump Plug non-magnetic (inc sealing washer EB6734) £10.50 |
| YE-6280A | Washer (camshaft thrust)..... £10.00 | 40-6754 | Sump Plug magnetic (inc sealing washer EB6734) £14.00 |
| CE-6310 | Crankshaft Oil Slinger £8.20 | 103E-7609 | Sump plug sealing washer £1.30 |
| E93A-6310 | Crankshaft Oil Slinger £8.20 | Y-23670 | Stainless steel dip stick tube £31.00 |
| E93A-6312 | Bottom Pulley..... £70.00 | E15-Z-1 | Retainer (Flywheel dowel, set of 2) .. £5.25 |
| | | E16-Z-1 | Pin (oil pump drive gear to sleeve) ... £2.00 |
| | | E50-Z-1 | 8hp decoke gasket set (1935-1953)... £54.00 |
| | | E16-Z-1/ E50-Z-1 | 10hp decoke gasket set (E93A engine) £40.00 |
| | | HC 011 | Conversion gasket set (E494A 8hp & E93A 10hp engine) £30.00 |
| | | E493A- 18666/7-B | 10hp decoke gasket set and Conversion gasket set £58.00 |
| | | | Sump Gasket Set Payen SS10505 £25.00 |
| | | | Oil pipes (cleaner outlet) assembly and (cleaner inlet) assy..... £75.00 |

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

| | | | | | | |
|---------------------------------|---|---------|-----------------------|--|--|-----------|
| E93A-18670 | Connection (outlet pipe to gear cover) (inc sealing washer) | £8.40 | | | Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange, send with order) | £162.00 |
| E98T-18672-B | Connection (Oil cleaner inlet pipe to cylinder block) (inc sealing washer) .. | £7.50 | | | E83W Clutch Plate (exchange, send with order) | 48.00 |
| | Oil Cleaner kit (all items required to fit oil cleaner assy) | £185.00 | E83W-7550 | | E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange, send with order) | £162.00 |
| | Oil Cleaner Conversion, direct replacement for sealed oil cleaner . | £95.00 | | | | |
| | Replacement spin on filter for modified oil cleaner housing assy | £5.70 | | | | |
| YE-24052C | Studs (Cylinder head) engine set | £52.00 | YE-7563B | | Clutch Cover – All models, except E83W (exchange, send with order) .. | £95.00 |
| YE-24052C | Stud (Cylinder head) each | £4.60 | E83W-7563 | | E83W Clutch Cover (exchange-send with order) | £95.00 |
| YE-24052E | Stud (Cylinder head) long | £6.00 | E74-7580A | | Clutch release bearing – All models | £38.00 |
| 33800-S7/8 | Set nuts for cylinder head studs..... | £8.00 | E70-7600-A | | Clutch Pilot Bearing – All models | £10.50 |
| 119074-ESB | Bolt (sprocket to camshaft) set of 3.. | £4.00 | Y-23830 | | Pin (clutch release arm & fork to shaft)..... | £3.75 |
| 119074-ESB | Bolt (flywheel to crankshaft) set of 4 | £4.75 | C-943070 | | Gear Lever Gaiter (except E83W).... | £25.50 |
| 353000ESD | Core plug..... | £3.50 | E83W-943070 | | Gear Lever Gaiter..... | £24.99 |
| Clutch and Gearbox Parts | | | | | | |
| 20346-S7/8 | Flywheel/clutch pressure plate Bolt/washer fixing kit..... | £6.50 | Cooling System | | | |
| | Gearbox seal & gasket set | £8.00 | E0A-8100 | | Radiator Cap (pressure type for 103E and some E493As) | £7.70 |
| Y-2454 | Clutch foot pedal rubber | £21.00 | Y-8109 | | Radiator cap (brass screw type) | £12.50 |
| Y-5102 | Gearbox Rubber Mounting (Y & C models only) | £59.00 | YE-8255 | | Gasket | £5.25 |
| 78-6039A | Insulator (Gearbox Rear Support) rebound..... | £11.80 | Y-8260 | | Radiator Hose (straight for pre-war engines, top) | £11.00 |
| 74-6038A | Insulator (Engine Rear Support) Upper, per side | £10.50 | Y-8286 | | Radiator Hose (straight for pre-war engines, bottom) | £7.80 |
| | Insulator (Engine Rear Support) complete, per side | £40.00 | E83W-8260 | | Radiator Hose (moulded-E83W, top) . | £27.00 |
| Y-7015 | Main Drive Gear (15T) | £59.00 | E83W-8286 | | Radiator Hose (moulded-E83W, bottom) | £28.00 |
| YE-7015 | Main Drive Gear (14T) | £75.00 | E93A-8286 | | Radiator Hose (molded-bottom) fits E493A, E494A, 103E | £21.50 |
| Y-7040 | Baffle | £6.50 | E494A-8260 | | Radiator Hose (molded-top, fits late E493A, 103E..... | £23.50 |
| 7W-7050 | Retainer (main drive gear bearing) . | £26.00 | E93A-8260B | | Radiator Hose (molded-top, brass non-pressurized radiator cap) .. | £24.00 |
| Y-7051 | Gasket (Main drive gear bearing retainer) | £1.50 | 103E-8005 | | Re-cored radiator (exchange item).... | £310.00 |
| 7W-7052 | Front oil seal | £7.75 | E93A-8005 | | Re-cored radiator (exchange item).... | £320.00 |
| YE-7059B | Mainshaft and Bush..... | £52.00 | E83W-8005 | | Re-cored radiator (exchange item).... | £400.00** |
| Y-7065 | Bearing (main shaft) drive gear ball assembly (original fitment)..... | £76.00 | 7W-8005 | | Re-cored radiator (exchange item) .. | £320.00 |
| Y-7065A | Bearing (main shaft) drive gear ball assembly (with spacer shim) | £28.00 | E493A-8501 | | Reconditioned export water pump (exchange only – send with order) .. | £180.00 |
| Y-7069 | Thrust Washer..... | £13.20 | | | Water Pump Repair Kit | £88.00 |
| YE-7071B | Washer intermediate gear thrust washer..... | £10.25 | E493AFS-8509 | | Pulley (water pump) | £46.00 |
| Y-7080 | Baffle (main shaft oil)-front | £6.50 | YE-8606B | | Fan Blade (11") | £17.90 |
| E93A-7085 | Rear Bearing Retainer | £25.00 | E494A-8610 | | Pulley (fan and generator 4.12" O.D.) .. | £25.00 |
| Y-7086 | Gearbox rear gasket..... | £2.80 | 7W-8115 | | Radiator drain tap (not original)..... | £7.00 |
| Y-7111 | Layshaft | £35.00 | Fuel System | | | |
| 103E-7114 | Counter Gear (10hp)..... | £97.00 | E83W | | Fuel pipe kit (all req'd items, tank to pump) | £42.00 |
| Y-7118 | Input shaft bearing | £3.75 | Upright | | Fuel pipe kit (all req'd items, tank to pump) | £43.00 |
| Y-7119 | Washer thrust countershaft STD, + 0.005" and + 0.010" | £14.50 | | | Fuel Pump with spacer (no primer)... | £60.00 |
| CE-7141 | Reverse Gear | £29.95 | | | Reconditioned Fuel Pump with priming lever (exchange item)..... | £55.00 |
| YE-7222 | Selector Housing..... | £28.00 | | | Fuel Pump repair kit | £21.00 |
| Y-7223 | Gearbox lid gasket | £3.75 | E04A-9349 | | Fuel Pump repair kit (for pump E04A-9350-A)..... | £26.00 |
| Y-7274 | Ring Inner (E15-GA-1)..... | £6.00 | 88717-ES | | Fuel pump stud..... | £7.50 |
| Y-7523 | Clutch return spring 108mm long... | £10.00 | 88717-ES | | Fuel pump stud (set of two)..... | £12.75 |
| 7W-7533 | Clutch linkage clevis pin..... | £6.85 | | | | |
| Y-7550 | Clutch plate – All models, except E83W (exchange, send with order) . | £48.00 | | | | |

| | | | |
|------------------------|---|--------------------------|---|
| 91A-9030 | Fuel Pump extension nut, set of 2 (replacement for 33798-S) £20.00 | E83W | Rebuilt ignition switch (exchange) .. £52.50 |
| | Cap – painted (petrol cap) assembly... £12.25 | 12024A | 6V Ignition Coil (All models – not original) £38.00 |
| B-9035 | Locking stainless steel petrol cap £14.95 | YE-12100B | Distributor-rebuilt (exchange, send with order) £71.40 |
| E04A-9080 | Gasket, petrol cap £2.00 | YE-12116B | Distributor Cap (All models 1935 onwards) £23.00 |
| 7W-9080 | 103E/E494A Petrol Filler Grommet. £14.50 | YE-12191B | Spring (dist weight) no 1, light £3.40 |
| | 7W/E93A/E493A Petrol Filler Grommet..... £11.00 | YE-12199B | Contact Set (All models 1935 onwards) £12.00 |
| 7W-9276 | Gasket fuel tank sender..... £1.60 | YE-12200C | Rotor Black (All models 1935 onwards) £5.85 |
| BE-9288-A | Flexible Petrol Pipe (except E83W) . £29.00 | YE-12200C | Rotor Red molded (All models 1935 onwards) £5.85 |
| E83W-9288-B | Flexible fuel pipe..... £36.20** | YE-12242-B | Spring (dist weight) no 2, heavy..... £1.70 |
| YE-9355 | Fuel Pump Cover (all models) £3.60 | YE-12300B | Condenser (All models 1935 onwards) ...£11.85 |
| YE-9364-B | Gasket (fuel pump screen cover) £1.75 | 52-12405A | Spark Plug, L86C (All models)..... £3.75 |
| YE-9365 | Fuel Pump Cover Screen (all models) £3.50 | 52-12405A | Spark Plug, L86C- set of 4 £12.00 |
| E93A-9369 | Fuel Pipe (pump to carburetor)..... £18.00 | 995952-ES | Distributor base plate screw set..... £2.25 |
| YE-9374 | Gasket (fuel pump to cylinder)..... £1.60 | 26475-S3/4 | Screw (dist to cylinder head)..... £1.90 |
| YE-9414 | Washer (petrol pump pull rod oil seal).. £1.35 | Electrical System | |
| 7W-9425 | Inlet Manifold new old stock (10hp) ... £36.00 | E83W-5165-A | Battery Clamp £45.00 |
| E93A-9430-A | Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts £85.00 | E93A-10001-F | Dynamo-2 brush, early type (exchange, send with order)..... £115.00 |
| E93A-9430-A & 7Y-9425 | Manifold assy 8HP (refurbished) £120.00 | YE-10001-D | Dynamo-3 brush, taper shaft (exchange, send with order)..... £136.00 |
| E93A-9430-A & 7W-9425 | Manifold assy 10HP (refurbished) £120.00 | E494A-10001 | Dynamo-3 brush, late type only (exchange, send with order)..... £115.00 |
| Y-9435 | Gasket (inlet manifold to exhaust manifold “hot spot”) (all models) £5.50 | E93A-10043 | Dynamo brush set (2 brush)..... £7.50 |
| CE-9447 | Gasket, 10HP carb inlet manifold..... £2.10 | YE-10094 | Bearing (generator drive end) £11.00 |
| Y-9447 | Gasket, 8HP carb to inlet manifold ... £2.20 | 7W-10505 | Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only... £38.00 |
| | 2 x “hot spot gaskets” plus 4 manifold bolts & washers..... £10.50 | E93A-10505 | Voltage regulator (reconditioned, exchange, send with order)..... £135.00 |
| Y-24051 | Manifold stud..... £6.25 | E93A-11001 | 10hp Starter Motor rebuilt (exchange, send with order)..... £145.00 |
| Y-24051 | Manifold stud (set of 4)..... £23.00 | YE-11001C | 8hp starter motor (exchange, send with order)..... £135.00 |
| 33798-S7/8 | Manifold Nuts, brass, (set of 4)..... £4.00 | E93A-11048 | Screw (brush end plate retaining)..... £9.00 |
| 33798-S7/8 | Manifold Nuts, steel, (set of 4)..... £2.40 | 7W-11359 | Spring (starter pinion retaining) £4.50 |
| Y-9443 | Manifold washer (set of 4) £3.25 | BE-11450 | Starter Switch..... £35.00 |
| YE-9448 | 8hp manifold gasket £7.50 | BE-7562 | Spring (Switch retracting) £4.25 |
| CE-9448-A | 10 hp manifold gasket £7.75 | AE-20202-S7/8 | Screw (Lever spring) £1.75 |
| YE-9502 | Carburetor gasket kit (8 and 10hp) . £11.50 | 20758-S7/8 | Screw & washer set (3 PK) (switch to starter frame)..... £4.50 |
| YE-9510-A | Rebuilt 8 hp Carburetor (exchange, send with order) £128.00 | 11930-ES7/8 | Rivet (4 PK) (Generator drive end bearing retainer plate)..... £4.50 |
| CE-9510-A | Rebuilt 10 hp Carburetor (exchange, send with order) £132.00 | E1 ADKN 13047 | Bolt (Head lamp door catch swivel) and Nut (Door catch swivel bolt barrel .. £12.00 |
| YE-9541 | Airscrew..... £12.50 | E1 ADKN 13050 | E493A Pre Focus 30W/24W Bulb (E493A Prefect only) £5.65 |
| YE-9555 | Carburetor Float (all models) £16.50 | E493A-13007 | Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only) £8.65 |
| YE-9564 | Fuel Inlet needle Valve £17.00 | E493A-13007 | E493A Pre Focus 45W/35W Bulb (E493A Prefect only) £7.75 |
| YE-9585 | Plate (Throttle)..... £8.75 | E493A-13007 | Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only) £13.00 |
| YE-9660 | Connector (Starter Valve) Assembly) £7.20 | 7V-13007 | Headlamp Bulb 36W/36W £8.40 |
| CE-9666 | Starter Valve and wire assy..... £18.00 | 7V-13007 | Pair of Headlamp Bulbs 36W/36W . £14.00 |
| YE-9677 | Screw, air cowl fixing..... £4.50** | E04A-13016 | Catch head lamp door £5.50 |
| 48-9735 | Accelerator Pedal..... £25.00 | E93A-13016 | Catch head lamp door £5.50 |
| E83W-9795A | Throttle Cable £31.20 | 7V-13061 | Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W) £2.00 |
| BBE-9810X | Spring (throttle arm to mudguard bolt).. £7.80 | | |
| ENFO 20384/34805 | Bolt/washer kit, Exhaust/Inlet Manifold assy £4.00 | | |
| Ignition System | | | |
| | Emergency breakdown kit comprising points, plugs, rotor arm, condenser and distributor cap (1935 onwards)..... £55.00 | | |
| | Set E93A ignition leads, state coil type (screw or push connection) £22.30 | | |

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

| | | | | | |
|---------------|---|---------|----------------|---|--------|
| CE-13061 | Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)..... | £2.00 | 81A-16754 | Bumper (bonnet side panel), E493A, E494A and 103E..... | £1.50 |
| E493A-13076 | Bulb Holder..... | £11.25 | 81A-16760 | Bumper (bonnet dowel locating) fits E493A..... | £5.75 |
| YE-13081 | Spring (front sidelight socket 1934 onwards except E493A)..... | £1.95 | CE-17515A | Grommet (windscreen wiper)..... | £4.35 |
| CE-13101 | Spring (headlamp focusing)..... | £2.00 | E93A-17528 | Wiper Blade 9" long..... | £14.50 |
| E93A-13130 | E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)..... | £16.00 | E04A-17528 | Wiper Blade 9" long..... | £14.50 |
| 103E-13408B | 103E Plate Rear lamp O/Side..... | £29.00 | E93A-17528F | Wiper blade 10" long..... | £14.75 |
| 103E-13409B | 103E Plate Rear lamp N/Side..... | £29.00 | | Wiper Arm, (peg type fitting) for 1/4" dia shaft (adjustable length)..... | £21.75 |
| 103E-13408/9B | 103E Plate Rear lamp base (pair).... | £55.00 | E04A-17612B | Grommet, wiper arm to blade (2 PK) .. | £1.75 |
| 103E-13420/1 | 103E Rear Lamp Rubber Base Pads (pair)..... | £19.95 | E93A-17772 /3 | E93A Prefect/Anglia/103E Bumper Grommets (pair)..... | £24.00 |
| 103E-13450/1 | 103E Rear Lamp Lenses (pair)..... | £45.00 | E493A-17772 /3 | E493A Bumper Grommets (pair)..... | £27.00 |
| ET6-13465 | E493A refurbished number plate lamp.. | £70.00 | E93A-35184 | Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)..... | £3.00 |
| ET6-13465 | Stop/Tail Bulb 6V 21W/5W index pin .. | £4.50 | E83W-111172 | Opening windscreen rubber for E83W..... | £33.50 |
| ET6-13465 | 2 x Stop/Tail Bulbs 6V 21W/5W index pin..... | £6.50 | E93A-7002060 | Bumper (cowl side panel to bonnet) ... | £2.40 |
| ET6-13465 | Stop/Tail Bulb 6V 21W/5W straight pin. £4.40 | | E93A-7002060 | Two bumpers (cowl side panel to bonnet)..... | £3.75 |
| 40E-13466 | 2 x Stop/Tail Bulbs 6V 21W/5W straight pin..... | £6.10 | E04A-7040318 | Rear no plate rubber bumper (Anglia and Popular 1939 onwards).. | £3.00 |
| 40E-13466 | Panel bulb 6V 3W..... | £5.00 | 100E-7043531 | Boot T Handle Escutcheon rubber seal.. | £6.00 |
| 78E-13466 | 2 x Panel bulbs 6V 3W..... | £7.50 | 40-700546A | Blind Grommet (fits under 103E/E494A bonnet)..... | £2.50 |
| 78E-13466 | E493A Sidelight Bulb 5W MBC (E493A Prefect only)..... | £4.50 | 40-700546A | Two Blind Grommets (fits under 103E/E494A bonnet)..... | £4.00 |
| BE-13466-A | 2 x E493A Sidelight Bulbs 5W MBC (E493A Prefect only)..... | £6.50 | 40-700546A | Four Blind Grommets..... | £5.75 |
| BE-13466-A | Sidelight Bulb 5W CC (not E493A)..... | £4.50 | 40-700546A | Six Blind Grommets..... | £7.60 |
| BE-13466-A | 2 x Sidelight Bulbs 5W CC (not E493A)£6.50 | | 48-702610A | Door post rubber bumper (one per door post 1937 onwards) ... | £7.50 |
| 7W-13480A | Indicator Bulb 6V 21W..... | £5.25 | 48-702610A | Qty 2 Door post rubber bumpers.... | £13.60 |
| 7W-13480A | Brake Light Switch (not E83W)..... | £35.00 | 48-702610A | Qty 4 Door post rubber bumpers ... | £25.00 |
| 7W-13480B | Brake Light Switch (E83W)..... | £30.00 | 48-702838 | Bumper, door check arm..... | £8.35 |
| E83W-13550B | Popular no. plate lamp (E83W and 103E only)..... | £28.00 | 103E-7025856 | Rear screen rubber (fits vehicles without bakelite interior trim)..... | £24.50 |
| CE-13740A | Toggle Switch (panel lamp)..... | £15.00 | 62E-731942 | E83W Door Rubber seal (enough for both doors)..... | £27.00 |
| 38193-S7 | Headlamp mtg bolt & nut..... | £19.00 | E493A-7325856 | Rear screen rubber (fits vehicles with bakelite Interior trim)..... | £25.00 |
| | Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)..... | £32.00 | 7W-940502 | Opening windscreen rubber for Prefect and 5cwt van..... | £29.50 |
| | Semaphore flashing LED 6 volt (pair) .. | £33.00 | 7Y-940502-B | Front screen rubber for 103E/E494A/E04A..... | £28.00 |
| | Model Y Semaphore Direction Indicator, 6 volt only (exchange only) .. | £92.00 | 7W-941480/1 | Weatherstrip door bottom (per meter) all saloons 1937 onwards.... | £22.00 |
| | Model C Semaphore Direction Indicator, 6 volt only (exchange only).. | £129.00 | 7W-970700 | Roof weatherstrip (per meter) All models except Y and C..... | £13.00 |
| E04A-118004B | Semaphore Direction Indicator, 6 volt only (exchange)..... | £85.00 | | Roof weatherstrip (enough for 103E or E494A roof)..... | £36.00 |
| E04A-118004B | Semaphore Direction Indicator, 6 volt only (no exchange)..... | £122.00 | | | |
| E1ADKN-3686-A | Ignition barrel and 2 keys..... | £20.00 | | | |

Rubber Grommets and Seals

| | | |
|------------|--|--------|
| E68-AD-1 | Fixed side window rubber (per meter) (saloons 1937 onwards)..... | £12.00 |
| Y-14606-A | Grommet..... | £4.95 |
| 7W-14616 | Grommet-gearbox cover..... | £5.50 |
| 7W-14616 | Qty 3 grommets-gearbox cover..... | £14.65 |
| 7W-16625 | 7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair)..... | £7.00 |
| E83W-16637 | E83W Bonnet Corner Pads (Pair).... | £15.45 |
| | E83W Bonnet Corner Pads (Full set).. | £19.25 |
| E93A-16740 | Pad/Bonnet rest strip inc rivets..... | £15.50 |

Miscellaneous Body Fittings

| | | |
|--------------|--|--------|
| | E83W Step (state LH or RH)..... | £93.00 |
| | E83W Step support brackets (2 PK)..... | £35.00 |
| E93A-5036 | Tube (starting handle guide) assembly – 103E Popular..... | £36.00 |
| E493A-5036 | Tube (starting handle guide) assembly – E493A Prefect..... | £39.00 |
| E03CF/A-8213 | Thames blue Grille Badge..... | £19.00 |
| 103E-8213-A | Ford Popular Grille Badge (103E Popular)..... | £16.00 |
| 79E-8213 | Fordson Grille badge Blue..... | £26.50 |

| | |
|-----------------|---|
| E494A-8215 | E494A/E494C/103E Grille Badge Mount £38.00 |
| E83W-8215-A | E83W Grille Badge Mount..... £38.00 |
| E04A-16719-B | E04A/103E Boot Lid Escutcheon (fits over coach key hole) £13.20 |
| YE-16750B | Bonnet Clip (Y model)..... £23.95 |
| CE-17046 | Starting handle..... £56.00 |
| CE-17046 | Spring Clip Starting Handle/Wiring Loom £9.60 |
| CE-17046 | Spring Clip (3 PK, car set) £20.60 |
| 103E-17261-B | Speedo Cable (not E83W) £28.00 |
| E83W-17261-A | Speedo Cable (E83W) £27.00 |
| Y-17275 | Gasket (Speedo drive cap)..... £2.50 |
| C46412AR | Dovetail (female)..... £6.50 |
| E83W-111449 | Window grip £12.00 |
| E93A-7022400A | Locking door handle and escutcheon (shaft and barrel not included) £56.00 |
| E493A-7022400 | E493A Locking Door Handle with escutcheon (shaft and barrel not included)..... £46.00 |
| E93A-7022401 | Non locking door handle with Escutcheon..... £50.00 |
| E493A-7022401 | Non locking door handle with Escutcheon..... £64.00 |
| E93A-7043500-C | Locking Boot Handle, chrome plated, with keys £66.00 |
| 103E-7061323 | Plate (front seat floor clamp), Pair.. £18.00 |
| C-943658 | Grille Trim Retaining Clip x 10 (7W, E494A, E494C, 103E)..... £7.75 |
| 7W-949202/3 | Window Regulator (reconditioned) exchange, send with order £82.00 |
| 7W-944202/3/4/5 | Window Regulator (reconditioned) exchange, send with order £82.00 |
| 7W-961208-B | Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E) £24.00 |
| 7W961208-B | Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E)..... £44.00 |
| BE-961208-F | Interior door handle £22.00 |
| BE-964280-H | Window Winder Handle £25.00 |
| 7Y-949624 | Door Hinge Pin (All saloons 1938 onwards) £14.30 |
| Y-949967A | Striker Plate (Rear door 4 door Y model 1932-1934) £7.20 |
| C-949967C | Striker Plate (C and CX, 1934-1936).. £7.80 |
| | Boot lid Script Badge (Popular, Prefect and Anglia)..... £26.50 |
| | Set of screws for 103E floor £12.50 |
| 52358 | Qty 42 Bakelite screws (enough for a complete E494A/103E)..... £6.00 |
| 52358 | Qty 52 Bakelite screws (enough for a complete Prefect) £7.00 |
| ENFO 24664 | No 12-24 x ¾" long CSK head screw, qty 10 £7.50 |
| ENFO 26514 | No 12-24 x ¾" long R/H screw (10 PK).. £4.50 |
| ENFO 26547 | ¼"-20 x 1" R/H screws (5PK)..... £3.75 |
| ENFO 26498 | No 12-24 x 5/8" R/H screws (5 PK) ... £3.45 |
| 26563-S7/8 | Front seat 'U' bracket fixing screw kit, (per seat)..... £6.00 |
| BE 45467 | No 12-24x13/32" P/H screws (10 PK) £8.00 |

100E and 107E Spares (denotes new item)****Front Brakes**

| | |
|------------------|---|
| 100E-2018 | Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order) £35.00 |
| 100E-2018-C | Front brake shoes 8" diameter, set of four £48.00 |
| 100E-2035 | Front shoe return spring kit (axle set) . £26.00 |
| 100E-2038 | Adjuster repair kit (front) £28.00 |
| 100E-2061-A | Wheel cylinder 55-57 (exchange or £10 surcharge)..... £45.00 |
| 100E-2061-B | Wheel cylinder 1957 onward RHS... £13.50 |
| 100E-2062-A | Wheel cylinder 55-57 (exchange or £10 surcharge)..... £45.00 |
| 100E-2062-B | Wheel cylinder 1957 onward LHS... £13.50 |
| 100E-2061/2062-B | Wheel cylinder repair kit 1957 onwards per axle set..... £9.50 |
| E67-Z-1 | 54-57 Wheel cyl. repair kit (axle set) . £14.15 |
| 204E-2068/71 | (SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62..... £13.00 |
| 204E-2068B | Brake Shoe hold down spring..... £2.25 |
| E0A-2078 | Hydraulic flexi hose..... £17.20 |
| 100E-2140 | Girling master cylinder £90.00 |
| 100E-2140 | Non Girling master cylinder £48.00 |
| E62A-2167 | Gasket Filler Cap £2.00 |
| 100E-2964-B | Cap, Master cylinder (inc seal) fits Girling and non-Girling £7.00 |
| 100E-2185B | Master cylinder retainer £5.40 |
| E66-Z-1 | Master cylinder repair kit £15.00 |
| EOA-22809 | Clip (hand Brake cable abutment bracket retaining)..... £1.25 |

Rear Brakes

| | |
|--------------|--|
| 100E-2041-B | Snail cam (shoe adjuster) £1.75 |
| 100E-2075 | Connector (5way brake pipes)..... £15.00 |
| 100E-2296/7 | Rear brake spring (set of 4) £30.00 |
| 100E-2103 | Late hand brake lever £14.00 |
| 100E-2220-A | Rear brake shoes 7" diameter (up to Jan 1955, exchange) £38.00 |
| 100E-2220-C | Rear brake shoes 8" diameter (Feb 1955 onwards)..... £48.00 |
| 100E-2261-B | Rear wheel cylinder 7" (53-55) £20.00 |
| 100E-2261-C | Rear wheel cylinder 8" (55-57) £39.00 |
| 100E-2261-D | Rear wheel cylinder 8" (57-62) £30.00 |
| | Rear wheel cylinder fitting kit axle set (55-62)..... £14.00 |
| | Wheel cylinder repair kit per axle set (fits 261B, C and D)..... £8.60 |
| E55-FB-1 | Rear brake adjuster..... £15.00 |
| 204E-2068/71 | (SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62..... £16.00 |
| 100E-2295-B | Hand brake cable £54.00 |
| 100E-2857B | Hand brake clevis (pair)..... £12.60 |
| 100E-2487 | Brake pedal spring clip..... £2.75 |
| 73855-57 | Pin, clevis to rear brake (pair) £5.50 |

Steering and Front Suspension

| | |
|---------|---|
| E4-DE-1 | Tab washer, pack of 2 £6.75 |
| E55-DB1 | Top suspension mount inc 2 gaskets... £58.00 |
| E55-DB1 | Pair top suspension mount inc 4 gaskets..... £102.00 |
| | Mount bearings per side (2 x E38-DB1, 2 x E37-DB1) £48.00 |

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

| | |
|----------------|--|
| E55-DB1 | Pair top suspension mounts, 2 sets mount brgs & 4 gaskets..... £182.00 |
| | Suspension insert..... £83.00 |
| | Suspension insert and top suspension mount & 2 gaskets..... £132.00 |
| | Pair suspension inserts £158.00 |
| | Pair suspension inserts plus pair top suspension mounts |
| | 2 sets mount brgs & 4 gaskets £332.00 |
| E60-DB-1 | Gasket, Suspension Leg, set of 2 £1.90 |
| 100E-1190 | Hub seal 0.983" £9.00 |
| 105E-1190 | Hub seal 1" £9.00 |
| 105E-1201 | Hub bearing inner 1" £40.00 |
| Y-1202 | Hub bearing inner 0.983" £42.00 |
| Y-1216 | Hub bearing outer £40.00 |
| E19-LB-1 | Washer (Idler arm stud tab, set of 2)... £4.25 |
| E20-LB-1 | Stud and bush £28.00 |
| 100E-3063 | Set bushes (2), Track control arm/cross member/anti roll bar..... £11.20 |
| 100E-3073 | Track control arm repair kit £56.00 |
| 100E-3078-C | Track control arm right hand (exchange or £10 surcharge) £78.00 |
| 100E-3079-C | Track control arm left hand (exchange or £10 surcharge) £78.00 |
| EOA-3158 | Tab washer £4.20 |
| 100E-3289/90-B | Pair track rod ends (remanuf) £62.00 |
| 100E-3289-B | Right hand track rod end (old style).... £30.00 |
| 100E-3290-B | Left hand track rod end (old style)..... £30.00 |
| 100E-3304 | Drag link (exchange or £10 surcharge) . £85.00 |
| 100E-3332 | Track rod end dust cover £3.50 |
| | Track rod end dust cover (set of 4) . £11.00 |
| 100E-3359 | Steering Idler dust boot..... £5.00 |
| 100E-3581 | Gasket (cover to steering gear hsg) .. £2.75 |
| | Steering Box seal & Gasket set..... £6.50 |
| 100E-3591B | Steering box oil seal (all models)..... £5.25 |
| | Steering box reconditioned (exchange item) £336.00 |
| EOA-3592 | Gasket, end plate £2.50 |
| | Wheel bearing set (per wheel for 0.0983" diameter stud axle)..... £74.00 |
| | Wheel bearing set (per axle set for 0.0983" diameter stud axle)..... £140.00 |
| | Wheel bearing set (per wheel for 1.000" diameter stud axle)..... £69.00 |
| | Wheel bearing set (per axle set for 1.000" diameter stud axle)..... £132.00 |
| QSK40 | Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063 £48.00 |
| 100E-5310 | Suspension coil spring (axle set) ... £146.00 |
| 300E-5310 | Suspension coil spring (axle set) ... £146.00 |
| 100E-5783 | Rear axle bump stop..... £26.00 |
| 100E-5783 | Rear axle bump stop (pair) £45.00 |

Rear Axle

| | |
|------------|--|
| 100E-1107 | Wheel stud..... £4.95 |
| 100E-1175 | Rear hub seal, original material £16.45 |
| 100E-1175 | Rear hub seal, modern neoprene £8.40 |
| EOA-4020 | Pair rear spring eye bushes (300E).. £33.00 |
| E493A-4050 | Retainer (rear axle shaft grease) £11.00 |
| 100E-4209 | Crown wheel and pinion..... £106.00 |
| 100E-4235 | Half shaft..... £46.00 |
| 100E-4676 | Pinion seal, 100E only..... £8.65 |

| | |
|--------------|--|
| 100E-4851 | Flange (propshaft)..... £34.00 |
| EOA-5705 | Clip (U bolt) c/w locking nut..... £13.50 |
| EOA-5705 | Qty 4 Clip c/w locking nut (axle set).... £41.50 |
| 100E-5713 | Bar rear spring shackle-inner (inc van up to 09/55) £7.80 |
| 100E-5719 | Bush rear spring shackle, set of 4 (inc van up to 09/55) £12.65 |
| 100E-5781-B | Rear spring eye bush (saloon) £14.50 |
| 100E-5781-B | Pair rear spring eye bushes (saloon) ... £26.00 |
| 100E-7091 | Yoke (propshaft)..... £26.00 |
| 100E-18080-A | Shock absorber £59.40 |
| E7-ED-1 | Rubber bush (bottom shock) (set of 2)... £7.80 |
| | Rear spring shackle/bush set, axle set Estate car & van 09/55-08/61 ... £57.20 |

Exhaust

| | |
|---------------------|--|
| 100E 5250/5225/5255 | 100E stainless steel exhaust system .. £275.00 |
| 300E 5250/5225/5255 | 300E stainless steel exhaust system .. £265.00 |
| Y-5251 | Manifold to exhaust clamp with stainless steel bolts and brass nuts . £14.60 |
| | 100E exhaust fitting kit..... £45.00 |

Engine Parts

| | |
|---------------|--|
| 100E-6303 | Reground crankshaft (exchange)... £210.00 |
| 100E-6018 | Gasket (timing gear side cover)..... £1.60 |
| 100E-6020 | Gasket, timing chain front cover £2.30 |
| 100E-6038 | Engine mount (exchange or £10 surcharge – remove rubber from mount) £33.50 |
| 100E-6051-B | Head gasket..... £28.00 |
| 100E-6065 | Set of qty14 cylinder head bolts £26.00 |
| 100E-6102 | Piston set (std, +0.010", +0.020", +0.030", +0.040")..... £275.00 |
| 100E-6149 | Piston ring set (std, +0.020", +0.030", +0.040", +0.060")..... £70.00 |
| 100E-6200 | Conrod conversion, (to fit shell bearing), inc small ends..... £70.00 |
| 100E-6200 | Conrod conversion (engine set, to fit shell bearing) inc small ends £265.00 |
| E1ADDN-6258 | Retainer (Camshaft sprocket & dowel) ... £4.75 |
| 100E-6261/2/3 | Camshaft bearing set-.STD size..... £46.00 |
| 100E-6261/2/3 | Camshaft bearing set-.010" £70.00 |
| E93A-6270 | Timing Chain £28.00 |
| 100E-6308 | Crankshaft thrust washers (per set) std..... £16.00 |
| 100E-6308 | Crankshaft thrust washers (per set) + 0.0025" & + 0.005" £22.50 |
| 100E-6331 | Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")..... £72.00 |
| 100E-6347 | Packing Seal Crankshaft Rear (set of 2) £6.50 |
| 100E-6505 | Exhaust valve £15.00 |
| 100E-6505 | Exhaust valves (per set of 4) £56.00 |
| 100E-6507 | Inlet valve..... £17.00 |
| 100E-6507 | Inlet valves (per set of 4)..... £65.00 |
| 100E-6510 | Valve guide £7.50 |
| 100E-6510 | Valve guides (set of eight) £52.00 |
| 100E-6513 | Valve springs (per set) £44.00 |
| 100E-6521 | Gasket valve chamber cover..... £4.80 |
| 100E-6626-A | Gasket (pipe to oil pump body)..... £1.70 |
| 52E-6700 | Packing sump front (qty 2) £5.50 |

| | | |
|-------------|---|--------|
| EB-6730 | Sump Plug non-magnetic (inc sealing washer EB6734)..... | £10.50 |
| EB-6730 | Sump Plug magnetic (inc sealing washer EB6734)..... | £14.00 |
| 100E-6731-A | Oil filter element..... | £9.75 |
| 100E-6734 | Sump plug sealing washer..... | £1.30 |
| 100E-6749 | Gasket oil seal, qty 2..... | £2.50 |
| 100E-6763B | Oil filler tube..... | £19.00 |
| 100E-7609 | Retainer (Flywheel dowel)..... | £5.00 |
| 100E-9278 | Oil pressure switch..... | £8.85 |
| Y-9443 | Manifold washer (set of 4)..... | £3.25 |
| 100E-9448 | Manifold gasket, 100E only..... | £7.25 |
| Y-24051 | Manifold stud..... | £6.25 |
| Y-24051 | Manifold stud (set of 4)..... | £23.00 |
| 33798-S7/8 | Manifold Nuts, brass, (set of 4)..... | £4.00 |
| 33798-S7/8 | Manifold Nuts, steel, (set of 4)..... | £2.40 |
| E55Z1 | Bottom end conversion gasket set.. | £32.40 |
| E55Z1 | Cork sump gaskets (pair)..... | £7.85 |
| E81Z1 | Decoke gasket set..... | £34.00 |
| E55Z1/E81Z1 | Conversion and decoke gasket sets. | £59.00 |
| 353000ESA | Core Plug..... | £4.50 |
| 100E-6200 | Big end shell bearing set (-0.030", -0.040", -0.060")..... | £54.00 |
| 100E-6200 | Big end shell bearing set (std, -0.010", -0.020")..... | £69.00 |
| CE-6207 | Small end bushes (set of 4)..... | £40.00 |
| E93A-6212 | Nut, connecting rod (set of 8)..... | £7.75 |
| 119074-ESB | Bolt (sprocket to camshaft) set of 3.. | £4.00 |
| 119074-ESB | Bolt (flywheel to crankshaft) set of 4 | £4.75 |
| | Engine mount brackets to engine fitting kit (88364-S2/20368-S7/8) ... | £10.00 |

Clutch and Gearbox

| | | |
|-------------|---|--------|
| | Gearbox seals & gasket set..... | £18.00 |
| E15-GA-1 | Ring Inner..... | £6.00 |
| E22-GD-1 | Clutch release arm rubber gaiter | £21.50 |
| E66-Z-I | Master cylinder, repair kit..... | £15.00 |
| E70-7600-A | Clutch pilot bearing..... | £10.50 |
| E74-7580-A | Release bearing..... | £38.00 |
| E149-Z-1 | Slave cylinder repair kit, 100E only ... | £7.25 |
| E266-GD-1 | Slave cylinder, 100E only (exchange £10 surcharge)..... | £69.00 |
| EOA-2078E | Flexi hydraulic hose..... | £17.00 |
| 100E-6068 | Gear box mounting fits 100E and early 107E..... | £35.00 |
| 100E-7039 | U/J repair kit..... | £22.00 |
| Y-7051 | Gasket (Main drive gear bearing retainer)..... | £1.50 |
| 7W-7052 | Front oil seal..... | £7.75 |
| 100E-7086 | Gasket tail shaft housing..... | £3.00 |
| 100E-7111 | Counter shaft..... | £31.40 |
| Y-7118 | Input shaft bearing..... | £3.75 |
| Y-7119 | Washer thrust countershaft STD, + 0.005" and + 0.010"..... | £14.50 |
| 100E-7223 | Gearbox lid gasket..... | £3.75 |
| 100E-7523 | Clutch Return Spring..... | £6.75 |
| 100E-7550-C | Clutch driven plate, 100E only (exchange, send with order)..... | £50.50 |
| EOA-7561 | Hub (Release bearing)..... | £24.50 |
| 100E-7657 | Rear oil seal..... | £13.00 |
| 100E-7563-B | Clutch pressure plate, 100E only (exchange, send with order)..... | £95.00 |

| | | |
|------------|---|---------|
| | Clutch kit – comprising of 7550-C, 7563-B, 7580-A & 7600-A (exchange, send with order)..... | £165.00 |
| 100E-17286 | Ring speedo gear retainer..... | £4.30 |

Cooling System

| | | |
|--------------|--|---------|
| | Re-cored Heater matrix (exchange item)..... | £164.00 |
| 100E-8005 | Radiator reconditioned (exchange item)..... | £275.00 |
| 300E-8005 | Radiator reconditioned with starter handle hole (exchange item)..... | £275.00 |
| EOA-8100 | Radiator cap, fits 100E and 107E..... | £7.70 |
| 100E-8115 | Radiator drain tap (not original)..... | £7.00 |
| 100E-8255 | Thermostat housing gasket..... | £2.50 |
| 100E-8275 | Water inlet tube..... | £16.75 |
| 100E-8260A | Early top radiator hose, 100E only.. | £27.50 |
| 100E-8260B | Late top radiator hose, 100E only... | £25.00 |
| 100E-8286 | Bottom radiator hose, 100E only.... | £23.00 |
| 100E-8501 | Water pump & gasket, (exc item) ... | £84.00 |
| 100E-8507 | Water pump gasket..... | £3.00 |
| 116E-8575 | Thermostat..... | £11.50 |
| EOTA-8620-C | Fan belt, 100E only..... | £10.50 |
| 100E-18488-B | Hose, heater to cylinder head (inc hose clips)..... | £18.50 |
| 100E-18488-D | Hose, heater to water valve (inc hose clips)..... | £17.00 |

Fuel System

| | | |
|-------------|---|---------|
| | Fuel pipe kit (all req'd items, tank to pump) Saloon..... | £65.00 |
| | Locking stainless steel petrol cap.... | £16.00 |
| | Fuel pump with spacer (no primer)... | £60.00 |
| | Fuel Pump repair kit..... | £21.00 |
| B-9035 | Gasket, petrol cap..... | £2.00 |
| 100E-9083-B | Petrol filler grommet..... | £13.50 |
| 100E-9276 | Gasket (fuel tank sender)..... | £2.50 |
| 100E-9288 | Flexible fuel pipe..... | £25.00 |
| 100E-9369 | Fuel pipe (pump to carburetor)..... | £18.00 |
| Y-9374 | Fuel pump gasket..... | £1.60 |
| 100E-9374 | Fuel pump gasket ¼" thick (approx).. | £5.00 |
| 100E-9435 | Hot spot gasket..... | £5.50 |
| EOTA-9447-B | Carburetor flange gasket..... | £2.75 |
| 100E-9447-C | Gasket, Carb to Inlet Manifold 3/16" thick (approx)..... | £4.75 |
| 100E-9502 | Carburetor gasket kit..... | £13.00 |
| 100E-9510 | Rebuilt Carburetor (exchange, send with order)..... | £148.00 |
| 100E-9564 | Fuel Inlet needle valve..... | £29.50 |
| 100E-9627-A | Rubber (air cleaner)..... | £14.50 |
| 100E-9763 | Bush, throttle shaft..... | £3.95 |
| 100E-9959 | Gasket carburetor float chamber..... | £2.75 |

Electrical

| | | |
|--------------|---|--------|
| EOTA-10001-B | Dynamo, not Popular (exchange or £10 surcharge *)..... | £92.00 |
| 105E-10001-B | Dynamo, Popular only (exchange or £10 surcharge *)..... | £92.00 |
| 105E-10043 | Brush set..... | £6.50 |
| 100E-10505-B | Voltage regulator (spade terminals) .. | £48.00 |
| EOA-10505-D | Voltage regulator (screw type terminals)..... | £48.00 |
| 100E-11001-C | Starter Motor (please send old unit with order).... | £90.00 |

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

| | | |
|---------------|---|--------|
| 105E-11057 | Brush set starter motor | £7.00 |
| EOTA-11135 | Bush starter motor drive end | £5.50 |
| EOTA-11375 | Starter pinion spring | £7.50 |
| ET6-11450-B | Starter Switch (not original) | £25.00 |
| ET6-11450-B | Starter Switch (original style) | £34.00 |
| 204E-13007A | Headlight bulb pre focus 40/50 watt | £7.60 |
| | Stop/tail bulb, 12v, 21/5 watt..... | £3.95 |
| | Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans | £32.60 |
| 211E-13044 | Headlight bowel gasket | £8.50 |
| 100E-13450B | Rear light lens, red | £14.95 |
| 300E-13450 | Rear light lens, red | £14.95 |
| EOA-13480 | Brake light switch | £9.75 |
| E1050-NC-1 | Rear red tail light lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards..... | £10.00 |
| 100E-134641-C | Pair of rear red tail light lamp lenses | £17.50 |
| 50563-S | Ignition barrel + 2 keys (early 100E) | £16.00 |
| E1ADKN-3686-A | Sidelight rubber boot..... | £7.80 |
| E33-NB-1 | Pinion (starter motor drive)..... | £16.00 |
| E274-CQ-1 | Headlight/wing gasket black..... | £16.60 |
| E4-NB-1 | Headlight/wing gasket white | £16.60 |
| E45-NB-1 | Tail light gasket black | £13.30 |
| E188-NC-1 | Tail light gasket white | £13.30 |

Ignition System

| | | |
|--------------|--|---------|
| | Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (D Type)... | £66.75 |
| | Emergency breakdown kit comprising points, plugs, rotor arm, condenser, fan belt and distributor cap (round type) | £55.00 |
| | Set 100E ignition leads | £31.00 |
| 100E-12029 | 12v Ignition coil..... | £38.00 |
| 211E-12049 | Terminal (round distributor low tension lead) | £10.00 |
| 7V-12098 | Nut H.T. lead distributor cap (set of 5)... | £4.50 |
| 100E-12100-A | D type distributor (less electrics) (rebuilt-exchange or £10 surcharge) .. | £70.00 |
| 100E-12100-C | Round type distributor (less electrics) (rebuilt-exchange or £10 surcharge) .. | £75.00 |
| 100E-12100-C | Round type distributor (complete Including plug leads, exchange) | £165.00 |
| 100E-12116 | Distributor cap (D type) | £35.00 |
| 105E-12116 | Distributor cap (round type)..... | £24.50 |
| 100E-12199 | Contact set (D type distributor) | £12.00 |
| EOTA-12199-C | Contact set (round type distributor) | £8.00 |
| 100E-12200 | Rotor arm black | £5.85 |
| 100E-12200 | Rotor arm red | £5.85 |
| 100E-12300-B | Condenser (D type distributor only). | £10.30 |
| 105E-12300-A | Condenser (round type distributor) .. | £9.90 |
| 100E-12405-T | Spark plug | £3.75 |
| | Set of four spark plugs..... | £12.00 |
| 995952-ES | Distributor base plate screw set..... | £2.00 |
| 26475-S3/4 | Screw (distributor to cylinder head) | £1.90 |

Badges

| | | |
|--------------|----------------------------|--------|
| E6AJ-1 | Prefect boot script | £28.00 |
| E5AJ-1 | Anglia boot script..... | £28.00 |
| 100E-16185/9 | Triangular wing motif..... | £29.75 |

Full ordering details are on the order form enclosed with this issue.Spares orders: please contact Neil Patten. Email: neilpatten@btinternet.com.Merchandise orders: please contact Mark Harvey. Email: harve65@hotmail.co.uk.

| | | |
|--------------|---------------------------|--------|
| 100E-16606 | Prefect bonnet | £42.00 |
| 100E-16606 | Anglia bonnet | £42.00 |
| 100E-16606-G | Popular bonnet | £42.00 |
| 100E-16850 | Bonnet 'V' motif | £44.00 |
| 100E-7042514 | Popular boot script | £33.50 |
| E276-AM-1 | Deluxe boot script..... | £25.00 |

Miscellaneous

| | | |
|----------------|---|--------|
| E30-PB-1 | Bonnet lock cover | £11.50 |
| E40GB1 | Gear lever gaiter | £25.50 |
| 100E-16625/6 | Bonnet corner pads (pair) | £29.00 |
| 100E-16740 | Pad/Bonnet rest strip inc rivets..... | £10.00 |
| 100E-17262 | Speedo cable..... | £28.00 |
| 100E-7029744 | Rear side window rubber per side (2 door model)..... | £21.00 |
| 100E-7042084-B | Rear screen rubber-deluxe only | £53.25 |
| 100E-7303110 | Front screen rubber (deluxe) | £49.25 |
| 100E-7043531 | Boot T handle escutcheon seal | £6.00 |
| EOA-732003-B | Floor grommets-per set of four | £5.00 |
| 100E-7322610 | Interior door handle | £25.00 |
| 100E-7322630-B | Base, Interior Door & Winder Handle Escutcheon, set of 2 | £16.25 |

107E Specific Parts

| | | |
|--------------|--|-----------|
| E258-GD-1 | Clutch slave cylinder (exchange, send with order) | £75.50 |
| 107E-2853-A | Handbrake cable | £48.50 |
| 105E 4248B | Rear hub oil seal, 107E | £11.00 |
| 105E-4676B | Pinion oil seal, 107E..... | £14.00 |
| 107E-6020 | Timing chain cover gasket | £3.50 |
| | Oil filter short..... | £8.00 |
| | Oil filter long | £8.00 |
| 105E-6038 | Engine Mounting (pair)..... | £48.00 |
| 105E-7550C | Clutch driven plate, 107E (exchange, send with order)..... | £50.50 |
| 105E-7561-C | Clutch release bearing carrier | £60.00 |
| 105E-7563D | Clutch pressure plate 107E (exchange, send with order)..... | £90.00 |
| 105E-7580-B | Clutch release bearing | £39.00 |
| 107E-8260 | Top radiator hose, 107E..... | £20.00 |
| 107E-8286B | Bottom radiator hose, 107E | £24.00 |
| 105E-8620 | Fan belt, 107E only | £10.00 |
| 105E-9448 | Manifold gasket, 107E | £8.60 |
| 107E-9959B | Float chamber gasket | £3.20 |
| 107E-17262-A | Speedo cable..... | £28.00 |
| 105E-12405 | Spark plug | £5.00 |
| 105E-12405 | Spark plug, qty 4 | £14.00 |
| | Conversion gasket set | £23.00 |
| E173-Z-I | Head Gasket set..... | £23.00 |
| E195-Z-I | Fuel pump repair kit | £32.00 |
| | Stainless steel exhaust system..... | £305.00** |

Tools

| | |
|---|--------|
| Rear Hub Puller (upright and 100E) | £58.00 |
| Rear Hub Puller (E83W)..... | £58.00 |
| Engine Lifting Eye (screws into no 3 plug hole)..... | £30.00 |
| 8 & 10HP Valve Guide removal tool.... | £20.00 |

Mark Harvey

The FSOC Merchandise Page

I hope everyone has had a good car season.

Now it's wet windy and cold. But here at the FSOC we can help you to stay warm!

Why not treat yourself to a nice, warm waterproof jacket and a woollen hat. Or a warm car blanket?



Cuffed Beanie
£8.59



Rolled Blanket
£19.70



Waterproof Insulated Jacket
£35.20



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

To submit an advert:

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

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

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

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

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Vehicles for Sale

SIVA built by Reg Bryant c. 1950. Kept in nice condition in a garage for several years. Now showing a few rust spots. Runs but needs TLC to be fully roadworthy. Value estimated at £4,000. Please contact Geraldine Atkins (selling on behalf of her uncle). Email geraldine.atkins1@btinternet.com. Several photographs on the website.

Ford Prefect HET 863. Mileage 73,312.

Currently owned and dry stored since 1989.

Engine turned over regularly on the starting handle and Redex down the plug holes. Please contact Robert Kettle. Email: rjkettle1@gmail.com. Tel: 07973636987. Derbyshire. (Non member.)

E83W Utilicon Estate. £3,000. Possibly ex RAF staff car at the airfield to convey aircrews.

No V5 or paperwork. Original registration unknown so will need to be re-registered.

Vehicle complete but no passenger seats. Was a runner at purchase but stored since then.

Needs TLC and generally tidying up. Contact John Smith. Tel: 07860 388940. Aylesbury.

(Non member.)

Also for Sale (previously listed and / or full details on the website)

- Ford Special OAA760 'LILFO'. Inspired from Lotus Mk 6. 1950s Pop. Jim Burry. Tel: 01425 619190. FULL DETAILS FOR LILFO in September issue or contact pop.shopper@fsoc.co.uk.
- Ford Prefect LKM573. Michael Rose Tel: 01332 574958.
- 1949 Ford Prefect E493A. KYL247. £800. Phil Darbyson. Email: phildarbyson@gmail.com. Tel: 07710665702.
- 1947 Anglia E04A. Jake Harvey. Email: harve95@hotmail.co.uk. Tel: 07703439609.
- 1953 E83W Anthony Hoist pick-up. Shirley Wood. Email: ShirleyAWood1956@gmail.com.
- 1961 Ford Prefect 107E. Alan Curtis. Email: alancurtis499@gmail.com. Tel: 07808364231.
- Two Ford Model Ys, 1933 and 1934. Bill Headde. Email: sarajaneclark@mail.com. Tel: 07484759629.
- Rare 1933 Abbey Tourer. Rick Tunstead. Email: ricktunstead@yahoo.com. Tel: 07579027547.
- Ford Prefect 1955 VKM 435. Chris Wainwright. Tel: 07505 122134.

Parts for Sale

Sidevalve engine. Believe 8hp. Pistons out. Spares only. Also radiator, gearbox and bonnet wings. South Wales NP234RN. Contact Adrian Davies. Email: ninboopdavies@yahoo.co.uk.

Collection of Ford Popular parts that are free for collection from the Evesham area. Plus Ford Pop wheel. Too good to bin. Contact Toby Collins. Email: Tobyecollins@gmail.com. (Non member.)

Parts Wanted

PLEASE CHECK OUR STORES BEFORE ADVERTISING

Wanted for E93A rebuild: a set of twin AUC 557 SU's, Aquaplane inlet manifold and head. Also a pair of 16" wheels. Contact Richard Shirley. Email: richardshirley@hotmail.com. Tel: 07781172262. Guernsey

Looking for an Aquaplane exhaust manifold or any tuning parts. Currently fitting a Shorrock to the Sidevalve and very interested in period sidevalve tuning parts. Please contact Sam Barfoot. Email: sambarfootmedia@gmail.com. Tel: 07507210742. Essex.

Wanted for 1955 Pop, metal runner, fits to bottom of driver's door window. Contact Ron Jones. Email: ronjones345@btinternet.com. Tel: 07870908129. Shropshire.

Model Y 17" wheel wanted. Please contact Patrick O'Donnell. Email: rxbracer@gmail.com. Tel: +1 541 6195987. Oregon, USA. (Non member.)



Club Officials

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

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

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

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

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

Technical Editor: Peter Tinsley, Riverside, Mill Street, St Asaph LL17 0SP. Email: pw.tinsley@outlook.com.

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

Technical Advisor, 8 & 10hp: Nigel Hilling, 16 High Close, Linthwaite, Huddersfield, W. Yorks HD7 5ST. Tel: 01484 843115. Email: njhilling@gmail.com.

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

Merchandise and Books: Mark Harvey, 25 Primrose Drive, Branston, Staffordshire DE14 3GS. Tel: 07876 634881 (7.00 p.m. to 9.00 p.m. only, please). Email: harve65@hotmail.co.uk.

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

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

IT Support: Stuart Battersby. Email: battersby56nz@gmail.com.

Sidevalve Editor: The SV News Editor, Ford Sidevalve Owners' Club, PO Box 235, Warrington, Cheshire WA3 9DS. Email: editor@fsoc.co.uk.

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

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

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

Publicity and Insurance Valuations: Albert Walsh, 19 Harrogate Road, Lytham St. Annes Lancashire FY8 3QQ. Email: albert9lltg@yahoo.co.uk.

Club Secretary: James Merritt. Email: james.merritt99@btinternet.com. Tel: 07485 183200.

Registrars (Specific Model Enquiries and DVLA Applications)

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

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

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

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

Specials: Eddie Wills. Tel: 01458 860212, 07971 511564. Email: oldboar1964@gmail.com.

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

Regional Contacts and Regional Groups

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

All social events described below continue to be subject to possible variation caused by Covid-19 restrictions. Neither the Ford Sidevalve Owners' Club, the Regional Contacts listed here, nor the venues described can take responsibility for unavoidable changes or cancellations.

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

Bristol and South West: Ivor Bryant 01454 411028. Email: ivor_bryant@msn.com. *3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 7.30 p.m.*

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

Cornwall: Ray and Vanetta Geach. Email: vanetta.geach@hotmail.co.uk. Landline: 01726 850011. Mobile: 07704 882507. *Please contact for information. (No calls after 8.00 p.m., please.)*

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

Devon: Ian Rooke 07791 787158. Email: rookemanor@aol.com.

Please ring for details of local activities.

East Lancs: Queries to regionalorganiser@fsoc.co.uk. 3rd Wednesday: The Oaks, 39 Bridge Street, Bury, Ramsbottom, Greater Manchester BL0 9AD. Start time 7.30–8.00 p.m. New members warmly welcomed.

East Midlands: Liam Cotton 01283 219508. Email: 100ERegistrar@fsoc.co.uk. Last Thursday: The Greyhound Inn, Woodville, Derbys 8.00 p.m.

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

Essex: Clive Dove 01268 726380. Email: clivescars01@gmail.com. *Please contact for details.*

Glos, Hereford and Worcester: Brian Bedford. Landline: 01432 820004. Mobile: 07974 069430. Email: s.bedford45@btinternet.com. (Until 31st December 2024. From 1st January 2025: Netty and Nick Whitehouse. Tel: 07837 605207. Email: nickwhitehouse@outlook.com.) Meet 3rd Thursday of the month, location TBA. *Please call for information.*

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

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. 3rd Wednesday: Riverside Diner, Hoo Marina, St Werburgh, Rochester ME39TW, start time 6.30–7.00 p.m.

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

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

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. Email: joe@righthandconsultants.co.uk. Mobile 07831 622075. 2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00 p.m.

Norfolk: Colin Read, 26 Park Close, Wymondham, Norfolk. NR18 9BA. Landline 01953 602824; mobile 07753 318959. Email: norviccol@yahoo.co.uk. *Please contact for details.*

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

Northern Ireland: Position vacant. Please contact Regional Coordinator for information.

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

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

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

Email: romarpop@ntlworld.com.

Oxfordshire: James Merritt. Email: james.merritt99@btinternet.com. Tel: 07485 183200. *Please contact for further information.*

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

Shropshire: Gordon Roden. Email: gordonannroden@btinternet.com. Tel: 01952 408049 or 07975 536107. *Contact for further information but please, not after 9.00 p.m.*

Solent: Dave Barry. Email: davebarryau@yahoo.com.au. Landline: 01983 863399. Mobile: 07870 890383. *Please contact for information.*

Somerset: Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG. Tel: 01460 67735. Email: rtg3420@gmail.com.

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

Sussex: David Pickett 01444 483350. 3rd Wednesday, 7.30 p.m. IMPORTANT – NEW VENUE: The Dorset Arms, 22 Malling Street, Lewes, E. Sussex BN7 2RD. Tel: 01273 474823.

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245. Email: robjenthake@aol.com. *No meetings at present at the King William.*

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

Yorkshire: Nigel Hilling 01484 843115. Email: njhilling@gmail.com. Last Tuesday at the Reindeer Inn, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 7.00 p.m.

International Contacts

Australia: Gordon Cowley, 15 Higham Avenue, Balaklava, 5461, Australia. Tel: 00 61 4 2748 1948. Email: gordon14days@gmail.com.

Belgium: Position Vacant. Please contact the Regional Co-ordinator for details.

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

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

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

Malta: Reniel Pisani, 'Our Nest', St. Georges Road, Ghaxaq, Malta GXQ 1253. Tel: +356 79208378. Email: renielpisani@hotmail.co.uk.

Scandinavia: Ulf Winroth, Abrahamsbergsvagen 15, 168 30 Bromma, Sweden. Tel: +46 722393344. Email: ulf@fiberbyran.se.

Continued from Page 20.

The overdrive worked very effectively and overdrive second was a very good gear to take a long drag such as the Snake Pass in Derbyshire. The car also had a very good turn of speed in reverse! The only disadvantage with the conversion arose because the overdrive replaced the gearbox extension housing resulting in the long main shaft having to be shortened. The main shaft in the standard gearbox provides some torsional absorption properties and its shortening made for a much harsher drive.'

In June 2007, as his 100E Register page, Tony Lloyd told us: 'In February 1955 *Autocar* magazine published an article that tested the Handa version of the overdrive fitted to a 100E Anglia.

The first test that *Autocar* gave the device was one which would be normal driving for most people of the time. Partly main roads, small town residential roads, and smaller country roads. The car was driven quietly and never exceeded 40 m.p.h. With the normal car the resulting fuel consumption was 38.4 m.p.g. With the overdrive fitted car the result was 41.2 m.p.g. – an improvement of 2.9 mpg.

Another test used to try the overdrive unit was a high speed test carried on a level moorland road in the West Country. This route was almost exactly 40 miles long out and back. Again the normal ratios were tested first, cruising at 60 m.p.h., testing maximum speed on two straights. The result was an average speed of 53 m.p.h. and the maximum speed was an indicated 75 m.p.h. Fuel consumption was adversely affected at 26.7 m.p.g. With the overdrive, fuel consumption was 33.7 m.p.g. – a gain of 7 m.p.g. The maximum speed was again an indicated 75 m.p.h.

On a long distance journey from London to Penzance in Cornwall and cruising at 60 m.p.h., fuel consumption figures of 35.5 m.p.g. outward bound and 37 m.p.g. for the return journey were obtained. There is no doubt in the tester's mind that for long journeys the overdrive comes into its own.

The tester does report that, apart from better acceleration between 40 and 50 m.p.h. in overdrive second, the device does not improve the performance of the 100E. It does however make it more 'effortless and economical' and it was obvious to the tester that the longer the journey and the higher the speed, the 'greater the value of the overdrive'.

Much of the above would be equally applicable to the Murray and Laycock versions.

The full *Autocar* review was reprinted in the December 1988 *Sidevalve News*, Pages 26–27. Currently it is not available on the website.

Laycock

Laycock used several ratios for different cars but a common one was 0.78:1, reducing engine r.p.m. by twenty-two percent. I have never seen one of these for a 100E and have, in fact, heard rumours of only two of them. Laycock made many good quality overdrive units for many vehicles and it is thought that the 100E unit was similar. Unlike the sliding mesh dog clutches of the others, it used an epicyclic gear train which did not require clutch operation to take it in or out of overdrive. It was undoubtedly the best of the three, but also the most expensive by a long way. Thus in February 1999 Gordon Cowley wrote:

'About 12 months ago I got some positive information about Laycock making 100E overdrive kits. The Murray overdrive kit was 29 pound, the Handa overdrive kit was 42 pound and the Laycock kit was 66.5 pound. That meant that the 100E Laycock box was expected to be on a cost basis pretty rare. I found a box without much trouble but it was not for sale, but I kept at the owner and got first refusal on the box. By a set of fluke circumstances and a bit of luck I am now the custodian of the second 100E Laycock overdrive gearbox known to me. The gearbox was poorly described in the ad, the vendor did not really know what he had, and only two people chased it. I didn't believe it could be another one and was a bit slow to act. However, persistence and money won in the end and I purchased it from the guy who beat me to it.'

So, would it be worth fitting an overdrive if you could find one? The advantages are certainly there, but whether or not they balance the problems of fitting and the hassle of trying to change two gears at once, that's a decision for the owner.

Registrar's comment: In the past I had a three speed Zephyr with overdrive fitted. It was a great car to drive. When I used it as my everyday transport the overdrive was used a lot. It was very handy for long distance on dual carriageways and motorways but I found that when it was retired from regular service it was doing low mileage local journeys and the overdrive was kept locked out, just like driving with a standard three speed gearbox. The main advantages were: reduced fuel consumption



Photo 5. I have not found a photo of a Laycock 100E overdrive but this is the standard issue and it is thought that the 100E would be similar. It uses friction clutches to engage the overdrive.

"We all cruise with ease"

1. Austin-Healey 100
2. Bristol 2-litre
3. Ford Consul and Zephyr
4. Jensen Interceptor
5. Standard Vanguard
6. Triumph 2-litre Sports
7. Triumph Renown
8. Vauxhall Velox and Wyvern

is shown in the above the Laycock de Normanville Overdrive is available on:

Austin A70, Austin A90 and Austin Shearline

Consultants for Austin Consignment on:

JENSEN MOTORS LTD., WEST BRIDGWICH
and the Specialist Consignment:
G. E. HEVILLE & SONS, LTD., MANSFIELD, NOTTS.

to whom enquiries should be made.

Specialist agents in the international sporting world during 1954 will use fitted with the Laycock de Normanville Overdrive were used. These, Austin-Healey 1000 in general, Austin-Healey 1000 and 2nd in the open overdrive class. A Standard Vanguard achieved 100 m.p.h. over a Flying Mile on the London Highway at 100 m.p.h. over a Flying Mile.

If you have been unable to get to the MOTOR SHOW, and elsewhere did not see the OVERDRIVE demonstrated on our STAND 34 write to the address below for leaflet.

Laycock de Normanville overdrive

Manufactured by
LAYCOCK ENGINEERING LTD.
under exclusive licence from AUSTIN TRADING COMPANY LTD.

LAYCOCK ENGINEERING LTD.
VICTORIA WORKS, MILLHOUSE, SHEFFIELD, S. 12

Photo 6. An advert for the Laycock de Normanville overdrive and a list of some of its applications, although not including the 100E. The nearest equivalent is the Consul, which had a 1507cc engine.

and lower engine revs (less noise) at high speed. If you use your 100E only as a second car or for short journeys then enjoy your 100E as it is; they may not be fast but admit it, every time you drive one it puts a smile on your face.

(A YouTube video has appeared showing a Murray overdrive being fitted to a 100E gearbox, then a short clip of the car being driven and the overdrive in use: <https://www.youtube.com/watch?v=wSg8w9W5W8>.)

Liam Cotton

107E Register

As we are coming to the end of 2024, I can only say it has been a terrible year. I have got through only with the help of some good friends in the FSOC, so thank you to all for your kindness and help. If you are feeling desperate over Christmas you could always send me articles and photos for the Register pages. I know how shy you 107E owners are but all are welcome with me.

I have to thank Jim again as he provides some great articles as well as encouragement to all of us 100E / 107E enthusiasts. As with the 100E Register, this article is a bit different and it applies to 100E and 107E cars. In my first 107E, AFX 417A, we fitted a radio cassette in the glovebox. I think the speakers were hidden under the dashboard so from the outside there was no indication of a detraction from originality (not that it would have won any concours prizes). I mainly played cassettes which were 1950s, 1960s and 1970s music. This seemed to fit the car, being in the period when it would have been seen on the roads. I do have plans to fit a radio cassette into my yellow / white Prefect but that will be for next year.



AFX 417A.

I.C.E. – in this case, In Car Entertainment, by Jim Norman

In the 1950s, people were tough. No central heating, no double glazing, just a coal fire in one room in the house (and first one up had to light it). Buses weren't heated either, and just to make the point clearer had a huge open

platform at the rear to allow in all the cold air you could desire. And heaters did not come as standard equipment on many cars, and this included the 100E. By today's standards, or even those of forty years ago, you didn't get a lot in the way of 'extras'.

You might have noticed from his previous writings that Liam likes music, and we both have a love of Rock'n'Roll. Of course, cars did not have a wireless as a standard fitting either but they were available and you could hear all the Rock'n'Roll you wanted, although I don't recall the BBC's Light Programme playing that much of it. But what were your options as far as a sound system went?

Sound system is the wrong term. You could have a wireless (the title, radio, was yet to become universal) as an accessory from Ford. But as hinted above, the wireless didn't always give you the music you wanted, and in the days of medium and long wave reception was far from reliable. An answer came not from Ford but as an after-market item: an in-car vinyl record player! A period advert from America and an example from Phillips are seen in **Photos 1 and 2**. These sold mostly in America, but I did actually have one in my first 100E, and enjoyed all the problems of the 'needle' jumping between grooves and of having to change the record every three minutes or so. It didn't last, and soon cassette players provided an easier option.

But to return to the wireless. Ford offered one right from launching the 100E (different systems were also available for the 103E and earlier Uprights). These were powered by valves and the power consumption was high, requiring a separate power pack to be mounted behind the offside front wing (**Photo 3**). Two receivers were available, one for Standard (**Photo 4**) and one for Deluxe (**Photo 5**) cars. Because of the current draw, it was advisable to wire them through the ignition switch to avoid a flat battery in the morning if inadvertently left switched on. But that brought its own hazards: the valves took a minute or two to warm up before any sound was emitted. Our next-door neighbour was well along the road when he came close to having an accident when a ghostly voice gradually emerged from the rear ...



Photo 1. A period American advert for a record – or phonograph – player.



Photo 2. A Phillips version for 45 r.p.m. records and strictly singles, in all senses. The mounting arrangements do not compare with Ford's standards!

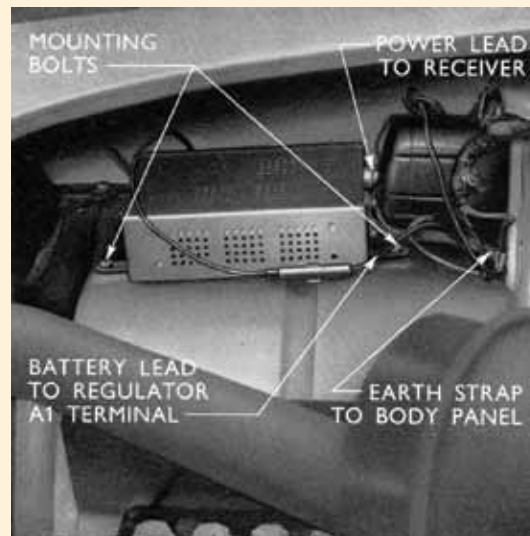


Photo 3. The power pack fitted behind the O / S front wing. This provides higher voltages up to 328V AC.



Photo 4. The receiver CR.152 / F for Standard models showing the flip-up cover over the display face.

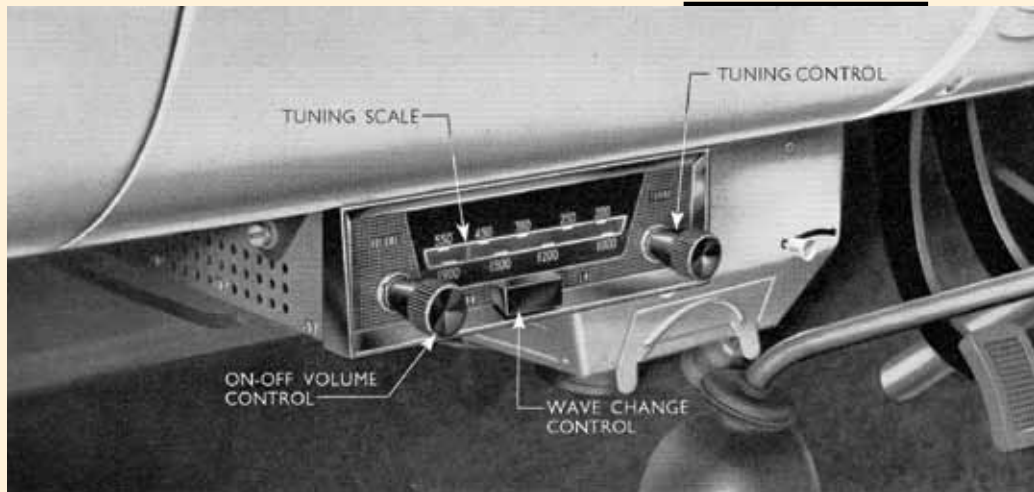


Photo 7. From September 1957 a new model, CR.280 (Britain) and CR.280 / F (export) were available, still valve operated but without the need for a separate power pack.

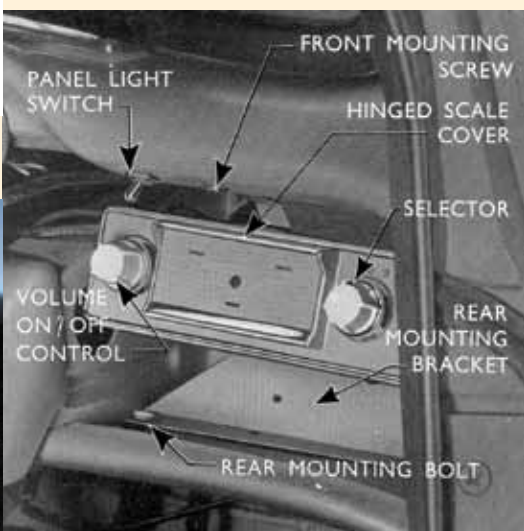


Photo 5. The receiver CR.152 / N for Deluxe models also has a flip-up cover over the face. This time it is mounted to the outside of the steering column to clear the oval dash assembly. Why provide different sets?

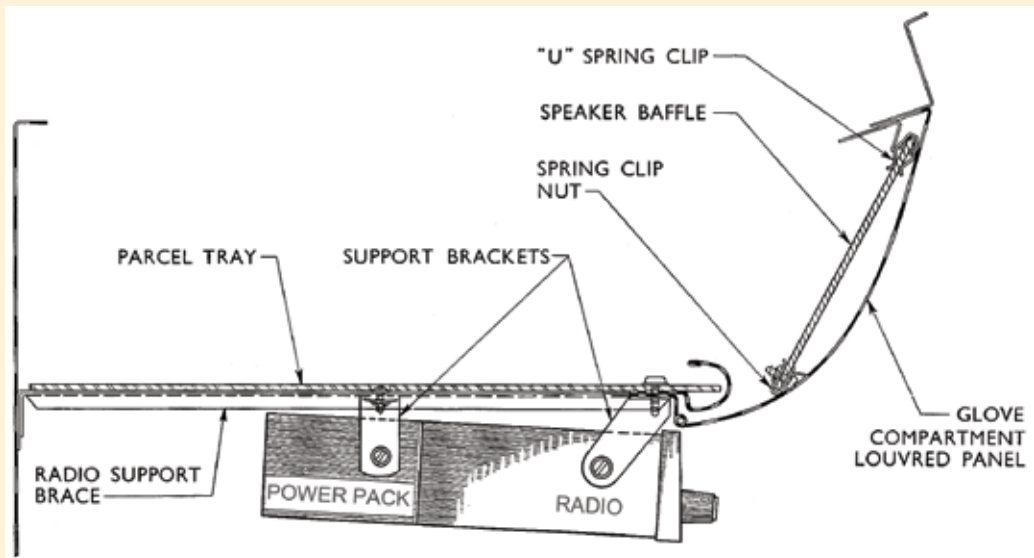


Photo 8. Mounting arrangements from September 1957 onwards. There are two places for speaker mounting holes pressed in below the Deluxe fascia grille. For Standard models, the speaker moved back to the rear of the parcels shelf. The location of the radio is far from ideal, requiring the driver to lean across to make any adjustments. If mounted centrally the power pack to rear would impinge on the heater.

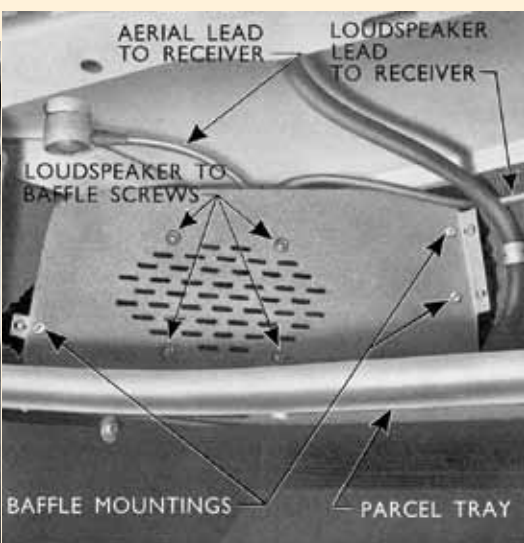


Photo 6. The mono speaker tucked away at the rear of the parcels shelf. Sound quality cannot have been great, especially if there were many items on the shelf in front of it.

For the facelift of September 1957, a much smaller system with the power pack and receiver combined was offered. There were again two versions, although both were for Standard and Deluxe cars; the difference was the domestic and export markets. Both pre- and post-1957 installations consume a lot of pages in the workshop manual, although I struggle to imagine that many auto-electricians (they were a separate breed from mechanics back then) would have welcomed the opportunity to repair any part of either type.

Today, it is possible to have a period-looking set but with all the latest technology inside. I have the latest technology but sacrificed the period appearance and simply have a modern

system. There is AM / FM radio, CD player and, most important, a USB port into which is plugged an SD card reader. The card holds 589 full albums, and more are occasionally added. He shall have music wherever he goes!

Registrar's Comment: What kind of music are you listening to in your sidevalve? It would be interesting to know owners' tastes as well as knowing what kind of radio sets you are using. For no other reason than it is a great song with great lyrics, may I suggest you try George Strait singing 'Amarillo by Morning'. Y'all come back now!

It is just left for me to wish you all a Merry Christmas and Happy New Year.

Eddie Wills

Specials Register

I am very grateful to member John Z. Miller for sending me photos of the Conversion Car Bodies brochure for this very unusual Special. We have come to expect Specials to be sporty two seaters and often without a roof. The Conversion Car Bodies model, or 'Naco' as I believe they came to be known, is quite the antithesis of that: in fact it looks eminently 'sensible'! John came across the brochure while preparing to move house and, suitably intrigued, looked it up on the Fordspecials website (www.fordspecials.co.uk/), only to find Conversion Car Bodies unrepresented. When he called me, offering to send me photos of the brochure, he described it as looking somewhat like a Triumph Herald, and I can see what he means.

There is remarkably little information to be found about Conversion Car Bodies Ltd online. (Sadly, I am currently separated from my library as I come to write this.) I was able to find only a couple of adverts for their body work from a 1961 issue of *The Autocar*, with a photo of an estate version ('Spacious estate and comfortable saloon bodies easily fitted. A lower radiator is the only modification needed when fitting this beautiful estate body to the Ford running gear'), available from their Essex workshop in Epping.

The only other information I could find was on a blog post by Bob Blackman: <https://anarchadia.blogspot.com/search/label/Conversion%20Car%20Bodies>. He had taken photos at the 2022 Lands End Trial of one of these Naco estates, belonging to David Child. He states in his post that the body shells are now incredibly rare and that David's example may indeed be unique. The car has apparently weathered extensive trials since it was built in the sixties due to its robust construction, and David is its third owner. Mike Furze, one of its previous owners, had inspected one in a garden in Bristol some years ago, although nobody knows what has happened to it. Intriguingly, that estate had the registration number EYT 657: the same as the saloon bodied car in the brochure, but on the estate in the advert!

As ever, if anyone can provide any more

14

THE AUTOCAR, 10 MARCH 1961

Car Kits

BODY & CHASSIS

Suppliers



CONVERSION CAR BODIES LTD.
The 'Four Seater' Specialists
 SPACIOUS ESTATE AND COMFORTABLE SALOON BODIES
 EASILY FITTED
 A lower radiator is the only modification needed when fitting this beautiful estate body to the Ford running gear.
 For Details send large s.o.e. to:
CONVERSION CAR BODIES LTD.,
 Naco Works, Lindsey Street,
 Epping, Essex
 Inspection invited 10-1 Saturday-Sunday

TORNADO CARS LIMITED

THE NEW

CHUBBY ET

This new "Conversion" body is designed to fill the obvious gap between the "occasional" four seater bodies on the market and our own "estate". The interior is spacious and allows four adults to be comfortably seated. Boot space is approximately 16 cubic feet. The specification is extremely complete and many technical improvements have been incorporated, the result of which is a product highly advanced in its field. Modifications have been cut to a minimum, and fitting is extremely simple.

SUITABLE CHASSIS

Any chassis having a wheelbase of 7' 6" to 7' 10" and a track up to 4' 0" may be used. 17" wheels are recommended.

MODIFICATIONS TO FORD CHASSIS

The only essential modification is to the radiator. This should be lowered 5" between the chassis members or a new shallow type fitted.

All the existing floor and seats should be retained.

MOUNTING POINTS

Steel tubing is bonded into the bumpers and along the lower edges of the body, to which are welded eight drilled lugs.

MOUNTING BRACKETS

Two lengths of 2" angle iron bolt to front and rear of chassis, to pick up mounting points in bumpers. Four angle brackets bolt to chassis members and connect to mounting points in the side of the body.

MOUNTING THE BODY

Having bolted the front and rear mounting irons to the chassis, lower the body into position and mark the drilling points for side mountings and lugs. Remove body, drill and bolt into position. Care should be taken to ensure that the weight is evenly distributed to avoid distortion.

SPECIFICATION

The body is manufactured in polyester resin reinforced with glass fibre and is a complete one-piece moulding of great rigidity. Two integral bulkheads are included and add tremendous strength to the general construction.

The front bulkhead is designed to carry the original Ford throttle linkage, electric wiper motor and battery. The rear bulkhead completely seals the boot and forms seat support and parcel shelf.

Full width dash panel will accept all original instruments. Built-in anti-dazzle headlight hoods. Boot floor and wheel-arches bonded during construction. All windows in toughened glass, sliding windows in doors, hinges locks, handles, striker plates, reinforced bumpers, drip channels, eight mounting points, all mounting brackets, radiator grille.

COLOURS

Colours: Red, British Racing Green, Ivory, Dark Blue.

DIMENSIONS

Length 13'. Width 4' 9". Depth 4' 2". Wheelbase 7' 6" to 7' 10". Track 3' 9" to 4' 0". Ground clearance 9". Headroom at driving position when mounted on Ford, 3' 8".

INTERIOR

Base of windscreen to rear window, 6' 9". Width at window level, 4' 1". Width of doors, 3'. Bonnet opening, 3' 6" by 3' 3". Boot opening, 3' 6" by 2'.

PRICE

£159 ex works.

Extras: Shallow radiator £10 10s. 0d. Headlights £4 0s. 0d. each. Set of side, rear and winker lights £4 15s. 0d.

H.P. TERMS

Deposit £32 0s. 0d., plus 12 monthly payments of £11 15s. 5d., 18 payments of £8 4s. 4d., or 24 payments of £6 7s. 8d.

Delivery by B.R.S.

CONVERSION CAR BODIES LTD.

NACO WORKS, LINDSEY STREET, EPPING, ESSEX

Telephone: EPPING 3599

information on the company Conversion Car Bodies Ltd., or knows of any other remaining examples, we'd be delighted to hear.

Andy Main

Specialist Applications Register

Mercury Bomb Tractor, Part 1

Tony Creese-Smith from the Sussex group recently visited Sywell Aerodrome Museum, Northamptonshire NN6 0BN and found this Mercury Bomb Tractor from 1943.

Sywell Aerodrome dates back to 1928 and played a key role during the Second World War as an RAF flying training facility, and an important centre for the repair of nearly 2,000 Wellington bombers during the war period.

Sywell Aerodrome Museum opened in three Nissen huts in 2001 that were dismantled at the now closed RAF Bentwaters and erected on site, having been used as bomb fusing sheds by the USAAF during the war. In 2010 and 2011 two further Nissen huts formerly used at a POW camp at Snape Farm, Derbyshire were erected.

Tony recommends the museum. If you have not visited, it is still very authentic with its art deco buildings, and very well cared for as a working airfield with hangars and hotel, with restaurant and a wonderful cafe out by the runway.

The Mercury Truck and Tractor Company,

originally named Bramco (1920) Ltd, relocated to Gloucester by 1932 and manufactured small industrial vehicles for use in factories, railway yards and airfields for carrying loads or hauling trailers. The company name is located on the top of the radiator, or with the lettering M T & T Co on the side of the radiator, and a few have the name Mertrak on the top of the radiator. In 1935 the War Department placed an order for vehicles from the company.

The Mercury Bomb Tractor is named Sammy; it dates from 1943 and may have been used at this airfield. These Mercury Bomb Tractors worked at numerous RAF and USAAF airfields across the country towing bomb trolleys to awaiting aircraft.

It is now owned by Mr Stan Hollands from Wellingborough who overhauled the tractor some years ago. Since going on display it has been refurbished by the museum. It is on display with an 8hp engine, M T & T Co lettering on the side of the radiator and with RAF markings. **(Photo 1.)**

To be continued.



Copyright © John Z Miller.



Copyright © Bob Blackman from anarchadia.blogspot.com.



Photo 1. 1943 Mercury Bomb Tractor.

Colin Pudge

NEC Classic Car Show 2024

The theme for this show was to exhibit the same models of Sidevalves that were displayed in 1984. This was the best that we could expect given that forty years have passed and the cars and owners are widely dispersed.

For this year's show at the NEC and ongoing shows, we decided that we would present a small trophy in memory of our dear friend Steve McKenna to a chosen car on the stand. This award will carry on year on year at the NEC Classic Car and Restoration shows, as these two shows were so hugely supported by Steve for many years. For the first edition of the award, Leanne Harvey was picked by our lovely Sally Litherland who fell in love with Leanne's E83W pick-up.

As Steve McKenna's daughter Emma Ellis was visiting the show with her family, she kindly agreed to present the first memorial model of Steve's blue Pop to Leanne. This we managed to keep secret from Leanne until the moment that Emma stepped up with the award after a mock photoshoot beforehand.

The group picture features as many members as we could gather at that point. It is a bit like herding cats really.

How many people does it take to sort out headlight bulb installation on an E83W? This was an attempt at upgrading the lighting for the trip home on the Sunday in the dark. It didn't go well as it was discovered that the

wiring was not in a good state which resulted in complications come Sunday evening. However, all was not well when starting the pick-up and turning on the lights, which somehow had affected the rear lights so our transport team (Nigel Cockerill and Colin Pudge) collected the E83W on the Monday.

Thanks to all of the members that brought their Sidevalves to the NEC on the build-up day, which was no mean feat in itself, and the stand team who continue to go above and beyond for these shows.

Lizzie at the NEC, by Matthew Callaghan

When we were looking for a classic and up until now, there was one show we have wanted to visit, the Classic Motor Show at the NEC. It's just that we never got around to it. Rolling back about six months from today (I am writing this on 11th November) we had done some work on Lizzie and been to a semi-local car show with her. Buoyed by the success of the repairs and the trip we decided we wanted to go further afield. Cue the All Ford Show at the museum at Gaydon, where Colin approached us and asked if we would be willing to display Lizzie at the Classic Motor Show. No deliberation was needed – of course, it would be a privilege to have Lizzie on display there, and what an excuse for us to visit this show.

As a family, we discussed the logistics of getting Lizzie there. Our big concern was if she broke down on the way, similar to what happened on the way back from Gaydon. Having her at the NEC was a big deal for us so the decision was made to transport her there by trailer. The only downside to this was that we didn't have a tow-bar. This wasn't a problem as Dawn knows a bloke whose



The first Steve McKenna award.



Leanne Harvey and Emma Ellis.

company specialises in tow-bar fitting and trailer hire, so our other, slightly younger (by sixty years) Ford was fitted with one. This was something we had been thinking of doing for a while. The next question was, would she be taken up and brought back on the trailer or do



That lightbulb moment.



The team.

we take her up and then drive her back? We decided that getting her to the NEC was the important part, so we decided on a one-way trip on the trailer and a drive back.

Rolling forward to November, the tow-bar was fitted, the trailer was booked and Lizzie was checked over to be sure she had her necessary fluids and that our spares box and tool box were in the boot. The seventh of November would be a learning curve as I have never towed before and here I am, hitched up to a trailer with our Lizzie looming large in the rear-view mirror like some tailgater, heading out of Wales on the A449 / A40 heading for the M50, M5 and M42. Any apprehensions I had about towing soon disappeared and a nice easy run to the NEC was had. I could have dropped her off directly outside the hall, but where is the fun in that! So we unloaded her in the designated car park and drove her to her place in Hall 8. She received a quick wipe-over to remove some dirt accumulated during the journey but I was keen to get the trailer back to where we hired it from. We made our farewells and hit the motorway once again for another nice easy drive to drop the trailer off.

We planned to attend on Saturday and Sunday, giving Friday a miss as we had bits to do at home. Three of us – myself, Dawn and William, our daughter staying with her Nan – caught the train up to NEC on Saturday morning. We made our way straight to Hall 8 and to Lizzie. Once again she had a quick wipe-over to remove accumulated dust. Having our own personal storage facility on site was a huge bonus, especially when the autojumble was hit for a few bits and pieces. It took us a day and a half to walk around all the halls and even then I am sure we missed some bits and pieces. Dawn and William left mid-afternoon on the Sunday, leaving me to do something I love – talking about Lizzie. It was during this time between the family leaving and the end of the show that I was accosted and my wallet prised open to do something I had not done before: renewing our membership before it was due! Once the show was closed it was all hands to the pump to dismantle and store the stand before we received the all-important Tannoy announcement saying we could leave.

Then the next bit of apprehension started ... there are 103 miles between the NEC and home. Leaving Gaydon, Lizzie had lasted fifteen miles before she said enough was enough and it was with this in my mind that I drove through the doors and on to the West Midlands roads. My first stop was to adjust my mirrors slightly, followed by a second stop to take on some go-juice. I had a route planned



The stand: Lizzie in top picture, at front right.

that would avoid motorways, so it was via Solihull, the outskirts of Worcester, Malvern and on to the A40 towards Monmouth, then on the A40 and A449 dual carriageways to the Usk turn-off. This last section was a distance of 23 miles and constant 50-55 m.p.h. running. I did have a brief stop in Malvern for a leg stretch and a drink and when pulling away, she cut out.

How could she do this again! After one or two choice words, she restarted after a few cranks. I suspect it was fuel vaporisation. On the A449, just before I turned off at Usk, a couple more modern Fords (a Fiesta XR3i and a Sierra, I think) overtook and gave us a toot and a flash. Given the nature of the cars I am sure they were heading back from the NEC as well. Home was reached in three hours and ten minutes from when we left the NEC, with the stops for petrol

and a leg stretch and a progress report to base. Now it's on to winter maintenance, ready for more adventures in 2025.

We as a family must thank Colin for inviting Lizzie to be on the stand. When we bought Lizzie we would never thought she would be seen by so many people in a place like the NEC. I would also like to extend my thanks to everyone from the club who makes the FSOC attendance at these events possible, especially those who helped set up and man / woman and exhibit on the FSOC stand this year. It was great to catch up with other members and meet new faces. The social side of a club like ours should never be understated. We are already talking about going to next year's show, even if it's only for a day out.

Jonathan Wood

At Eights and Tens, Part Two

Covering the Small Ford development story from the 1932 Model Y to the ubiquitous Pop, which finally died in 1959. Originally published in The Automobile, January 2004, and reproduced with permission.

Changes to the Dagenham lines did not occur until October 1938, when the Ten was renamed the Prefect (E93A). Hitherto Fords had been known by an identifying letter, although the £100 Model Y Popular represented a halfway house in that regard. Apart from the name change, the principal difference was to the front of the car, which brought it stylistically into line with its 22 and 30hp V8 stablemates. The V-shaped radiator grille was positioned further forward than hitherto and was crowned with a new alligator bonnet. The twin wipers now resided at the base of the screen rather than the top. The existing variants were perpetuated, and there was a rare drophead coupé version for £185. Do any survive?

The revised version of the Eight (E04A) arrived exactly a year later in October 1939, a month after the outbreak of the Second World War. It also carries a name, in this instance Anglia. Geographically, Essex might have been more accurate but Hudson had already purloined that name for its low cost marque of 1918. Once again the front-end treatment was revised with the introduction of a projecting angular cowl, although the hinged bonnet was retained. The enlarged boot now had an external lid with the spare wheel located beneath its floor.

When, in April 1940, *The Autocar* came to road test a De Luxe Anglia with opening windscreen and running boards, it declared that 'its easiest and most pleasant speed is around 40 m.p.h.' The price was £140 and, although it was wartime, 'present production being limited, it remains available to the public.' Nevertheless, most car manufacture at Dagenham ceased in 1942 and did not restart until May 1945. The first post-war Anglia – only the basic version was available – was completed in June.

The price, now swollen by the new purchase tax, was a still a bargain-basement £293. The



This Anglia De Luxe, complete with opening windscreen and running boards, featured in *The Autocar's* road test of April 1940. The headlight masks indicate wartime motoring.

eight horsepower engine remained essentially unchanged, apart from the adoption of plastic condensation caps to the sparking plugs to aid starting. Synthetic rubber replaced the original engine mounting material which had proved vulnerable to deterioration. The most significant mechanical change was the fitment of 10-in brake drum in the place of the eight and seven inch ones front and rear, which brought it into line with the Prefect. Rustproofing was introduced to the body, sealed highlights were adopted and changes made to the seat backs.

The Prefect benefited similarly and its electrics were enhanced by the fitment of a constant voltage control to the dynamo. The 17 in covers were replaced with 5.00 by 16 tyres. Inside, the front seats had new tubular frames. The two-door Prefect had not survived the war, and neither had the low-volume tourers. Both saloons remained in production until 1948.

At that year's Motor Show, which Ford was attending for the first time as it had hitherto staged its own events, the company unveiled its mildly face-lifted cars. The most obvious change to the Anglia (E494A) was the introduction of a revised radiator shell with a very BMW-style two aperture grille, perhaps inspired by the fact that the German make was out of production at the time.

Since 1945, the British government had been directing its carmakers to export their products to earn much needed dollars for

the Exchequer. Ford, with its own Thames-side quay, was geographically well placed to dispatch its cars overseas. But it did so in the face of a longstanding corporate diktat which stipulated that it could not sell its products on the lucrative American market, a veto that was officially rescinded in 1948. This change in policy was underlined by the introduction in October of that year of the Export Anglia.

This model was outwardly similar to the version sold on the home market apart from the radiator badge, which read '1.17 litre'. This denoted the fact that it was fitted with the Prefect's 1172 cc engine. It was shod with 5.00 by 16 in tyres and was available in right- and left-hand-drive forms. In the latter guise the number plate was mounted off centre to the left, and there was a supplementary lamp on the right.

The Autocar recorded a top speed of 63 m.p.h. for the export Anglia and a 0-50 m.p.h. figure of 28.3 seconds. This compared with 59 m.p.h. and a leisurely 48.1 seconds when the usual 933 cc engine was fitted.

More radical cosmetic changes were made to the Prefect (E493A). A chromium plated radiator grille echoed that of the companion V8 Pilot, introduced in 1947. Unlike that model, the Prefect had combined head and sidelamps incorporated into its front wings. At the same time, the swage lines on the Prefect's front door panels were deleted.

During a visit to Dagenham in February 1948, a 30-year-old Henry Ford II – his grandfather had died in 1947 – took the opportunity of granting its British subsidiary a greater degree of design autonomy than hitherto. A product engineering centre was opened at nearby Rainham and, in February 1949, Ford announced the appointment of Ray Turner as its chief designer. For six years he had been Standard's chief engineer and was closely involved in the development of the Vanguard.

The Anglia and Prefect continued in production in these forms until the autumn of 1953. In the meantime, the new generation of Fords, the Dearborn-designed four-cylinder Consul and six-cylinder Zephyr, had arrived for the 1951 season and in 1954, the Anglia and Prefect names were transferred to the mainly UK designed 100E.

In such circumstances, an impartial observer might have predicted the end of the 'sit up and beg' Fords. Whoever coined that phrase? But Sir Patrick Hennessy, knighted for his wartime work as Lord Beaverbrook's right hand man at the Ministry of Aircraft Production, had taken over as Ford's managing director in 1948. Audaciously, he decided to keep the line going. The Prefect was discontinued, but the concept of the Export Anglia with its 1172 cc engine and two-door body was perpetuated. Named the Popular (103E), it revived memories of the no-frills £100 Model Y of 1936/7, and was, indeed, a similar confection. (*It was announced in October 1934 for the 1935 model year. – JN.*)

In an era of independent front suspension, monocoque construction, overhead valves and 12-volt electrics, the Popular flew in the face of all these innovations. And a price of just £390 ensured that it was by far and away the cheapest British car on the market, if not



Introduced for 1937, the new Ford Ten had swage lines and a three-slot grille. The four-door version came in six-light form.

in the world. Its nearest UK rival, the sparsely furnished Standard Eight, sold for a dizzy £481.

If the Anglia had been a no-frills concept then the Popular was even more so. Outward differences were the introduction of smaller 24-watt headlamps, unadorned aluminium-painted bumpers, and an almost complete absence of brightwork. There was a single vacuum operated windscreen wiper – although a second one was available to the profligate at extra cost.

Once behind the wheel, the driver was faced with a plain painted fascia and a speedometer flanked by a fuel gauge and ammeter. There was no parcel shelf. The bucket seats were new and, opined *The Motor*, 'more comfortable than hitherto'. A car-hungry public, many of whom were becoming motorists for the first time, responded positively to the Popular. Between the years 1953 and 1954 it even outsold its 100E replacement. Eventually some 148,000 examples would be built.

Dagenham was bursting at the seams and, with British government policy forbidding expansion there, Popular production was transferred to Doncaster in August 1955, to a factory opened by Briggs in 1942. It had passed to Ford when it took over the body company's British subsidiary in 1953. Doncaster was where Briggs had made bodies for the Jowett Javelin, which also died that year.

The Popular finally ceased production on 1st September 1959. After 22 years, the line really had come to an end. A total of 387,351 Eights and 580,564 Tens had been manufactured. Old Henry, wherever he was, would surely have approved.

Credits

With thanks to John Porter of the Ford Sidevalve Owners' Club for his kind assistance.



A 1954 Popular. This example has been enhanced by the presence of two windscreen wipers, semaphore and flashing indicators, as well as a driver's wing mirror.



At £390 pounds, Ford sold the four-seater two-door Popular as the world's lowest priced car.



The revised Prefect for the 1949 season, with a new radiator grille and integral headlamps. The left hand steering is a recognition that Ford had begun to export its products to America.

Letters & Emails

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

Email: editor@fsoc.co.uk

Rochdale Review

Dear Sidevalve,

Having been Registrar for the Rochdale Owners Club and the Rochdale section of the Fairthorpe Sports Car Club for many years, I was delighted to read Eddie Wills' piece on the Rochdale GT in the October edition of *Sidevalve*. However, I feel the number of surviving GTs mentioned needs clarification. The figure of five surviving examples refers to those fitted with Rochdale's own chassis of which only 33 were made. The vast majority of Rochdale GT bodies were fitted to standard Ford chassis of various years and approximately 90 of these are so far known to have survived.

In 2004 I purchased a Rochdale Riviera, basically an open version of the GT, fitted to a fairly standard 103E chassis, from former FSOC registrar Rob Daniels. In 2020 its restoration started and the excellent spare service provided by Neil Patten has been invaluable. Mechanically the car is now complete and I would hope to attend some FSOC events in the car next summer.

Eddie Wills also briefly mentions the Rochdale Olympic, which featured a monocoque GRP body / chassis unit. These were generally designed for Morris Minor or Riley 1.5 components and I have owned one

of the latter since 1971. What is not so well known is that Rochdale also offered a version, called the F Type Olympic, which was designed to take Ford sidevalve mechanics. Only six were produced to the specification and one was recovered from a Midlands garden in 2018 where it had lain, uncompleted since 1960, still with the sidevalve mechanics, less engine, in place. Hopefully this will be restored by the current owner at some point in the future.

Thanks to all club officials who put so much effort into running the club.

Yours,
Derek Bentley

The Club's NEC Stand

Dear Sidevalve,

Having visited the FSOC stand at the NEC on the Saturday I write to say how much I enjoyed the occasion. I talked to Joe Wheatley and Neil Patten, and also looked under several bonnets to get my fix of staring at 100E engines.

I would also like to thank Jim Norman for his three-speed gearbox article. It put my mind at rest over the question of what revs my engine was doing if I obtained the speed of 60 m.p.h.: about 3,800 r.p.m. I think that this is safe enough but would not want to go any faster, if I could.

Yours,
Richard Hamilton

The Trials and Tribulations of AGMs

Dear Sidevalve,

You turn up at an AGM, the Directors and Officers give their reports, and all is well so

members go home happy and content at how smoothly it all goes. But the planning and organisation which go into making the AGM actually happen in the first place are simply not understood by the membership at large. And sometimes snags occur.

The AGM on 21st April 2001 was held at Wigan Pier. As the 'local' I was heavily involved in its organisation and discussions with the Pier itself. A week or so prior to the date, all was ready. Then I got an unexpected phone call from the Pier. The conversation went like this:

'I'm sorry, but that room we'd agreed won't be available. You can't use it.'

'Oh dear. Is there another room we can have?'

'Yes, we've got a suitable one. It has all the facilities and is a bit bigger than the first room, but there's a problem.'

'Yes?'

'From where it is, you won't be able to hear the George Formby impersonators.'

Short pause.

'Yes?'

Longer pause.

'Don't you want to hear the George Formby impersonators?'

'No.'

'Oh!'

Which is how the AGM was held in peace and quiet and no members were psychologically damaged or required therapy.

The **photos** below show members at the Pier prior to the AGM, and an attempt to get creative with Ron Taylor's van.

Yours,
Jim Norman



Håkon B. Øverland

The Tale of E93A Prefect, U-5347

When I retired in 2003 I lost my daily routines, and to prevent boredom I decided to get hold of an old car to restore. Not that I ever had a professional skill in that kind of work, but why not give it a try? My thoughts went to my grandfather's 1939 Prefect that he bought on 10th March that year, one month before I was born! He hid it from the Germans during the war and kept it in use until 1957, just long enough for me to have my first ride with my new driving license.

I therefore contacted the local official register for cars, and they provided me with the car's history. There had been several owners, but they had all been from this part of Norway, so it was easy for me to make contact with the last registered owner. He told me that the car was wrecked in a house fire and was dumped in a forest nearby. Looking at it, I saw no possibility of restoring the wreck! Instead I decided I would 're-baptize' a car I would obtain myself with my grandfather's chassis number. I removed the chassis and Briggs tags from the wreck and set them aside for later.

Although there are very few of these old small Fords left in Norway, shortly after a 1939 Prefect was advertised for sale. My very good old friend Arve and I took a trailer to its location. The immediate impression was positive, as the exterior was quite OK, but there obviously was a lot to do with the interior. In all,



Photo 1.

I was convinced that I would be able to make a drivable car out of it, so a deal was made. (Photo 1.)

A cousin of mine had an empty garage to offer me as a working area, though it was quite

narrow. I started the job at the front, taking the radiator and the engine out. The radiator had a leak, so I took it to a workshop for professional repair. Then came the engine. I took the cylinder head off and realized that a small piece



Photo 2.



Photo 3.



Photo 4.



Photo 5.

of one of the pistons was off, so I sent the engine to a garage for repair.

When I dismantled the mudguards and the running boards, a lot of rust was revealed, particularly along the chassis beams and the inner mudguards. It was quite a puzzle to cut pieces of plate to fill in the gaps! (Photos 2, 3.)

The fuel tank was beyond repair. Luckily a Swedish FSOC member offered me a practically new one – only this was originally for a Pop, so I had to make a small alteration of the left rear of the body to make it fit in place.

There were no fewer problems when I came to the interior. The floors were original, but in a tragic condition, so I had to replace them. In order to do so I had first to make templates from pasteboard. Finally I added the necessary original details. (Photo 4.)

The instrument panel that came with the car was obviously not the original one. It turned out to be 7mm too long to fit into place, so I had to shorten it accordingly. (Photo 5.)

The clock was in a poor condition, so I left

it with a member of my local club who was a watchmaker. He looked it over and admired the quality of these old clocks. For the dial, I made an enlarged drawing to make it more accurate, and then reduced it to its original size. (Photo 6.)

The roof of the Prefect is of the soft type, but the one in the car now was not original, so I removed it. Out of the four ribs that hold the roof, only one of the originals had retained its shape. Thanks to that I had new ribs produced by a carpenter. The indoor lamp was in perfect condition, luckily. Before I could put in the new roof I had to repair bits of the flange that had rusted away. Having completed that, it was an easy job to complete the roof. (Photos 7, 8.)

For the headlining of the compartment I again had to make templates, before I could sew the soft ceiling and put it in place, not forgetting a space for the compartment light. (Photos 9, 10.)

All the seats were in variously bad condition. In the absence of a professional sewing machine I used my wife's, but a lot of the



Photo 6.

seams were too tough for the machine, so I had to sew much of it by hand. (Photos 11, 12.)

As the main motive for this project was to keep a pensioner occupied, my intention was



Photo 7.



Photo 8.



Photo 9.



Photo 11.

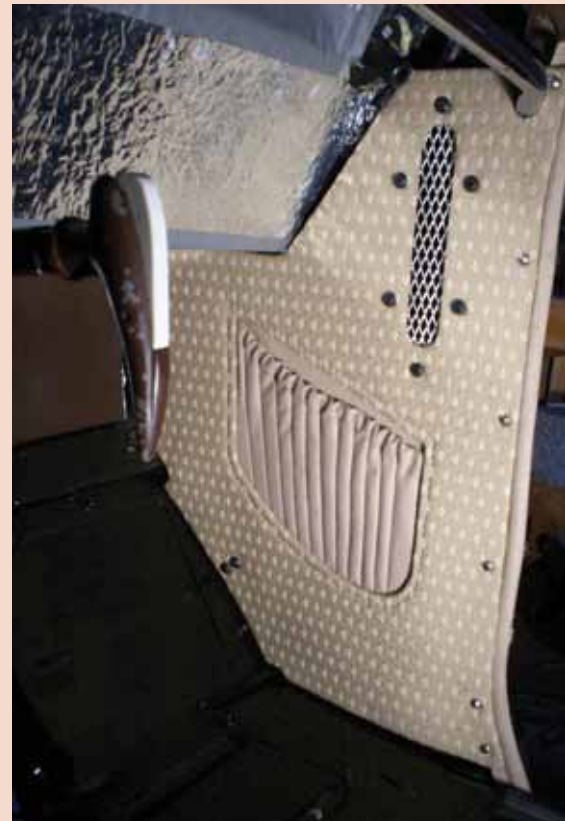


Photo 13.



Photo 10.



Photo 12.

to do as much as possible by myself, but I will not conceal that I have had a lot of help from several club members, both locally and from FSOC: no names mentioned, no names forgotten!

Last but not least, here are a few details that I am particularly proud of:

Just a fragment of one of the brackets for the sunscreens was left, so I had to make a wooden copy of the bracket in order to have new ones cast.

The side panels underneath the dashboard were almost non-existent, so I had to make new ones, but only the right side panel got a map-pocket. (Photo 13.)

Also, the glove compartment was beyond further use due to wet conditions during its long outdoor storage. Again, I had to make a new one.

After finally having completed the restoration of my Prefect, I again thank all my helpers for their contributions to the result.

May I also take the opportunity to thank all members of FSOC that I have had some contact with through these twenty years, and wish all the best for the future of the club as well as its members!



Photo 14: Result!

Jim Norman

Wiring and Connectors

To many people, electricity is a dark and arcane art, but all our Sidevalves use electricity for various purposes; a rough rule of thumb is the later the model, the more electrics it contains. A comparison is given in **Photo 1** of the Model Y Popular wiring diagram and **Photo 2** of the 107E Prefect. Both are simple compared with the diagram of a modern car, which will run to perhaps a dozen pages. If you are working on your Sidevalve's electrics, a copy of the relevant wiring diagram is essential.

Without belabouring the physics, a basic understanding of electricity is essential if work is to be done on the system. Electricity is the flow of electrons from atom to atom or molecule to molecule around a circuit. The circuit must be complete from and to the power source, e.g. battery. The force to move the electrons, the Electro Motive Force (e.m.f.) is normally given in volts (V). The movement of all electrons is simultaneous – there is no bunching at the source to push the others along – and all move at the same rate. Conventional current flow (I) is from positive to negative and is measured in amps (A). A break in the circuit (open circuit) prevents the current's flowing while there must be some resistance (R, symbol Ω [omega]) to the flow; a lack of resistance such as a lamp filament (short circuit) leads to too high a flow and

physical damage or fire. The power generated by the component is measured in watts (W) and determines, for instance, the brightness of a bulb. All Uprights originally used six volts, but all 100Es are twelve volt. In vehicles, the current flows from the battery through a switch to the component, but the return path back to the battery uses the metal of the vehicle body; this is known as an 'earth return', the symbol for earth being:



In all our Sidevalves, the positive battery terminal was connected to the body earth, but many have since been converted to negative earth.

A bit of maths is needed to enable you to decide which materials – cables, fuses, etc. – you need if adding to the existing wiring. The main one is current (in amps) = power (in watts) divided by voltage, i.e. $A = W/V$, so a 60W headlamp bulb divided by 12V draws a current of 5A.

Cables must be capable of carrying more than the current draw of the component. Cable size is measured in (i) the number of strands of copper; and (ii) the diameter of each strand in millimetres, e.g. 14/0.30. This will carry 8.7A. Two 12V 60W headlamp bulbs will draw 10A so

that would be too low. You need 28/0.30 rated at 17.5A

For components I use Vehicle Wiring Products (0115 9305454; www.vehicleproducts.co.uk); I have no connection with them other than as a customer. They have almost anything auto-electrics you might need and provide a comprehensive catalogue in which cable and other specifications are explained. Some connectors are shown in **Photo 3** and this will be referred to through the rest of this article.

Cables and Connectors

The cables end in terminals, eyelets (**J, K** and **L**) for most Sidevalves; the holes are various sizes and not determined by the colour, which determines the wire diameter. Lucars (spades, **A** to **H**) were used from late 1959 onwards. Continuations of the cables, such as between the front and rear sections of the loom, use bullets and sleeves (**N** to **S**), single sleeves for simple extensions but double where two or more components have a common feed, such as the left and right hand side lamps. The system was good enough when new and the main problems are age related: hardening of the insulation with a potential short circuit; and corrosion of the connectors leading to a potential open circuit through which no current can flow.

If the insulation has hardened and become brittle, there is no real alternative other than to replace the entire loom. A surprising number for Sidevalves are available at www.autosparks.co.uk/finder/car/ford; I have not used them so cannot vouch for their quality. Corrosion of connectors is more common and, fortunately, more easily dealt with.

It will be seen in **Photo 3** that some connectors have coloured insulated sleeves to allow easy crimping (**B, C, D, G, J, K, L, M** and **S**) while others have no such sleeve and must be soldered or the tangs carefully compressed (**F** and **H**). The key to the colour codes is:

- A: Female Lucar, side type 1.5-2 mm² cable
- B: Female Lucar 9.5mm yellow 3-6mm² cable
- C: Female Lucar 6.3mm insulated red 0.65-1.5 mm² cable

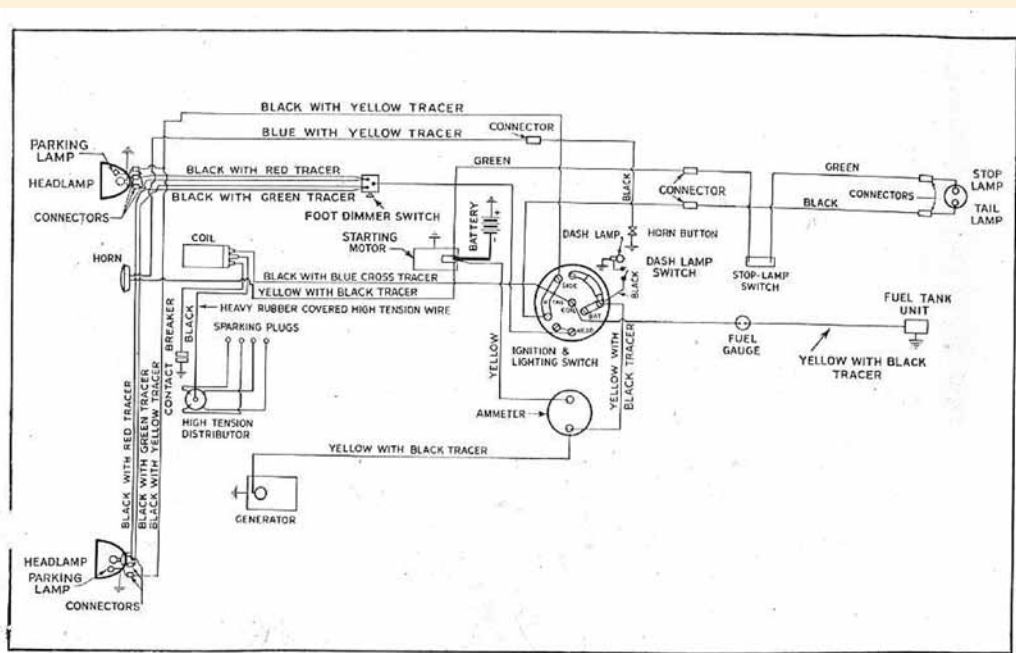


Photo 1.

- D: Female Lucar 6.3mm non-insulated blue 1.5-2 mm² cable
- E: Insulating cover for F
- F: Female Lucar 6.3mm open 1.5-2 mm² cable
- G: Female Lucar 6.3mm insulated 1.5-2 mm² cable
- H: Male Lucar 6.3mm open 1.5-2 mm² cable
- J: Eyelet yellow 3-6mm² cable
- K: Eyelet blue 1.5-2 mm² cable
- L: Eyelet red 0.65-1.5 mm² cable
- M: Female Lucar 6.3mm insulated red 0.65-1.5 mm² cable
- N: Single sleeve connector (one in – one out)
- O: Double sleeve connector (one in – three out)
- P: Bullet (soldered, as made by Ford)
- Q: Bullet (to be soldered or crimped)
- R: Bullet (to be soldered only)
- S: Bullet (with blue crimping sleeve) 1.5-2 mm² cable

Crimping pliers for the sleeved connections are seen on the right of **Photo 3**, and these will do all those with insulated sleeves, red, blue or yellow (see the colour key above), as well as strip insulation from various sizes of cable. About a quarter inch of insulation should be removed from the cable, then the exposed strands lightly twisted, then the bare wires inserted into the connector as far as possible. The wires should just protrude slightly from the inboard end of insulation (they can just be made out below the dirt in **Photo 4**) and the joint firmly crimped with the pliers. In the same image it will be seen that the insulated sleeve is crimped twice: once on to the wires to make the electrical connection and once on to the cable insulation to make the strong mechanical joint.

I try not to use this type in areas where they are visible, such as under the bonnet, and prefer the more original looking open type seen as **F** (female) and **H** (male). These too can be closed using the same tool seen in **Photo 3**, as shown in **Photo 5**. Insulated covers for them are available.

Corrosion is more likely to occur to bullet connectors; water enters the sleeve and both the central steel part and the bullets rust together. If you manage to separate the joint, it is sometimes possible to clean up the original Ford bullet (**P**) with fine emery paper, otherwise cut it off and fit a new bullet, **Q** or **S**. **S** uses the same pliers but **Q** is tougher and needs

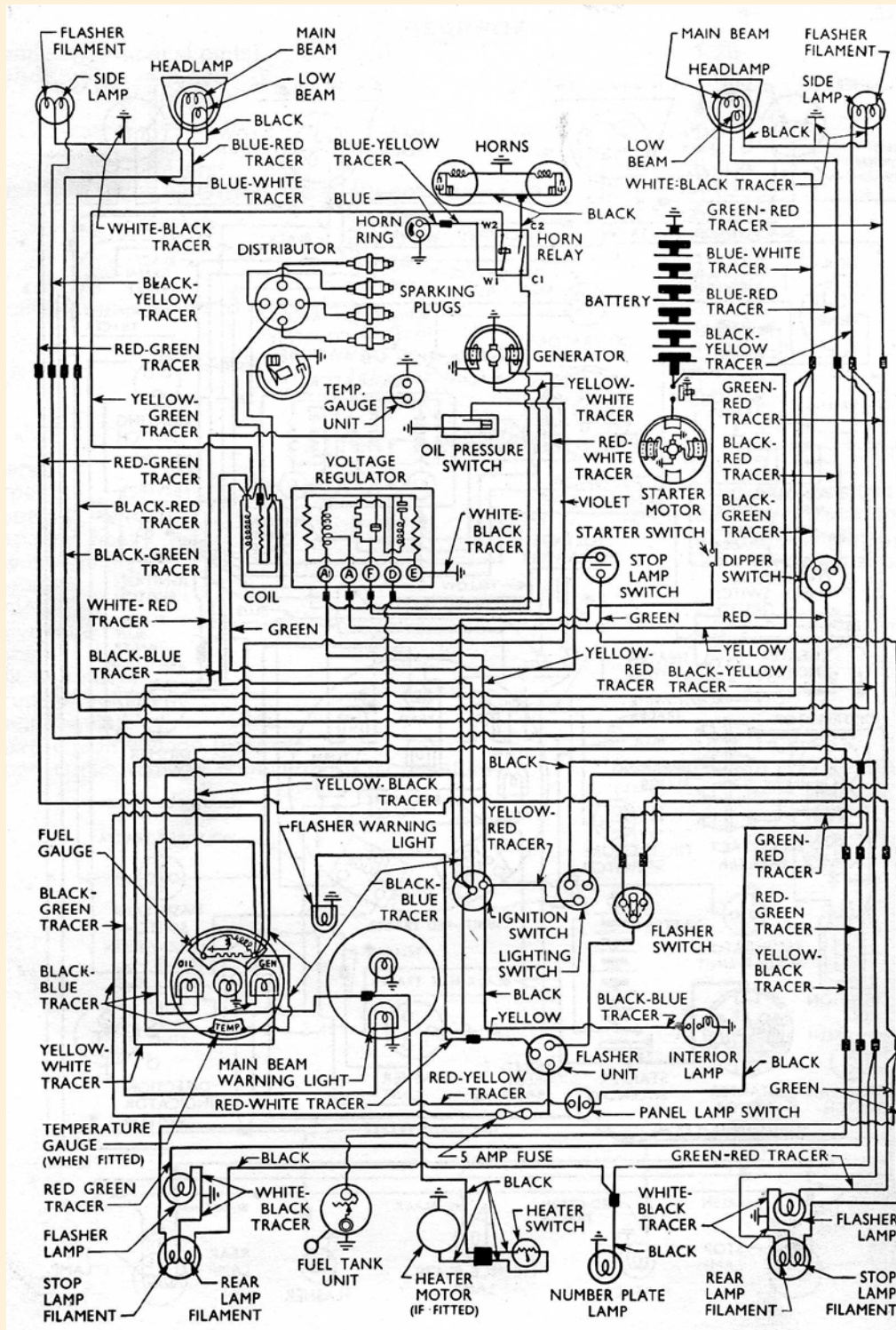


Photo 2.

a dedicated crimping tool. Use new sleeves. Cutting off the original bullet will shorten the cable by a mere quarter inch or so and there is sufficient spare to allow this. Ensure that the newly bared copper strands are in good condition; if green you need to cut back further. A smear of copper-based grease on the bullet will prevent future corrosion and ensure good electrical contact.

There is a school of thought which says that crimping is bad practice as the resulting joint

is poor electrically and mechanically, i.e. it can have a high resistance and can be easily pulled apart. I have some sympathy with this view. However, unless you are good with a soldering iron and have the time to solder each joint, crimping is quick, easy and effective if done properly. It does the job.

If adding cables, try to stay with the original colours and tracers; this helps future fault diagnosis. British vehicle manufacturers mostly used the standard Lucar colour coding, the

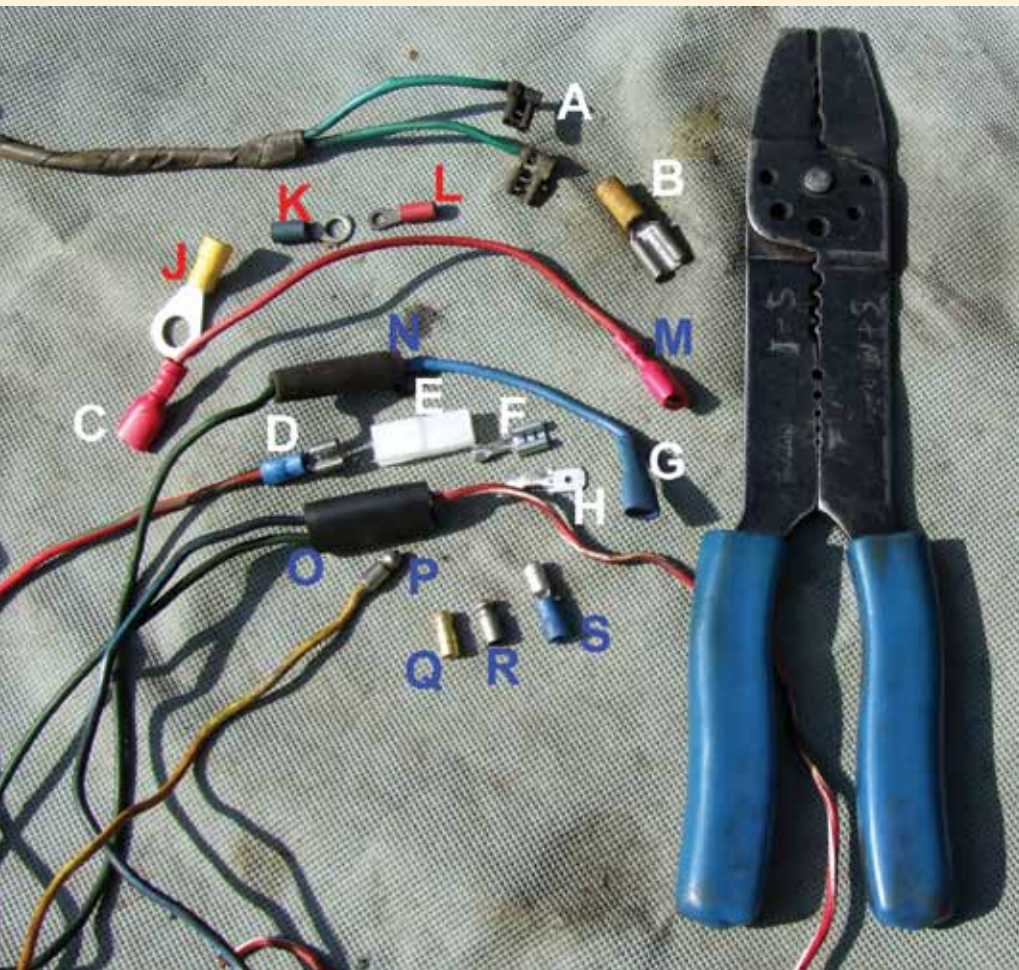


Photo 3.

exception being, of course, Ford, who always used their own, although it does appear to have been consistent for all sidevalves as well as other Fords of the era. The need to use an adequately rated cable has already been explained, and the cable should be of the right length to avoid excess and untidiness. Take-off points can be a permanent battery live from the starter switch or the rear of the ignition switch; also for an ignition controlled feed from the ignition switch or coil; or from the lighting circuits (side, head and main beam. See the relevant wiring diagram).

The cables should be of sufficient capacity to carry the new accessory's current load as explained above, but so too must the original cables providing the supply, e.g. if fitting two fog lamps, these can be powered from the sidelamp circuit. But are the side / tail lamp cables, designed for 2.5A, capable of carrying an additional 10A for two 60W bulbs? What about the switch contacts; are they likewise able to carry the additional load? The answer is to insert a relay into the additional circuit thereby reducing the load on the original loom.

Relays

Instructions on how the wire in a relay appeared in *Sidevalve* Vol. 39 No. 5, October 2022, Page 48, so will be mentioned only briefly here. A low current from the switch inside the car connects to Terminal 86, 85 going to earth (see **Photo 7**). When operated, this closes internal heavy duty contacts to allow a permanent live feed (from the starter or ignition switches) to enter Terminal 87 and feed the component from Terminal 30. Usually, there is a wiring diagram on the relay as seen in **Photo 6**.

Fuses

Ford fitted 100Es with but a single fuse protecting the indicators; Uprights didn't get any. A common technical query is how to add fuses to the existing circuits. Modern vehicles have the wiring junctions concentrated at the fuse box(es) and current is distributed to individual components directly from the fuses within; Ford in Sidevalves used components having one feed as the feed point to the next component; for example, there is a feed to the coil and from there secondary feeds to the brake lights and horn. I did once wire BLC with fuses to all circuits but this made many cables redundant and taped up out of use with duplicate cables needed to provide the fused feed. It was awkward and unsightly; after the wiring was removed for BLC's restoration I refitted it without these fuses. Retro-fitted accessories are fused, however, and **Photo 8** shows the fusebox (right) and relays for the spot and fog lamps, left. The fuse to the left controls the high amperage feed to all relays and is rated at 35A; the two right fuses protect the actual spot and fog lights circuits so need to cover only ten amps each; they are 15A fuses. Again, the fuses need to be rated slightly above the current they normally carry.



Photo 4.



Photo 5.

Note that if a correctly rated fuse continually blows, there is a fault; fuses don't 'wear out'. And the answer is not to fit a fuse with a higher rating. Find the problem.

Polarity

Modern electronics are invariably negative earth so if fitting them, the vehicle's original positive earth must be changed. To change the polarity, the battery must be physically turned around on its tray. The positive battery post is larger than the negative so you will need to replace the terminals on the leads or the battery leads themselves. You might need to do this anyway unless the original leads are long enough. You

should reverse the coil LT connections. This is done by turning the coil 180 degrees in its clamp; so if it is the original coil, the CB terminal (+ if a later coil) takes the live feed cables and the SW (-) terminal goes to the distributor. If retaining the dynamo, take a wire from the battery + terminal and flash it across the small terminal at the rear of the dynamo to repolarise it.

Test Lamps

These are essential for fault finding and an example is shown in **Photo 9**. With one side connected to earth, it can be used along lengths of the cable to a non-functioning component,

say at the switch, then at sleeved joints, then at the component. If voltage is present, the bulb lights up, so if it lights at the input side of the connector but not at the output side, there's your problem. There is something that is not generally realised when checking a component and you have battery voltage going in. If the earth connection is good, there will be zero voltage coming out, but if the earth is defective the bulb will receive full battery voltage and light up. That should help diagnosing if it's a fault in the component or earth.

That covers most aspects of wiring on your Sidevalve. A bit of knowledge and the application of logic should make most tasks possible, including fault finding.

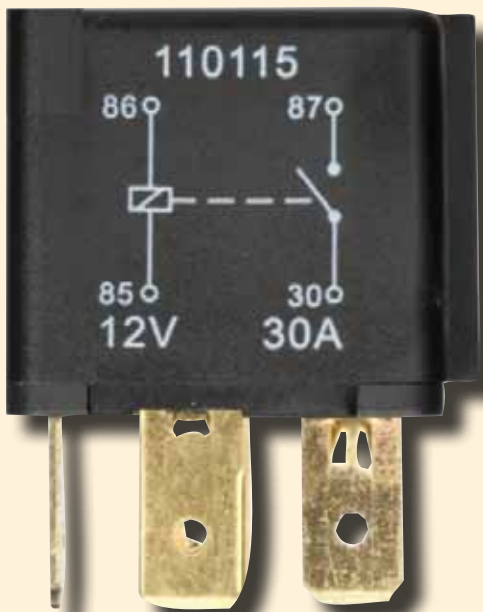


Photo 6.

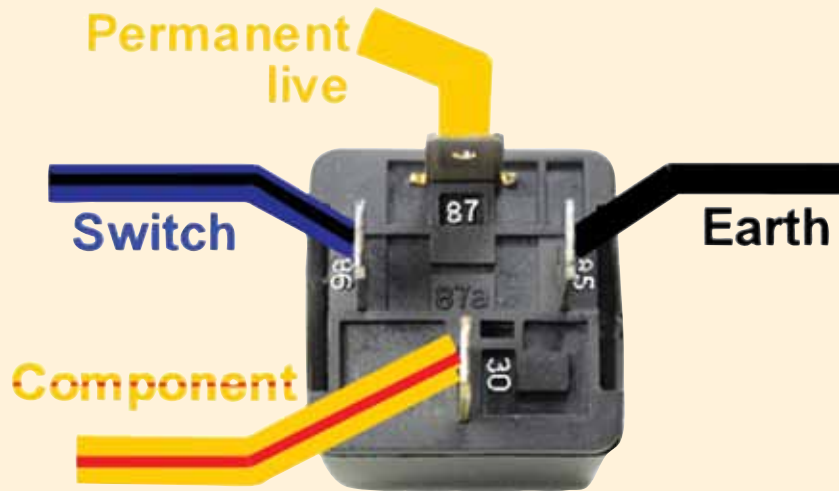


Photo 7.

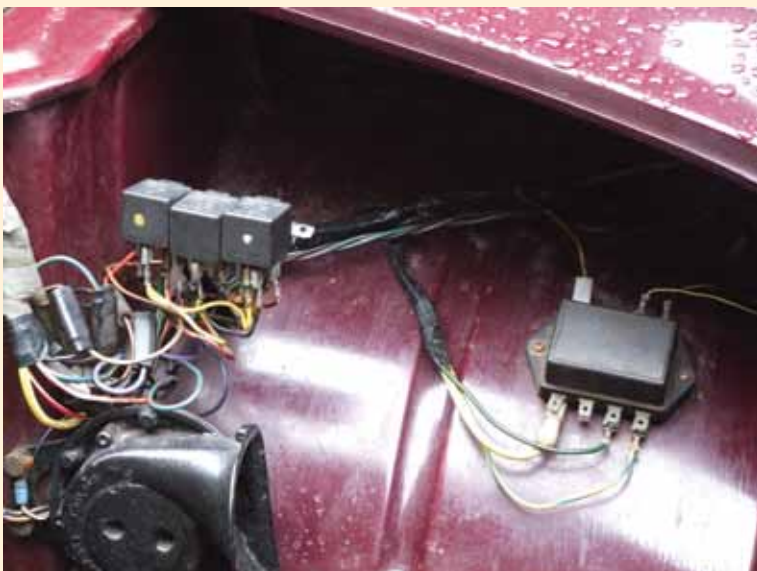


Photo 8.



Photo 9.

Keith Dewhurst

Good and Faithful Servant: My 1957 Popular

In 1968, when I was 13 years old, and after Wimpey knocked down my tree house and filled in the pond with my raft in it, a couple of old cars were dumped on the fields that were to become a housing estate. This gave me the idea of acquiring a cheap car! As I couldn't get either dumped car running, I pooled my pocket money savings with a friend to make up £5 and went looking to buy a car of my own. My mother talked my father into allowing this as she thought I could not find a car for £5. I was always aware that at my school some pupils got a car as a seventeenth birthday gift, or at least the use of the second car in the family, but that this was not going to happen to me!

I rode my bike over 200 miles in the half term holiday looking, starting with asking at my local garages in Bramhall and Wilmslow and spiralling down to the scrap yards of Stockport. There I was offered a Rover 80 and a Standard 8 for £8 each. I didn't like either. They told me of a Ford Popular they had been asked to pick up from the local BMC dealer – Colmore Depot.

I went round and viewed the car. They wanted £24 for it as they had paid this for it in part exchange for a 1966 MG 1100. I said I only had £5 and talked them into the sale. They okayed it, but only if my father came down and agreed to it. I asked if he did, would they charge the battery, deliver it and put a gallon of petrol in it? They agreed to all, but only half a gallon!

The car arrived with me in March 1968. I soon saved up £2.10s to buy out my friend. My dad paid for a rebore when I passed four 'O' levels a year early, and when I got four more in 1970 he paid for a respray (£25) at the garage he took his car to. It was then put back into use with my dad driving it with me. Well, it was mostly him! I passed my test in 1972 and it was then my every day car. When I went to work on BBC outside broadcasts in 1978, the car went all over the UK. Around this time I also bought a Motent folding caravan and toured with the car, towing this, to the Lakes and Scotland.

The car has twice more been repainted and



Keith with car when he was 17.



Keith with Motent and Popular, Matlock, 1973.

at least twice more had serious engine work. I have now done just over 50,000 miles in it.

All my school friends remember the car and always ask after it when getting in touch. It recently went back to a school reunion, where some who hadn't seen it for fifty years gathered round it in amazement. The car looked just as good as ever in its original Warwick Green paint; we former pupils not quite as good!

The car is a 1957 model, sold new to a doctor and his wife in the Ford 'His and Hers' promotion of that year, in which a new Zephyr was supplied together with a Popular in the same colour and with extras such as telescopic shocks, anti-roll bar, semaphores and a heater.



2024. School friends gather round the car at school reunion: all had been in the car fifty years previously, but some had not seen it since! Keith is in the black jumper, kneeling down.