

The Early Series Forty Models. F, FV, FVP, LM & LS.

(* = Item added by present owner. Later = originally specified for a later model. NS = Non standard) Issued by Jeremy L Prince on 1/2/2021

Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
Letter prefix	No.	Amal or Villiers. (No) Throttle Stop. (No) Hole in Choke Shutter. (No) Hole in Bowl	Stub or Tilting Length (inch). Dover Grip 3 long + 6 short Grooves. Grip 6S for later grip with 6 long grooves	Small Round/Canted Oval. Looped or 'U' metal Fuel Pipe. Plastic Fuel Pipe (Black/Clear). Fuel cap:- Short/Tall Ears Narrow/ Wide Slot For LS:-Early 3/4" or late 7/16" rad ends.	Plain or In or For the World Cover. (Half) Rimless Baseplate Flywheel Date. 3453 Mag	3 blade 4 blade Clover-leaf For LS gearbox: Number of inlet Holes	4" depth Plated or Unplated. 5.4" depth Security Bar on Port side.	Original Decal. For F, FV&FVP:-1 or 2 piece Champion Plug Cap . OESL – Original Engine Support Lug. NESL – New Engine Support Lug. CBPH – Clamp Bolt Pump Housing.	
F	100	From documents rescued from BS by John Williams, this would appear to have been the first engine of this series and was produced in 1949.							
F	201	Amal*	S 5 DG3+6	SR SENS	P RB 10/48 3453 mag	3C	4"P 'inside'	Small block- 40cc. 2pc Champion PC. '3453' Mag	Gloucestershire
F	341	Amal	S 5	SR	P RB	3C	4"P*'inside	Small block- 40cc	Holland
The 40cc engines have a bore of a+prox 38mm with a stroke of approx 35mm. Up to S/No 1080 they have a small block with 1/4" studs. Thereafter the F, FV and FVP have bigger blocks with 5/16" studs and a larger bore of 45mm. They retain the same stroke of approx 35mm to give a capacity of approx 55cc.									
VF	1065	V 7/16TS NHC NHB	S 5 NS	SR LFP	P RB 10/49	3C	Later	Large Block	Uxbridge
F	1082	Amal	S 5 DG3+6	SR SENS	P RB 3453 mag	3C	4"P 'inside'	Large Block Original decal Non webbed crankcase	Poole
FV	1146	V	S 5 DG 3+6	SR SENS	P RB 1/50	3C	4"P	Large Block Original decal Non webbed crankcase	Guildford
FV	1166	V 1/2TS	S 5	SR	P	3C		OD-Seagull	Dorset

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F	1207	Amal	S 5 DG3+6	SR SENS	P RB 1/49 3453 mag	3C	4''P*	Large Block OD-Seagull. 2pc Champion PC. Non-webbed crankcase.	Gloucestershire
VF1325 was the last to be produced in 1949. F1326 was the first to be produced in 1950.				The first and last serial numbers for each year are my interpretation of the data in the BS documents which John Williams has placed on the SOS site.					
FV	1528	V	S	SR					On e bay 4/14
FV	1580	V7/16NTS NHC NHB	S 5 NS Grip	SR LFP	P RB 1/50	3C	4''P	Non-webbed crankcase 2 pc Champion PC	Australia
FV	1585							Scrap crankcase assy. Non webbed	Cirencester
FV	1623T								On e bay 4/16
FV	1740								Walton on the Naze
FV	1782	V	S	SR	LFP	3C	later		Glasgow
FV	1786	V 7/16TS NHC NHB	S 5 DG3+6	SR LFP SENS	P RB 12/49	3C	4''P	OD-Seagull 1 pc Champion PC. Non webbed crankcase	Gloucestershire
FV	1823								On e bay 6/18
FV	1867T	V 7/16TS NHC NHB	T 10 DG3+6	SR* LFP* SENS	P RB 12/49	3C	4''P	Webbed crankcase	Gloucestershire
FV	1884T		T Stub m/c off	SR LFP*				Powerhead. Non webbed crankcase. T font is different	Bristol
FV	1958	-	S	-	-	-	-	Non webbed crankcase only - scrapped	Gloucestershire
FV	2091	V ½ NHC HB	S G 6S	SR LFP SEWS	In* RB	3*	?	Non webbed crankcase	New York
FV	2168	V 7/16	S		P RB 3/50			Corroded crankcase assy Non webbed crankcase	Gloucestershire
FV	2247								On e bay 6/18
FV	2265T	V 1/2TS	T 10	SR	P	3C	?	ODSeagull	Dorset

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FV	2306	V 7/16TS NHC NHB	S 5	SR LFP SENS	P RB 3/50	3C	4''P	Non webbed crankcase	Gloucestershire
FV	2380	V 7/16TS NHC NHB	S 5	SR LFP SENS	P RB 5/50	3C	4''P	Non webbed crankcase	Gloucestershire
FV	2405T								Suffolk
FV	2461	V	S NS	SR LFP	P RB	3C	4''		
FV	2549	V	S Long	Later PFP	F/In ?	4 Later	Later		Italy
FV	2682	V 7/16TS NHC NHB	S 5 DG3+6	SR LFP SENS	P RB 7/50	3C	4''P*	Non webbed crankcase	Gloucestershire
FV	2700T	V ½ TS NHC NHB	T 10	CO	P RB 7/50	3C	4'' P	OD 1 pc Champion PC	Flintshire
FV	2723	V	S	SR LFP	P RB	3C	4''	Dismantled	Ashford
FV	2802T		T	CO					On e bay Oct 2013
FV	2821	V 7/16TS NHC NHB	T 10* DG3+6	SR LFP SENS	P RB 7/50	3C	4''P*	ODSeagull Webbed crankcase	Gloucestershire
FV	2844	V NHC	S NS	SR NSFP	P RB	3C	4'' P	NSESL Non webbed crankcase	W. Australia
FV	2886	V	S c10	SR LFP	P	3C	4''P		On SOS site
FV	2923	V	S NS	CO			4''P	Non webbed crankcase	Fife
FV	3048	V 7/16TS NHC NHB	S 5 DG3+6	SR	P RB 7/50	3C	4''P	Non webbed crankcase	Gloucestershire
FV	3302	V 7/16 TS NHC HB	SENS	SR LFP SENS	P RB 8/50	3C	4'' P	Non webbed crankcase	W. Australia
FV	3364	V NHC	S 5 DG3+6	SR LFP	P RB	3C	4'' P	2pc Champion PC. Webbed crankcase	Tasmania
FV	3481	V 1/2 TS	S Long	SR PFP	P RB	3C	4''P	Non webbed crankcase Previously Champion PC	Australia
FV	4105	V	S	SR LFP		3C	4''P		New Zealand
FV	4123T	V	T	CO LFP	P	3		Webbed crankcase	New Zealand
FV	4163	V	S 5 DG3+6	SR LFP SENS	P HRB 11/50	3C			New Zealand

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
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FV4342 was the last to be produced in 1950.									
FV4343 was the first to be produced in 1951.									
The FVP was introduced at about this point, FVP5090 being the first one to date, recorded on this list. The FVP was identical to the FV, except that it had the bigger 10:35 ratio gearbox with bigger prop, and longer drive and exhaust tubes. Also, probably about this time, the top crankcase was modified by the addition of a web above the cast aluminium tiller stub – no doubt to stiffen and thus enhance the crankcase sealing in that area.									
FV	4520							Non webbed crankcase	Australia
FV	4807								UK
FV	5090	V 7/16TS	S 5	SR	P	3C	4”P	OD –Seagull	Holland
FVP	5131		S	SR	P				Holland
FV	5141	V 7/16TS NHC NHB	S 5 DG3+6	SR* LFP	P RB 2/51	3C	4”P	Webbed crankcase	Gloucestershire
FVP	5215T	V NHB	T	CO		3C		Webbed crankcase	UK
FVP	5425	V 7/16TS NHC NHB	S 5	-	P RB	3C	4”		Holland
FVP	5428	V 7/16TS NHC NHB	S 5		P RB	3C	4”	Stripped-not complete	Holland
FVP	5560	V 7/16TS NHB NHC	S 5*	SR LFP	P RB	3C	P 4”	Webbed crankcase	Hertfordshire
FVP	5608	V 7/16TS NHB	S 5*	SR LFP	P RB	3C	P 4”	Webbed crankcase	Hertfordshire
FVP	5750	V 7/16TS NHC NHB	S 5 No G	SR LFP SEWS	P RB 5/51	3C	4”P	Non webbed crankcase	Australia
FVP	5778	V 1/2	T NS	SR TEWS	P RB 1/51		Later	Been restamped EVR Webbed crankcase	Bristol
FVP	5813							Webbed crankcase	Australia
FVP	5846		S		P			OD	W. Australia
FVP	5942	V NHC	NS T	SR SENS	For RB	3C		Webbed crankcase	Belfast
FV	5950	-	S	-	-	-	-	Webbed crankcase, Chromed crankcase support lug surface	Gloucestershire
FVP	5959	V TS	S Long	SR	P			Webbed crankcase. LS internals	Skye

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FVP	5964		S	SR				Chromed crankcase support lug surface	On ebay 2/18
FVP	6046	V NHC	S 5	CO LFP	P RB	3C	Later		Maldon
FVP	6152	V NHC	T	CO	RB	3C	Later	Webbed crankcase	Fife
FVP	6189	V NHC HB	S	SR LFP	P RB	3C	4" P	Webbed crankcase Stripped and bits sold	Kent
FVP	6222	V	S & T	CO LFP			Later	Clutch gearbox	Australia
FVP	6284	Later V	S NS	NS Tank	P RB	NS 2H	Later	On e bay March 2017	Goole
FVP	6296		S	SR LFP SENS	P RB	3C 2H	4" P		Brisbane
FVP	6304	V TS NHC HB	S NS	SR LFP SENS	P RB	3C 2H			Yorkshire
FVP	6317	V TS	S5	SR PEP SENS	P RB	3C	4" P		Ripponden
FVP	6343	V 1/2 HB HC	S long G 6S	CO LFP TEWS	P 6/51	3C	4" P		New York
FV	6347	V	S Long	SR	RB	4C	Later?		On the web
FV	6353	V 7/16TS* NHC NHB	S 5* NS Grip	SR UFP	P* RB 6/51	3C*	4" P*	Webbed crankcase	Gloucestershire
FV	6400	V 7/16TS	S 5	SR	P	3C		ODSeagull	Dorset
FV	6405	V 7/16TS NHC HB	S5 DG3+6	SR LFP SENS	P RB 7/51	8" NS 3C 2H	4" P	Webbed crankcase Al impeller FVP prop	Jersey
FVP	6493		Integral cast T bracket					Crankcase assy only. Later LS size c'case.	Gloucestershire
FV	6569	V 1/2TS	S 5	CO	P	4C		ODSeagull	Dorset
FV	6661		S	NS tank		3C			On e bay 5/19
FV	6798T	V	T	CO PFP		3C	4" P		You Tube
FVP	6842T				7/51				Dorset
FVP	6870	V	T	NS tank? LFP	RB	NS gearbox	4" P	Champion PC	New Zealand
FVP	7089	V HB	S	CO SENS	P RB 8/51	3c 2H	4" P	OESL	Fife

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
FVP	7118								New Zealand
FVP	7135		S5 DG3+6				OESL		New Zealand
FVP	7383	V NS	S5	SR LFP	RB 9/51	3C	4" P	OESL Webbed c,case	Melbourne
FVP	7739								New Zealand
FVP	7751	V TS NHC NHB	S 5	CO LFP	P RB 3/51	3		OESL	New Zealand
FVP	7767	V TS	S -T (NS)	SR LFP	P RB 11/51	3		OESL	New Zealand
FVP	7837			None					Australia
FVP	7862	V NTS	S 5 NS Grip	SR LFP SENS	In RB	3C	Later	OESL Webbed crankcase	e bay June 2017
FVP	7893	V NHC HB	S 5	SR LFP	P RB	3C	4" P	OESL Later head	Australia
FVP	7896		S 5	SR	RB	3C	4"	OESL	On e bay 4/19
FVP	8035	V 7/16 NHC NHB	S 5	SR LFP	P RB 10/49	3C 2H	4" P Plastic CR	OESL 2pc Champion PC Webbed crankcase	Scotland
FVP8041 was the last to be produced in 1951. FVP8042 was the first to be produced in 1952.									
FVP	8090	V	NS	Later	Later PB	Later 4"?	Later	OESL	Holland
FVP	8190	V	S Long		P	4C		OESL	Bury St Edmunds
FV	8222	V7/16 TS NHC HB	S 5	SR LFP SENS	In RB	3C	4" P	OESL Webbed crankcase	Notts
FV	8250	V7/16 NHC NHB	S 5 DG3+6	SR LFP SENS	P RB 12/51	3C 2H	4" P	OESL Webbed crankcase	Fife
FV	8297								e bay Sept2013
FVP	8369	V	S 5	SR UFP	HRB	3C 2H		OESL	Fife
FVP	8582	V NHC NHB	S 5	SR	None	3C	None	OD OESL Webbed crankcase	Flintshire
FVP	88??								Walton on the Naze

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FV	8905	V	S long	SR UFP	RB	3C	Later	OESL	Skye
FVP	8925	V 7/16TS NHC*NHB	S 5 DG3+6	CO* UFP SENS	P RB 3/52	3C 2H	4''P	OESL Webbed crankcase	Gloucestershire
FV	8964	V NTS NHC HB	S	SR UFP SENS	P RB 2/52	3C	4''P	Webbed crankcase OESL	Lincs

The Engine Support Lug, according to the BS parts list, was changed at S/No.10000. The original ones are described in the parts list as 'Engine Support Lug fitted to bottom half of crankcase' and were fitted up to 10000. The later ones were described as 'Engine Support Lug fitted to top end of Transmission Casing Tube' and were fitted from engine number 10000 upwards. I am therefore now only recording the type of Engine Support Lug for those engines with serial numbers in the range 7000 to 13000 and using the acronyms OESL (Original Engine Support Lug) and NESL (New Engine Support Lug).

We can speculate that the Original Engine Support Lug (OESL) was possibly last fitted in the 9000s, and the new Engine Support Lug (NESL) was probably first fitted at 10000. This probably means that not all the numbers in the 9000s were allocated, and indeed, to date, the recording of known engines before 10000 seems to come to a halt at 8964.

FVP	10021	V 7/16TS NHC HB	S 5	SR UFP	P RB	3C	P 4''	NESL UFP	Greece
FVP	10048		S 5	CO		4C		NESL	Flintshire
FVP	10056	V HB	T NS	CO PFP(B)	RB	3C	5.4''SBPort	NESL	On e bay 7/19
FVP	10090								Notts
FVP	10152	V		CO	Wipac				Suffolk
FVP	10327	V	S 5 NS Grip	CO UFP SENS	P RB	3C	NESL		On e bay 3/16
FVP	10341								On e bay 7/18
FV	10349	V	S	SR		3C		NESL	e bay July 2014
FVP	10359								
FVP	10422		T 10*		P HRB 5/52	3C 2H		NESL	Gloucestershire
FVP	10469	V	S	SR UFP	RB	3C			On e bay 9/17
FVP	10495	V 1/2	S 5	CO NSPFP(B)	P RB	4	Later	NESL	Cheshire
FVP	10528		S then T	SR				1952 owner was Mr F Peters. Modified to T by BS in 1955	St Mawes

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FVP	10562	V	S 5	CO	P RB	4C	Later	NESL	On e bay Mar 2015
FVP	10693	V7/16 TS NHC HB	S	SR*UFP	P RB 5/52			NESL	Fife

At approx this point, the Long(er) Stroke LS was introduced; producing a capacity of 64cc whilst retaining the same 45mm bore as the FV/FVP. It had a different, bigger crankcase to the FV/FVP and was the first engine of this capacity. It utilised the big 10:35 ratio gearbox with prop, and long tubes from the FVP which it appears to have replaced.

S/No 11408 is the earliest LS of which I have a record. It is perhaps possible that the LS was introduced at around S/No 11000; or it might have even been at 10000. I suspect that the New Engine Support Lug (NESL) which locates around the drive shaft tube, was present from the start on this model.

The parts list also infers that the Stub Tiller was not fitted after 11000. The evidence collected here would support that inference. The evidence would also suggest that the tilting tiller was possibly never an option on new FV/ FVPs. With the introduction of the LS, all tillers appear to be tilting. Earlier FV/FVPs appear to be sometimes fitted at overhaul/repair with a tilting tiller. This must have been especially so, when stocks of crankcases with tiller stubs were no longer available after 11000. The use of the 'T' suffix appears to be inconsistent; probably due to which company carried out the repair.

Other changes which might have occurred at about this point were:-

1. The change to the magneto from a **R**imless **B**aseplate (RB) to a **H**alf **R**imless **B**aseplate (HRB) ie a rim was added around half of the baseplate.
2. The introduction of the drain **H**ole in the top of the **B**owl (HB) of the carburettor.
3. The introduction of a small air **H**ole in the **C**hoke shutter (HC).
4. The metal '**U**' **F**uel **P**ipe (UFP), superseding the **L**opped **F**uel **P**ipe (LFP).

FVP	11267	V 7/16 TS NHC HB	T NS	CO PFP	For RB 4/52	4C 2H	5.4"SBPort	NESL Webbed crankcase. 4 extra water inlet holes.	Australia
FVP	11296							Crankcases driveshaft tube	Australia

FV11364 was the last to be produced in 1952.

FV11365 was the first to be produced in 1953.

LS	11408	V	T 12	¾" UFP SENS	P RB	4C	4"P	NESL	ebay Aug 2017
LS	11413	V	T			4	U	NESL	e bay April 2014
LS	11510	V HB	T	¾"	P				SOS Site
FV	11716	V 7/16TS HC HB	T 10	CO* UFP*	P RB	3C	4"P	NESL	Bristol
LS	11751	V7/16TS HC HB	T 10	¾"	HRB	4C 2H	4"P	Dismantled and bits sold	e bay Jan 2015 Kent

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LS	11755	V NHC	T 10	3/4" NS FP	P HRB	4C 3H	None	CBPH NESL	On e bay Feb 2015
LS	11897							NESL Later CBPH	On e bay 3/18
LS	11947	V HB	T	3/4" UFP	In RB	4C	5.4" SBPort	NESL	On e bay 3/19
FV	11973		T					NESL c'case assy only	Gloucestershire
FV	12044	V	NS T	SR UFP		3C		NESL	E bay July 2017
FV	12112	V NTS	T 10 DG3+6	SR UFP SEWS	In HRB	4C		NESL	Stevenage
FV	12206	V7/16 HB NHC	T 10 DG3+6	SR UFP	In HRB 12/52	4C 2H	5.4" SBPort	NESL Champion PC	Guildford
FV	12460	V	T	3/4" UFP	In	4C	UL	NESL	e bay Aug2014
FV	12508	None	T?	None				NESL. Dismantled/scrapped	Fife
FV	12644	V TS		-	P HRB 4/53	-	-	NESL P'head only	Gloucestershire
LS	12667	V 1/2	T 12		P HRB 1/53	4C		NESL	Canada
FV	12828		T Long	SR		3	U	NESL	On the web
LS	12991		T G 6S			4C 2H	5.4" SBPort	NESL	New York
LS	13081	-	T	-	-	-	-	Crankcase assy	Gloucestershire
FV	13521	V 1/2 TS HB HC	T 10 DG 3+6	SR UFP	In HRB 5/53	3C	4" P		Flintshire
LS	13824	V 1/2 TS	T 10 Dover Grip	3/4" UFP	HRB	4C			Dorset
LS	13906	V HB HC	T12 DG3+6		HRB	4C 2H	NS 5.4"	NESL CBPH	On ebay 8/17
LS	14248	V	T 10	3/4" PFP©		NS	5.4" SBPort		On ebay 3/18
FV	14847	V	T	CO	In	3C			e bay Aug2014
LS	14905								Ebay May 16
FV	14942	-	T	-	-	-	-	Crankcase only	Fife
LS	15005	V HB NHC	T	UFP	In HRB	4C			Hertfordshire
FV	15020	V	T DG3+6	CO UFP		3C		NESL TPH	Skye
LS	15046		T					Powerhead assy only	e bay Nov2014

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
FV	15425								Scotland
LS	15703	V	T	3/4"	In	4C	Fixed		SOS site
LS	15869L								
LS	16445	V 7/16 NHC	T 10 DG3+6	3/4" NSPFP	In HRB	4C 2H	5.4"SBPort	NESL TPH	e bay Mar 2015 Australia
LS	16727	V NHC	T NS	7/16 PFP(B)	For	4C	Later	NESL TPH	e bay Feb2016
LS	17028							NESL	New Zealand
LS17828 was the last to be produced in 1953.									
LS17829 was the first to be produced in 1954.									
LS	18407	V7/16NTS HC* HB*	T 10	3/4"NS? UFP	In HRB 1/54	4C 3H*	5.4" SBPort		Tasmania
FV	18785	V	T NS	CO UFP	In HRB	3C	5.4" SBPort	TPH NESL	USA
LS	18849	V 7/16NTS HC HB	T 10	Long range UFP	In HRB	4C 2H*	5.4"SBPort	NESL TPH	Bristol
FV	18928	V	T	SR	Not P	3C			e bay June2014
LS	19267	V HB	T	Long range PFP(B)	In HRB	4C	5.4"SBPort Cotton reel	Straight Villiers Lever	e bay Mar 2015
FV	19304			None					Holland
It was possibly around this point that the metal 'U' Fuel Pipe (UFP) was replaced by the Plastic Fuel Pipe (PFP).									
FV	19309	V 7/16NTS NHC HB	T 10	CO LFP*	In HRB to RB*	3C	5.4"SBPort		Greece
LS	19441	V	T 10	7/16" PFP	In	4C	5.4"SBPort	TPH	Hampshire
FV	19742	V	T	CO		4	?		e bay April2014
LS	20101	V HB HC	T 10 DG 3-6	PFP(B)	In HRB	Later 3H	Later	TPH	Brockenhurst
LS	20187		T	7/16" SEWS	In HRB	4C	5.4"SBPort	TPH	Nova Scotia
LS	20440	V	T	7/16"	In HRB	4C		TPH	Lytham St Annes
LS	20623	V NHC	T 10	7/16" PFP(B)	HRB	4C		TPH	Orkney
LS	20964L	V 1/2	T 10	3/4"		4C		TPH OD-Sailorman	Dorset
LS	21487	V	T			4C	?		On e bay 4/14

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LS	21885	V	T	3/4"	HRB	Later	5.4"SBPort	TPH	Fife
LS	22022	V							Taunton
LS	22367	V	T10 NS G	3/4" NSPFP	In or F HRB	4C	5.4"SBPort Cotton reel	TPH	e bay Oct 2015
LS	22689							In bits	e bayAug2014

It is possible that approximately around this point the LS 3/4" radius tank (of dims L=10.45 W=4.47 H=3.09) was replaced by the 7/16" radius one (of dims L=10.00 W=5.00 H=3.39). These dims recorded here are based on measuring just a few dented tanks, so should be used with great caution. It is worth noting that the FV/FVP canted oval tank has the same overall dimensions as the 3/4" radius tank. It is probably that the FV/FVP canted oval tank was developed after the introduction of this first horizontal LS tank. Indeed the roots of this first LS tank can be traced back further, as the first tank in this range – the small round tank - had the same length of 10.45 and diameter/height of 3.09.

LS	22721	V	T	Later PFP		4 Later	Fixed	TPH	e bay Oct2014
LS	22723							Powerhead only	Orkney
LS	22741		T					Powerhead only	e bay Nov2014
LS	22768	V7/16 NTS HC HB	T 10 DG3+6	7/16"	In HRB	4C 2H	5.4"SBPort	TPH Very little use	Greece
LS	23321	V HC HB	T10 Not DG	7/16"?? PFP(B)	In HRB	4C Slots	Later	TPH	e bay Mar2015
LS	23745		T 10			4C			Flintshire
LS	23846	V	T 10 DG3+6	NSPFP	HRB	4C	Later	CBPH Seized	Illminster
LS	24100	V7/16NTS HC HB	T 10 DG3+6	7/16"PFP(B) SENS	In HRB 7/54	4C 3H	5.4"SBPort	TPH	South Africa

It would appear that around this point, the **Clamp Bolt Pump Housing (CBPH)** superseded the **Threaded Pump Housing (TPH)**. I am therefore now only recording the type of Pump Housing for serial numbers in the range 20000 to 30000.

LS	24747	V7/16 NTS HC HB	T 10 DG3+6	7/16"PFP(B)	In HRB 8/54	4C 3H		CBPH	Tasmania
LS	25120							Crankcase assy only	New York
LS	25322	V	T	7/16"PFP(B) SE?S		4C	5.4"SBPort	CBPH	New South Wales
LS	25408	V HC HB	T 10 DG3+6	7/16" PFP(B)	In HRB 8/54	- 3H	5.4"SBPort	CBPH	Durham

The Early Series Forty Models. F, FV, FVP, LM & LS.

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
LS	26004	V	T DG3+6	7/16" SE?S NSFP	HRB	4C	5.4"SBPort	CBPH	New South Wales
LS	26125	V7/16NTS HC HB	T 10 DG3+6	7/16" NSFP	In HRB 10/54	4C 3H	5.4"SBPort	CBPH	W. Australia
LS	26344	V HC	T 10 NS Grip	7/16" FP(B) SENS	HRB	4C 3H	5.4"SBPort	CBPH	On e bay 3/19
LS	26565	V HC	T 10 DG3+6	7/16" SE?S PFP(B)	IN HRB	4C	5.4"SBPort	CBPH. Top clamp bolt & NESL screws wire locked	N W Australia
LS	26707	V	T NS	PFP(C) TE?S	HRB	4C	5.4"SBPort CR	CBPH	ebay Jan2017
LS	26743								NSW
LS	26748	V	T 10 DG3+6	7/16" PFP(B)	In HRB	4C 3H	5.4"SBPort	CBPH	NSW
LS27084 was the last to be produced in 1954. LS27085 was the first to be produced in 1955.									
LS	27327L	V Later	T 10	7/16"	HRB	4C 3H	5.4"SBPort	CBPH	NSW
LS	27489L	V7/16NTS HC HB	T 10		HRB	4C	?	CBPH OD-Seagull	Holland
LS	28457	V		Later PFP(B)		4C	Later	CBPH	e bay Sept2014
LS	28708	V HC	T 10 DG3+6	Later tank PFP(C)	In HRB	4C 3H	5.4"SBPort	CBPH	NSW
LS	29086	V	T	Later PFP	In	4C	Later	CBPH	e bay Aug2014
LM	29462	V HC	T DG3+6	7/16" PFP(B) SE?S	In HRB	4C	5.4"SBPort	CBPH	On e bay 4/19
LS	29789	V NTS HC HB	T 10 DG3+6	PFP(C)	In HRB			CBPH Dismantled and parts sold	e bayMarch2016
LM	29941	V7/16NTS HC HB	T 10* DG3+6	7/16"* TEWS* PFP(B)	In HRB 3/55	4C(6")	5.4"SBPort	CBPH	Gloucestershire

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
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The LM is identical to the LS except it has the small 10:21 ratio gearbox and smaller prop and the shorter drive shaft and exhaust tubes as per the FV. These two production numbered LMs proves conclusively, if that was ever required, that the LM was a genuine production model.									
LS	30008L								Maldon
LS	30121	V ½ NHC NHB	T	UFP ?EWS	In* HRB	4C	Later		New York
LS	30524	V	Later T	7/16" PFP©	In HRB		5.4" SBPort	Slotted gearbox CBPH	Orkney
LS	30581	V HC	T NS	7/16" PFP(B) TEWS	In/For	NS	Later	Slotted gearbox	Whitchurch
LS	30749							Cramkcase only	Flintshire
LS	31003	V7/16NTS HC HB	T 10	7/16" PFP	In	4C	UL	OD	Australia
LS	31101	V HB	T 10	7/16" PFP(B)	In	4C 3H	5.4" SBPort		e bay March 2015 Australia
LS	31369	V HB	T 10 DG3+6	'Long range'		4C 3H	5.4" SBPort CR		ebay Feb 2017
LS	32661	V 7/16" HB HC	T 12		Wipac	4C			Flintshire
LS	32668	V	T 12	7/16" PFP(C) BE?S	For	4C	5.4" SBPort		e bay May 2015
LS	32827	V	T10	7/16" PFP(B)	In	4C	5.4" SBPort		On e bay 7/19
LS	33186	-	-	-	7/55	-	-	Powerhead only	Gloucestershire
LS	33346	V 7/16 HB HC	T 10	7/16" PFP(B)	In HRB 8/55	4C	5.4" SBPort		Flintshire
LS	33642	V HB	T10 DG3+6	7/16"	In HRB	4C 3H	5.4" SBPort		South Australia
LS	33945L	V			In HRB				Sweden
LS	34482	V	T NS Grip	7/16" SE?S PFP(C)		4C	NS		South Australia
LS	34640		T		In HRB	4 Later	Later		Australia
LS35003 was the last to be produced in 1955. LS35004 was the first to be produced in 1956.									
LS	35006	V HC HB	T 12 6SGrip	7/16" PFP(C) SE?S	In HRB	4C 3H	5.4" SBPort		Melbourne

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
LS	35222	V HC	T 10	7/16" PFP(C)	In HRB	4C	None		e bay Mar 2015
LS	35744	V7/16NTS HC HB	T 10	7/16" PFP	In HRB	4C 3H	?5.4"SBPort Plated*		Bristol
LS	35887	V	T 10	7/16" SEWS PFP(C)	In HRB	4C	5.4"SBPort		e bay May 2017 Burgess Hill
LS	36402?							Possibly 36442	Kent
LS	36442?							Crankcase only	Kent
LS	36688	V7/16NTS HC HB	T 10 No Grip	7/16" PFP(C)	For HRB	4C 3H	5.4"SBPort Ali thrust now CR		Bristol
LS	37004		T			4C 3H		1 small hole in exhaust Incomplete/in bits	ebayAug2017
LS	37229	V	T 10? DG3+6	7/16"SEWS PFP(C)	For HRB	4C	5.4"SBPort	Sailorman	EBay March 2016
LS	37648 Poss 36748							Rebuilt by Classic Seagulls using crankcase from LS14248 inFeb2016	
LS	37845L	V	T 10	7/16" PFP(C)	For HRB	4C	Later		LythamStAnnes
LS	37902								Fife
LS	38004	V		7/16"		4C			London
LS	38087	V	T 12	Later PFP	Wipac	Later 3H	Later		Fife
LS38324 was the last to be produced in 1956. LS38325 was the first to be produced in 1957.									
LM	383R	V 1/2TS RH Choke	T 10	3/4"		4C		CBPH NESL OD-Sailorman	Dorset
FVP	None							Serial number is not stamped	Australia
FV	1XXXX		T	SR				Number ground off. Powerhead and tank only	Gloucestershire

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Model	Serial	Carb	Tiller	Tank	Magneto	Prop	Tran Brkt	Miscellaneous	Location
SPS	64082	V HC	T	PPF(C)	HRB	3C (FVP) 3H	5.42SBPort	CBPH	
LS	38344	From documents rescued from BS by John Williams, this would appear to have been the last engine of this series							

After the LSs came the SJMs and the SJPs. Well not quite, as there was an overlap when the all three were being produced simultaneously.

Probably also some LMs were produced as well during this period.

It is interesting how the Early Series Forty models were developed during their production. The introduction of the ‘big’ gearbox for the FVP was a success, as was the introduction of the LS, which I have suggested stood for **Long(er) Stroke**. This longer stroke unit, compared to the FV/FVP, increased the capacity by about 9cc to 64cc.

The crankcase corrosion issue was addressed by the introduction of the SJM/SJP, which I have suggested stood for **Sealed Jacket Minus/Plus**. In this unit the cooling water was in a **Sealed Jacket** cylinder block design and thus water could not be in contact with the crankcase to cause corrosion.

In the last 2 years or so of the production of the Early Series Forty Models, the SJM/SJPs were being produced alongside them in steadily increasing numbers as the following table shows. This overlap allowed efficient commonality of parts between the two designs and time to resolve any potential design or production problems.

The following production figures assume all the serial numbers were allocated.

Year 1955	SJM/SJP	S/Nos:-	10 to 586	Qty	577.	LS/LM	S/Nos:-	27085 to 35003	Qty	7919.	Total annual quantity	8496
Year 1956	SJM/SJP	S/Nos:-	587 to 3903.	Qty	3317.	LS/LM	S/Nos:-	35004 to 38324	Qty	3321	Total annual quantity	6638
Year 1957	SJM/SJP	S/Nos:-	3904 to 9772	Qty	5869.	LS/LM	S/Nos:-	38325 to 38344	Qty	20	Total annual quantity	5889

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