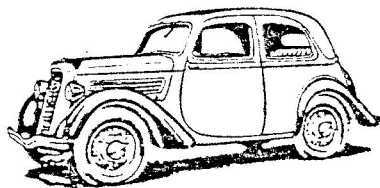
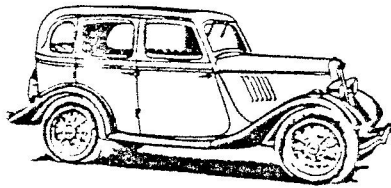


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 26 NOV/DEC 1983.

NEWSLETTER EDITOR:-

JOHN GUY
5 WOOD LANDS PLACE
TOTLEY RISE
SHEFFIELD S17 4JG

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GRAHAM MILES
61 GALLOWS HILL LANE
ABBOTS LANGLEY
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EDITOR'S COMMENTS

For the first time in a year or so, I was able to enjoy the last Newsletter as news. Graham Miles handled the whole thing from cover to cover, a monumental task! All my late summer activities had been taken over by the arrival of a baby daughter, so I missed what sounded to be a series of enjoyable events and certainly I missed the chance to meet old friends or make new ones.

However, with a few 'minor' adjustments to life's rich pattern, I am now back in harness and hope to get the job in hand in hand again, if you see what I mean.

TELEPHONE CALLS

In the confusion of this period, I lost a note from a member who telephoned me to include a correction item. Whoever it was, I apologise for the loss and hence who it was and the actual item.

A second telephone call I received was from Bob Wilkinson, of No. 2 Culton Lane, Woodlesford, Leeds. He has a Mistral and would like to hear from anyone else with a similar special.

ARTICLES

On the articles front, we have a report on the Quainton All Ford event by Chris Sanders, Chairman, Pre 50 American Auto Club.

MODEL Y BULLETINS AND PHOTOGRAPHS

This month's Ford Model Y Bulletin will be of considerable interest to many with its fascinating 'new' shock absorber and a paragraph or two explaining how simple it is to change your chassis! I wonder also does anyone have a mirror clock? and does it still work?

For those who are wondering where all the bits go and what all the holes in the bulkhead are for, the photographs of Jeff Cole's engine compartment will be invaluable.

LETTERS, LETTERS, LETTERS AND MORE LETTERS

After perhaps a mid-summer seasonal low, I am pleased to be able to dip into a largish mailbag for this issue.

First in was John Jardine, with happier news of winning 'First Runner-up' at Dover Transport Museum Society Vintage Weekend, a new job with Sealink and not least, admiration from his wife for the end result of his labours, 'This time it was the wife's turn to be impressed as she has been firmly under the impression that over recent months I have been wasting my time and money.' John also gives notice that

"A group of vintage enthusiasts have instituted a pub meeting near here. It is at the Griffin's Head at Chillenden, near Wingham, the first Sunday of the month, noon until 2 p.m.

I went to the August meet and feeling somewhat self-conscious was directed to take up a position between a Lagonda and an Aston Martin. It was a good session with the emphasis more on cars than beer, though that side was not entirely neglected, and I thoroughly enjoyed myself. There was a very good cross-section of cars represented numbering twenty in all. This meeting will go on throughout the winter and I recommend it to members and other enthusiasts."

NEW DISCOVERIES

Richard Wakefield writes from Brighton with news of two fascinating vehicles, and enclosing the following paragraphs from the Newscircular of the Southern Counties Historic Vehicles Preservation Trust:

"We hear from Michael Ware, of the National Motor Museum, that a rather interesting discovery has recently been made in Brighton. It seems that two Ford Eight 'Y' type four-door saloons have been uncovered in a Brighton garage. Nothing too unusual in that, except that DCD 700 and DCD 701 are both painted bronze, and one at least still carries a taxi-light on the roof and a taximeter in the front passenger window! Apparently both these cars were specially prepared and used from new, in 1936, for taxi work. It would appear that they proved rather unsuitable for this task (rather too small I would have thought) as they were withdrawn from service after little more than a year, locked away, and forgotten. When unearthed this summer, they were still in fair condition, although they had obviously been cannibalised for spares to a certain extent. Assorted spare engines and other bits were piled around them. Quite what has happened to them now I do not yet know, but they should have been found new homes about a week before you read this. If any more news of these two somewhat unusual Fords comes to light, I will of course let you know."

Subsequently, Richard writes:

"The two cars concerned are of 1936 vintage and have in fact just been purchased by a Mr. Jonathon Gates of 31 Southdown Road, Shoreham-by-Sea, West Sussex, just along the coast from here. I haven't met Mr. Gates yet as he doesn't appear to have a telephone, but I understand from Graham Miles that he has been in contact with our Club, so we should have another new member together with an interesting story hopefully to appear in a later issue of Transverse Torque."

I hope Mr. Gates will be able to keep at least one of the cars in its unique taxi form. (It would be good to see a 'Y' on the T.V. instead of the overused Austin Taxi!) I'll certainly be looking forward to hearing more of these fascinating vehicles.

Richard has also just had his 'pear shaped' shock absorbers re-conditioned by Stevson Motors of Birmingham. It took a long time, but he reckons the effect was worth it.

MEMBERS SKILLS

Mr. D. H. Ashton, of 96 Albert Street, Newark, writes:

"I don't know if any members might be interested, but I am a self employed paint sprayer and body repairer. I like to think I do quite a good job, especially on old motors such as 'Y's. I also can do 'leading' repairs as well as the usual 'crap' method! This might interest people who really want a permanent job doing."

CAR HISTORIES

Mr. A. D. Cooper writes from 35 Henwick Lane, Thatcham, Newbury, Berks.,

"My wife was the third owner when she bought it (Ford 8) around 1948. It was then fitted with a re-conditioned engine and had 50,000 miles on the clock. By 1968, it had reached 107,829 miles and was too small to fit all the family in. It still has the original fawn paint although the wings have been repainted. We hope one day to put it back on the road again and see that little trail of blue smoke in the rear mirror and have the excitement of trying to stop when the traffic lights turn red."

You don't see many cars of that colour so it will be interesting if the original colour scheme can be kept.

CARS FOR SALE

Ian Smith, of 61 Bredfield Road, Woodbridge, Suffolk, has the following news:

"While at a local rally last weekend, I met Mr. Roper who has a Model Y for sale, so I said I would get it put in our Newsletter. The car is a 1936 4 door Y which he describes as being in good condition, with a current M.O.T. He said he had fitted some new panels and restored the car himself. He is looking for £1,400 which, if it is alright, I would think to be a reasonable price. His telephone no. is Day, Norwich 742014 and Evening, Norwich 743190."

Ian is selling his 1937 2 door saloon, due to the death of his father. The car is restored and in good running order with tax and M.O.T. Please contact Ian if you are interested.

Unfortunately, the 1936 Y was omitted from the previous letter. I am afraid we amateur newsletter production people are not perfect in our organisation, and sometimes items do 'lose themselves'!

SCOOP! LATE NEWS ITEM

We are pleased to announce that at last we are in the news!

After years of neglect by the Vintage Press, that excellent newcomer to the scene, 'THE AUTOMOBILE', has given us the chance to redress the balance a little. After rapid telephone calls and letters, several Club members co-operated in producing an article illustrated with photographs of members' vehicles.

Credits are due to Jim Miles, Jeff Cole and Bert Thomas for assisting Graham and myself with the article and to Jeff Cole, Thomas Morgan and Ron Smith for providing the photographic models.

So, why not show your support and interest, by buying a copy of 'THE AUTOMOBILE' and perhaps we will be encouraged to contribute again.

WHERE IS IT NOW?

Alan Gates, of 123 Upper Rainham Road, Hornchurch, Essex, enclosed a photograph of the Model Y, registration number OW 9959 he sold in 1967. Anyone knowing the whereabouts of this car, please write.

John Guy

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ALL FORD RALLY - QUANTON 1983

The second all-Ford Rally was staged on September 25 by Bob and Garry Tredwell, in conjunction with the Quanton Railway Society.

Fortunately, the weather was excellent and the day must rank as one of the best rally days this year. Attendance was up this year and over 200 vehicles were to be seen on the field, a formidable achievement. There were 9 classes of Fords at the rally for the many and varied Ford vehicles present. Members of the various 'one model' Ford clubs attended and were seen to be enjoying themselves on the field.

Getting down to the cars themselves, the earliest Ford I saw on the field was a bright red Model 'T' Tourer, a 1909 model with brass radiator. Most people assume all Model 'T's were black after Henry Ford coined that well known phrase 'any colour you like as long as it is black' but, in fact, it was not until 1913 that the 'T' colour was standardised to black and so a red or green 'T' of pre-1913 is quite correct and the pristine 1909 model went on to win the 'best of show' award, no mean feat with the very stiff competition on the field. Three other 'T's were on display in the Class I category, all of which were in excellent condition. Another nice car in this class was a green model 'A' Sedan. These cars were produced between 1928-31 and succeeded the Model 'T'.

Class II cars, built between 1931 and 1941 were represented by some nice Ford V8's, including the 1934 Ford Model 40 Coupe of Pete Tucker, a regular show winner - his car won it's class at this rally too. A very rare Model 18 Victoria (1932) came second in class. Two other rare V8 cars on display were the 1939 Ford 91A Sedan of Roy Rodgie and the 1939 81A Sedan of Tony Collier. All V8's on display were exhibited by members of the pre '50 American Auto Club.

On to Class III now for the Commercial Ford Class and this was much better supported this year. These vehicles are very popular amongst restorers now and are very often restored to a high standard. Of particular interest were the Model 'TT' Truck, the Model 'A' Van, the 'Regent Oil Company' Thames ET6 Flatbed Truck and the ex-Military ET6 4D Thames Fire Truck. An E38W Pick-up and Van were on display, also the successor to the E83W range together with the Thames Cab over engine models of which a Caravanette and a Tipper were good representative vehicles. The rarest vehicle of all in this class was a Model 'Y' Van of 1934 vintage.

Class 4 vehicles were very prolific on the field, mostly being owned by members of the Sidevalve Owners Club, as this club is for 'post-war to 1959 4 cylinder Fords'. In this class were seen some excellent examples of Fords of this era from the very early 'shortrad' 1932 Ford Model 'Y' Saloon (after this year Model 'Y's had a longer radiator grille and sprung bumper with a dip in the middle). An equally rare model, the 7W Saloon,

was represented by a 1937 and a 1938 car, both of which had subtle differences. E93A Prefects were on display but I did not see a CX Model or an EO4A Anglia. The 103A Popular was the most 'popular' sidevalve on the field - I counted eleven of these. Representative cars of the 100E Anglia, Prefect and Popular were also there. These cars were produced by Ford between 1954 and 1962, the 100E Popular being the last small bore sidevalve.

Also eligible in Class 4 were the Consul Mark I and II vehicles. The Mark I Consul 4 cylinder was an overhead valve engine of 1508 cc but the Mark II was uprated to 1703 cc to compensate for the longer body. These cars still had the good old Ford 3-speed gearbox though with a column mounted shift. Several excellent Mark I and II Consuls were to be seen, restored to a high standard and many other very tidy cars including Consul Farnham Estate cars.

Competition was tough in the Class 5 section, post-war Fords up to 1959 six and eight cylinder cars. This class featured all the 'up market' Fords, the cars many people dreamed of owing when new but only a handful could afford. I am talking about the Zephyrs, Zodiacs and V8 Pilots.

Class winners eventually turned out to be the V8 Pilots of Nick Moore and Martin Woodley, two very nice Pilots indeed. There were only two other V8 Pilots on display, one featuring an engine which had been modified by the addition of triple carburettors and aluminium heads. The MKI and II Zephyrs and Zodiacs on display were numerous and I counted 41 Mark II's (including Consuls) a magnificent effort by Mark II Owners Club. Many cars were restored to exceptional standards and examples of the Saloon, Convertible and Farnham Estate Zephyrs and Zodiacs were there.

Class 6 cars were for 4 cylinder Fords of 1960-68. This is becoming a popular class. It encompasses the 105E Anglia, Consul Classic and Capri, Cortina and Cortina 1600E and Lotus models, together with the Low-line Mark II Consul and Zephyr 4 models, and the Corsair. These were all, with the exception of the Anglia, Fords 'middle-range' cars of the 60's, all of which were very successful in their day, and it stands to reason there should still be some nice cars around for the Ford enthusiast to choose from. The up and coming 105E Anglia Club fielded some clean cars, the two-tone yellow and white deluxe seemed especially nostalgic! Classic and Capri Club vehicles were well represented, and two and four door Classics, together with deluxe and G.T. Capri models were there. The 160E Club always seems to field some immaculate cars, and this event was no exception. These were complimented by both MKI and MKII Lotus Cortinas restored to a high standard. The Corsair is just starting to appear on some rally fields and of particular note were the Crayford Corsair Convertibles on display.

The MKIII Zephyrs and Zodiac Club fielded 27 vehicles. Amongst these were some nice examples of Zephyre 4, Zephyr 6, Zodiac and the late Zodiac Executive MKIII, Farnham Estate variants. A good display by this Club which also competed in Class 7 for Fords of 1960 upward with 6 cylinder engines.

Class 8 was for the post-war American Fords, liked by many Ford enthusiasts and, indeed, there were some nice American Fords on display. Of particular interest were the cars exhibited by

Ted Turner (pre 50 American Auto Club) a 1954 Ford Business Coupe, possibly the only one in the country, with manual transmission. A 1955 Ford Thunderbird, and the ultra rare 1959 Ford Fairlane Skyline retractable hard-top. The 1949 Ford Customline exhibited by Frank Marriner created much interest, and a clean 1955 Fairlane Station Wagon, a rare car in this country. Another Thunderbird, 1 1958 'Square Bird' was exhibited by Dave Drinkwater and several late 1962-67 'T' Birds were on display. Mustang models were not very prolific considering how many there are but a couple of nice ones were there, also a clean Red Galaxier and a rare 1955 Mercury Monclair was on the field. Again, this could well be the only one in the country.

There were some customised cars at this event and these competed in Class 9. These ranged from 103E Populars to Cortinas to Model 'T' 'C' Cabs, but the star of this class was, to my mind, a 1928 Model 'A' roadster exhibited by Simon Lane. This had been customised to appear like an American Hotrod of the early sixties and featured a supercharged Ford sidevalve V8 with twin '97' Carbs, Halibrand rear axle and C4 auto transmission. The body was fibre-glass certainly a Hotrod 'Dream Car'.

Rounding off, I thought the event to be an excellent day out for the Ford enthusiast and all credit must go to the Tredwells and to the Quanton Railway Society for organising this rally. Can't wait for next year.....

Chris Sanders
 Chairman/Ford Secretary
 Pre '50 American Auto Club.

FOOTNOTE: Without exception, all Y's present, together with the one "C" were owned by members of this Club. Graham Miles.

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TELEX: 20001 PMS NL
(please quote full address)
FURTHER INFORMATION:
PETER KOOYMAN OIO 850922
ROBERT DUT OIO 805925
ROTTERDAM.

Dear Sirs,

As you might have read, or experienced yourself, there is a growing interest in classic motoring on the continent. The number of Classic Car Clubs is strongly increasing as well as the interest of the general public. So far unfortunately, the continent doesn't know any large scale Classic Car events like the ones in England. (Brighton, Beaulieu, Knebworth etc.)

Coming spring however the Dutch Classic Car Foundation, in co-operation with the Rotterdam city council and assisted by Thoroughbred and classic car magazine, are organising Europe's first large scale event ever. It is our aim to create an event on true European scale. This implies that virtually every make of car will be well represented. And not as we sadly often see here, one lonely mint Jaquar XK 120 inbetween a few scruffy continental cars. We try to offer the visitors a display with full historic perspective, of every model, of all makes with history (covering from thirties to present). It seems to us a unique opportunity, not only to visit but also to participate and meet foreign clubs on the first International Classic Car Spectacular.

Presently we are corresponding with clubs and individuals in Italy, France, Germany, England and the Benelux and receive many enthusiastic responses.

The show will be held in the beautiful city park of Rotterdam, which was chosen for its unique European centre position.

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ROBERT DUT OIO 805925
ROTTERDAM.

As you will understand, since the English Classic Car scene is much bigger and more established than ours, we can hardly do without the British. We sincerely hope that you share our enthusiasm about this vast and unique project and are willing to participate in it. If so, would you please be so kind to fill in the underneath form and return it to us within 6 weeks. We will send you all further details. Presently we are corresponding with the Travelworld to arrange discount Ferry Crossings and Hotel Accommodations.

Yours truly,

Peter Kooyman
Peter Kooyman
Robert Dut

Please cut here

We accept your invitation and seriously consider coming to the International Classic Car Spectacular in Rotterdam

Name Club:

List of cars to be expected:
(please give full type, specs, year etc.)

Please note: Cars that haven't been registered by us can be refused to take part in the show.

For trade space and autojumble & market stalls please contact the Dutch Classic Car Foundation.

PRESS RELEASE IN RESPECT OF:-

WEST MIDLANDS COLLECTORS' MOTOR PAYRE

DATE: June 16th to 18th June (inclusive), 1984.

VENUE: Hagley Hall, Hagley, nr. Stourbridge,
West Midlands.

Saturday 16th June - ENTHUSIASTS DAY

- (i) Large Autojumble with wide range of stalls
- (ii) Auction of spares, automobilia and cars generally for restoration.
- (iii) Viewing for main Auction of Vintage & Collectors' Cars which is to be held on Monday evening.

Sunday 17th June - CONCOURS DISPLAY DAY

- (i) An invitation will be extended to all known Motor Clubs to display a maximum of 10 vehicles each. The first 50 clubs to accept and attend will receive a challenge trophy which they may use in any way they wish. An award will be made to the Club judged to have the most attractive display. Plus other individual trophies.
- (ii) Autojumble with wide range of stalls.
- (iii) Viewing for main Auction (Monday)
- (iv) A number of other features to attract and interest the whole family.
- (v) A Charity Auction in aid of the N.S.P.C.C. - 1984 Centenary Appeal.
- (vi) Separate car park for pre-1960 cars, with an attendance plaque for the first 500 cars.

Monday 18th June - CONNOISSERUS' EVENING

An Auction of Veteran, Edwardian, Vintage, PVT and Collectors' Cars. Commencing at 6.30p.m. and finishing at approximately 10.00p.m., with some 100 lots.
Viewing available on the two previous days and on the day of the Sale.

Further enquirires concerning Club Displays and Autojumble Stalls apply:-

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Further enquiries concerning the Auction apply:-

John Hipkiss, Walton & Hipkiss (Collectors' Car Department),
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| 10. ROBEY tractor. | 20. AVELING & PORTER road roller. |

Both the above sets are packed in viewing wallets complete with fact sheets.

ONLY FROM ALEX REID, 6 HIGHCROFT VILLAS, BRIGHTON BN1 5PS.

TEN SETS OF FOUR SUPERB COLOUR SLIDES, EACH ONE DIFFERENT, £1.75 PER SET.

- | | |
|-----------------------------|-------------------------------|
| 21. THORNECROFT 1903. | 41. TONY HUBER 1903. |
| 22. CONRAD 1903. | 42. DELAIVE 1902. |
| 23. DECAUVILLE 1901. | 43. RENAULT 1904. |
| 24. SIDDELEY 1904. | 44. PANHARD-LEVASSEUR 1903. |
| 25. TALBOT 1904. | 45. ASTER 1904. |
| 26. RENAULT 1904. | 46. DE DION ENGINED CAR 1901. |
| 27. LOCOMOBILE STEAMER 1900 | 47. LEON BOLLEF 1897 |
| 28. BENZ 1900 | 48. OLDSMOBILE 1903 |
| 29. HOTCHKISS 1904 | 49. BASSETT 1899 |
| 30. REX TRICAR 1903 | 50. DARRACQ 1904 |
| 31. HIBERETTE 1903 | 51. STUDEBAKER 1904 |
| 32. PICK 1901 | 52. OLDSMOBILE 1904 |
| 33. NEW ORLEANS 1900 | 53. ALLDAYS 1904 |
| 34. PACKARD (USA) 1904 | 54. PEUGEOT 1904 |
| 35. PEUGEOT 1902 | 55. DE DION BOUTON 1902 |
| 36. CLEMENT PANHARD 1900 | 56. PANHARD-LEVASSEUR 1902 |
| 37. BENZ 1899 | 57. CROMMEN 1899 |
| 38. WOLSELEY 1902 | 58. PANHARD-LEVASSEUR 1904 |
| 39. HIBERETTE 1904 | 59. CADILLAC 1904 |
| 40. MERCEDES 1903. | 60. DECAUVILLE 1899 |

A NEW AND EXCITING PHOTOGRAPHIC SERVICE.

IF YOU ENJOYED MY COLOUR SLIDES AND HAPPEN TO HAVE A PARTICULAR FAVOURITE I CAN NOW MAKE YOU A BEAUTIFUL 10 x 8ins. COLOUR ENLARGEMENT FROM ANY SLIDE IN MY COLLECTION.

I WILL POINT IT ON MIRABLE BOARD TO HANG ON THE WALL OR STAND ON YOUR DESK FOR ONLY £5.00 INCLUDING POSTAGE AND PACKING.

ORDER ABOVE FROM ALEX REID, 6 HIGHCROFT VILLAS, BRIGHTON BN1 5PS

1. ALL ORDERS CASH WITH ORDER.
2. CHEQUES AND POSTAL ORDERS PAYABLE TO 'ALEX REID' AND CROSSED.
3. SORRY NO CREDIT CARD FACILITIES.
4. ALLOW UP TO FOURTEEN DAYS FOR DELIVERY.

ORDER FORM

PLEASE SEND ME

I ENCLOSE CHEQUE/POSTAL ORDER FOR

SIGNED DATE

ADDRESS

When you could buy a new car for £120

PAGE 13

HOW MANY of you remember when a few pounds would cover all your Christmas shopping — and still leave cash available for a celebratory festive drink? A foray into the *Newbury Weekly News's* files would prompt memories for many of our older readers, and envy in those who never knew the 'good old days.'

What about 1933, the year you could rent a four-bedroom detached house for £47 a year, or buy a substantial semi outright for £500?

A look at the pre-Christmas advertising campaign 50 years ago reveals some tempting offers. To avoid scores of mental calculations, we have translated the old pounds, shillings and pence into modern currency.

Toomers were advertising first-class radios for £3.97, or 35p per month on hire purchase. But for the real hi-fi enthusiast, Alphonse Cary Ltd were offering His Master's Voice radiograms for 29 guineas. "This five-valve radio gives simplicity of control and dignity of design," customers were assured.

At Baylis's, Christmas crackers ranged from 3p to 35p per box. "Don't leave it until Christmas Eve and get the left-overs," they pleaded.

F. W. Leach, butcher, offered Devon and Scotch beef sirloin at 6p per lb, topside at 5p and sheep's legs at 6p. "One shilling spent on rump steak will feed three people," claimed the Reading Meat Company. "A similar sum spent on flank will satisfy a party of eight."

Tom Carrs, in Newbury Market Place, offered a box of 50 cigars at 60p. For the real connoisseur, five 'couronne de luxe' cigars in glascine tubes could be had for 12p. Empire grown tobaccos were 3p per ounce, 50 cigarettes cost 8p, briar pipes ranged from 2p to 12p, and metal tobacco boxes were on offer at 2p.

Records suitable for the festive season had been carefully chosen at The Red Stores, in Cheap Street. "They are full of the Christmas spirit of fun and jollity," readers were assured.

For 5p you could get such full-size 10 inch discs as "Who's afraid of the big bad wolf," Leslie Sarony's "Laughing Waltz (Ha! Ha! Ha!)" Monte Hunter's "He was a handsome young soldier (he was)," Sandy Powell's "The Postman," Charlie Higgins's "Down in the field where the buttercups all grow," or Leslie Holmes and his smiling voice performing "My hat's on the side of my head."

The Decca All-Star records at 7p featured such bands and artists as Roy Fox, Jack Hylton, Lew Stone, Stanley Lupino, Al Bowly, the Street Singer, Alfredo Campoli and George Formby.

J. Adnams and Son, the Broadway brewers, wine and spirit merchants, offered a dozen bottles of brown ale for 25p or a dozen pints of nourishing stout for 35p. For the dedicated drinker, a four

and a half gallon cask of bitter could be had for 71p — delivered to your door, of course.

"Have you ordered your SB Ale this week?" asked H. and G. Simonds, the Reading brewers? "A bottle a day keeps the cold at bay."

T. P. Herridge's off-licence in Northbrook Street offered port at 16p per bottle, sherry at 18p, wines at 14, claret at 12, rum at 57p, gin at 55p, old brandy at 70p and whisky at 62p.

Dexter Robinson's, in Northbrook Street, advertised such presents as needlework cases and boxes from 3p to 50p, brush sets from 10p to £1.50, manicure sets, gloves and real leather handbags all from 10p. A similar price would get you a pair of silk stockings or a cardigan.

International Stores offered a one pound decorated canister of tea for 10p, rich iced fruit cakes for 12p, chocolates from 3p a box and biscuits from 5p a box.

W. J. Daniel and Co's merchandise included novelty dog nightdress sachets at 55p, pure linen Madeira hand-

embroidered tea cloths at 35p, art silk cushions at 20p, scarves at 10p and two guest towels at 18p.

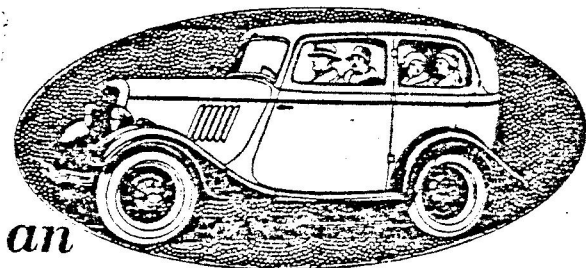
Or how about a pair of Dunlop heavy service boots from Miiwards' Northbrook Street shop for 94p?

Toys on offer at Currys included scooters at 15p, dolls at 10p, railway sets at 7p, steam engines at 15p, forts at 5p and cinemas at 25p.

Wives who wanted to prepare for the festive season with a Eugene permanent wave could have it at £1.50 for a full head at Maison Stewarts, in Northbrook Street.

What about treating yourself to a new car for Christmas? Martin and Chillingworth were offering five new Standard cars, ranging from the Nine at £135 to the Twenty at £395.

Nias (Newbury) Ltd. boasted six new Rover models, from the Ten at £238 to the Speed Twenty at £495. If you couldn't quite stretch to a new machine, Marchants Service Garage had a two-year-old Morris Cowley saloon at £72 or a six-cylinder Armstrong Siddeley with blue leather upholstery for just £5 more.



an

8 h.p. FORD

★ Buy an 8 h.p. Ford this Xmas ★ It's a present from which you and your family will derive much pleasure ★ You will be able to enjoy many thousands of miles of happy healthy motoring at a very low cost ★ The 8 h.p. Ford is low priced,

low on running and maintenance costs and — most important — it's reliable ★ Get in touch with us at once, we can give you early delivery of an 8 h.p. ★ Ask us to give you a demonstration run at your convenience ★

Saloon (3 doors) **£120** at Works, Dependent

PASS & CO.

Ford Service Dept.
WEST STREET : NEWBURY
Phone 219



● Pass & Co's advertisement in 1933 for the £120 8 hp car.

WIN A TOP HAT VINTAGE AUSTIN 7



In a 3-part competition in *Automobile* November, December and January issues

F M C G B

A design team from Dagenham visited the U.S. and were shown the new 1949 Customline Sedan designed by George Walker. On their return, the team produced the slab-sided Consul and Zephyr Six. The prototypes were unveiled at the 1950 Motor Show at Earls Court and billed as 'Five Star Cars'. The body resembled a scaled down Customline and on January 1, 1951, the Chairman of Fords, Sir Rowland Smith, drove the first Consul off the new line. The Zephyr Six followed on February 12 and was designated EOTTA while the Consul was EOTA.

The front suspension was by MacPherson-Strut. After the Ford patents had run out of this type of suspension it was adopted throughout the motor industry. An overhead valve engine of 1508cc was used in the 4 cylinder Consul, and a 2262cc in the 6 cylinder Zephyr. A single Zenith carburettor was used in both cases. Carbodies of Coventry made a Convertible de Ville on the Consul, but with the addition of an X frame to strengthen the chassisless body. The Zephyr-Zodiac was launched on October 21, 1953, opening day of the Motor Show. It was finished in a two-tone colour scheme. A Zodiac convertible was never offered although one was made for Mrs Benson Ford, wife of Henry Ford's second grandson. E D Abbott of Farnham was responsible for the estate car variants which proved very popular with the public. Yet another variant were the Raymond Mays conversion kits featuring alloy head and triple carbs.

With the sales still rising of the Consul/Zephyr range, production ceased on February 22, 1956, which was the day after the MK11 models were announced. A total of 231,481 Consuls, 153,677 Zephyr Six's and 22,634 Zephyr Zodiacs had been produced in five years.

During the same period the small car side of Dagenham was being shuffled about. In 1953 the 1172cc Anglia was dropped but became the 103E Popular. Then the Anglia reappeared in slab-sided design designated 100E. The old E493A Prefect was dropped the same year and was replaced with the 100E shape new Prefect.

The next year, Ford of Britain inaugurated a £75 million five year expansion plan. The post-war growth figures speak for themselves. Employee strength in 1946 was 15,700 - by 1958 it had risen to 45,000. Dagenham floor space had risen from 2.2 million square feet to 9.2 sq ft. in the same period.

'The Three Graces' was how Fords billed the MK11 Consul, Zephyr and Zodiac range. They were an immediate success and very stylish with good value for the motor buying public. A more powerful engine was used in the new range 1703cc for the Consul and 2553cc in the six cylinder Zephyr/Zodiac. The factory designation was 204E and 206E. Borg Warner Automatic transmission was offered on 6 cylinder models only.

Over 650,000 saloons were produced by the end in April 1962. Convertibles accounted for 2% of total and 30,000 Estate cars were made.

Jim Miles

CLUB PARTS FOR SALE NOTE: ORDERING PROCEDURE

For all items required, please enter on the form provided at the back of the letter and return together with a S.A.E. as soon as possible I will send you a pro forma invoice advising you of the total cost. If you will then send me your cheque I shall then despatch items to you. Please order on form at end of Newsletter, and not by other means.

Front and rear Shackles (Pattern part).	...	£ 1.00	ea.
Genuine Ford front shackle (Not plates or nipples).	...	£ 2.25p	ea.
Bushes for same.	...	75p	ea.
Clevis pin sets - L.R. 'Y' & 'C' Model	...	£ 3.20	
Clevis pin sets - S.R. 'Y'.	...	£ 3.00	
For above - Hire of Reamer and Drills.	...	£ 1.00 plus	£15 deposit.
Lever Rear Brake Camshaft CE-2235 RH	...	£ 3.00	(This is the item which looks like a fork).
Lever Rear Brake Camshaft CE-2236 LH	...	£ 3.00	
Rear Hub Seals (Large-outer)	...	£ 1.00	Female Track Rod End: £5.00 each.
Engine Valves - early types.	...	£ 2.50	
- few late types.	...	£ 2.50	
2 x 'Y' King Pins - 4 bushes - 2 thrusts	...	£12.00	ea.
2 x 'C' King Pins - 4 bushes - 2 thrusts	...	£ 9.00	ea.
Engine Piston, various sizes	...	£12.00	per set - Send sample of old.
'Y' Pearch Bolts - two only left.	...	£ 6.00	ea.
Various Bulbs (not headlamp)40p	ea. Engine Pulleys - £3.50 ea.
Wiper Blades60p	ea.
Late type Distributor Points - Rotor Arm.65p	ea.
Vacuum Motors - Wiper (Need conversion)	...	£ 4.00	ea.
Gaskets - various types - but no Sump now - Ask for details.			
Many, many various old new and used items - write, giving requirements on the form provided. Also, have a large stock of used parts -			

REPRODUCTION PARTS :Sheet Metal Items :-

Body Panels: All Via Abbots Langley or Manchester

Rear valances i.e. below spare wheel L.R. & S.R. 'Y's	-Price being revised.		
Rear wings for L.R. & S.R. 'Y's.	...	-£41.00	ea. Plus post & package.
Front wings for L.R. & S.R. 'Y's.	...	-£78.50	" " "
Running boards for L.R. & S.R. 'Y's	...	-£26.00	" " "
Inner Rear Wheel Arches 'Y'	...	-£26.00	" " "
Chase rails on chassis inside door, beside carpet	...	-£13.50	Pr. " "
-(State 2 or 4 door).	...	-£ 7.30	ea. " "
Y Van chassis side and rear panels.	...	-£16.00	ea. " "
Van side panels to order.	...	-£20.00	ea. " "
S.R. 'Y' Inner front wing, engine compartment.	...	-£14.00	Pr. " "
Van Rear Arch.	...	-£25.00	ea. " "
'Y' Engine splash guard kits - 2 parts.	...	-£92.00	ea. " "
2 D 'Y' Door, make good kit - still being considered.	...	-£42.50	ea. " "
'Y' Front Valances S.R. & L.R.	...	-£23.50	ea. " "
'C' Front wings (to order only).	...	-Price being revised.	
'C' Rear wings (to order only).	...		
'C' Rear patch panel.(to order only).	...		
'C' Rear wing Arch (to order only).	...		

Mechanical:

S.R. and L.R. Rear Brake Rod Support Carrier Arms. -£ 4.75 ea. " "

N.B. Prices subject to revision without notice.

SPARES OFFERED BY WALLY WHEATLEY TELE

Plus

Distributors, complete	YE 12100B	£25.00	exchange	P & P
10 h.p. Carburettors	CE 9510	£20.00	exchange	P & P
Starter Motors 10 h.p.	E93A 11001C	20.00	exchange	P & P
Clutch Pressure Plates		£16.00	exchange	P & P
Clutch Centre Plates		£6.00	exchange	P & P
Exchange 10 h.p. Engines complete with clutches (reconditioned)				

All items part-exchange and prices on application

CLUB PARTS FOR SALE

PLEASE NOTE: All orders in total when despatched, please add 25p for packing. Posting extra.

Legend: AL : Abbots Langley Store
Graham Miles.
M : Manchester Store,
Alan Oakes.

REPRODUCTION PARTSRubber Parts

	£
AL Engine front mountings (exchange)	- 2.40 plus P & P
AL Front Radius Ball	- 1.30 " "
AL Steering Dust Covers	- 70 " "
AL Under Bonnet Rubber sets - 9 items	- 4.75 " "
AL Brake and Clutch Pedals - exchange	- 2.00 " "
AL L.R. and C Rear Brake Rod support ends rubber	- 1.80 " "
AL Gear Box Mounts	- 8.75 " "

Body Fittings

AL Late L.R. and 4 Door 'Y', hinge centre bolts lock tab - spring.	- 0.75p " "
AL Brass balls on order. Approximate price :	- 0.60p " "
AL L.R. Bonnet Chrome Badge mounts.	- 11.50 ea. "
AL L.R. & 'C' enamel/chrome rad badges.	- 7.55 plus P & P
M/AL 'Y' fixed timber roof stick kits.	- 25.00 " "
AL Bumper Bar Bolts.	- 3.00 " "
AL Door Handles for L.R. 'Y's - exterior nearside front.	- 16.50 " "
Rear four door handles and O/S/F.	- 11.00 " "
Both above - Lock Barrel and Base Excursion (Plates not supplied)	
<u>Windscreen Frames</u> for L.R. 'Y's being offered by	
Chris Glover, 1 Percy Rd, Guildford, Tel. 0483 505199 after 8 p.m.	
Price on Application.	

AL Club Badges, bar type.	- 3.75 plus P & P
1983 Stamford Hall Brass Plaque.	- 2.60 " "
Y Type domed wheel nuts plated - (On order from supplier).	- 75p ea. "
Copper Bifoliated Rivets.	- 1.5p ea. "

REPRODUCTION PARTSMechanical

Speedo Cables - contact direct from:
Thomas Richfield & Sons Ltd.,
8 Broadstone Place, London. W.1.
Tel. 01 935-0402.

Speedo Cable K27 at 5ft 8in long - Y)
K28 at 5ft 1in long - C)

Price on Application.

AL C Model exhausts - stock with Tailpipe.	- 42.00 + carriage
M/AL Y exhausts - stock	- 35.50 + carriage
AL Floor board screws	- 5p ea. P & P
Floor board No. 2 Taps.	- 1.20 " "
Engine top water outlet (head to hose).	- 6.00 + carriage
Top hoses - straight 9½" x 1½"	- 1.50 " "
Bottom hoses - straight 8" x 1½"	- 1.25 " "

Oil Can transfers, Black only at present: £3.00 including P & P.

Please Note: The Club does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

The Club reserves the right to charge prices different from those quoted without prior notice.

NOTE* No room for me this time - Oil Cans, with Black and Green Labels should be available in January. £12 inclusive of Postage and Packing

Graham Miles
Chairman

G.1. Mr Gerald A Austin
No.1. Pettits Cottages
Collier Street
Tonbridge
Kent TN12 9RU

Page 17

G.2. Mr Richard Attfield
52 Harman Drive
Sidcup
Kent DA15 8LY

G.3. Mr Peter Ashcroft
37 Leachfield Road
Galgate
Lancs LA2 0NX

G.9. Mr C Ault
18 Berkeley Road
Shirley
Solihull
West Midlands

G.4. Mr D Ashton
96 Albert Street
Newark
Notts.,

G.5. Mr Richard Adcock
11 Nursery Lane
Danbury
Essex

G.7. Mr Derek J Appleton
4 Wagtail Close
Burgh Road
Bradwell
Gt. Yarmouth
Norfolk

G.8. Mr Geoff Aldridge
Wacton Common
Long Stratton
Norwich NR15 24P

G.19. Mr Graham Bilbe
12 Belle Avenue
Reading
Berks RG6 2BL

G.20. Mr Malcolm Beakhurst
63 Chadacre Road
Stoneleigh
Epsom
Surrey

G.21. Mr Derek Birch
56 Alderney Gardens
Kings Norton
Birmingham
B 88YW

G.28. Mr S Bancroft
8 Avondale Road
Nelson
Lancs BB9 0DA

G.22. Mr David Bond
"Jeda"
Southgate
Hornsea
Yorks.,

G.23. Mr C Bowyer
Sunning Dale
The Croft
Bures
Suffolk CO8 5JB

G.27. Mr A Broadhurst
Llwyn Palis
Pentrefelin
Llangollen
Clwyd
Wales LL20 8EE

G.29. Mr E Barrett
8 Garth Owen
Newton Powys
Mid Wales
SY16 1JH

G.31. Mr Jack Barnes
1st Floor Flat
170 Bell Vue Road
Southbourne
Bournemouth BH6 3AH

G.32. Mr Philip Brooke
48 Ashdale Drive
Heald Green
Cheadale
Cheshire SK8 3BY

G.33. Mr D Burke
45 The Harebreaks
Watford
Herts

G.49. Mr Colin A Bunn
"Charlan"
Warren Road
New Romney
Kent

G.25. Mr I Brown
308 Milton Rd East
Edinburgh
Scotland EH15 2PH

G.35. Mr Maurice Billing
7 Grange Avenue
New Duston
Northampton NN5 6SR

G.36. Mr Tim Brandon
12 Middle Street
Nazeing
Essex EN9 2LD

G.52. Mr Joseph Brookes
26 Duncliffe Lane
Melbourne
Derbyshire DE7 1GE

G.37. Mr Roger Booth
"Anfield"
Great Yeatmans
Shaftesbury
Dorset

G.38. Mr Frank Bennett
13 Lang Lands Place
Newton St Boswell
Roxburghshire
Scotland

G.39. Mr Leigh Birch
3 Rushcliffe Avenue
Radcliffe on Trent
Nottinghamshire

G.51. Mr Alan Baker
47 Woodland Green
Upton St Leonards
Gloucester GLY 8BD

G.40. Mr Peter Barlow
4 Oxford Terrace
Tynning Road
Coombe Down
Bath
Avon

G.41. Mr Nicholas Bevan
Russell Cottage
8 Main Street
Wilbarston
Market Harborough
Leic LE16 8QQ

G.46. Mr John Bonnett
1 Weadsway
Warley
Brentwood
Essex

G.54. Mr Ivor Bryant
The Cottage
The Street
Alveston
Bristol BS12 2SX

G.43. Mr Eric Butcher
"Parkside"
153 Lawefield Lane
Wakefield
West Yorkshire
WF2 8SX

G.44. Mr Keith C Button
10 Holmes Crescent
Wokingham
Berks

G.45. Mr Nigel S Bunker
45 Fitzwilliam Avenue
Hill Head
Fareham
Hants

G.66. Mr A Currie
17 Grasemere Road
Cove
Farnborough
Hants GU14 0LD

G.84. Mr Jim Cassidy
18 Ashley Lane
Moulton
Northants NN3 1TJ

G.67.
Mr Thomas Callaghan
6 Bishop Brown Terrace
Charleville
Co. Cork
Eire

G.68.

G.69. Mr R Curtiss
21 Cotswold Close
Lambton Village
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NE38 0PF

G.87. Mr Ken Cooper
85 Winslow Avenue
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Worcestershire
WR9 8PH

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Mr Christopher Cheesman
79 Norton Road
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33 Hughes Mansions
Vallance Road
London E1 5BH

G.72. Mr Graham J Clements
4 Morris Cottages
Stanbrook
Nr Thaxted
Dunmow
Essex

G.73. Mr Brian A Clarke
53 Beaumont Avenue
Sudbury
Wembly
Middx

G.74. Mr John Critchley
Windyridge
Apse Heath
Sandown
Isle of Wight

G.75. Mr John Comer
2 Wild Radish Close
Mulbarton
Norwich
Norfolk NR14 8DB

G.86. Mr Dennis Cochlin
60 Chelmsford Road
South Woodford
London E18 2PP

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G.76
Mr William Crockford
18 Ross Road
Wallington
Surrey SM6 8QP

G.77. Mrs Evelyn Chapman
1 Wharf View
Buckingham
MK18 1XF

G.78. Mr John Cull
35 Belmont Road
Taunton
Somerset TA1 5NU

G.93. Mr K Donnelly
6 Foxsite Cottages
Glencallen
Kiltaman
Co Dublin
Eire

G.79 Mr A A Barrall
Service Director
Candor Motors Ltd
Magdalen Street
Colchester CO1 2JU

G.80. Mr P Coombs
"Woolaway"
Oake Village
Taunton
Somerset TA4 1AY

G.91. Mr T H Durrant
32 Merley Lane
Wimborne
Dorset

G.92. Mr W Dunkeld
44 Dunmuir Road
Castle Douglas
Scotland

G.111. Mr John Foxon
12 Main Street
Fleckney
LE8 OAN

G.109. Mr Tony Etheridge
118 Oaklands Ave
Oxhey
Watford
Herts

G.94. Mr P J Dixon
187 Pearshore Road
Edgebaston
Birmingham

G.95 Mr W Dukes
9 Laurel Avenue
Kesgrave
Nr Ipswich
Suffolk IP5 7HP

G.97.
Mr Douglas T Dickson
74 Bank Street
Lochgelly
Fife KY5 9QN

G.98. Mr S Drew
25 Oxford Road
Calne
Wilts

G.99. Mr Robert Durrant
Willow Farm
Lingwood Road
Blowfield Norwich
Norfolk NR13 4LL

G.112. Mr John Faulkner
"Fairview"
27 Church Road
Horley
Surrey

G.100. Mr A Dunstan
4 Kentwood Road
Sneinton, Notts

G.101. Mr W Drysdale
9 Mulberry Cres.
Methil
Fife
Scotland

G.102.
Mr & Mrs Frank Dallimore
"Dymock"
Market Gardens
Ladder Hill
Wheatley
Oxon

G.115. Mr Paul Firth
63 Green Park Rd
Skircoat Green
Halifax HX3 OSN

G.103. Mr Bryan Dixon
458 Loxley Road
Loxley
Sheffield S6 6RS

G.104. Mr James Elliott
Drumeles Cavan
Cavan
Sth Ireland

G.105. Mr N Eastwood
181 Heathfield Road
Southport
Merseyside
PR2 3EW

G.118. Mr Tony Foster
178 Heneage Road
Grimsby DN32 9JF

G.121.
Mr A Gates
123 Upper Rainham Road
Hornchurch, Essex

G.107. Mr C Evans
Prospect House
Salt Cellar
Porthleven
Nr Helston
Cornwall TR13. 9DP

G.108. Mr K Edwards
9 Dunelm Drive
Houghton-le-Spring
Tyne-&-Wear
DH4 5QG

G.114. Mr John Fuller
97 High Road
Trimley St Mary
Ipswich
Suffolk IP10 OTA

G.124. Mr John Gibson
591 Rayners Lane
Pinner
Middx

G.125. Mr K Gibbons
Boot Farm Cottages
Southend Road
Bradfield
Reading
Berks

G.116. Mr Graham Forbes
6 Beverley Court
Beverley Way
London SW20

G.117. Mr Jim Fitzg
6 Castle Park
Sandymount
Dublin 4
Eire

G.127. Mr Graham A Game
"Orscroft"
Rectory Road
Orsett
Grays
Essex

G.128. Mr John R Guy
5 Woodland Place
Totley Rise
Sheffield
S17 4JG

G.119. Mr Phillip Gillard
Stoney
Liske Eard
Cornwall

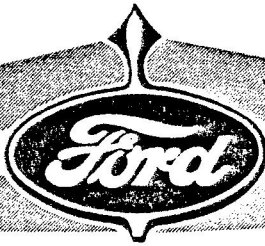
G.120 Mr Jonathon Gates
31 Southdown Road
Shoreham-by-Sea
Sussex BN4 5AL

G.130. Mr Michael J Gray
16 St Johns St.
Biddleswade
Beds

G.131. Mr R Gray
59 Radipole Road
Fulham
London SW6 5DJ

G.132. Mr R Gilcrest
2 Carnnella Park
Ballycairn
Coleraine
N. Ireland

G.122. Mr D Gustard
44 Park Dale
Danbury
Chelmsford
Essex



Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

Use the Bulletin

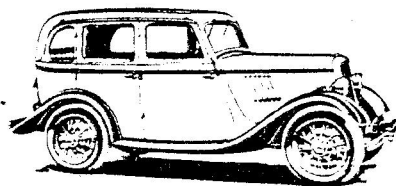
RECENTLY a number of letters have been received asking for information on points which have been fully dealt with in a recent issue of the Bulletin.

This indicates either that dealers are not taking sufficient care to see that *everyone* concerned is reading the Bulletin thoroughly or that the copies are not being properly filed after circulation.

Both these contingencies can be dealt with quite easily.

Everyone to whom a copy is passed should sign a copy of the same issue kept in the office thus proving that he has seen it and noted its contents. He should then be responsible for carrying out the instructions given and disciplinary action should follow in case of failure to do so.

After circulation every copy should be filed in binders (obtainable from the factory, price 2/- each post free) so as to be readily available for reference.



THE FORD Y & C MODEL REGISTER
61 GALLOWS HILL LANE
ABBOTS LANGLEY
HERTS. WD5-0DD

THE NEW TYPE SHOCK ABSORBERS

A new type shock absorber is fitted to current models of the model "Y" cars.

This shock absorber is of the hydraulic self-regulating type giving a stronger resistance to the rebound of the spring than to the compression of the spring.

The shock absorbers automatically adjust themselves to the prevailing road conditions and once set should require no attention apart from maintaining sufficient fluid in the body.

Fig. 64 illustrates the construction and adjustment of the shock absorbers which operate as follows. (The shock absorber illustrated is one that gives a heavy resistance when the body is rotated about the main spindle in a clockwise direction).

Operation and Construction

The body A which also acts as the shock absorber arm and recuperating chamber, is connected to the axle by the arm "L" through the rubber bushed joint "D."

A spindle "B" is bolted to the chassis by means of a flange formed at one end; the spindle projecting into the body "A" through an adjustable gland "P" fitted with the special packing "U."

Lubrication of the spindle "B" is automatically effected by the shock absorber fluid through the hole "Bb" in the spindle bearing.

The projecting end of the spindle carries a double arm "C" secured to the spindle by means of the taper cotter pin "S."

A trunnion at each end of the arm "C" carries a plunger "G" and "E" which work in the cylinders "H" and "V" respectively. The cylinders are free to pivot on the two bearings "W" and "X" which are rigidly attached to the shock absorber body and drilled to permit the fluid to pass from one cylinder to the other via the adjustable spring and ball valve "O," and drilled connecting block "K."

The two bearings "W" and "X" are held in perfect alignment at all times by the strap "Aa."

The whole mechanism is enclosed by the cover "M" which is firmly sweated on to the body, the body then being filled with shock absorber fluid through the filler "N."

On the axle rising due to the wheel striking an object, the body of the shock absorber pivots about the spindle "B" and arm "C" in an anti clockwise direction.

This movement forces the plunger "E" into the cylinder "V," and partly withdraws the plunger "G" from the cylinder "H" thus causing the fluid to flow from "V" to "H" through the port "Y," the hollow bearing "X," the drilled connecting block "K," past the outside of the taper valve "R," and the port "Z." On this stroke the fluid also passes through the port "F" in the hollow taper valve, past the ball valve "O" which is lifted against the valve spring by the fluid pressure, to the cylinder "H."

On the rebound of the axle, the body "A" pivots about the spindle "B" and arm "C" in a clockwise direction, partly withdrawing the plunger "E" from the cylinder "V," and forcing the lower plunger "G" into the cylinder "H," causing the fluid to flow from "H" to "V."

On this movement it should be noted that as the ball valve "O" will only open when the fluid is flowing from the upper cylinder "V" to the lower cylinder "H," the fluid can only pass through the passage restricted by the adjustable taper valve "R" thus increasing the resistance to the fluid flow, and rebound of the axle. Also, the lower cylinder "H" is of slightly larger diameter than the cylinder "V" so that when the axle rebounds, the amount of fluid contained in the lower cylinder H being greater than the capacity of the upper cylinder V, an added resistance is built up until the excess fluid has leaked past the plungers: the added resistance being directly proportional to the movement of the axle and travel of the lower plunger: that is, when the movement is slight, the added resistance is slight and when the movement is great the added resistance is proportionally increased.

Any loss of oil from the cylinders is replaced from the recuperating chamber (or body) "A" through the hole "J" in the lower plunger, and the ball valve "I" during the outward stroke of the plunger "G"; the ball valve closing when the plunger moves inwards.

Adjusting the Shock Absorbers

Before attempting any adjustment to the shock absorbers, make certain that the tyres are inflated to the correct pressure, that the springs are lubricated and working freely, and that there is sufficient fluid in the shock absorbers.

Complaints of "harsh riding" may not be due to incorrect shock absorber settings and may be checked by disconnecting the absorbers and trying the car on the road.

This will indicate if the shock absorbers are at fault, or if the unsatisfactory riding qualities are caused by some other misadjustment or neglect.

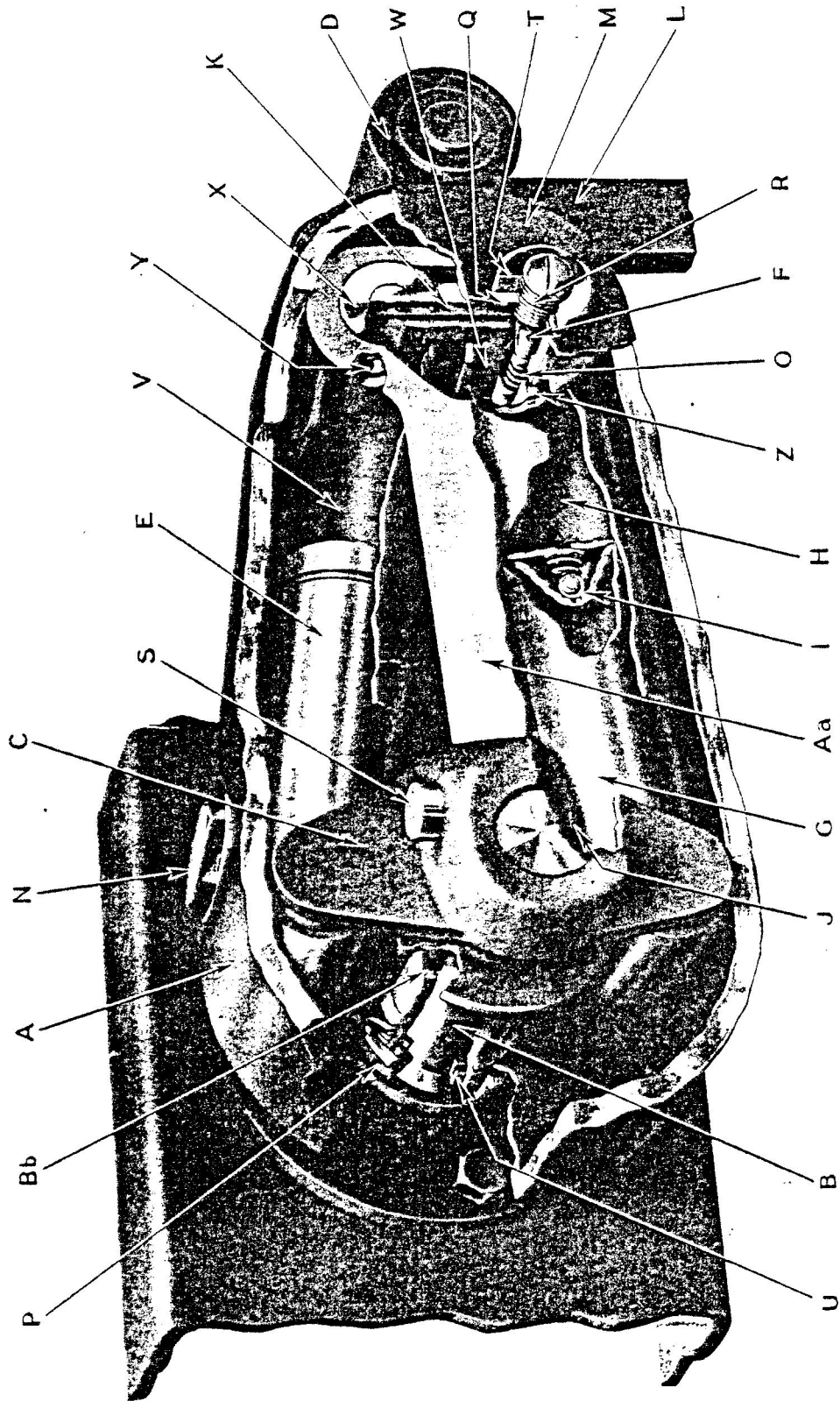


FIG. 64.

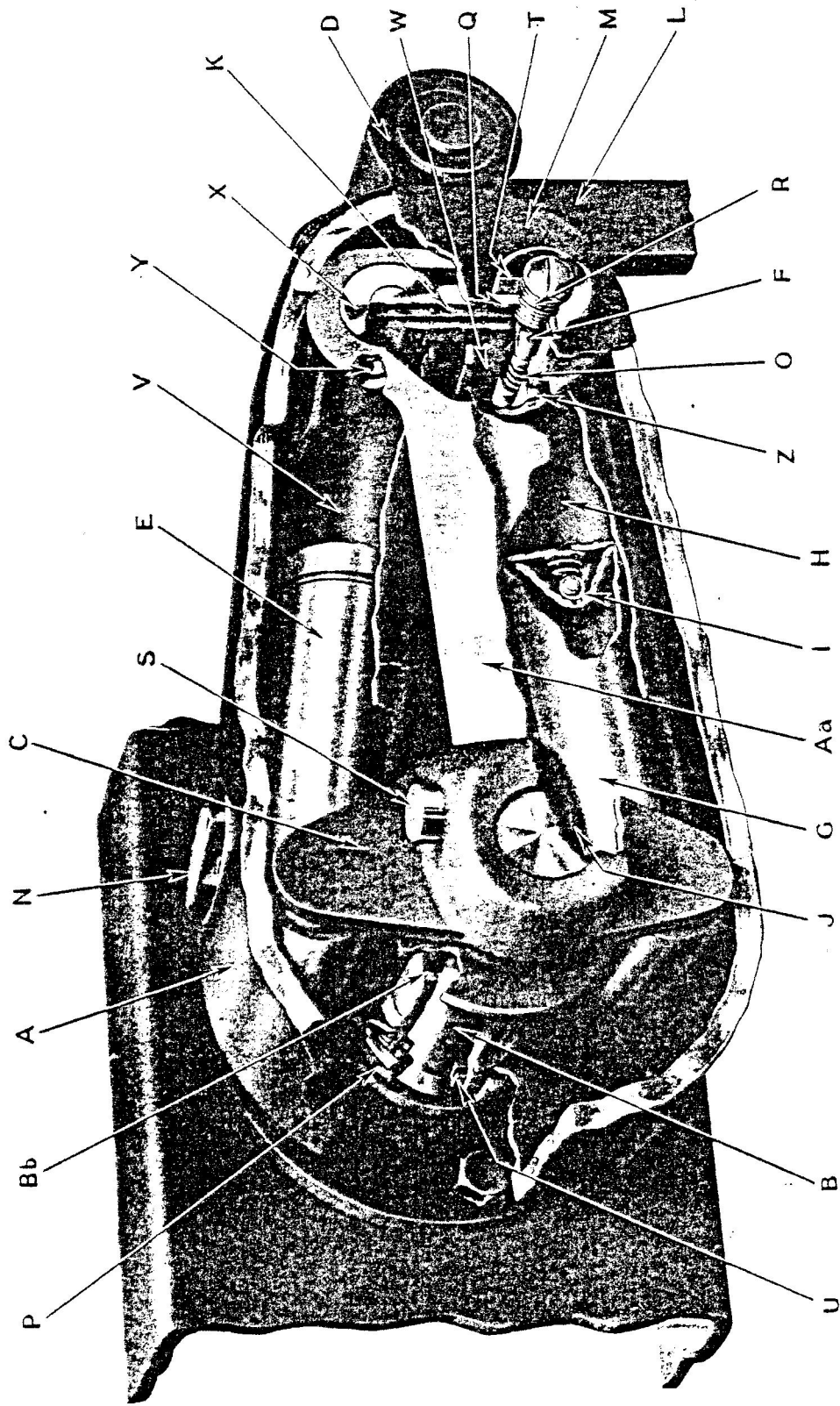


Fig. 64.

Replacing the Frame

If the body has been damaged, the base must be straightened up before attempting to secure it to the frame so that the securing holes in the body base line up with the holes in the chassis frame without forcing the body into position.

The body may now be temporarily located by means of a bolt in each of the two rear securing holes in the chassis side members, the securing hole in the front of each rear wheel arch, and the front securing hole in each chassis side member.

The body may now be bolted to the frame by means of $\frac{1}{4}$ inch bright steel B.S.F. bolts $\frac{3}{8}$ inch long, inserted in the securing holes from the outside of the body with a $\frac{1}{4}$ inch bright steel washer between the bolt head and the body securing flange, and tightened down with a $\frac{1}{4}$ inch lock washer between the nut and the inside of the chassis frame. The two foremost body securing holes on each side are larger than the remainder, the body at this point being secured by $\frac{5}{16}$ inch bright steel B.S.F. bolts $\frac{3}{8}$ inch long.

Before inserting the bolts, it will be found necessary to enlarge slightly the securing holes in the body flange and chassis frame.

This should be done in the case of the two foremost holes on each side with a $\frac{5}{16}$ inch drill and the remaining holes with a $\frac{1}{4}$ inch drill.

Do not use a clearance drill; the use of a "dead size" drill will permit a close fit of the bolts in the securing holes.

It is also advisable to drill one hole at a time and insert its bolt so that the danger of the holes being slightly over-enlarged, due to slight initial mis-adjustment of the body on the chassis frame, is minimised.

It is important that the bolts be a machined bolt with a plain shank sufficiently long to prevent the edge of the holes in the body and chassis resting on the threaded portion of the bolt, at the same time permitting the nut to be screwed down firmly without "bottoming" on the shank.

Having firmly bolted the body to the frame, (including those points under the rear seat), the torque tube cover and cross pieces should be secured to the chassis: no difficulty should be experienced in lining these holes up if the body has been correctly located.

The chassis and body is now ready for the re-assembly of the various components and in the case of body damage, for the attention of the coach-builder.

It may be more convenient in some cases to complete the assembly of the components before the attention of the coach-builder, for ease of transporting the car.

It should be noted that all frames supplied for replacements are drilled to accommodate a Tudor body and if it is necessary to replace the frame of a Fordor car, the chassis will have to be drilled to secure the centre door pillars.

For this purpose a jig may be made from a portion cut from the damaged Fordor frame.

Cut out that portion of the original frame to which the centre door pillars were connected, as shown in Fig. 65, and remove that portion that forms the top flange.

It will be noticed from the illustration that this portion is cut through the centre line of the scuff plate securing holes each side of the centre pillar securing holes.

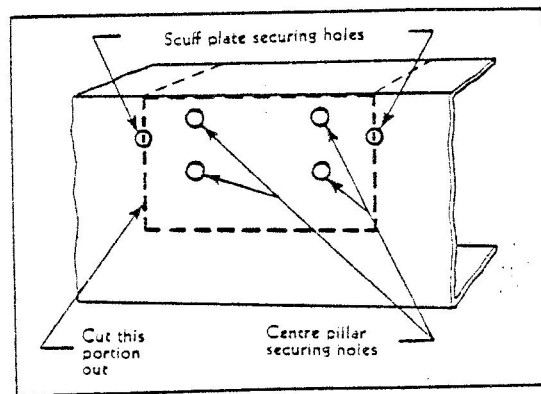


FIG. 65.

The half holes remaining on each side of the template may now be used as locating holes by placing the template in position on the frame to be drilled and inserting rivets in the holes corresponding to the half holes in the template.

The centre pillar securing holes may now be marked out and drilled in the face of the side members and the centre pillars bolted into position.

The holes for securing the centre pillar brackets may now be drilled in the side member top flange, using the pillar brackets as a template, and the brackets bolted into position.

Labour charges have been established to include the removal of components and assemblies necessary, cutting the body rivets out from the inside of the frame, bolting the body to the new frame, and re-assembling the various assemblies and components.

The following charges do not include any repairs necessary to the body itself, or to the other components of the car.

Tudor Saloon and 5 cwt. vans	£5	10	0
Fordor Saloon	£5	0	0

ACCESSORIES

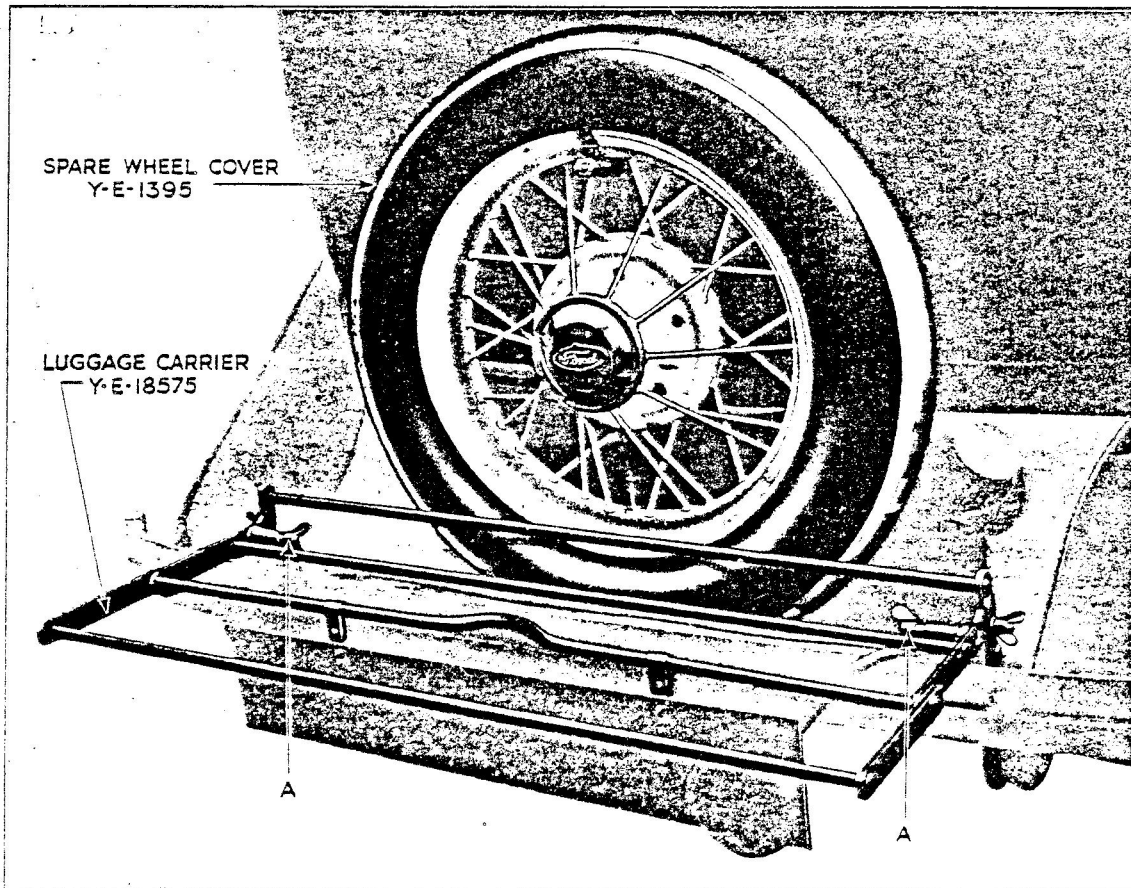


FIG. 66.

Attention is drawn to a number of accessories that are fitted as standard to the model "Y" Saloon de Luxe.

It should be pointed out that the fitting of these accessories make for greater convenience and driving comfort, as well as adding to the appearance of the car, and may be obtained for fitting to the model "Y" Saloon (2-door).

An attractive window display may also be arranged with those that will do much to impress upon owners the desirability of fitting these extra conveniences and should prove to be "good sellers."

The Tandem Windshield Wipers.

The single windshield wiper fitted as standard to the model "Y" Saloon (2-door) may be converted to the tandem type illustrated in Fig. 68, by means of a conversion set now available.

The fitting of the tandem type wiper besides giving the passenger a clear view through the windshield during rainy weather, also increases the angle of vision of the driver in similar circumstances, making for greater comfort in driving.

When fitting the conversion set it will be necessary to remove the front header trim, and drill a hole in the header panel to take the extra wiper pivot, making sure that this hole is drilled in such a position that the wipers work at the same angle.

The Mirror Clock.

A combined rear view mirror, clock, and bracket assembly BF-17679-C illustrated in Fig. 67 is also available.

The clock incorporated in the mirror is illuminated by indirect light in a similar manner to the dash board instruments, so that the clock may be visible at all times without obstructing the mirror view to the rear.

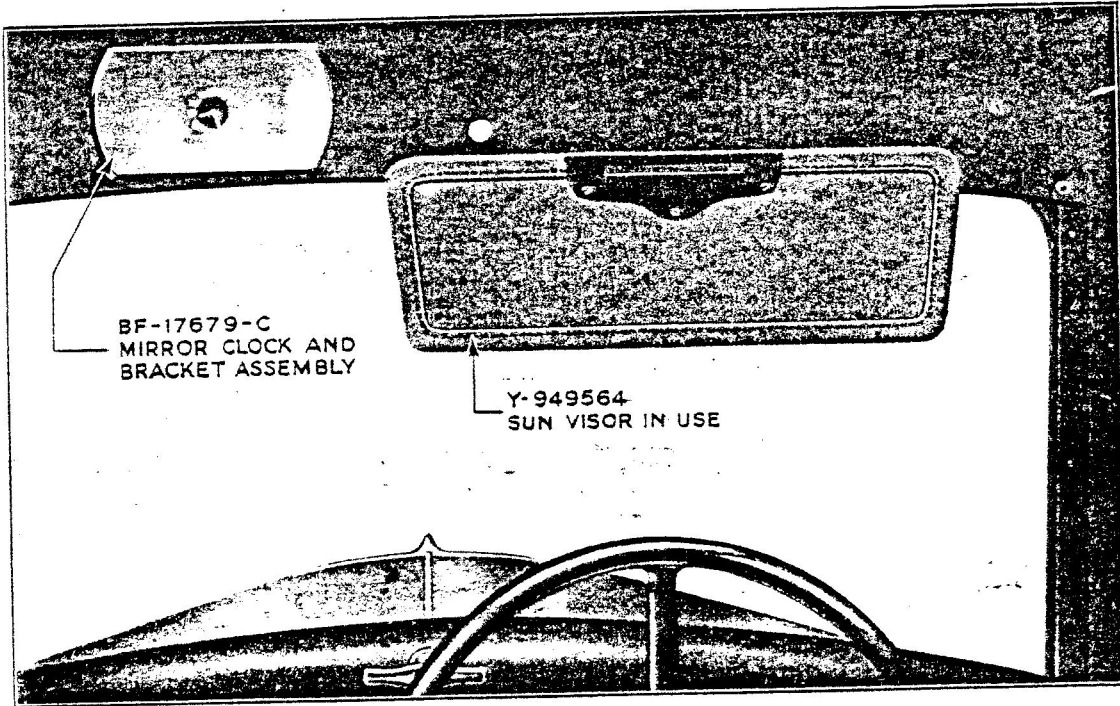


FIG. 67.

When installing this mirror clock it will be necessary to secure the special mirror bracket (BE-17709-B) to the metal portion of the body behind the front header strip; the clock being fixed to the ball joint by means of a socket ended screw.

This fixing is necessary to make an "earth" contact for the clock lamp circuit.

After fixing in position, a wire should be connected to the terminal on the underside of the clock, and the other end connected to the dash lamp side of the dash lamp switch.

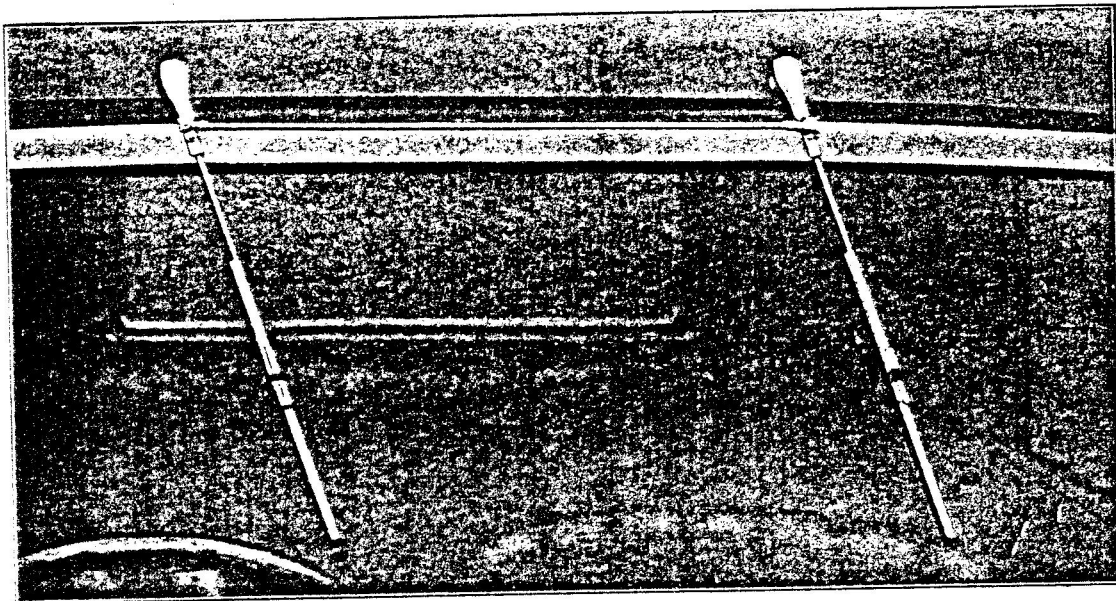


FIG. 68.

The wire should be hidden by running it through the insulated hole in the mirror bracket, through the front header strip, and down the right hand front pillar.

Connecting the wire in the above manner will permit the clock to be illuminated at will by means of the dash lamp switch at the same time as the instruments on the dash board.

The Sun Visor

The sun visor, part number Y-94956½ also illustrated in Fig. 67, is another accessory that could be recommended for fitting to increase driving comfort.

When fitted it will be found that ample protection is given from the glare of the sun without in any way obstructing the driver's vision.

The Luggage Carrier

Another useful accessory in constant demand is the luggage carrier illustrated in Fig. 66, part number Y-E-18575.

This carrier is of the folding type, substantially constructed, and is designed to bolt to the bumper bar brackets and the end of the chassis frame, utilising the holes through which the bumper brackets are secured.

When not in use, the carrier folds neatly up over the bumper bar between the bar and the spare wheel, thus being protected from damage by the bumper

bar. The number plate which is supplied with the carrier is pivoted to one of the carrier cross bars and is swung to a vertical position as the carrier is folded.

When in use, the carrier extension is locked in position by means of the two wing screws A Fig. 66.

The Spare Wheel Cover

The all-metal spare wheel tyre cover, part No. Y-E-1395 Fig. 66, is of pleasing design and attractive appearance, and whilst offering ample protection to the tyre is easy to install and remove.

The cover consists of two parts:—the side plate which is finished in colours to match the body of the car for which it is intended, and an outer casing. The outer ring being of smaller diameter than the tyre, is sprung over the tyre and secures the side plate in position.

Installation and removal of this tyre cover may be effected by the hands, no tools being required.

After securing the spare wheel and tyre into position on the back of the car, the side plate should be placed over the tyre wall and the outer ring sprung over the tyre tread so that it grips the outside edge of the side plate holding it firmly in position.

When ordering these tyre covers, the colour required should always be stated as failure to do this may result in delay, or the supply of a cover that does not match the body finish.

IMPROVED TYPE STEERING JOINTS

The steering connection joints used on current models of the model "Y" car, are of the ball and socket type instead of the rubber bushed type as previously used.

These ball joints are self adjusting and require no attention apart from periodical lubrication.

Fig. 69 illustrates the additional points of

lubrication which should be pointed out to owners of current models so that the ball joints are not overlooked when "greasing up."

It should be emphasised that only these ball and socket type joints need lubrication on the steering connections, and that under no circumstances should oil or grease be permitted to get on to the previous rubber bushed type steering connection joints.

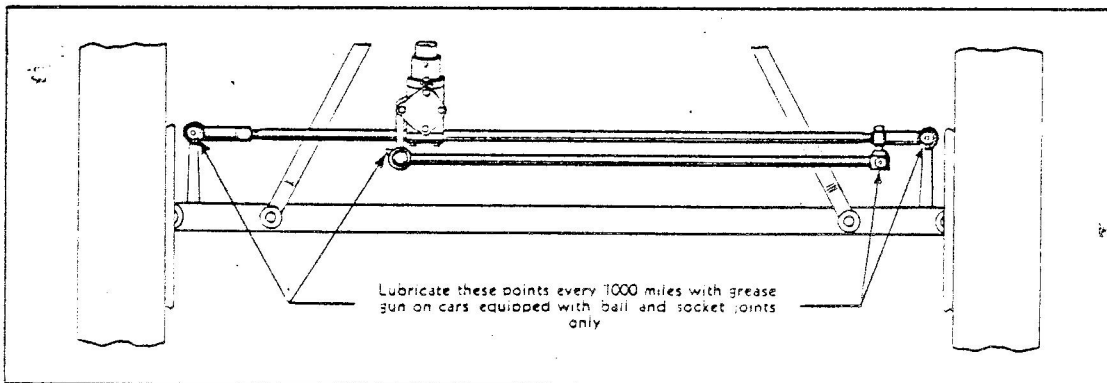


FIG. 69.

MEMBERS PARTS FOR SALE

G.68	D Cochlin	1.2.3.	B.112	I Smith	1.2.3.
2	Used Wings		Various new and used mechanical parts		
2	Used Front Windscreens		Used Long Rad Wheels		
2	Windscreen Winder Knobs				Y Member
1	Radiator		Tele 039 43 7911		
1	10 h.p. Engine				
1	Semaphore Arm				
		Y member	Keith Child 1.2.3.		
<hr/>			Radiator/Engine/Box etc complete		
R.16	D Curtis	1.2.3.	Front & Rear Axles complete		
C	Hub Caps		4 Good Wire Wheels with Caps		
C	Bonnett (1935) £15		Chassis: needs some welding		
		Tele 0432 56302	2 Steering Boxes <u>Tele Billericay 25140</u>		
			from 1936 2 Door Model 7		
			Standard Bonnet To, no sides		

MEMBERS PARTS WANTED

G.71.	G Cole	1.2.3.	B.117.	M Shum	1.2.3.
Sml Cover for the Timing Gear on side of Block (gear driven engine)			Steering Wheel		
Part No. Y 6017			Good Steering Column/Box		
		Tele 01 247 0097	Rear Lamps		
			Tele 05212 7891		
<hr/>					
J Gates		1.2.3.	G.132.	R Gilchrist	1.2.3.
Rear Brake Rod (1936/7 L.R. Jonathon has not said which one)			Running Boards - these I am attempting to improve upon, I hope to have more news for the next letter.		
Gear Box Housing Clamp					
Rear Lamp					
<hr/>					
G.2.	Mr Attfield	1.2.3.	Keith Child		1.2.3.
Oil Can Clips			1 Pr Headlight Trims		
		Tele 01 300 8336	1 Front Bumper + Bars		

B 151 R. White. 1.2.3.

1. R. Radiator Cowl,
(Undamaged)

itto R White

For sale Dashboard for L.R.

Form to be completed and returned to:

News Letter No.26

Graham G Miles
 61 Gallows Hill Lane
 Abbots Langley, Herts

MEMBERS NAME	TOWN	MEMBERS NO.
YOUR support is needed on the following:		Please tick box
		YES NO
Bumber Bars	Front A LOT MORE SUPPORT NEEDED!	_____
	Rear	_____
'Y' Repro Hub Caps		_____
Head Lamp Magniflex Bars		_____
'C' Radiator Badge Mounts		_____
'C' Door Handles MORE SUPPORT NEEDED!		_____
What support for Early 'Y' Side Lamps, complete ?		_____
or, parts of above, if only parts, which parts?		_____

This space for all orders, PLEASE do not order parts in letter form.

<u>PARTS YOU HAVE FOR SALE</u>	<u>PARTS YOU NEED</u>
	This includes Club parts

Your Phone No please, for quick reference.

The old cry, Pub Meetings, come on now, there must be enough of us to at least get London off the ground!

A.G.M. next year, i e 1984

Belgium Run next year, a good turn out please, date, late May.

June 17 West Midlands Motor Fayre at Hagley Hall

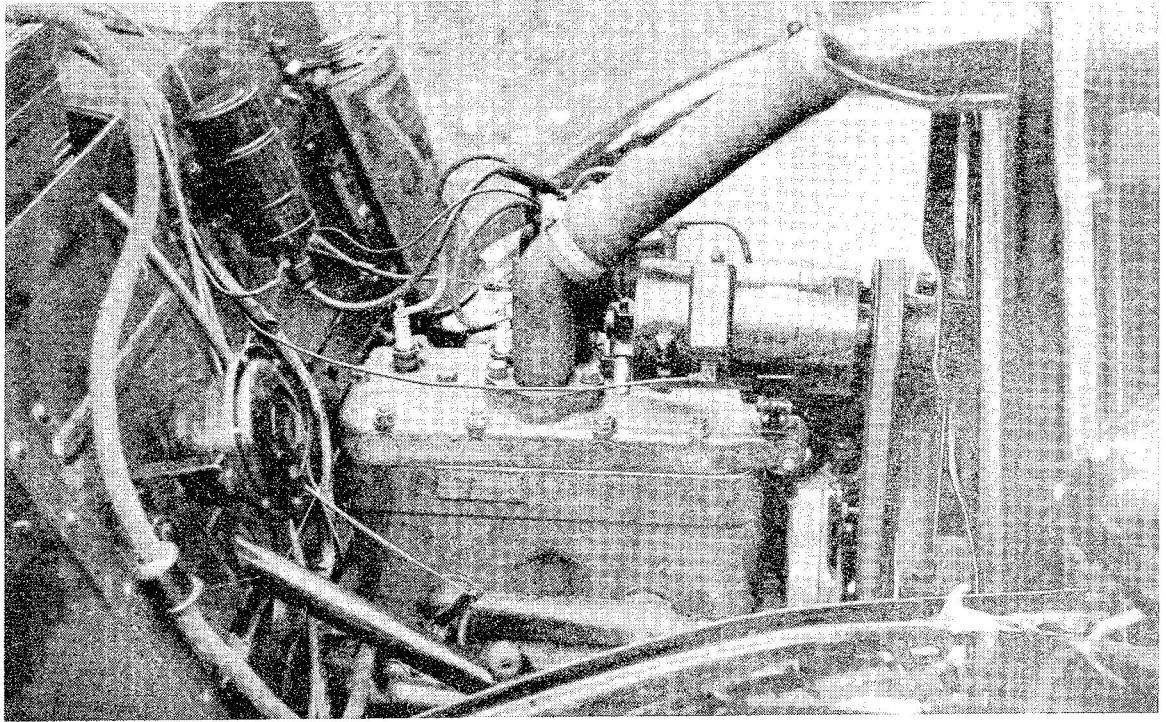
We need 10 cars only for this event, a FEW C's please and the rest Y7s, first come, first allocated a space.

The following back copies at the price of a 17p stamp

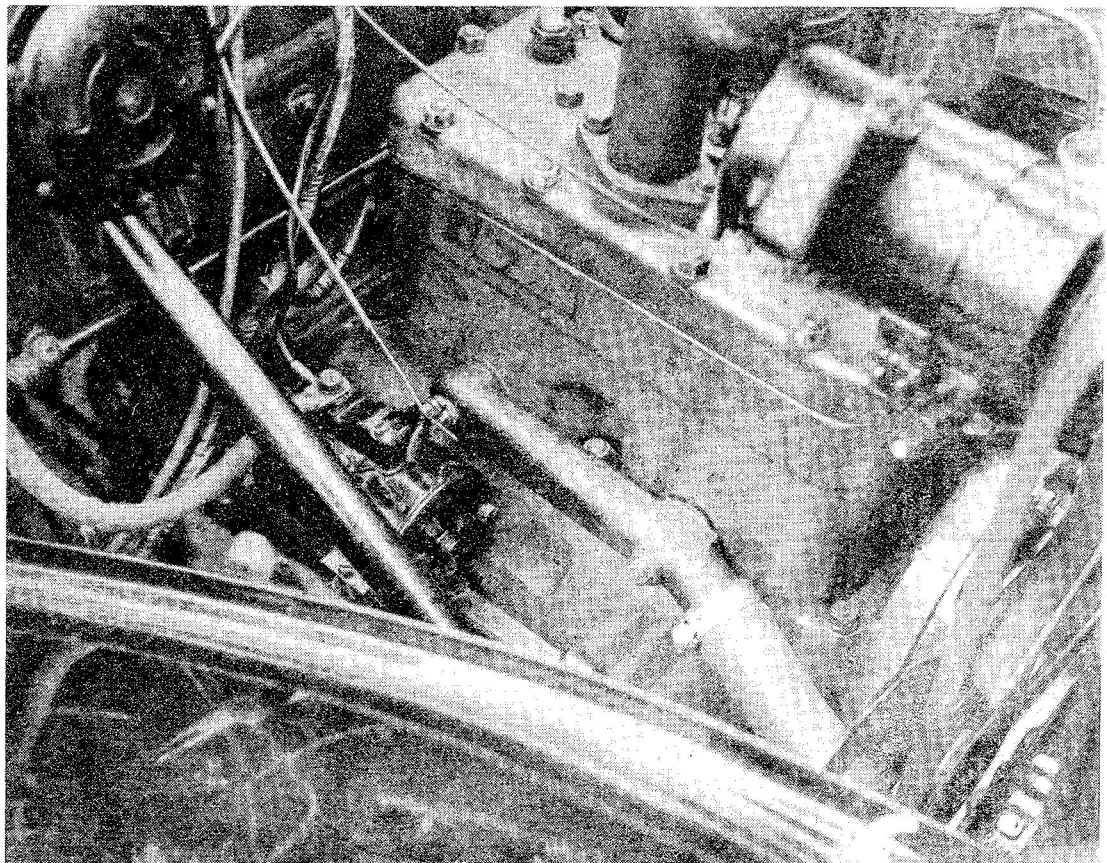
Nos. 19/20/21/22/23/24/25

Registration No.	Standard or Deluxe
Chassis No	2 or 4 Door
Briggs Body No.	Delete as necessary

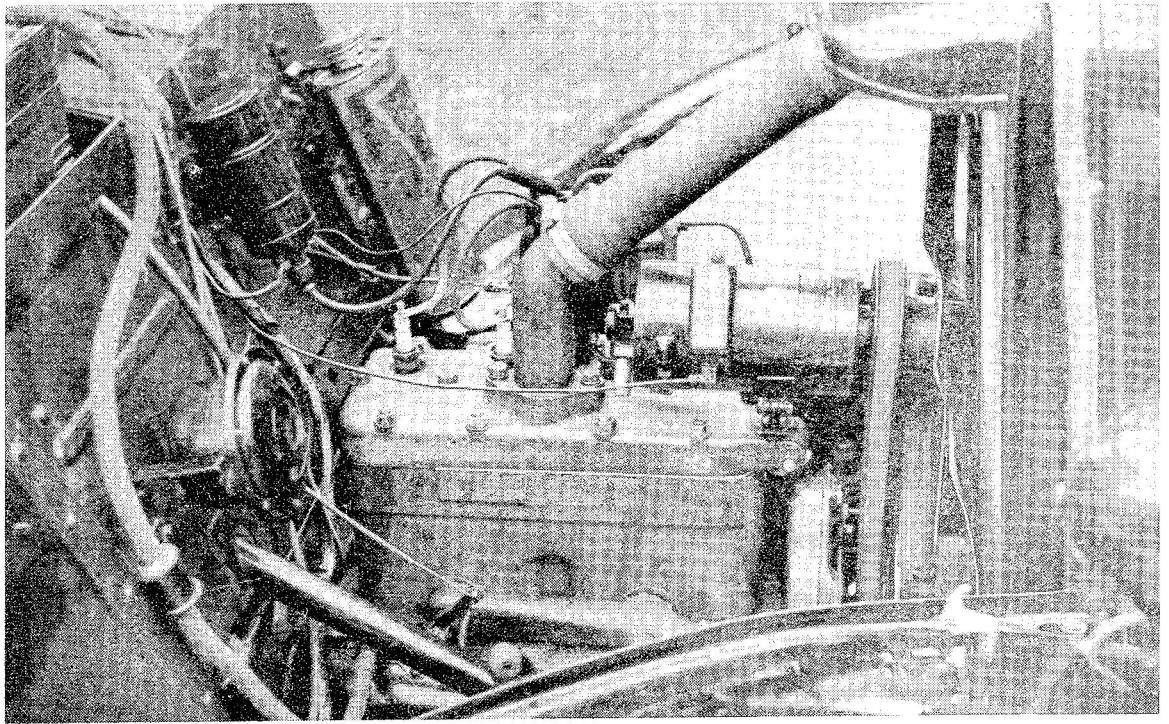
All Y' owners now please, I dnot't think I will be over burdoned!



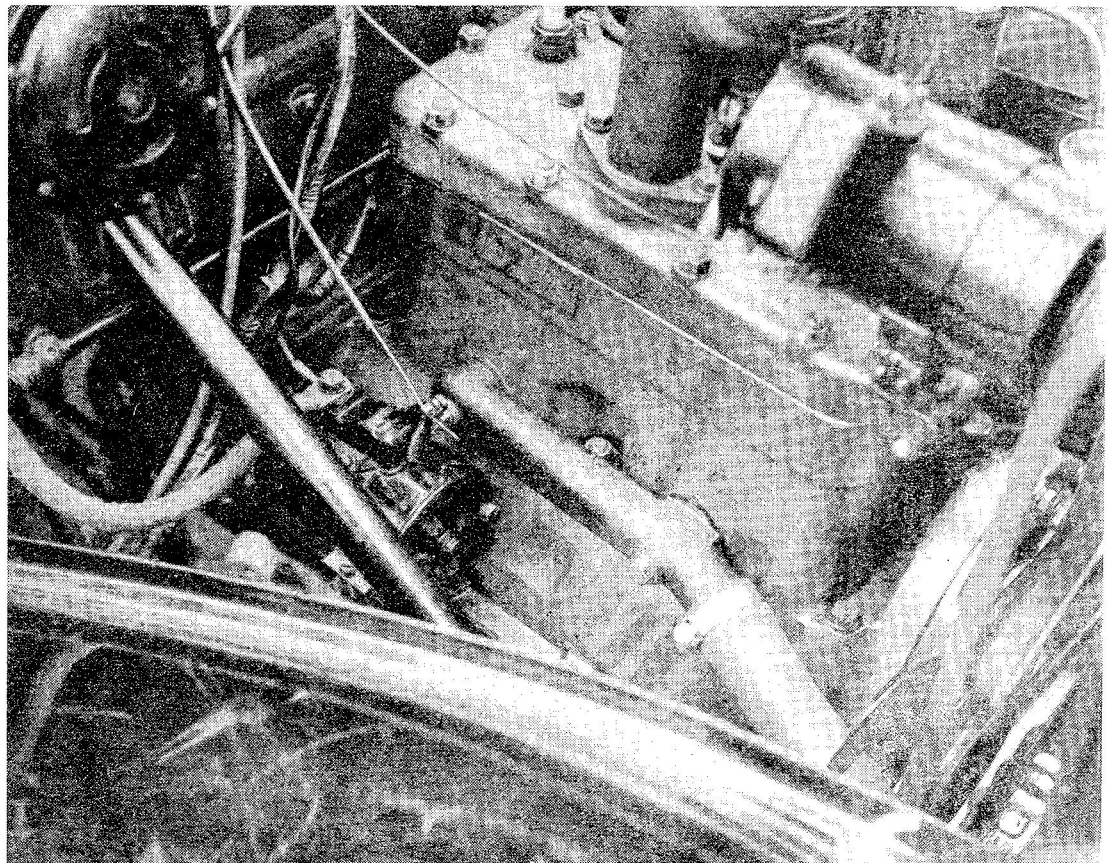
This one shows clearly where engine number was stamped, on offside of block on old early engines, just below head gasket, and inline with No.3 cylinder.



Engine Compartment - Jeff Cole's car. (ii)



This one shows clearly where engine number was stamped, on offside of block on old early engines, just below head gasket, and inline with No.3 cylinder.



Engine Compartment - Jeff Cole's car. (ii)