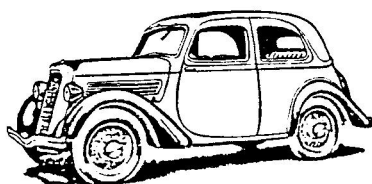
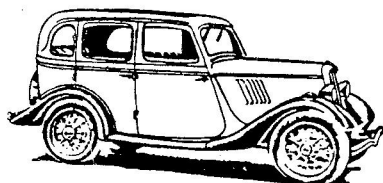


Bob Wilkinson, the membership secretary, will be in touch.
Pishon.

Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO. 35. MAY/JUNE '85.

NEWSLETTER EDITOR:-

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

CLUB CHAIRMAN:-

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61 GALLOWS HILL LANE
ABBOTS LANGLEY
HERTFORDSHIRE WD5 0DD

Chairman and Spares	Graham Miles	61 Gallows Hill Lane, Abbots Langley, Herts., WD5 ODD.
Newsletter Editor	John Guy	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.
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Treasurer	Tom Morgan	8 Craigwell Avenue, Radlett, Herts.
Archivist, Special Bodywork Advisor and Librarian	Jim Miles	22 Valley Close, Waltham Abbey, Essex, EN9 2OU.
Technical Advisor	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex.
Events Committee	Don Malin	11 Woodfield Close, Ash Green, Coventry, Warwickshire, CV7 9HQ.
	Ray Smith	Fenheim Coate, Devizes, Wilts., SN10 3LA.
Area Organisers:		
Area 1	vacant	
Area 2	Jeff Hancock	30 Inglefield Avenue, Heath, Cardiff, CF4 3PZ.
Area 3	vacant	
Area 4	vacant	
Area 5	Martin Howard	17 Baker Road, Abingdon, Oxon.
Area 6	Ian Smith	61 Bredfield Road, Woodbridge, Suffolk, IP12 1JB.
Area 7)	Bryan Dixon	458 Loxley Road, Loxley, Sheffield, S6 6RS.
Area 8)		
Area 9	vacant	
Area 10	vacant	
Area 11	vacant	
Area 12	vacant	

INCORPORATES FORD Y & C MODEL SPARES LTD.
DIRECTORS: Graham Miles, John Guy and Jim Miles

THE CLUB YEAR COMMENCES ON 1ST MARCH, AND RUNS THROUGH TO 28TH FEBRUARY.
ANNUAL SUBSCRIPTION PER MEMBER, £7.50, DUE ON 1ST MARCH EACH YEAR.
O.A.P.S £5.00, OVERSEAS MEMBERSHIP (SURFACE MAIL) £10.00.
ALL PAYMENTS IN STERLING ONLY TO MEMBERSHIP SECRETARY.
PLEASE NOTIFY MEMBERSHIP SECRETARY OF CHANGE OF ADDRESS AND/OR CAR DETAILS.
FULL MEMBERSHIP LISTS FOR £1.00 FROM JILL MILES, 15 RYDAL GARDENS, WEMBLEY, MIDDLESEX.

Regional Areas:

Area 1 - Scotland Area 2 - Wales Area 3 - Ireland (N & S)
Area 4 - Cheshire, Lancs., Merseyside, Cumbria, Isle of Man
Area 5 - Beds., Bucks., Oxon, Berks., Herts.
Area 6 - Cambs., Essex, Norfolk, Suffolk
Area 7 - Derbys., Notts., Lincs., Leics.
Area 8 - Yorks., Humberside, Durham, Tees, Tyne & Wear
Area 9 - Northants., Staffs., Warwick, Shrops., Worcs., Hereford, Gloucs., Wilts.
Area 10 - Avon, Somerset, Devon, Cornwall
Area 11 - Dorset, Hamps., Isle of White, Sussex
Area 12 - Surrey, Middlesex, Kent, Greater London
Area 13 - Overseas

EDITOR'S COMMENTS

Around it comes again! Another full two months gone and it's time to put the Newsletter together. The last was a little bit early and this is a little bit late, so it gives us something of a break from the inevitable pressure on our time.

Each issue I dread nothing arriving, but right at the last moment, a large amount seems to flood in (apologies to Silverstone article of Graham Miles!) and I begin to feel confident that we have a more going concern as for the last three issues there has always been more than I can publish.

This time, as promised, we have Sam Roberts' article, very reassuring this, it's nice to know most simple repair jobs are very similar! Multiply your original time estimate by how much? What does worry me though, is that remark about multigrade being bad for engine bearings. Is that really so?

Graham Miles has again been busy putting mouth to machine, doesn't sound quite as eloquent as pen to paper! Better not use that one again! He has not only produced a summary for the A.G.M. but a full description of the Silverstone event, as well as the normal Chairman's Report, and just to cap it all off, something to do with Dr. Ford.

In addition, I would like to express my thanks to the Malins for their splendid organisation at the A.G.M. venue and also thank myself for the guide map which worked even though I had never been in the area before drawing it!

Jim Miles has now completed his magnificent series on the Ford Motor Co., and is having a well earned break before pursuing more specialised articles on particular models.

Bob Wilkinson updates membership as usual, and passes a lot of unsuspecting remarks on to me for publication. Plenty of letters yet again, including perhaps a final fling on the Chapman saga. A few pleasantly flattering letters again assure themselves of fame in print (What about the bottles of Scotch?) and to kick off, an update of events notified to us.

EVENTS

June to September - CENTENARY CAVALCADE. A country wide non-competitive Cavalcade of cars each Sunday for two months travelling in legs of 40-50 miles. Another charity event. For information, contact Mike Seymour, Centenary Cavalcade 85, 45/46 Poland Street, London, W1V 4AU.

23rd June - LONDON TO WORTHING CLASSIC CAR RUN (for pre-1959 cars). Information from Colin Peck, 40 Clarendon Road, London, E17 9AZ.

23rd June - VINTAGE/CLASSIC CAR SHOW/AUTOJUMBLE. Further information from Mr. R. V. Champion, Manager of Kettering Youth Training Workshop, Unit 7, Trafalgar Road, Kettering, tel. Kettering 84977.

30th June - THE BRITISH MOTORING FESTIVAL, Cofton Park, Rednal, Birmingham. (Another 100 years motoring event). Club space can be reserved if anyone can organise enough interest. 5-10 cars needed. Information from 52 Damson Lane, Solihull, West Midlands.

30th June - VALENCE VINTAGE RALLY. Charity event, organised by 750 Motor Club. Autojumble, vintage and classic cars, etc. Rally Secretary is B. Martin, Park Gate Oast, Cranbrook Road, Tenterden, Kent, tel. Tenterden 3719.

14th July - GRAND VINTAGE GATHERING/AUTOJUMBLE AND CAR BOOT SALE, Stocklands Equestrian Centre, Nr. Liphook, Hants. Mixed vehicles organised by Local Locomotion Club. S.A.E. for information from Mr. W. Tull, 24 Bognor Road, Chichester, West Sussex, PO19 2NF.

13th July - ALL FORD DAY at Truro Garages Ltd., Truro, Cornwall, to celebrate 100 years of motoring. All Welcome. Details Mr. Pritchard (Director) 0872 73933.

14th July - UXBRIDGE AUTO SUNDAY, Hillingdon Show Ground, Park Road, Uxbridge. Rotary Club Charity Exhibition. Information from Mr. L. S. Dobbin, Courtwood Car Services, Lancaster Road, Uxbridge, Middlesex.

21st July - NATIONAL CLASSIC CARS CONCOURS, Brands Hatch. Club displays and concours. Anyone interested in organising a Club Display? Information from Julia Cawdery, Quadrant House, The Quadrant, Sutton, Surrey, SM2 5AS.

11th August - BOGNOR REGIS ROTARY MOTOR GALA. Rally and concours, charity event. Free entry. Information from Collin Biles, 39 High Street, Bognor Regis, West Sussex, PO21 1RT.

11th August - BETWS Y COED VINTAGE VEHICLE RALLY. organised by the Automobile Club of North Wales. Open to cars, light commercials and motor cycles manufactured before 31st December, 1965. Details available from Maldwyn Jones, 'Awelfryn', Llanddeusant, Holyhead, Anglesey, Gwynedd, LL65 4AG. Tel. Llanfaethlu 730206.

14th July - SHUTTLEWORTH COLLECTION 1ST GRAND AERO/AUTOJUMBLE. The Old Warden Aerodrome, Biggleswade, Beds. Further details from Skysport Engineering, Benington Park Farm, Benington, Herts.

16-18th August - VESTINGDAGEN HELLEVOETSLUIS (ANNUAL STEAM AND TRANSPORT FESTIVAL). Old town of Hellevoetsluis, 20 miles west of Rotterdam. Information from George Kwekel, Rally Secretary, Hermes 7, 3225 TE Hellevoetsluis, Holland.

24th-25th August - 21ST HARLOW SHOW. Classic Vintage and Veteran Vehicles Exhibition. Section of above show. For information telephone Harlow (0279) 446412 (daytime) or Purfleet (04026) 7715 (evenings and weekends).

25th August - 2ND NORTHERN MARK II DAY, Stretton Park, near Burton on Trent, Staffs. Overnight camping available. Organised by Ford Mark II Owners Club. Information from Terry Hiscock, 81 Parliament Street, Newhall, Burton on Trent, Staffs. Tel. 0283 223100).

26th August - MERTON CONCOURS D'ELEGANCE. Morden Park, Morden, Surrey. Cars, motor cycles and buses. S.A.E. for information from M. T. Pacey, 137 Dorset Road, Merton Park, London, SW19 3EQ.

31st August/1st September - DETLING STEAM AND TRANSPORT RALLY, Kent County Showground, situated to east of Maidstone on A249 Maidstone to Sittingbourne Road. Open to all classes of transport, free admittance to drivers and passengers, camping, disco, plaques. Information from James Treadgold, Oneoak, London Road, Wrotham, Kent, TN15 7RR. Tel. Borough Green (0732) 883739.

15th September - HISTORIC VEHICLE RALLY, AUTOJUMBLE AND CLASSIC CAR AUCTION, Holker Hall, Cark-in-Cartmel, Grange-over-Sands, Cumbria. Further information on Auction from Mr. M. Brown, Memory Lane Motor Co., 79 Berry Lane, Longridge, Nr. Preston, Lancs.

29th September - ALL FORD RALLY. Abingdon Town Cricket and Football Grounds. Information from Bob or Gary Tredwell, 32 Caldecott Road, Abingdon, Oxon.

28th-29th September - NORTHERN CLASSIC CAR SHOW, Bell Vue Exhibition Centre, Manchester. Sponsored by Practical Classics. Vintage, veteran and classic vehicles, autojumble, trade stands, major Ford display, auction. Details from Robert Ewin, tel. 0272 650465, PO Box 20, Fishponds, Bristol, BS16 3DE.

5th October - THE MALVERN MOTORING EVENT. The Three Counties Showground, Malvern. (Getting outside the six months summer tax season.) Free entry and attendance plaques, car sale and autojumble. Information from Ian Green, 35 Britten Drive, Malvern, Worcestershire, WR14 3LG.

LETTERS

First place this month must go to 16 year old Jason Duffield. Starting at that age is very courageous and marvellous to see. Jason writes:

"I have just saved up my pocket money and bought a 1936 Ford Y. I would be grateful if I could join your Club. I am 16 years old and I am still

at school, which is Brint Knoll. I like my car very much and would be very pleased with any help you can give me. It is in need of a rebuild and I have tried the library for any literature on it, but to no avail."

One book you should be able to get through your library is Jonathon Wood's 'The Restoration and Preservation of Vintage and Classic Cars'. More specialised Ford information should be available from the Club Library. (See list of Club Officers on page 2 for address of Librarian.)

Second place goes to the final, final letter on the Chapman car saga. Bert Thomas writes to remind us that:

"..The majority of tourers are panelled in aluminium. One of the main reasons for this is that it is much easier and quicker to handshape aluminium on a wheeling machine, rather than shape steel panels. Only the long production runs like the CE7W and E93A tourers warranted Ford Motor Co and Briggs stamping out steel panels. There are also many exceptions that I am aware of, but if you go back through the lists of Coachbuilders, you will find that the majority used aluminium."

A salutary warning is sounded by Alan Robertson:

"Recently, I saw an ad in either 'Classic Cars' or the 'Automobile'. This was a firm who could overhaul my type of shock absorbers (Luvax) and I sent my two front S/As to him at the end of January, 1985. However, he now tells me he has not got them, which I do not believe, but this has put my car off the road meantime, so I am really annoyed at this company, in Selly Oak, Birmingham, so please advise the boys at your end to avoid Stevson Motor, Birmingham."

MEMBERS' INTERESTS

John Gibson writes:

"Whilst writing, I would be obliged if you could note that as a member for at least four or five years, I am also a Registered Insurance Broker. I would be only too pleased if you could note this in the Newsletter, as I am sure that members would prefer to deal with somebody who is a member and has got an interest."

CARS FOR SALE

Those of you who recall the terrible story of Ken Cooper's crashed car will note we are running an ad for the car's sale. Ken has almost completed the rebuild but is now suffering ill health, which forces the sale, so I hope the car will find a good home.

CAR DISCOVERIES

David Gatenby has recovered a hen hutch from a farmer's field in Masham (home of a famous ale) in North Yorkshire, and intends to convert it into a Model C. David writes:

"I have enclosed a copy of the Ebb and Flow, a magazine connected with the Northumbrian Water Authority for whom I am employed as a motor mechanic, inside there is a report of my car and how I came by it.

I have spent most of this winter stripping down the body and I am having to plate and weld the chassis more or less from front to rear and although there is some progress, there is still a long way to go. Unfortunately, there are no number plates fitted or log book, so I cannot trace its history beyond where I bought it. I was told the car was a 1936 by the

previous owner, but I think he was mistaken because he thought the chassis no. 364/3869 meant it was produced then, I think the car is late 34 or early 35.

There are still many parts that I will need to complete the car and I would be grateful if any club members could help me out with any surplus spares they may have. As you may be able to see from the photo, it has the wrong side lights fitted, also the windscreen and surround are smashed, and the steering wheel is missing (these are just a few of the missing items)."

LETTERS FROM ABROAD

Our most active overseas correspondent Norman Hickel writes:

"What can I tell you about vintage motoring in South Africa? As previously mentioned, I belong to the 'Piston Ring' old car club, which is the biggest in the country with approximately 500 members. Every 3rd Sunday we have a gathering where up to 100 cars gather of all makes and sizes, but all over 20 years old.

The most popular type of events is time trial rallying where up to 80 km. (50 miles) of distance is covered with speedometers and rev counters covered. Predetermined speeds and distances have to be travelled by establishing your own speed with assistance from your navigator and stop watches. This is accomplished by counting the broken white lines in the road (42 per $\frac{1}{2}$ km) and timing yourself accordingly. Marshalls are then placed along the route and your time is recorded at that point. Every second, early or late, is a point against you. At the end of the day, over a good old fashioned pint, results are published and a winner is found.

These events are most enjoyable and we, in our small Fords, are able to compete against the likes of Rolls Royce, Bentley, etc. A permit has to be applied for from the authorities, but thereafter the rally is held on open roads. I have not read of such events being run by clubs in Britain. Are such events held?"

Next, from America, Wayne Dukes writes:

"I had my Y sent from Felixstowe to Jacksonville fla. I picked it up with a trailer, it was a good thing because they had left the switch on and killed the battery. My ex-room mate was restationed at the same time to Georgia and he sent a 1958 103E 'pop' back, so we both arrived at the port at the same time. You should have seen the looks when we left and started through Jacksonville towing a Y and a pop. Unreal. There was no problem as far as regulations because of the age of the car. I got home to my parents house, no problem (just north of Tampa fla). Every time we stopped we drew a crowd. Once home, I charged the battery, filed the points and I was away. I drove the car around for the next four days, turning heads everywhere, then it was back to Boston. I left the car in fla. I don't have anywhere to work here at the moment. I wish I had worked on my Y a little more while in the U.K. It is still pretty rough, or I wish I would have bought a finished car. I don't know when I'll get my Y finished. If a good Y with a good price comes along I might be tempted to give my Y a partner. A matching set would be nice. I also sent my 1955 103E back. I shipped it to Newark, New Jersey. Picking it up was the biggest nightmare of my life. We were towing it to Boston with a Cherry van and a two wheel dolly. It started to snow lightly, then the road froze. We were involved in a five car accident. The pop didn't get touched but my friend's van got \$3,000 damage. I was sick. Still, that's water under the bridge. I drive the pop a couple of times a week to keep everything up and I have a lot of fun explaining to people what it is."

(fla is short for Florida. Ed.)

Arturo Bravo, from Lisbon, Portugal, writes:

"About letters from abroad, and for your interest and Club support, news from Portugal at the end of last year was that there was at least one Y on the road in a race named FIGUEIRA DA FOZ - LISBOA. it belongs to Mr. Victor Albuquerque and his address is: Av. 25 de Abril, Lote M 1º Dt., 6200 COVILHA, PORTUGAL. I have sent the front cover of the event, and a photo of the car taken during the race by myself, that you may keep, and publish in the Newsletter if you wish."

Finally, a short but kindly note from David Rodman, Western Australia:

"I look forward very much to my magazine as it keeps me in touch with things that are happening back in England since I emigrated. So keep up all your good work."

LETTERS OF THANKS

Back a bit nearer home, but still on the kindly theme, Dennis Cochlin writes:

"My reason for writing is simply to congratulate you (Bob W.) and all the club officers, tea ladies, etc. for your splendid efforts, which made this year's A.G.M. such a success.

Like myself, I'm sure that most members feel very guilty about not being more involved with the Club's activities. I really feel that ALL members should at the very least try to attend the A.G.M. Can you imagine how much we would have collected in the raffle for the jack if most of the members had actually turned up?

Ray McDermott very kindly gave myself, Jeff Cole, Jim and Yvonne Miles a lift up to Nuneaton, so we all shared the cost of the petrol.

.....On the return to London, we all popped back to Jim's for tea and biscuits and took the chance to watch the Ford videos. I even got back home in time to bore all my friends down the local with the events of the day. I have enclosed the details of my car, which you probably have already, but I just had to write and say thanks to you all for a terrific day."

And last, but certainly not least, and most appreciated

"Please keep up the good work. Your magazine is certainly most appreciated."

from Bob Hamilton.

This is a packed issue, so if your letter hasn't been published, please bear with us and hopefully we will find room next time.

John Guy

Further event: 24th-25th-26th August, 1985 - GRAND TRANSPORT EXTRAVAGANZA, at The National Tramway Museum, Crich, Nr. Matlock Bath, DERBYSHIRE. Flea market, hot air balloons, bands, trams, displays of vehicles from tramway era. Details from Tramway Museum.

A Miles "Steam insert" The first working party on Brake Drums has happened, the party will work on front axles in early July, if you can help, please contact G.M.

MEMBERSHIP

Bob Wilkinson, Membership Secretary, brings the following items to your notice:

1. New Members

The following is a list of new members since the last publication:

Y Types

- B106Y A. J. Brasher, Wyands Wood, North Stoke, Wallingford, Oxon, OX9 6BD.
- C102Y M. P. Curtis, 21 Stanway Road, Risinghurst, Oxford, OX3 8HU.
- W117Y R. Weston, 4 Birch Road, Windlesham, Surrey.
- J103Y R. J. Jones, c/o 25 Sea Road, Abergele, Clwyd, LL22 7TE.
- W120Y Ian R. White, Winpenny Hill, Kingston St. Mary, Taunton, Somerset, TA2 8HN.
- M114Y Ron Mudge, 'Wroxham', 156 Windsor Road, Bray, Berks., SL6 2DW.
- H118Y Robert Hale, 4 Garden City Villas, Mill Lane, New Bradwell, Milton Keynes, MK13 7AB.
- D114Y Jason Duffield, 23 Dressington Avenue, Brockley, London, SE4 1JQ.
- S103Y Marven Starbuck, Hall Farm Cottage, Old Church Hill, Langdon Hills, Basildon, Essex.
- W122YV (Van) Martin Ware, 40 Rathgar Close, Whitebushes, Redhill, Surrey, RH1 5LS.
- B108Y John W. Baker, 43 Patmos Road, London, SW9.

C Types

- G119C D. Gatenby, 41 Edgecombe Drive, Darlington, Co. Durham, DL3 9DG.
- D108C Brian Durrant, 23 Upper Moors, Great Waltham, Chelmsford, Essex, CM3 1RB.

Changes of Addresses

- W109B (Has Tug) J. White, The Cottage, Brackenhayes Farm, Hulham Road, Exmouth, Devon.
- L111Y D. R. Love, 39 Burgh Wood, Banstead, Surrey, SM7 1EW.
- H101C R. Hamilton, 4 Millbank Row, Dreghorn, Irvine, Ayrshire.
- R111Y Brian Ruddock, 37 Egremont Street, Glemsford, Sudbury, Suffolk, CO10 7SA.
- L106Y Richard Levett, 1 Burley Avenue, Penny Pot Lane, Harrogate, N. Yorks, HG3 2 RX.
- O-D103Y Wayne Dukes, Apt. 36, 80 N. Warren Street, Woburn, Mass., U.S.A. 01801.

Welcome to the Y & C Model Register! Will new members write in (to the Editor) and let us know some details about their car and how they discovered it? Will regular members living near these new members please make contact with them - I am sure this would be appreciated.

2. Membership

One new member is 16 year old Jason Duffield. Jason has saved up his pocket money and bought a model Y. Well done, Jason!

Returns show approximately 50% of members 'on the road', with a good number who have set 1986 as their date to be mobile. I shall hold you to that date! One member has said 'about 2000 A.D.!' He will probably be the only one not running by then.

A non-member has paid £5.00 for the privilege! I saw this car at the 1984 Northern F.S.O.C. day - a very nice model Y. Nice chap too, incidentally.

- - - - -

FOR SALE - 1935 4 door Y, black, green trim. Full restoration/rebuild by present owner. Class winner 1984 Northern Sidevalve Day. Regular reliability trial entrant (and finisher!). Taxed, MOT, many spares available. £2,000. Also, 4 wheeled car transporter/trailer £250 o.n.o. PETER KITCHING, Tel. 0642 452507.

MINUTES OF THE SIXTH A.G.M. OF THE FORD Y & C MODEL REGISTER14TH APRIL, 1985, AT NUNEATON

The meeting began at 3 p.m., slightly later than intended, as the majority of the Committee lunched at a nearby inn, taking longer than was anticipated.

1. Apologies for Absence

These were received from: Peter Ketchell and Roger Booth, both of whom were on holiday; Colonel Sam Roberts, who heads the Princess Marina College at Arborfield. Camp - the camp was enjoying a passing out parade that day and Sam was obliged to be present; Graham Bilb; Jill Miles, due to illness in the family.

2. Members Present

Colin Ault - Solihull; Richard Attfield - Sidcup; Derek Birch - Birmingham; Joe Brookes - Melbourne; Jim Cassidy - Moulton; Ken Clarke - Coventry; Dennis Cochlin - London; Jeff Cole - Old Harlow; Bryan Dixon - Sheffield; Malcolm Fraser Cook - Fareham; George Gibbs - Deddington; John Guy - Sheffield; Jeff Hancock - Cardiff; Martin Howard - Abingdon; Paul Howard - Ipswich; Don Malin - Coventry; Brian Mace - Norwich; Ray McDermot - Braintree; Graham Miles - Abbots Langley; Jim Miles - Waltham Abbey; Tom Morgan - Radlett; Alan Oakes - Hyde; Alan Ogden - Leeds; Ian Smith - Woodbridge; Ray Smith - Devizes; Bob Wilkinson - Leeds.

3. Minutes of Previous A.G.M.

These were taken as read as they were published in Newsletter No. 29.

4. Election of Club Officers for the forthcoming year 1985/86

In accordance with the Club's rules and aims, these officers were elected at the A.G.M.:

<u>Post</u>	<u>Officer</u>	<u>Proposer</u>	<u>Seconder</u>
Chairman	Graham Miles	Jeff Cole	Ian Smith
Editor	John Guy	Don Malin	Jeff Hancock
Membership Secretary	Bob Wilkinson	Ray Smith	Brian Mace
Treasurer	Tom Morgan	John Guy	Alan Oakes
Archivist & Librarian	Jim Miles	Dennis Cochlin	Colin Ault
Technical Advisor	Jeff Cole	Graham Miles	Bryan Dixon

5. Appointment of Additional Club Officers

(a) The appointment of an additional Club Officer to the Committee, as suggested by the Chairman, i.e. an Events Co-ordinator, was considered. As no one person appeared willing to take on the job single handed, it was further suggested that an Events Committee be formed, composed of 2 or 3 members. Don Malin and Ray Smith then volunteered their services and Graham Miles said he would join them, as he had had some experience of setting up events. Progress would be assessed at a later date.

(b) The work of the Area Organisers was discussed, and it was found that very little had resulted from this to date. Ian Smith said that it was very difficult to arrange frequent gatherings, particularly when members lived quite large distances from each other. The idea of Area Organisers is to enable members to get to know each other, and to help each other with their car restorations. Jim Miles suggested that members write in to the Newsletter with pleas for help, which would enable the Organisers to help them. Ray McDermott suggested that Area Organisers were unnecessary, in that members could use the membership list and ring up individuals in their own locality. The Membership Secretary has prepared regional lists of members, to enable members to make contact with others in their areas, but he reported that demand for the lists has been low.

It was finally agreed that the posts of Area Organisers be continued with and volunteers were requested. As no renewals had been received by post, all the posts were vacant. Areas 1, 3, 4 and 9 - 10 remain vacant, but the following members volunteered to act as Area Organisers: Area 2 - Jeff Hancock; Area 5 - Martin Howard; Area 6 - Ian Smith; Areas 7 & 8 - Bryan Dixon. The progress would be reviewed at the next A.G.M. (A full list of these Areas appeared in Newsletter No. 33. However, in order to attract others to come forward, the list is repeated later in this letter.)

6. Accounts for the Ford Y & C Register

The Accounts were submitted by the Treasurer and a copy of the accounts is to be found later in the Newsletter. These were duly read through and after some short discussion, approved by the membership present.

7. Accounts for the Ford Y & C Model Spares Ltd.

The Accounts were submitted by the Treasurer for the year ending 28th February, 1985. It was pointed out that the Company had only been formed for 11 months, and thus the accounts were only for those 11 months. The accounts were read, discussed and passed. Again, a copy of these accounts is to be found later in the Newsletter.

8. Club Library

This item was raised by the Chairman, as it is not being used by the members. In the early days, he spent a considerable sum of money establishing the library following requests from members. A modest charge was to be made for the use of the books or magazines and the revenue was to be used to purchase further material. The Chairman felt, however, that the Club was wasting its money having it tied up in the Library, which no-one used, and that the Club should re-consider the need for a Library. He did suggest that he would purchase the magazines for his own collection.

However, the members present felt that the Library should be maintained and that better use should be made of it. Arising from this, the Librarian will prepare a list of all material available from the Library and notes on borrowing the material by members. Eventually, a full and complete selection of magazines and other suitable publications covering the years of the Club will be built up.

It was agreed that the Library continue for the next year and the progress be discussed at the next A.G.M.

9. Report by the Chairman on the Manufacture of Parts

It was pointed out that the demands for quantity are very limited, with only a few hundred vehicles in the Club. Consequently, the high cost of tooling for many of the parts make it almost impossible to consider them. However, after much frustration, the people who were making the RUNNING BOARDS had at long last pressed one side from the sheet metal point of view and were hoping in the coming weeks to press the other side. Once these pressings were made, the moulds already made

would be neutralised by the manufacturer and the assembling of the complete running board with the moulded skin to it would begin to take place. The fibreglass man had already said that the item in the mould takes at least two days to cure, and therefore at best he could only hope to manufacture 5 pairs per fortnight. With 30 pairs ordered, a little more patience is required.

The Chairman also reported that the manufacturer of the BUMPER BARS was close on his heels and had begun to press the rear bars, having manufactured the necessary tooling. A quantity of 50 front and rear bars will be manufactured although in the initial stages not all will be polished and plated as this is where the main capital outlay lies.

The question of the HUB CAPS was raised. The Chairman pointed out that numerous manufacturers had looked at them, but were not prepared to make them in the small numbers that the Club could afford. One of the members, who wished to remain anonymous but is a draughtsman by trade, had offered to design the necessary tooling and was now doing so. As many as seven tools are needed to produce the hub caps and they will be a complicated item to fabricate. A man has been found who can make the tooling at a reasonable price and has said that he will do so.

The previous manufacturer of BRASS has gone by the wayside and two other sources of manufacture are being considered by the Chairman. After the casting of the items, the polishing and plating will be necessary. Steps are being taken to replace the previous manufacturer.

There are several things in hand, such as reconditioned brake drums and king pins. Six king pins had been re-furbished and another supplier was refurbishing six more, simply to compare quality and costing. Twenty front brake drums have now been collected and these are to be stripped and cleaned in the near future with the aid of Richard Attfield and Graham Miles, and any other member who would like to volunteer his services. They will be stripped and cleaned of their grease and old bearings, sand blasted, primed and dispatched to the Manchester company who will be re-furbishing them.

The Chairman has added the following comment, which he was not able to make at the A.G.M. - a pressing has been made for the OIL CAN bases and tops. This has always delayed their manufacture and it is now hoped that the original Birmingham company will be able to proceed with those in the near future.

Bryan Dixon commented that everything seemed to be a matter of frustration and that the Club wasn't getting very far. The Chairman agreed that this was the case, simply because of the low volume of items required by the Club. Bryan pointed out that Austin 7 members seemed to be able to get running boards without any difficulty from private chaps. The Chairman replied that the Austin 7 quantity of vehicles worldwide was probably several thousand, whereas it was doubtful if 500 Y models remained worldwide, and far fewer C's, and with something like 250 in the Club, we were on a different level altogether from the Austin 7. If anyone can help with suggesting sources of suppliers, the Chairman would be pleased to hear from them, as it is difficult to find a small cottage industry prepared to make the sort of numbers the Club is looking for. Bryan Dixon said that he would get some addresses of manufacturers for tooling.

10. Report by the Membership Secretary

A report on the Membership was presented by the Membership Secretary. The present membership of the Club is 260, of which 26 are overseas members. Approximately 30 are C owners, the remainder are Y owners. Some members have 2 or 3 cars, but not all cars are on the road. Some members are non-owners. To date (14.4.85) 157 members had renewed their membership. In the previous year, 40 members had failed to rejoin, but this was offset by 51 new members joining. The Chairman commented here that it was often the case that people would sell the car, and that perhaps it wasn't so much as new members joining as the car being brought

back into the Club. New members did come forward with new cars all the time, however - one potential new member had been found not 15 miles from the Chairman's work, woning both a C model saloon and a C model tourer. The Membership Secretary went on to say that of the 157 people who had renewed this year so far (14.4.85), approximately 70 of them had vehicles on the road. The Chairman said that although this figure was low, it was a great improvement on previous years.

The Membership Secretary also reminded members that regional lists of members were now available. He is trying to raise the membership and asked members to let him know of any car they see, and he would try to contact the owner if not already a member of the Club.

The Chairman offered his thanks to the Membership Secretary for his work over the past few months.

11. Subscription Level for 1986/87

The Chairman asked for the opinion of the members present on how the subscription level should be set for the financial year 1986/87, bearing in mind that there had been no increase for several years. If the members were requesting, as had been previously mentioned in the meeting, that more spare parts be manufactured, an increase would be necessary to fund the initial manufacture of their tooling. It was therefore put to the meeting as to what this level should be. The Chairman was somewhat surprised when some members immediately suggested that £10 per annum should be the subscription. The Chairman himself thought the subscription should be £9.00. Another member proposed a level of £8.50. A vote on these three suggestions was then taken. The results were: 4 votes for £8.50, 6 votes for £9.00 and 13 votes for £10.00. Thus it was agreed that the subscription level for the year 1986/87 should be £10.00.

The Chairman said that the rates for the overseas members would have to be worked out pro rata, as the high cost of postage was the main problem. The letters sent to Australia, New Zealand and South Africa were the most expensive, as they were sent air mail, otherwise they would take several months to reach their destination. He was fortunate in being friendly with a particular post mistress who had a concessionary rate, whereby the letters could be posted for about 65p. But should this contact be lost, it would be a different matter. The European membership rate will also need to be adjusted pro rate, as the postage for Europe is also much higher.

12. Accessories required for Events

The Chairman asked for a volunteer to manufacture easels on which display boards could be mounted, with the information on the cars, so that vehicles could be properly displayed at events. He was pleased that Ken Clarke offered his services as Ken is a carpenter, and no doubt the most appropriate member to manufacture the same.

The Chairman also required poles to support bunting and suggested that they be no more than 2ft 6in high. Ray McDermott promptly offered his services and suggested that he manufacture base stands from steel with a tube in them which could accommodate wooden sticks i.e. large fat dowel, which would support the bunting. The shows would then look more professional.

The Chairman thanked these two members and would send sketches of what he had in mind. It was hoped that they would be ready for Sivlerstone at the end of May.

13. The Newsletter and its support by the Membership

The Chairman said that Newsletter 34 consisted of 14 sides which made up the heart of the Newsletter, and the remaining pages consisted of contributory articles. Each page averaged 60 lines of print, which meant a total of something like 960

lines of typing. The membership's contribution to this 960 lines amounted to something under 10%, i.e. less than 96 lines. Deducting the information given to us by Bert Thomas, which amounted to just under 40 lines, it was clear that the membership had contributed approximately 50 lines of the 960 available, 6-7% of the content of the Newsletter. The Chairman was of the opinion that this was far too low, and that members should make more effort with the padding.

The Chairman also thought that he should not have had to write the articles on the MOT testing, as it was now over 20 years since he had been on the work shop floor, and standards had completely changed. The Club had several members who earned their livings as MOT inspectors and were far more able to write these articles for the Club. Other members ran their own spray paint businesses or were painters - surely an article from these people to help members like Bob Wilkinson on painting his vehicle would not come amiss. Other members are carpenters, panel beaters, vehicle electricians and other trades besides, such as trimmers. Why then did these members not contribute something towards the Club? To save the laborious task of writing everything out, the members could submit tapes for use on a Grundig dictaphone (remembering to speak clearly!)

Jeff Cole will be using this method in future and answering queries. This will save duplication of material that he has been sending out and make such information available to all. This would also help with the Newsletter content and make a more varied and useful letter.

To sum up, the Chairman suggested that more articles and contributions should come from the membership.

14. Public Liability

Colin Ault raised the subject of public liability in connection with the Register and the Spares Ltd., as no costing had been shown on the balance sheets for insurance. Colin also suggested that the Register itself should become a Limited Company to protect the organisers/Committee members against insurance claims. Many other clubs have now followed this particular procedure. The Treasurer said that he would see his company solicitor and seek legal advice on these points, and a meeting between himself and the Chairman would be arranged to sort out the correct liability.

The Chairman regretted that something set up as a Club and a friendly society should have to follow these particular lines, making what was a hobby something more of a business.

Public liability would only insure the Club against U.K. members claims. It was pointed out by the Treasurer that even members in Eire were not covered under normal policies. This could limit supplies of parts to overseas members, as the insurance would be null and void for such transactions.

The Chairman said that overseas members were sending long lists of parts required, obviously thinking that these parts were readily available. This was far from so, and was taking up a great deal of the Chairman's time to find and get together the necessary components.

Colin Ault also recommended that members check their car insurance when attending rallies, etc., as it may not be valid once the car is on private land, off the public highway.

It was also pointed out that the Club Chairman should be notified of any meetings arranged by the Regional Organisers. Rules should be laid down for events organisation, regarding notifying the Chairman and organising insurance. Legal advice is also required on this matter.

Wrecked Cars

Richard Attfield raised the question of the wrecked cars recently mentioned in the Newsletter. The Chairman reported that there were 11 such vehicles scattered around the country: two groups of 4, 2 odd ones in the West Country and the 11th in the same area. The member in the West Country was looking into those in his area to see if salvage rights could be obtained for them. Four were near Abingdon - the Chairman did not wish to disclose the name of the owner, as he had valued them at £1,000 for the four wrecks, which were probably worth less than £100. Four others near Aylesbury may or may not be purchased by the Club, but they were also total wrecks and a value of £50 had been set on them. If they were to be recovered at a future date, a number of members had already volunteered their services. The Chairman said that there was nothing to do with them but cut them up with acetylene as they were all completely beyond restoration and all that could be salvaged were major mechanical components, if they weren't too rusty.

Silverstone

The Chairman said that he had 12 vehicles attending now, but still needed more. Those who were able to attend for one or more days should contact him as he was working out a rota to help those members get in.

Club Event

It was still hoped to promote a Club Event. It was suggested that as Stanford Hall had proved a suitable venue in the past, enquiries be made to see if a weekend was free. The Chairman said that he would do so and report back. A shield will be presented to the members who arrives in the car on which most work has been done.

Cofton Park, Birmingham, 30th June

Only about 4 vehicles are currently available. It was decided that the Club would still go there and the appropriate organiser would be contacted.

Vote of Thanks

The meeting closed with a vote of thanks to Mrs. Malin and Miss Malin for providing cups of tea and coffee throughout the afternoon. Jim Miles proposed a vote of thanks to Mr. Don Malin for his excellent organisation in signposting the location and for finding such an ideal situation. The Chairman suggested that the same weekend in 1986 should be booked, as this had been the most successful A.G.M. that the Club had ever held. He thanked those who had attended, some members travelling over 150 miles to be present, but wondered why those with much shorter journeys had been unable to attend.

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CAR FOR SALE

FORD 8 MODEL Y 1936, 4 DOOR - one owner for 42 years
This car has been 75% rebuilt after an accident last year. The body is now back in shape with all four doors fitting perfectly and it has been re-painted to original colour. Mechanically, which includes axle, gearbox, engine and steering, it is excellent. Seat and door casing all upholstered within last three years. All that is needed to complete is a new O/S front wing, a N/S rear wing, roof frame and re-covered and headlining, and then general assembly. Due to a serious illness, I find it almost impossible to completely rebuild. It would be an easy project for someone to finish. Asking price £1,500.
Ken Cooper, telephone Droitwich 770796.

CHAIRMAN'S REPORTSpares Situation

As I have said in previous Newsletters, I am concentrating on manufacturing certain items only. To remind you, they are the RUNNING BOARDS, BUMPER BARS, HUB CAPS and now the OIL CANS.

A Miles steam insert, the report on the Running Boards now appears on page 17. I have now been to Bristol and south wales, and now all the parts Daphne Taviner had for sale are with me. I have a complete set of L.R. "Y" wings that Arthur had prepared the front are new repro, the rear are repaired Ford wings, I will on Daphne's behalf take offers on all or part of this set.

As I said previously, we have a quantity of rear bars and hope to have these polished and on sale, hopefully, by Beaulieu date. It is doubtful if fronts will be available by that time. We have found that we can make the rears for about the same price as last time, which is £43.00, although this may be too early to say so with any certainty. The fronts are, as yet, not made, and will be more expensive than previously, due to the complications of the shaping.

HUB CAPS are progressing slowly, nothing exciting happening, except that we have made a lot of telephone calls to companies who are prepared to manufacture them. We look like having to spend something in the region of £350-£400 for the tool to press the word Ford on them, along, and we initially visualise making a minimum of 250 caps, with the intention of making another 250 shortly afterwards. The company to press the word Ford recommend that they need a 30 ton press in order to handle this, and so it will be quite an expensive tooling, as I am obliged to accept it to stand up to that work load.

OIL CANS are now almost at the point of being completed. We have had a lot of frustration here and we have had to make our own tooling to make the ends. However, this has now been done and the ends are now with the oil can maker. Hopefully, by the time this Newsletter reaches you, 50 cans will actually be available. The cans will be at the price quoted to me back in 1983, but the maker has made it clear to me that any future cans will be dearer. The cost per can from this batch is £10.00, including postage and packing. The labels, as you know, are already advertised at £3.00 each, again including postage and packing, so if people would like an oil can, please order with this letter, let me have a £13.00 cheque to cover you, and as soon as these cans are physically in my possession I will start to send them out.

I have been driving around quite a lot lately and have managed to buy, in Norfolk, some obsolete brake parts for us. Unfortunately, I could only buy 2 of Y2076/7. These are already offered to one member who was looking for them. These are items I intend to manufacture in the future as they are now totally unreliable on supply. I have a limited supply of Y2042 components, the brake shoe links, for £1.25 each including postage and packing. I have also a limited supply of Y2041, the brake adjusting wedge, at £1.75 including postage and packing, but there aren't many of them, so it is first come, first served. On the brake side at the rear of the S.R., I can offer a few pairs of Y2231/Y2232, described as the rear brake cam shafts. In conjunction with these shafts is a wedge which is often very worn, Y2230, rear brake cam, and I have a quantity of these, also a quantity of L.R. rear brake levers i.e. the lever at the back of the back plate fitted that takes both rods, with a fork shaped end. These items, i.e. the shafts, the cams and the levers are all offered at £5.00 each, including postage and packing. These prices may seem high, but I can assure that they are far cheaper than I could hope to reproduce them for, in fact, at this moment in time, I have no intention of producing the early brake parts anyway. I also have a quantity of springs for return brake lever on the top of the king pin. These are Y2221, offered at £2.50 each. In the case of the rear brake lever of the L.R. Y, I have only a few pairs.

The vast majority of them are mainly near sides. It will be necessary to warm and reset the lever in the opposite direction if you have to be supplied with two of the one side. The last items I have are 3 unused re-conditioned radiators, offered at £50.00, £45.00 and £40.00 each. Delivery is difficult, so if interested, please contact me regarding collection.

I have also been down into Kent and looked at the 4 door car offered by Mr. McWilliams in the last Newsletter at £200, but I have every belief that the car could be purchased for £100 or even less. Mr. McWilliams is keen to move it as he himself is moving. He runs a general store, and he also does a bit of buying and selling of antiques, bric-a-brac on the side, and I suspect that the Y model has come in on the bric-a-brac aspect. It is a late 1935 4 door, and although it looks to be in a very sad condition, it is in fact quite recoverable. It will need running boards, but the wings themselves I think in the main can be repaired and re-used. The only major item that is missing is the back of the rear seat squab, one headlamp lens is damaged and the engine itself is incomplete, but it is the wrong engine anyway, so it is not important. People wanting to restore what will eventually be a very nice 4 door car may like to get in with this car for something like £100, but don't tell him I told you!

I was recently in Calne in Wiltshire and I called in to see Mrs. Drew. Members may recall in the early years we had a member there called Sam Drew, who unfortunately passed away last year. He had a very early S.R. 2 door car which has now been passed over to his daughter and it is apparently the intention that her husband will restore the car when finances permit. I hope to be in Bristol shortly to purchase from Daphne Taviner all the spare parts Arthur had put to one side, and this should be done by the time the Newsletter arrives, so hopefully I will be able to supply some of the more odd things that people are looking for. I have also been offered another supply of parts from a chap near Swansea, so I hope to make both visits on the same day.

Beaulieu

I have booked the usual four stands this year for the Club and the various helpers, but I have more stand space than I actually require, so if anyone would like to sell some of their autojumble items, I will welcome your attendance. Normally, Colin Ault takes the stand, but I believe it is not his intention to do so this year. Nearer the date, I may release one stand back to the organisers as I understand from them that there is always a demand greater than they are able to supply. It seems mean to hold onto a stand which we do not totally need. If anyone would like stand space at Beaulieu, please contact me before mid July.

Club Event

We have left it too late this year to get a booking at Stanford Hall. I wondered if other members had any ideas about where to meet, if we are to meet. It is surprising what a poor response the idea of a Club weekend receives. Bob Wilkinson reported at the A.G.M. that something like 70% of the 150 odd cars are on the road, which means that we should have something like 100 cars on the road this year. If we can't get 30 or 40 together at a central point, then there is something very wrong. As to where that point should be, I am open to suggestions and dates and comments. Perhaps you would like to write to either Don Malin or Ray Smith, as they are now serving on the Events Committee, and perhaps you could do so as soon as you receive the Newsletter. I will then contact them a couple of weeks later to see what suggestions have been made, and what numbers are coming forward. I hope not to be disappointed.

Area Organisers

As you have seen in the A.G.M. minutes, we have listed a number of new names for these Club officers. Other people had not renewed their interest by letter or by telephone and unless they do so now, I must regard them as no longer interested in

the duties. This leaves a lot of vacancies around the country. Martin Howard, for his part has started well and he has organised a Sunday lunch time gathering. This is the first commitment we have had, and let us hope that the members from the counties in his area take the trouble to get there, and see what strength we get for future get-togethers. The venue is 'Three Locks' pub in Stoke Hammond, on A4146, north of Leighton Buzzard, on Sunday, 4th August, 12.30 p.m. onwards. I would like to think that other members could do the same in other regions in the country, Midlothian is an area of Scotland which should be covered, as the majority of the the Scottish members are in the Edinburgh and Glasgow regions, and so it would seem obvious that Midlothian has to be your meeting point. So, gentlemen, a little bit of fire in the belly for the idea of regional get-togethers. RUNNING BOARDS should be available by the end of June. Carry on sending in the cheques and I will send the boards out in order of receipt of cheque. If you live within 40 miles of me, please arrange to collect the boards.

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DR. FORD

One or two members have worried recently about the chassis numbers, relating to the actual log book and the actual vehicles that they have. Other than the legal situation with Swansea - and frankly I don't think Swansea have any worthwhile records, and don't care which particular chassis is in the vehicles, providing it all looks good on paper - I don't think you need to worry. The chassis on the C models, to my knowledge, are identical throughout the entire range, although I am open to correction on that point. The Y chassis itself is principally identical, an early 1932 will accept a 1937 chassis - in fact the van that I have just made is built on a 1937 4 door car chassis and the vehicle is representing a 1933 S.R. Y model. The actual car chassis remains the same throughout the entire range of the cars with the exception of the shock absorber mountings. The S.R. vehicles, as many of you know, were fitted with luvax shock absorbers which were round bodied and had two bolt fixing. Therefore, the plate on the side of the members of the early vehicles is different to the plate on the latter vehicles. At the rear of the early vehicles the shock absorber was mounted on a bracket directly to the axle at the point where the radius rods meet. The linkage was then connected to the chassis frame via a pin rivetted to it. On the L.R. vehicles, the shock absorber itself was mounted to the chassis frame and the linkage ran down to the axle casing. Other than the shock absorber mounting points, the actual chassis frames remain the same. Obviously, if you have a 2 door or 4 door model they are drilled in the frame to accommodate different connection points, but there is no fundamental difference between the frames.

The next query the doctor has had relates to headlamps. The C and the late L.R. models have the same headlamp lens i.e. it is a slightly curved lens with a diamond centre and opaque glass on the edge. The other definite factor is that the S.R. Y models had what is known as cut glass lenses, also slightly curved but with a lot of prisms in it to hold and reflect the light to a beam. It is also marked with the word Ford on the bottom edge. The next set of lenses are from September, 1933, and it is my belief that these were fitted until something like January, 1934. These lenses were flat with a round centre. The next lens remained flat but had now a diamond centre. This lens stayed with the car until something like September, 1934, when the later headlamp lens was introduced. I am open to correction on these dates as there is no real positive fact, and we can only go by original equipment fitted to various members' cars, so perhaps members may like to comment on the actual lenses fitted to their cars about this period, which will give us a better understanding.

Graham Miles.

DON'T FORGET THE TWO 'ALL FORD GATHERINGS'

Sunday, 14th July - Bowes Museum at Barnard Castle, Co. Durham. Entry forms from John Slöcombe, 331 Castleford Road, Normanton, W. Yorkshire, SW6 1QU. Send S.A.E.

Sunday, 29th September - Abingdon Town Cricket and Football Club, Culham Road, Abingdon, Oxon. Entry forms from Mr. T. Tredwell, 32 Caldecott Road, Abingdon, Oxon, OX1 45HB. Send S.A.E.

A CAN OF WORMS - contributed by Sam Roberts

It all started as a simple decoke over the Christmas break. My Model Y had completed 15,000 miles since I finished restoring her in 1980 and her performance was dropping off a little. I set aside a day in my holiday to do the job - ample you might say, a whole day. So, dynamo off, drain radiator, top hose off and spark plugs out. Unscrew timing adjustment screw, remove low tension wire and high tension lead, try to lift out distributor - stuck! (Jeff Cole will remember we tried to adjust it at Stanford Hall without success.) There was no way it was going to budge so I took the head off with distributor in situ.

After a lot of bashing with a lump of wood I managed to eject the distributor, but broke the distributor shaft casting in the process! Fortunately I had a spare so after a fairly simple decoke with a screw driver, I put the head back on, tightened down the nuts with a ratchet spanner, replaced the appendages, timed the distributor with a bulb screw driver, filled the radiator and sat in the driving seat for the moment of truth. Choke out, switch on and pull the starter. The engine burst into life; so, whilst it warmed up, I took pleasure in a pipe full of tobacco feeling very self satisfied.

With pipe now well stoked, I got out of the cab and walked round to admire my handywork, only to find water collecting round the centre cylinder head nut - damn!! Oh, well, I'll give it a tweak with the ratchet spanner. Snap! The stud shears off. Damn again! Time for a cup of tea. Having calmed down, I drained the radiator and removed all the attachments and the head once again. Needless to say, the stud had sheared off at block level and had no intention of shifting, even with some healthy encouragement with a hammer and centre punch. It obviously had been in there since 1936. The next move was to use pedal power on my trusty old Rudge, down to Halfords to purchase a stud extractor set. Then, with my new Black and Decker (birthday present), I drilled the centre out of the stud and screwed in the appropriate extractor. The threads gripped and gentle anti-clockwise pressure was applied. Snap again! This time the hardened steel stud extractor! Damn, damn, damn!!! Time for another cup of tea. When my blood pressure had returned back to normal I retraced my steps to the disaster area and tried to tap out the extractor with the centre punch. That refused to budge also. At this stage I noticed a hairline crack in the block, extending from the centre water jacket outlet hole to the centre cylinder stud hole. Hell's teeth! That means engine out! - at least it explains where the water was coming from. I think I'll finish there for today.

The following day, after removing the bonnet, the bottom hose, the exhaust, the radiator, draining the oil and disconnecting the various air, oil and petrol pipes, I lifted the engine out on my pulley hoist with ropes passing under the sump. Much later I took the block to my local friendly workshop, where an engineer tried to remove the stud, without success. In theory, with patience and a little brute force, one should be able to chip away at brittle hardened steel thus releasing the pressure on the conically shaped extractor threads. In practice, when I tried it, I managed to break off the complete stud casting, which dropped unceremoniously into the water jacket, leaving a neat circular hole where the sheared stud had been! I was running out of expletives by now! I had now entered the realms of innovation. After much thought, a special stud was turned and threaded on the lathe with an eighth of an inch flange which sat in a machined recess drilled into the surface of the block. Then, with a large washer brazed to a suitable nut, and the whole tack-welded to a piece of wire, it was fed in through the water jacket hole, held under the stud hole and the stud screwed into it - brilliant! The hairline crack was then V-ed out and the crack and the stud flange brazed into the recess. After cleaning up with a fine grade emery cloth, it looked as good as new. Life began to resume its normal rosy glow - but not for long.

It was at this point that my engineer friend started poking his nose into the cylinder bores and noticed a circular indentation in the cylinder wall of No. 3 bore, with a slight gauging below it. There was only one explanation - a floating gudgeon pin! The air was once again blue. I thanked my friend for his observation and removed the block back to my house before he discovered anything else! It was now a sump off job. After engraving mating marks on the big end caps, I juggled the No. 3 piston and con rod past the crank shaft and was horrified to find that not only had one of the external circlips broken, allowing the gudgeon pin to float, but part of the piston had burnt away, the top piston ring was broken and badly worn, the little end rattled and, worst of all, the white metal on the big end was breaking up! Ah, thought I, after turning the air blue once again, if one big end is breaking up, then what about the others? There is only one way to find out. So off came the other big end caps and sure enough, they were all breaking up; No. 4 in particular, which had almost reached the stage of steel on steel crankshaft! By the time I had removed all four pistons and con rods I had learnt the knack (they only come one way out - between the crank shaft and the off-side of the block).

It was at this point that I resorted to the fall back position of which all old Ford owners should be aware and should respect. It is called 59 Salisbury Grove, Mytchett, the home of Bert Thomas. That Aladin's Cave, that haven of all things and spares that are old Ford. The font of all knowledge on our dearly beloved cars. With a couple of days notice, Bert was able to provide me with a new set of the correct standard size pistons and from his bulging loft he extracted four standard size remetalled con rods. I had taken the four necessary measurements on each crankshaft journal and found to my delight that none was more than one and a half thou out from the pristine 1.498 ins. Armed with the spares, including another head gasket, and the benefit of Bert's advice, I gleefully returned to my sick looking engine.

That evening, much to the amusement of my wife and daughters, I was dunking the pistons one at a time in boiling water in the egg saucepan for one minute, then scalding my fingers as I gingerly tapped the gudgeon pins through the pistons and little ends, such that the circlips would fit into the recesses at either end. The family was most impressed. Then came the tricky business of juggling the pistons back into the bores, this time with a piston ring clamp attached. I had broken and replaced two of the bottom scraper rings on the first piston (with rings off the old pistons) before I realised that they are pegged and need to be properly seated before forcing them up the bore! Each big end shell fitted nicely over its crankshaft journal, so I allowed myself to hum a tune of self-satisfaction again.

Thinking ahead at this point I purchased a 20-100 ft lb torque wrench from the local Argos Stroe. I had gleaned from Bert the correct loadings on the various engine nuts and for reference I list them here. (The Ford manuals do not list them):

Main journals	50 ft lbs	
Big End journals	30 ft lbs	(split pinned nuts)
	20-23 ft lbs	(self locking nuts)
Cylinder head nuts	35 ft lbs	(cold)
Manifold nuts	15 ft lbs	

Bert had provided me with self locking nut big ends so, as Nos. 2 and 3 journals were at bottom dead centre, I clamped on the shells with a squirt of oil and with two pairs of handmade two thou brass shims and tightened up to 23 ft lbs. Beautiful workmanship! The flywheel and crankshaft turned with just the right amount of noticeable resistance. On with Nos. 1 and 4 shells, tighten up No. 1 - solid; no movement. Release No. 1 and tighten up No. 4 - solid; no movement! I stopped humming the sweet refrain, had a cup of tea and lit up my pipe.

IMPORTANT

This Manual must return within 2 days of the expiry of the LOAN PERIOD. If you wish further LOAN PERIOD, additional fee must be sent with advice in writing. Failing to comply with these conditions may result in recovery action being taken without prior notice.

On returning this Manual enclose your name and address.

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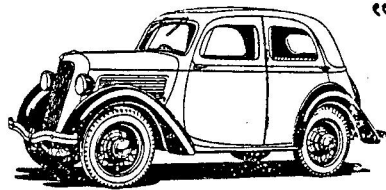
DO YOU ANTICIPATE an owner's needs when his car is brought to your establishment for any reason?

Many owners who come to you will say that they require a certain part for their car, yet the car may need other parts or attention. These owners seldom realise the need of attention until some part fails through wear or neglect, and makes its state known in some audible or obvious manner.

Supply an owner's requirements and anticipate his car's needs, that any points which may require attention in the near future may be pointed out to him and his permission obtained to rectify any irregularity, to prevent, by anticipation, any possibility of future trouble.

New Address:-

G. A. FINAL
"GARSYTE"
 SANDPIT LANE,
 CHOLESBURY,
 TRING, Herts.



THE FORD V8 & C MODEL REGISTER
 61 GALLOW'S HILL LANE
 ABBOTS LANGLEY
 HERTS. WD5 0DD

CAR WIRELESS MAINTENANCE

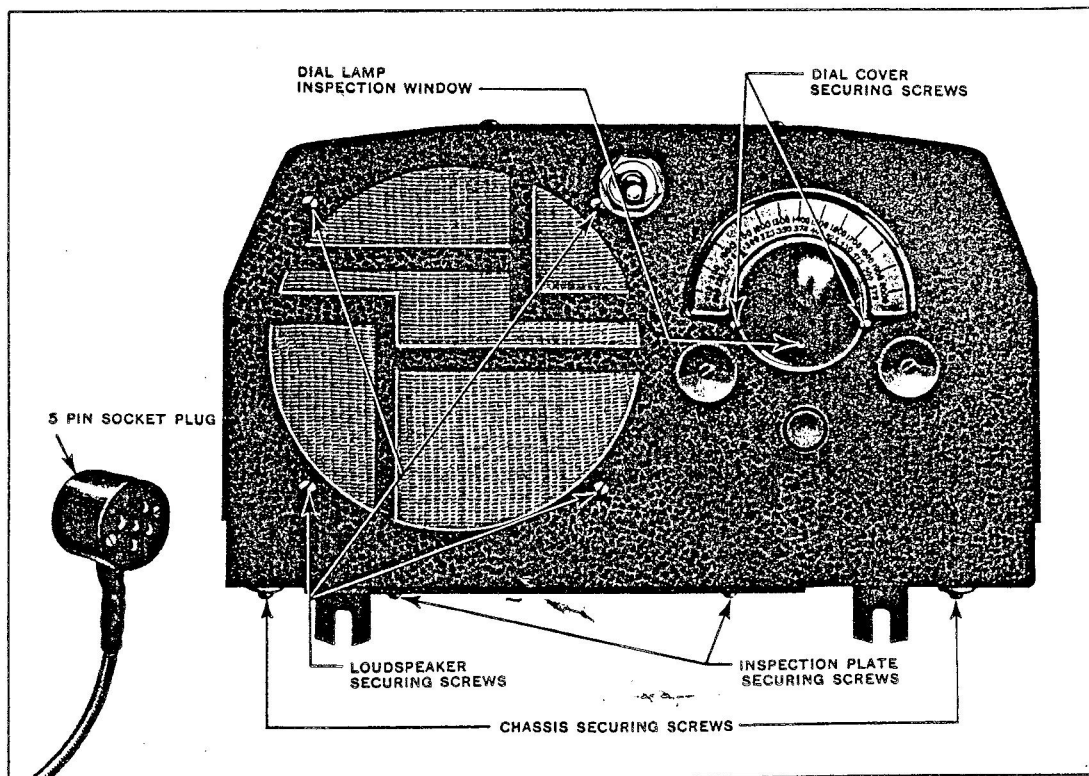


Fig. 33

The wireless sets for fitting to the "Popular" and "De Luxe" model Ford cars are of a self contained type with the following specification:—

Valves

Five 2 volt valves (See Figs. 35 and 36) are used for the various stages as follows:—

1st H.F. Stage	...	S.G. 215 Metallised
2nd H.F. Stage	...	V.S. 22 Metallised
Detector	...	L.2.D Metallised
Driver	...	L. 2 Metallised
Class "B" Output		BB 240 A

Dial Lamp

This lamp used for illuminating the tuning dial is a 12 mm. clear flat bulb rated at 2.5 volts and consuming .2 amps.

Loud Speaker

The loudspeaker is an electro magnet moving coil type having the field winding arranged to reduce the low tension voltage to 2 volts and to act as a choke in the low tension supply.

Radio Frequency Circuit

Two H.F. stages are employed with two tuned circuits, the aerial being connected

through a semi-periodic arrangement giving a gain ratio of 2 to 8, and compensating the sensitivity at the lower frequencies.

Compact iron cored coils are used in the screens which give improved sensitivity and selectivity together with more even amplification over the wave band. The valve holders and other vulnerable components are also enclosed within the shields, while the circuits are completely decoupled throughout. Sensitivity is about 40 micro-volts.

Automatic Volume Control

A diode-triode detector is used for the automatic volume control, feeding back the A.V.C. voltage on to both the H.F. valves.

Audio Frequency Circuit

The detector is resistance coupled to the driver valve. A ratio 1 to 1, class "B" transformer, with a nickel iron alloy core is used to feed the BB-240-A class "B" output valve, 2 watts output being obtained from this combination, with about 5% third and 3% second harmonic at full output.

The characteristics of the valves are such that the bias point remains satisfactory for battery voltage down to about 80 volts.

The battery employed is rated to give 2 A.H. discharge rates up to 20 milli-amperes while 200-250 hours service may be expected from it as the consumption of the set varies from 12 to 16 milli-amperes depending on the input etc.

General

It will be found that for English broadcasting conditions under the Regional scheme, the arrangement employed affords a good balance between selectivity and sensitivity with the usual type of aerial used in a car. The inclusion of the long wave band is of particular value since not only do the more powerful stations employ wave lengths in this band, but the field strength of this band is less subject to variation from fading and other causes.

The low current consumption is one of the outstanding features of this set, the consumption being 1.2 amperes only, instead of the usual 5 to 7 amperes.

Current models of the "Popular" and "De Luxe" cars are fitted with an aerial in the roof, the aerial lead running down the near side windscreen pillar behind the cowl cardboard, and may be identified by its being coloured green.

Maintenance

With normal use no trouble should be experienced with these sets, but should any complaints be received they will generally fall under the headings tabulated below—

- 1. No reception.
- 2. Weak or Distorted reception.
- 3. Noisy reception.
- 4. Intermittent operation.
- 5. Metallic rattle.

Any of these troubles may be traced and rectified as described below, but should any fault develop that is not covered by these instructions do not attempt to open up the set to effect repairs of

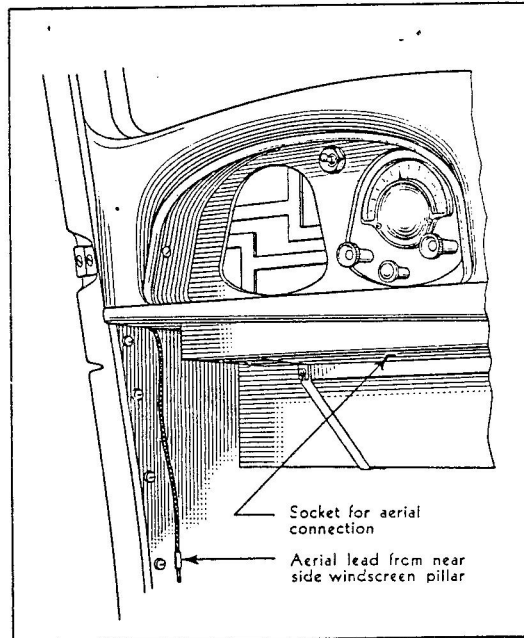


Fig. 34

adjustments but return the set to Messrs. Lissen Limited, Lissenium Works, Angel Road, Edmonton, N.

All wireless set components should be ordered direct from Messrs. Lissen Ltd. who are in a position to give very prompt service.

Where a complete set has to be returned to the manufacturers for overhaul a replacement set will be supplied by return for fitting in place of the original set.

No Reception

First make sure that the multiple battery plug Fig. 33 is making good contact on the pins at the left hand side of the receiver and that each wander

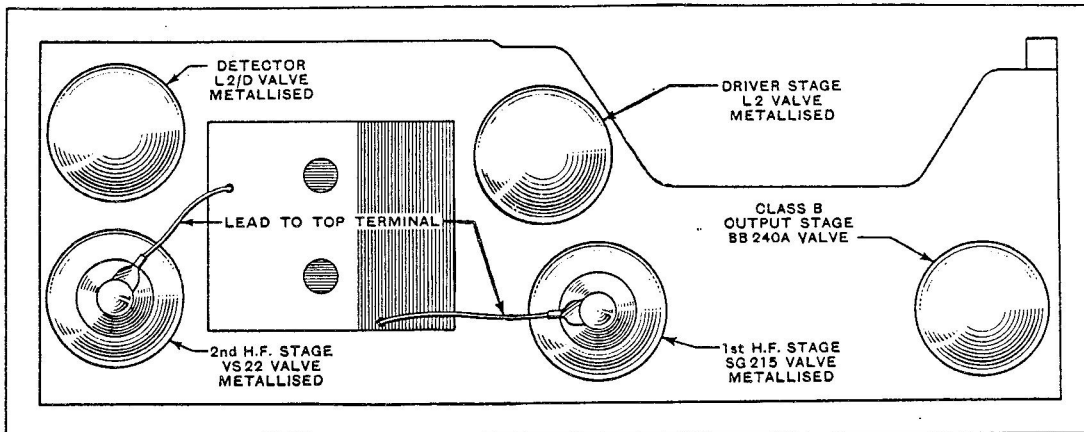


Fig. 35

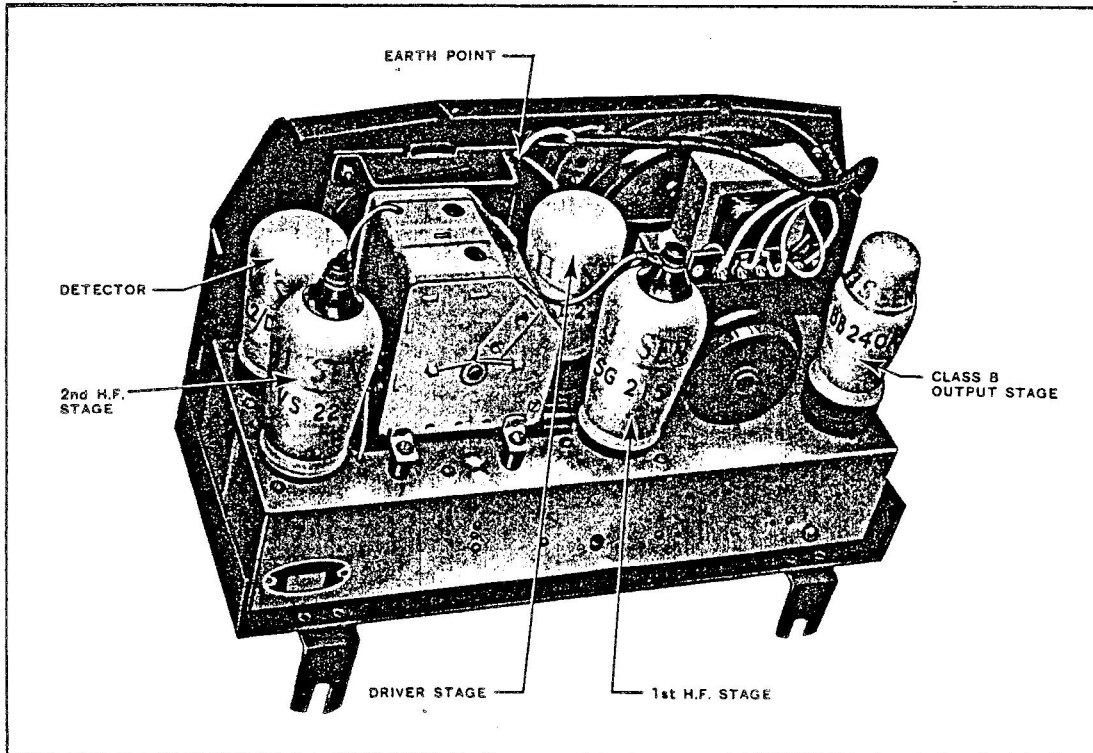


Fig. 36

plug in the High Tension battery is in position and the bodies of the plugs have not slacked back.

If poor contact at the battery plug pins is suspected, the pins may be slightly opened by means of a knife blade in the slot in each pin. Care should be exercised in doing this, not to distort or spread the pins too much, otherwise damage may result.

Having made sure of the above points, the High Tension Battery beneath the driver's seat should be tested for voltage.

If, when switching on, the dial lamp does not light, examine the battery cable connection at both ends and check if there is corrosion at the accumulator terminals. The voltage at the 5 pin socket plug should be tested by taking a reading between the plug sockets as indicated below and in Fig. 37, which should give readings as follows when the batteries are fully charged.

Reading between sockets	A & B	= 60 volts
"	"	"
"	"	"
"	A & C	= 6 volts
"	"	negative
"	"	"
"	A & D	= 135 volts
"	"	"
"	"	"
"	A & E	= 6 volts
"	"	negative

If the batteries are not fully charged, lower readings than the above will be obtained but will serve as an indication whether or not the cable is broken or bad contact exists between the cable

and the batteries. A check taken first at the battery terminals, then at the plug sockets, will indicate if there is any break or high resistance in the battery cable.

The valves should now be examined after removing the chassis from the cabinet as described below, and any faulty valves replaced (see Figs. 35 and 36).

Weak or Distorted Reception

First examine the connection of the aerial to the receiver, and if necessary use a length of wire as a test aerial.

Next, test the high tension battery, accumulator, and valves as described above.

Noisy Reception

This trouble is usually caused by ignition disturbance, aerial pickup, atmospheric or electrical disturbances, or an intermittent disconnection in the receiver or associated parts.

With the engine running, disconnect the aerial to determine whether the disturbance is picked up, or is due to causes inside the receiver. If the noise disappears on removing the aerial, check the sparking plug and ignition suppressors and suppressor condensers. The most satisfactory way to test these components is to replace each suppressor and condenser one at a time with components that are known to be satisfactory.

NOTE 1: Part II of this Bulletin to be inserted in next issue of News Letter.

NOTE 2: Balance Sheets will also be included in next issue of News Letter. - Graham Miles.

TOP HALF OF FORM TO BE COMPLETED AND RETURNED TO:
 Graham Miles, 61 Gallows Hill Lane, Abbots Langley, Herts., WD5 0DD.

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Steel RUNNING BOARDS with fibreglass matting. Tick if interested		
£41.00 each, plus £4.00 postage and packing each.		
Should be available for posting early July. Price for first 20 sets only.		
OIL CANS now available at £10.00, plus £3.00 for label, including p&p.		
Tick if interested		
ROOF STICK KITS - fixed roof Y model saloon - future requirements. Please tick		
Requirements for CHROME FITTINGS - handles etc. (Response last month poor)		
Do you require any?		

<u>PARTS FOR SALE</u>	<u>PARTS WANTED</u> (both Club and from other members)

Your tel. no., please, for replies to Newsletter ads.

MEETINGS:

BRITISH MOTORING FESTIVAL, COFTON PARK, REDNAL, BIRMINGHAM, 30TH JUNE

CLUB WEEKEND - Please write to Don Malin or Ray Smith (addresses on page 2) with your suggestions for this event.

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