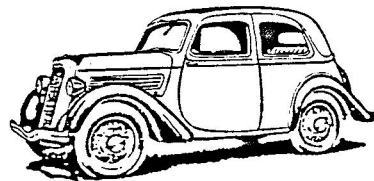
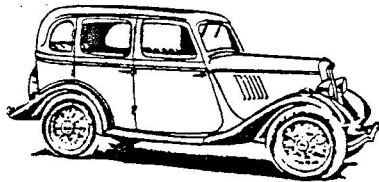


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO. 36. JULY/AUGUST 85

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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.

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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

A few days ago I realised, to my great horror, that this is the first year of the last six years that I haven't touched the Ford at all, either in terms of essential maintenance, renovation or even running it.

Our household has, however, put many hours into the Club Magazine. What I am finding is that the dual pressures of raising a young family and of earning a crust leave me with little spare time. Similarly, the season's events have proved impossible to attend. I don't know if anyone has found a way of spending many hours looking after an old car and still participating in a full family life. If they have, I would like to know what the trick is! I think I will just have to let the car take second, third or fourth place for a few years. I have, however, missed seeing people and their cars at the various events.

Lots of goodies again this time for everyone. Graham's article on Silverstone sees light of day and Jim Miles is back in action with the first of his individual model profiles, Random Jottings and an up-date of the library. In this issue, Dr. Ford advocates a certain amount of preventative medicine and Bob Wilkinson's membership update continues as a regular item.

EVENTS

A final few end of season events:

25th & 26th August - FERRY FESTIVAL CUP RALLY at Seacombe on the Mersey. Details from M. W. Hughes, 33 Farndon Way, Oxton, Birkenhead, L43 2NW.

24th-26th August - TOWN AND COUNTRY MOTORING FESTIVAL, Royal Showground, Stoneleigh, Kenilworth, Warwickshire, CV8 2LZ. Enquiries to 27 Warwick Road, Kenilworth.

31st Aug-1st September - GUILDFORD SHOW, Historic Vehicles Section, Stoke park, Guildford. Enquiries to Richard J. C. Reynolds, Flat 3 Samurai, 3 Hunter Road, Guildford, Surrey, GU1 3LH.

LETTERS

Some more from 16 year old Jason Duffield, who writes:

*"I have located an engine and radiator but I still need a gearbox, handbrake lever and ratchet."*

Jason encloses a photograph of a battered but eminently restorable two door long radiator saloon of what appears to be either 35 or 36 vintage. It still has the central scuttle air vent but the bonnet hinge is masked with a cover strip.

Roger J. Starmore writes in support of the Library:

*"I am surprised to hear the Library is not being used. I have used it on more than one occasion and am quite distressed to hear of any suggestion to wind up that particular facility. I agree that a list of all material be made available and possibly mentioned more regularly in the Newsletter, and with details of hire charges."*

CARS FOR SALE

Two cars for sale both sound interesting, although we do not have full descriptions. Both are asking similar prices.

Bob Hicks has a Ford 8, 1936 (Model Y probably) BV0 403. It is re-upholstered, re-sprayed, has a new radiator and 1 year's M.O.T. Tel. 0443 673558, or write 18A High Street, Tonyrefail, Mid Glamorgan.

Bob is looking for £2,750 but sounds as though he would be prepared to negotiate.

Abbeyford Motor Company, 5 Farnham Road, Bury St. Edmunds, Suffolk, IP32 6AL, Tel. 0284 2332, are asking £2,700 for their 1936 Fordor Model Y, reg. AGF 701.

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Jason Duffield with his two door long rad saloon CLM 351



### CAR HISTORIES

Ian W. Wright writes in from the North East of the history of his acquisition of Model Y CXC 850:

*"Just a few lines from the North East to let you know we're alive and kicking. Having spent most of my time since acquiring CXC 850 in 1978, either working on it, or on one of the two houses we have moved into, I haven't had much time for shows until recently, in fact until August 1984, when CXC 850 was returned to service. Since then, I have attended several meetings in the area with the car and have been amazed at the number of veteran, vintage and classic cars that are up here. Having never previously seen another Y type, I was pleased to see others which have appeared recently, including two Club members BPT 311 (only 100 miles after rebuild) at Cragside Hall, near Rothbury in Northumberland, MJ 3921 at Alston in the North Pennines, and JR 4888 (non-member) at Gosforth Park, Newcastle.*

*After visiting Silverstone, which was a great event, especially the Y & C stand, I went to our local 100th anniversary, sponsored by the Evening Chronicle, also celebrating 100 years and took the pre-war saloon under 10 h.p. Trophy, which was a nice surprise. There have been several events organised by the North East Club for pre-war Austins (actually an all makes club) which have been quite successful, apart from the lousy weather, which always seems to manage some rain on those days. I'm now hoping it will stay fine for the Ford gathering at Barnard Castle, Durham, in July where I hope to see some Y types flying the flag.*

*The history of CXC 850 starts when it was bought new by a chap from Ashington, Northumberland, who sold it to a Mr. Clark, a neighbour, in 1941, who used it until 1966 when he died. I have visited his widow, who*

I believe is in her eighties and the car brought back many happy memories for her. She was really pleased to see it in running order again. It was then taken to a scrapyard where I recovered it from a broken down shed where it had been left to deteriorate for twelve years. However, it was virtually complete and really just suffering from neglect. My first task was freeing the engine, which by treating the bores to Redex for a couple of days then rocking it gently back and forward in gear, proved to be of little trouble. The process of dismantling then took place. Off came the front end and all the nasty bits, like the rotten wiring harness, out came the engine and gearbox, interior and brightwork (which was green) for re-chroming, eventually leaving a gutted shell. Moving house stops play for quite a while. Enthusiasm waned dramatically during de-rusting, crawling around underneath up to the eyes in oil, rust and filth, with a wire brush, is definitely savage amusement. In time, several coats of black waxoyl were applied and things started looking up. Progress was very slow until early 84, when impending fatherhood speeded the situation up somewhat. By April, the engine was stripped, rebuilt and installed with enough bits to fire up, and after replacing the fuel pump, away she went. I was delighted. After that, things flourished and very quickly my box of bits was nearly empty. A new windscreen was fitted, along with new king pins, brake shoes, exhaust, running boards, wiring and several other bits.

Re-painting - what a ..... of a job, or should I say the preparation was. It is definitely not my forte. But with a friend as task master, it ended up a nice shade of dark black. With the completion date set at 1st August, CXC 850 was duly M.O.T.'d, only to be held up by red tape getting ti taxed, for one day. My last job was fitting the grill badge, I knew then I was finished, or so I thought - I now realise that there is always something to do, repairs, improvements or even just maintenance.

Since then, I have used the car regularly, it is now a familiar sight in Ashington, where I work, and Whitley Bay, where I live, and when my wife wants a car she uses our 1957 Hillman Husky (Sidevalve, of course) and I use the Ford.

Enough for now, I hope this condensed version is of some use for the excellent magazine which I always look forward to, keep up the good work."

#### NEW MEMBERS' LETTERS

Brian Durrant has responded to our invitation for new members to write on their cars:

"It is now seven weeks since Graham Game backed a trailer into my cul-de-sac and unloaded DTW 968, my 'new' 1936 Model CX four door. In that time we have covered nearly 1,400 miles; absolutely trouble-free miles at that! I have had other elderly cars in the past, but this time I was determined to have a car that could be reliably used as an every-day car, and the C seemed the ideal choice. I realise now how fortunate I was to have met Graham Game, as my car's performance and general condition, as well as the standard of Graham's two Model T's and his Model C tourer, prove how much of a perfectionist he is. I have absolute confidence in her and have so far covered rallies in Enfield, Southend, Braintree and Thamesmead, and I am hoping to get to Brands Hatch, the Harlow Show and any other meetings within a reasonable distance.

Those rallies account for some of my quite high mileage. The rest - other than a few local shopping miles - have accrued because I am a jazz musician, and although I live near Chelmsford, the majority of my gigs are in the Southend, Canvey, Basildon area, so the average job involves a fifty mile run, and two or three jobs a week soon knocks up the mileage. The car is getting pretty well-known in Essex jazz circles already!

She was totally re-built, re-sprayed and re-upholstered about four years ago, and I'm afraid the paint job is starting to fray at the edges a little, but I hope I can get away with some careful touching-up for the rest of this year, and perhaps even next season as well. I understand that during the 1982 and 1983 seasons, she won FSOC concours, as well as many other awards at non-club meets, though I have not had any successes at the two concours I have entered to date. Some bubbling is now starting to appear at the bottom of three of the doors, so I will have to have a go at those soon. Generally, however, apart from an on-going re-build of a spare engine, there is little to do, so I am trying to find some information about the general motoring accessories that would be available in the mid-thirties - spot lights, luggage racks, window blinds and so on, and I would be pleased to hear of any books of reference that members may know of. The autojumbles are littered with what appear to be period spot-lights and foglights, for example, but what makes and shape would be 'correct', and how and where would they be fitted? Information like this seems very difficult to find.

I am looking forward to many years of motoring in 'Jazzmin' (well, she had to have a name, didn't she!) and I look forward to meeting some members at the rest of the season's meets."

Many thanks for all your contributions. Keep writing,

John Guy.

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RANDOM JOTTINGS NO. 4

Who watched the film on TV about Eroll Flynn called 'My Wicked, Wicked Life'? Well, in a sequence on the Spanish Civil War he was being driven about in a 'Y' type tourer. Hands up who spotted it as an 'Alpine Tourer' minus the racing type bonnet strap. I was lucky enough to get it on video and in freeze frame, one can even see the early 8 h.p. badge on top of the grill, plus the early centre cluster dashboard. So this is one our North American members can chase up, it obviously belongs to a film and TV hire company .....

Jim Miles

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A fleet of eleven Fords recently delivered to the West Riding Constabulary by the Central Garage (Wakefield), Ltd., the local Ford dealers

**"When Was The Model T Introduced?"**

**W**E ARE FREQUENTLY asked for the dates of introduction of various Ford models, by Ford Motor Company Limited, in the British Isles, the associated European companies, and by the original, parent organisation, in the United States of America.

So that Ford owners and dealers may have these dates handy, for reference, we propose to

re-publish them from time to time. As last checked-up they were as follow :

- Model N, 1906 ; Model T, 1908 (America) ;
- Model A, 1927 ; Improved Models A and AF, 1932 ; Models B and BF, 1932 ; Ford "Fourteen," 1933 (England) ; V-8, 1932 ;
- Model 40 V-8, 1933 ; Model 41 V-8, 1934 ;
- Model Y, 1932 (England) ; and Improved Model Y, 1933 (England).

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

F107Y John Faulkner, 27 Church Road, Horley, Surrey, RH6 8AB. Tel. Horley 775974  
 H119Y (2 door 1936) Brendan Howe, Dunelm House, Leeming, North Allerton, N. Yorks., DL7 8NN. Tel. 0677 23236. 35,395 miles!  
 R104Y Keith A. Reeves, 'Aylesford', Briary Wood End, Welwyn, Herts., AL6 0TD.  
 D115Y Gordon Duffett, 58 Endwell Road, Brockley, London, SE4 2ND.  
 S113Y Robert Salter, Organ Hall Farm, Theobald Street, Borehamwood, Herts, WD6 4PH.  
 O-M101Y Clive R. Middleton, PO Box 498, Germiston 1400, S. Africa.  
 (also 9 Cook Avenue, Eastleigh Ridge, Edenvale, Transvaal, S. Africa)

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. Where are they now?

On checking some old membership lists (1979/80) I was surprised to find some 50 or so cars (and members) which have gone off our books. I am in the process of writing to them (the ex-members) to find if they are interested in re-joining and, equally important, the whereabouts of 'their' cars.

I also find that various current members now have different cars registered with us. Perhaps the following could let me know what happened to their vehicles?:-

<u>Missing Vehicle</u>	<u>Current Member</u>		<u>Y &amp; C listed car 1985</u>
ABK 125	Roger Booth	now has	AVF 831
JB 9989	Ian Schofield	now has	?
BAE 813?	" "		
EHT 824	P. Coombs	now has	JN 9732
ECH 629	John Cull	now has	OY 9379
CTB 459	Stuart Mann	now has	UJ 8652
CBJ 576	Ian Smith	now has	AXV 108
DVK 269 (C)	John Foxon	now has	GL 1404

A Y pickup (reg. unknown) and a C model DVK 269 owned by Bill Crockford, who now has CLC 464.

Please let me know where they are, as it is vital to trace these vehicles to prevent them going to the Great Car Park in the Sky!

All Members Please - don't forget, if you sell your car, to let me have the name and address of the new owner. I hear on the grapevine that several members have sold their cars, but only one has written to inform me.

3. Registration Details

I have now full lists of chassis and engine numbers for most cars and a full alphabetical list of registration numbers.

Some members have either not supplied registration/chassis/engine numbers (as per renewal slip) to me or Graham or possibly a few were not properly recorded by me early this year when I was ill - after all, meningitis does seriously affect the old brain box!

I would be obliged if the following members could let me have the full details of their cars to complete the Club records:-

- B108Y John Baker of London
- G108Y K. Gibbons of Reading
- H104Y John Hampton (van RAY 553?) and one other
- H115Y Dr. R. M. Howson of Birmingham
- J107Y Don Jones of Chesterfield
- J108Y/C J. Jackson has 4 door Y and C Tourer
- K105Y K. Knight of Hove
- K106C Don King of Blackpool, C Tourer (incidentally, Don is an expert on personalised numbers)
- L109Y P. Lane of Bicester
- M107Y Rod Murray of Stornoway
- P108C D. Parker of Bishops Stortford
- P111C Con Power of Co. Kilkenny
- R101Y S. Reeves of Chalvey in Berks.
- S105Y D. Skinner of Slough
- S111Y G. M. Stevens of Woking
- S118Y P. K. Shaw of Tisbury, Wilts.
- S125Y R. Starmore of Manchester
- S126Y Ian Schofield of Rossendale
- W117Y Ron Weston of Windlesham, Surrey
- Y102Y C. Young of Tring, Herts.

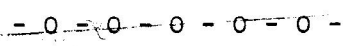
Forgive me requesting this information via the Newsletter, but I am trying to keep the Club's postage bill to a minimum.

I wonder if some of these cars are on the 'Where are they now?' list (see page 7).

4. Next Issue

I hope to have available some details of cars with 'close' registration numbers. Just to wet the appetite, we have two MJ's (i.e. MJ ....) and three RD's (RD ....). Read Newsletter no. 37 for the full details plus many more .....

Bob Wilkinson



JULY, 1934

**CURRENT PRICES**

(Within Great Britain and Northern Ireland, Only)

8 H.P.				FOURTEEN			
Chassis .. .. .	..	..	£97 10s.	Chassis .. .. .	..	..	£130
Saloon (2 doors) .. .. .	..	..	£120	Saloon (2 doors) .. .. .	..	..	£172
Saloon de Luxe (4 doors) .. .. .	..	..	£145	Saloon de Luxe (4 doors) .. .. .	..	..	£199
				Traveller's Brougham .. .. .	..	..	£182
<i>Leather Upholstery on 8 h.p. Models, £5 10s. Extra</i>				<i>Leather Upholstery on Fourteen Models, £7 10s. Extra</i>			
<i>Sliding Roof on 8 h.p. Saloon (2 doors), £4 Extra</i>				<i>Sliding Roof on Fourteen Saloon (2 doors), £5 Extra</i>			
V-8 (112 ins. Wheelbase), Empire-Built							
Chassis .. .. .	..	..	£170	Coupé de Luxe (3-window), with dickey seat .. .. .	..	..	£258
Roadster de Luxe .. .. .	..	..	£230	Cabriolet .. .. .	..	..	£265
Saloon de Luxe (2 doors) .. .. .	..	..	£255	Victoria Coupé .. .. .	..	..	£270
Saloon de Luxe (4 doors) .. .. .	..	..	£280	Imperial Limousine, 123 ins. wheelbase .. .. .	..	..	£395

All Prices Quoted are for Delivery at Works, Dagenham

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CHAIRMAN'S REPORTDr. Ford

Once upon a time, there was a certain Chairman who took a certain treasure's car for its MOT. Prior to doing so, he thought he would give it a checkover and take it for a run in the evening. The run in the evening turned into something like 40 odd miles, where he ended up at Eve Chapman's for dinner. The evening wore on and, in fact, it was very late when the time came to go home. On his way home through the dark country lanes, the engine began to misfire. The misfiring was throughout the rev. band of the engine. It was suggested to this very learned chappie that it was in fact a distributor fault. he managed to get home and the next day examined the distributor to find that the shaft was worn, or at least the bearings were, and the points were being incorrectly gapped throughout the rev. band as the shaft kept altering the points gap. It is quite a simple job to replace the distributor with another, it only needed to undo the clamp and lift it out, but this particular Chairman knew that this particular clamp wouldn't yield the distributor, because he knew from previous experience that the distributor would be seized in the head. And when he tried to remove it, it was very firmly seized. From experience, when they are seized, you just cannot get them out. You can soak them in WD40, or plus gas, but you can wait a very long time before anything happens, simply because the body of the distributor is some inch and a half deep in the head, and once this is filled with carbon blowing back through the engine for many years and generally rusting, it will never, ever budge. You are then obliged to take the head off, which is a lot of work to simply replace the distributor. The moral of this story is that you can dismantle it at any time, make sure that your distributor is removed from the head at least once a year so never let the car get in that situation. When this car was purchased, it was already in this condition, so there was no point in disturbing it, but if it can be removed on an annual basis from the head, cleaned with wire-wool or emery cloth and then refitted, the problem will never arise.

Another member has written to the doctor reporting that he has fitted new engine mounts, but his engine is still rough, but running. Has the doctor any comments? It is almost an impossible one to comment on because there are a dozen or more possible reasons. The obvious thing to look for is that the ignition is poor possibly due to a bad distributor and not all plugs receiving a spark, the leads themselves can be defective or the plugs can be defective. In other words, one particular cylinder is misfiring, or perhaps two. The distributor itself could be worn, causing the engine to misfire, or run badly and run roughly. Probably one of the most obvious things is to check that all compressions are the same or close to being the same, and therefore that the valves are sound. If the pistons themselves are worn, this will also show up on a compression test. Incidentally, when you do a compression test, remember to do what is regarded as the wet one and the dry one - in other words, do one when it is cold and has stood for some time, by removing all four plugs with the pressure gauge in each plug hole, you can soon get a reading as to what the condition of any particular cylinder is. Equally, you can repeat the exercise when the engine has run. If there is a difference, it is because the pistons have received a certain amount of heat, closed up a little and received oil around the rings, which helps to improve them to bed into the cylinder. In this way, if you get a distinct difference, you can realise that the pistons are at fault and not the valves. If the same, then the head gasket has gone, another reason perhaps. If the engine mounts have just been replaced, one might need to think about the gear box mounts being very badly rotted and shaking the engine badly. It is almost impossible to look at this problem on paper and say why the engine is running badly. It comes back to experience.

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First Northern All Ford Meeting

This was held at Barnard Castle, Co. Durham, on Sunday, 14th July, 1985. I left home later than intended - I had originally intended to drive up on Friday with a friend, but due to the sudden resignation of my Sales Manager and imminent departure, I was left with extra work on Friday that I didn't expect to have. Also, the friend with whom I was going to travel had the conveyancing day come up for his property, so he had to spend all weekend packing to move on the following Monday. This left me to travel on Saturday morning, and I did so, taking the car by trailer to Leeds and not driving it as I had intended to do. I arrived at Bob Wilkinson's home about 1.15 p.m., unloaded the trailer and took myself, guided by his wife, to the Northern Sidevalve day, which was being held at Kirkstall Abbey in Leeds. A pleasant turnout and a pleasant afternoon. Y's were represented by Donald Firth and Bob Wilkinson and latterly myself with Tom Morgan's 33 Y. The next day, Bob and I left his home about 8.30 a.m. and drove straight to Barnard Castle with only one minor mishap - Bob managed to pass by a large sign on the side of the motorway which said 'Scots Corner' and measured something like 10 ft. and we drove up the A1(M) towards Newcastle for some way until we could turn off and double back along the country lanes. We arrived spot on at 11 a.m., to find that the Bowes Museum which is where the event was held, was a very imposing building, probably 17th Century, and we were given the honour of standing across the front of the building on the gravel and lined up the cars. Although the organisers had made a good attempt, I felt the venue to be slightly wrong, as there was really nothing to do having parked up the car and taken your lunch. The chaps who organise the Ford gathering in the south have done so at the Quanton railway and you can walk around the railway lines and have a look around. The disappointing part was that there were only 3 Y models in the programme - in fact 4 finally showed. I was listed and so was Bob Wilkinson with his coupe Mistral 35. The other member listed was Ian Wright with his 36 2 door Y. Together with Alan Ogden and his 36 Y, we made up the pre-war section. The next oldest car was a 1949 V8 Pilot and then we moved on into the 1950's for various Populars and Anglias, etc., and of course a great quantity of Consuls of various marks, Zodiac Zephyrs, etc., ranging from the 50's to the 70's. In other words, the pre-war section of this rally was very poorly represented indeed. But I would like to thank John Slocombe and Derek Firth for their efforts in putting the event together - it was a good start and next year I'd like to see some more members present, so that we can show the pre-war cars to a greater extent. But I would also like to see it at a different venue, rather than outside a very imposing house, which is very impressive but after about 2 hours of looking at it, you get bored with it. One needs to have some other attractions on the day. However, the weather kept fine for us, which was something and Bob and I decided that we had best elave about 3.30 p.m. as the journey home for myself was going to take several hours, and also Ian Wright was in trouble with his dynamo, which had stopped charging and he wanted to make sure that he got home in good time, in case he had problems. And so the Y models departed, leaving the later cars to carry on for the rest of the day. It took Bob and myself about 1½ hours to drive back to Leeds, I had a bite to eat and loaded the car, and a further 3 hours on the motorway before I reached London. I enjoyed the weekend, but could have enjoyed it better if I had seen a few more members present.

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Spares Review

The last Newsletter listed various brake and steering parts I had managed to find. Well, the first post more or less cleared out all the short rad brake parts, although I still have some king pin mounted brake return springs at £2.50 and a few long rad rear brake rod twin levers for the rear back plate at £5.00. We had a misprint on the drag links at £12.50 (page 20/Issue 35), we had them as track rods, but this should have read drag links, left or right hand drive, Y and C model types. Please state which you require.

The OIL CANS still aren't with me, apparently they are being made by a retired employee of the company and are being made by hand, so it is a garden shed job. However, I am assured they will soon be ready. When I get them, I will order another 50. When ordering them from me, at £13.00 complete, remember to state which colour label you want supplied i.e. black or green. The support for Y saloon ROOF STICK KITS seems good enough to re-order a dozen sets. Hopefully they will be received in time for Beaulieu in early September - 7th and 8th, to be precise. If I know the Club stand number by then, I'll insert it here (see below) before final printing. Incidentally, I have now sold all spaces and tickets. Also by Beaulieu, I hope to have an exchange FRONT BRAKE DRUM or two, re-conditioned KING PINS and BRAKE, and CLUTCH PEDAL KITS - these items are strictly exchange only. We hopefully may well have a small batch of REAR BUMPER BARS for sale. The RUNNING BOARDS reproduction moulded in fibreglass matting and backed up by steel as per the originals are now a stock item, at the time of writing I have approximately 13 pairs in stock. I dispatch them on receipt of a £90.00 cheque, or £82.00 for callers. If you can arrange to collect them, please let me know when you will call. If I'm out, I'll leave them available for you, but I'll confirm first with you, this being the holiday season.

The HUB CAPS which I know many of you are waiting for are still in the making process, but they are the most complicated item we've yet made. However, we have now sourced all pressing tool manufacturers. A few mild steel inner discs prototypes have in fact been pressed. The semi polished 12 thou stainless strip to form the outer skin has been traced to what appears to be the only company in Britain who makes such a strip. The company is in an unobtrusive factory in Potters Bar, of all places, and enough to produce 1,300 discs will be ordered at a cost of over £500 for this raw material alone. Our tooling cost is already over £500 and we've a long way to go, so be PATIENT - Peter and I need to be.

The demand for BRASS ITEMS is low, but as soon as funds permit, I'll press on with door handles in the winter. Jim Miles has already had a batch of S.R. radiator mounts cast (radiator ornaments) but unfortunately, they were allowed to shrink in manufacture, so it is a matter of educating these people that our standards are a little more exacting than casting brass cannons for people's sideboards. When they get these right, I'll start them on the next item.

In the last Newsletter, I offered a selection of REAR WINGS, the C type are now sold and some of the L.R. Y's are gone. These are offered at 10% below our list price, which after carriage, is our stand in cost. I still have various L.R. FRONT and S. R. FRONT AND REAR WINGS on the same deal. Remember, many of these items are now representing one year old stock, which in itself means a price saving on replacement cost. The bulk and difficulties in storage of these items and what is now a very low demand has led me to the decision not to carry these in stock, but order on demand. Small steel items will still be in stock, however, and I have just ordered C model side sills. Remember, I'm still holding the complete set of wings ex-Arthur Taviner.

As a final P.S. on parts, I'm making some more SIDE LIGHT BASES for the short rads and early intermediate models.

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STANFORD HALL - Club weekend arranged in 1986 for June 15.

BEAULIEU STANDS

The Club has stands C47 and C48.  
 Vernon Morgan has half of stand C48.  
 Jim Miles has all stand C49, and Colin Ault all stand C50.

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Area 5 Next meeting will take place at the 'LAMB', situated on the Thame to Wallingford road, 2 miles south of Jtn-7 on the M40, the A road is the A329.  
 Date set, Friday the 4th October, 8PM on wards.

## THE FRENCH CONNECTION

This is the first of a series of profiles on particular member's vehicles, in this case the particular member is Griffith Borgeson, and the particular vehicle is a Matford Y model fixed head coupe. For those of you out there in Fordonia who have never heard of Matford, I'll give a bit of background on the marque.

We have to go all the way back to 1903 when the Mathis car manufacturing company was founded in Strasbourg. It steadily climbed to fourth position behind France's big three - Renault, Citroen and Peugeot, in the early twenties. A wide range of models was offered from tiny 628 cc up to 4.1 litre cars, but by 1934 the company was in financial trouble and an agreement was signed with Fords to manufacture and assemble vehicles in Mathis factories for the French market. However, Emil Mathis and Henry Ford didn't see eye to eye and after the in-fighting, Emil and the name of Mathis left and the production lines became solely Matford. In 1947 the company was re-organised as Ford S.A.F. and cars were marketed under the Ford name.

Now on to Griffith's car, which is a 1933 short rad. The nameplate on the bulk-head reads: Ford (in the traditional script)  
Soci t  Anonyme Francaise  
255 Quai Aulagnier, Asnieres  
Type Y  
No. 2663  
Morteur 19726

The coachbuilder's nameplate reads 'SICAL Levallois - Perret'. This firm is known for having made many small runs of special bodies for Citroen in the 30's, usually in aluminium. This body is of steel, having been made largely from modified standard panels. It was probably one of a small run (I have seen a photo of this same body style residing in a Spanish barn of all places) so that is two at least!

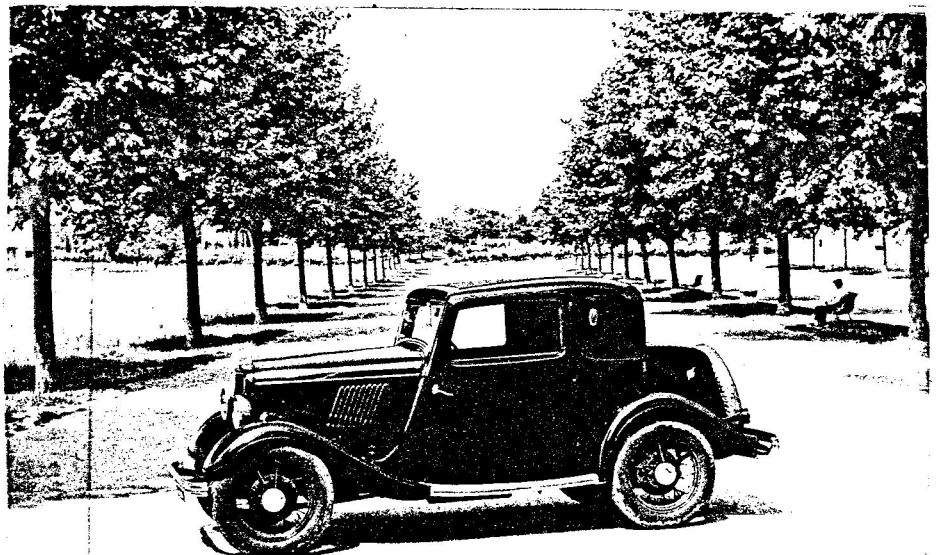
Griffith, who lives in France, bought the Y in mid 1969 from a garage outside the town of Manosque. It had had one previous owner, a doctor in the nearby town of Digne, and had spent the war years and many more under a haystack. The speedo showed 36,000 km (22,370 miles). Mohair upholstery and original paintwork were another couple of bonuses. The two front seats have folding squabs, there is a bench back seat which can accommodate a pair of very small children, a small adult sideways or a doctor's bag! The spare wheel is fixed to the steel boot which is very roomy, access is by a lid at the top.

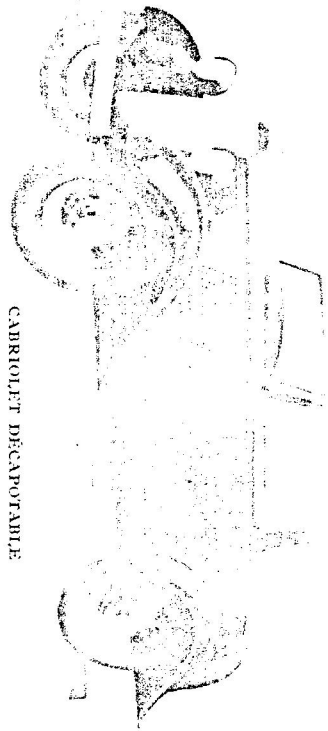
Altogether, it is a really nice looking car and shows how versatile the Y chassis was.

Jim Miles

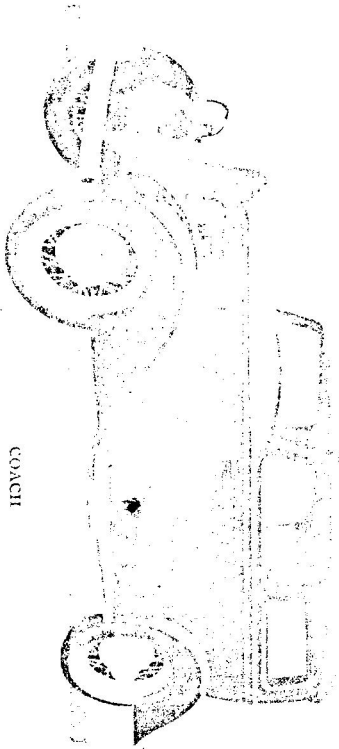
Special thanks to Griffith Borgeson for his help in giving me info on his car.

If you would like a profile on your Y or C, then why not send the details to me.

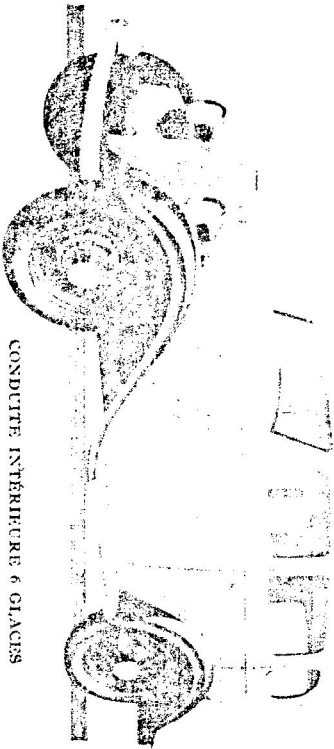




CABRIOLET DÉCAPOTABLE



COACH



CONDUITE INTÉRIEURE 6 GLACIS

**MOTEUR.** — A suspension élastique. Puissance fiscale : 5 CV. Consommation : 8 litres aux 100 kilomètres, 4 c l'arrière, alimentation par pompe. Pistons aluminium 3 segments, dont 1 racleur. Carburateur Zenith inversé. Réservoir, alimentation par pompe. Allumage par batterie.

**BOITE DE VITESSES.** — Synchro-mesh. 2<sup>e</sup> silencieuse.

**EMBRAYAGE.** — A disque unique.

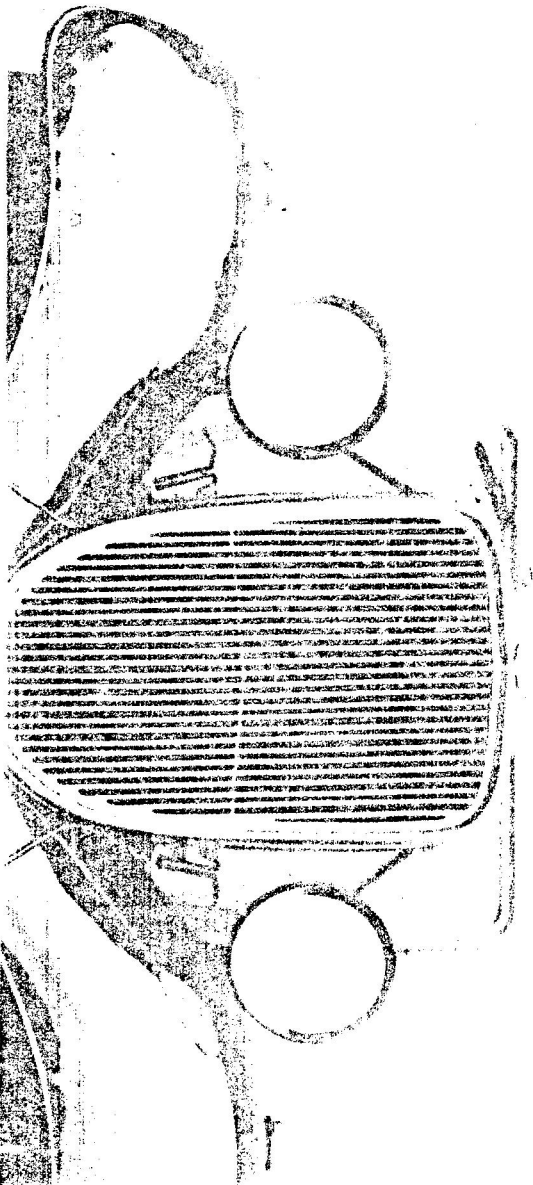
**PONT ARRIÈRE.** — Type 3/4 flottant ; rapport 5,43 à 1.

**FREINS.** — Mécaniques à expansion interne sur les 4 roues. Surface de freinage : 838,7 cm<sup>2</sup>.

**SUSPENSION.** — Ressorts transversaux ; amortisseurs hydrauliques à double effet et réglage automatique.

**VOIE.** — 1 m. 14.

**EMPATTEMENT.** — 2 m. 28.



THE Y & C REGISTER LIBRARY

Ford 8 and 10 Service and Workshop Manual for 32/51      Postage and Packing £1.38

"The Light Car" (Weekly Publications)

5th Feb, 1932	No. 1000	'New Ford 8 Announced'
26th Jan, 1934	No. 1103	'Road test 8 h.p. 'Y' Four Door'
21st Dec, 1934	No. 1150	'Road test 8 h.p. 'Y' Two Door'
8th Feb, 1935	No. 1157	'Road test 1935 Deluxe 'C' '
13th Dec, 1935	No. 1201	'Road test 1936 Ten Tourer 'C' '
17th Jan, 1936	No. 1206	'Road test 8 h.p. Popular at £100'
8th May, 1936	No. 1222	'Road test Deluxe Saloon 'C' '

Postage and packing 37p each

"The Practical Motorist" (Weekly Publications)

30th June, 1934	Vol. 1, no. 8	'Road test 8 h.p. Saloon 'Y' '
20th Oct, 1934	Vol. 1, no. 24	'New season's Models 'Y & C' Pre-Albert Hall View'
2nd Feb, 1935	Vol. 2, no. 39	'Road Test Deluxe Ford 'C' '
30th May, 1936	Vol. 5, no. 108	'Running adjustments for Ford 8'

Postage and packing 37p each

"The Motor" (Weekly Publication)

9th Jan, 1934      'Road test 8 h.p. Ford Saloon'

Postage and packing 60p

"The Autocar" (Weekly Publications)

14th Oct, 1932	'Complete Motor Show Number'	<u>Postage and packing £1.38</u>
30th March, 1934	'Road Test Ford 8 h.p. 'Y' '	<u>Postage and packing 70p</u>
21st Dec, 1934	'The New Ford 10 'C' Road Test'	<u>Postage and packing 60p</u>
16th Oct, 1936	'Complete Motor Show Report'	<u>Postage and packing £1.80</u>
25th Dec, 1936	'Road Test 10 h.p. Deluxe Four Door Saloon'	<u>Postage and packing 60p</u>

"Ellison Hawkes Handbooks"

The Book of the Popular Ford (and 8 h.p. Ford)  
The Book of the Deluxe Ford (10 h.p.)

Postage and packing 48p each

"Pitmans Motorist Library" (Small handbooks)

The Ford 8 Handbook  
The Deluxe Ford Handbook  
The Ford 10 and Prefect Handbook

Postage and packing 48p each

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Two week loan period. Cost of First Class Postage outwards and return, together with £5.00 cheque as deposit. U.K. members only.

JIM MILES, LIBRARIAN

SILVERSTONE 100

When the opportunity for us to exhibit at Silverstone arose, I was keen to do so, for it had for me a certain nostalgic draw. Let me relate something to you that is possibly not well known. About 1970, I had a friend who purchased a kit racing car along with another of his friends, who was known as Bubbles Horsley. The kit car was assembled in a garage in North Harrow and I watched it grow with reasonable interest, although racing cars were never my forte. When the vehicle was finally ready for running, a driver was needed. Bubbles had a friend, who had no job and who earned a living by buying and selling second hand cars through the exchange and mart. This young gentleman lived in a rather seedy run-down flat in Fulham. He was unknown and unheard of. His name was James Hunt. James, through Bubbles Horsley, arranged to drive this racing car that my friend Fisher had constructed. The potential of this racing car was taken up by another gentleman who had just inherited his father's fortune. His name was Lord Hesketh. Hesketh got totally involved with the racing car scene, and decided that he would win the World Cup, and that James Hunt was the man to do it for him. As a consequence, part of the stables, etc., of the estate near Towcester was converted into a factory to manufacture and design a racing car. I visited Towcester on several occasions to be shown the elaborate and painstaking standards to which they worked. I recall a particular concrete floor in the building was laid guaranteed to be absolutely flat, even to within 1/1000 in. Quite how anyone can make a concrete floor to be this accurate, I have no idea, but it existed. The purpose of the floor was to set up the suspension of the vehicles, for each wheel in turn is placed on a set of scales on these racing cars, and the front and back axles are at the same time all weighed. Obviously, the four wheels show different weights as various weight factors of the car fall in different directions. By adjusting the suspension, it is possible to balance out this weight, so that the front and rear axle supports the weight of both sides. This apparently is absolutely necessary when these rather light, but fast vehicles enter bends and their suspension must be balanced out in this manner.

The standards to which these people worked was absolutely amazing. If I remember correctly, the crank shaft on the Cosworth engine was fitted for 1,000 miles or the equivalent, depending on the actual duration of the circuit. The pistons had a 500 mile life, etc., etc. The cost of all this little lot was astronomical, and although the Hesketh car never won the World Cup, it certainly spent the Hesketh fortune. All this used to take place for testing purposes at the Silverstone racing circuit. So it was not for the first time that I visited Silverstone when I did so earlier in the year to inspect just exactly what they had in mind for the clubs.

When I returned on Monday, 21st May, I positioned the first of our items, which was to be my caravan, used as my base camp. I towed it to what to all intents and purposes was still a World War 2 aerodrome, with its large criss cross form and three high runways. It had been from this aerodrome that Wellingtons operated during the earlier part of the war, and I believe latterly the American Air Force occupied the aerodrome. I positioned the caravan in the middle of a windswept, desolate field thinking to myself as I did 'My God, I hope the weather improves for the weekend!' Wednesday saw me back again, this time I was not alone. Numerous marquees had sprung up around the airstrips and fencing was everywhere. Even at 9 o'clock at night, teams of men were still working constructing things out of scaffolding and laying out arrangements for purposes which did not seem clear at the time. With curiosity I studied a long row of scaffolding with straw bales below. Later I was to see this become a Le Mans pit for the Aston Martin cars to line up against. It looked great during the day, but when you knew what it was made from, you had to smile to yourself! And so it was on Friday evening that I eventually returned to Silverstone with my van, or what will become my van. A large number of the members had already arrived and were generally chatting and sorting themselves out. We set about setting up our show and positioned the vehicles that we were to use in the positions that I had in my mind's eye.

When you do something like this, it is essential to make it a little bit different. A neat row of shiny restored cars has no real draw. I needed something to attract the crowds and this was achieved with the use of Maurice Billings's car, completely unrestored, it stands a forlorn 2 door Y type. But this car is different from the rest of the 2 door Y types. The chassis number 258 can still clearly be seen stamped on the frame. This is the lowest chassis number by far we have recorded in the Club. It means that the car was probably produced in the first working week of production. It was registered on 10th September, 1932, which as Keith Button points out, made it not only the oldest car in the Club, but the oldest all British Ford car.

During the course of the weekend, we were to display a total of 15 vehicles. Some unfortunately could only stay for a day, others managed to stay for two, the vast majority managed to stay for all three. Let me list the vehicles that were on show:

Paul Bainbridge, 1935 2 door C saloon  
Maurice Billing, 1932 2 door Y saloon, chassis no. Y258  
Keith Button, 1936 Y van  
Eve Chapman, 1932 Y chassis, body work by Abbey Coachworks  
Chris Chessman, 1934 2 door Y saloon  
Jeff Cole, 1935 2 door Y saloon  
Dave Curtiss, 1936 C tourer  
Jack Hampton, 1934 Y van  
Rolf Jorgens, 1934 2 door C saloon (is this the lowest C chassis no. at 3222?)  
Graham Miles, circa 1936 Alan Taylor groundsman's vehicle  
Graham Miles, 1933 S.R. Y van  
Jim Miles, 1934 Y chassis German built Deutcher body  
Tom Morgan, 1933 2 door S.R. Y saloon  
Dennis Smart, 1933 2 door S.R. Y saloon  
Bob Wilkinson, 1935 Y chassis with Mistral body by Jensen Bros.

And so, the vehicles were in position surrounded by a neat barrier of pennant flags, wind permitting, which was extremely strong on the first day. The support of these flags was made possible by Ray McDermott, who had volunteered to make the supports, at the A.G.M. All the vehicles on show had a display board before them, which I had painted and written prior to the event, which is why I need to know in advance who will be attending an event. Many of these boards were supported on easels produced by Kenneth Clarke. I thank these two members for their efforts, although they themselves were not present. The effect certainly improved the overall appearance of our display.

It is impossible, really, to describe what the full programme was over the weekend. It was the most comprehensive motor show that I have ever been to, and virtually all through the day there were track events taking place for various marks and models of clubs. We were asked to provide two cars for the initial opening at 11 a.m., which was to consist of 100 mark vehicles. These vehicles were to be production vehicles and we were to provide a Y saloon and a C saloon. Always a difficult decision, as to whose car should go - but I think it is generally accepted amongst the members that Jeff Cole's 1935 2 door saloon is an excellent example of the Y model car, and for the C model I selected Rolf Jorgens' 1934 2 door saloon, which had also come by far the furthest distance to be present, as Rolf lives near the town of Aachen which is on the border of Holland and Belgium. These two vehicles paraded in the initial ceremony at 11 a.m. on Saturday morning - and I have seen Jeff Cole's car three times on the television when I watched the second part of Motor 100. Unfortunately, the first part of this programme was transmitted during the Bank Holiday Monday afternoon, when most of the members were still present, and it made it very difficult for us to actually see this programme!



At the end of the day, we as a marked club were asked to take our vehicles out on the course itself. I managed to find a driver for all the vehicles as Eve Chapman had kindly left her vehicle unattended and asked me to find somebody to drive it. Martin Howard was pleased to do so, and I asked Maurice Billins if he would drive Tom Morgan's 1933 short rad car, which is almost identical to his own. Maurice was pleased to do so. For my part, I climbed aboard my Alan Taylor tractor, and at a steady 10 m.p.h. joined the rest of the vehicles. During the circuit that the tractor managed to make, I was accompanied by a friend of mine who was there with his various motor cycles, many of these being Isle of Man T.T. Douglas's and things of this nature. Only an hour or so previously, he had been lapping these machines round the circuit. I was rather alarmed by the number of vehicles that the authorities allowed onto the circuit at any one time and there was absolutely no evidence of a pace car. Being from A to F, this includes Fords of various descriptions, many of these being little more than a few years old, and special models capable of doing 120 m.p.h. or more. Some of the lunatic drivers of these vehicles were attempting to do speeds of this nature, weaving their way through the vehicles doing little more than 30 m.p.h. and it didn't matter to them which side they overtook on! I was therefore very alarmed for the safety of the two cars for which I was responsible. Fortunately, I don't think there was a single scrape during all the circuits that these vehicles managed to make, and all our cars returned safely back to the compound. The Alan Taylor was stopped at one point by an official of the track who told me that it was boiling up. This was nothing unusual, as the Alan Taylor seems to boil up after it has done a couple of miles! It did manage to complete one full circuit, which in itself was quite amusing.

During the course of that night, an enormous storm erupted in the area, and we were treated to a couple of hours of thunder and lightning, with the appropriate amount of rain. I was concerned for Chris Cheesman, who had just appeared for the night to camp, and also for Jim and Yvonne Miles who were camping alongside. The morning dawned, and these members had managed to survive the night without getting drenched. But what had become very evident was that the ground could not clear the water. From my aircraft days, I remembered that the principle of an aircraft runway must be to clear its water immediately, and although drains as such are not constructed at the side of a runway, there is normally about 4 ft of soil dug out, and the ditch filled with shingle. In this way, water drains quickly away from the runway, much the same as with modern runways. But if the shingle is not changed from time to time, it simply silts up and you are left with a hardstanding full of water. The water from the runway stops at the first piece of land to which it comes, and this happened to be the land on which we were camped. After further rain in the afternoon, Jeff Cole found himself constructing from some of my show material, pieces of 4 x 2 timber, a series of duck boards, so that we could get in and out of the caravan without the necessity of walking through 4 or 5 inches of water and mud, which was by now lying everywhere. The Sidevalve Club next to us had an excellent marquee hired for the occasion. Unfortunately, you couldn't get in to it, as the whole floor area was swamped in water. It really was a tragedy that the rain had come on these particular days. The Monday was no better, as it rained virtually through the entire day and the water did not drain away. By Monday evening, any hope of Jim and Yvonne spending a further night in the tent had to be abandoned as it was sitting in the middle of a lake!

I was particularly grateful to the members who stayed to help me clear and pack up the stand, soaking as we all were and very, very depressed with the weather. It was about 8 p.m. when I left for the second time, having taken Maurice's car home already, accompanied by Jeff Cole and Tom Morgan. Tom, as we all know, likes to keep his car original, which means to say that the roof has the original water leaks, and he had made an elaborate cover to try and keep the bulk of the water out. The traffic jams leaving the site were still enormous and it took something like three quarters of an hour to actually drive the hundreds of yards necessary to clear the compound. I had given everyone clear instructions to turn right and right again, but when I was faced with a mile of traffic queueing up

the little lane, I had had enough and turned left towards Buckingham. It was much more of a detour route, but a much more pleasant route without sitting in jams of traffic.

The next day, early in the morning, I returned and met Jim Miles coming south towing his German car. He reported that the site was still under water but he had spent a very comfortable night in my caravan. The Alan Taylor tractor refused to start as everything was swamped. Ian Chesters with a T model was still there with his wife, having spent the night in their mobile home, and he had had the foresight to bring a number of tools. Once I had cleaned up the tractor, we were able to drive her onto the trailer. When I returned home, I rang my company to say that there was no possibility of my getting to work that day as I had to return again to Silverstone to collect everything that had virtually been abandoned the night before. As would have it, the weather was beautiful, and so I spent several hours on a deserted air strip washing and cleaning all the equipment that had been so hastily abandoned. It really was a great disappointment that the weather turned, for the next three successive days were beautiful. If only we had moved the calendar three days, we would have had a spectacular weekend!

However, the weather aside, I would like to express our thanks to the organisers of the event, who made a very memorable and enjoyable occasion for us all. It is without doubt the biggest motoring spectacle that has ever taken place and I think probably will ever take place, certainly in my lifetime. It is a pity they can't think of a reason to have another one in another ten years time. Perhaps they will. One thing is for certain if they do - I shall be ten years older and I wouldn't be able to repeat the amount of effort it took to get us there this time. Also, I need a lot more membership support prior to and after the event.

As a footnote to this, it is unfortunately necessary for me to point out that I do not in any way make myself responsible for the hospitality or activities of the members during the weekend. What people and their families do with themselves in the evenings is entirely their business, and please do not expect me to entertain you. I have done enough work getting you and the equipment there and getting it away. If anything, the boot should be on the other foot and perhaps members might like to entertain me. If you want some suggestions as to what to do in the evenings, well my idea is very basic. I usually adjourn to the nearest pub and have some nice hot food cooked by someone else, and enjoy some pleasant ale.

If members would like a souvenir catalogue of the weekend, I have a few that can be sent for the cost of postage and packing (76p). Also on these lines, I have some first editions of 'Fast Ford' should you like a copy (again P&P at 38p).

Graham Miles

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## DIFFERENTIAL GEAR CLEARLY EXPLAINED

### Why it is Used in the Motor Car and How it Works

Although apparently complicated the differential gear is really an extremely simple device which requires no manipulation and no adjustment. In the following article the simplicity of the device, of which there are two methods of application—bevel and straight tooth pinion—is demonstrated. See Axle: Free-Wheel.

When a car is running in a curved path the wheel on the outside of the curve travels through a greater distance in a given time than that on the inside of the curve, and its speed of rotation is therefore higher. As both wheels are driven from the same propeller shaft, differential gear is provided in order that they may rotate at different speeds, and continue to propel the vehicle all the time, the action being entirely automatic.

In all modern cars in which differential gear is fitted (and there are very few exceptions) it is associated with the final worm or bevel reduction gear disposed in the middle of the rear axle casing.

Of the various transmission units in a motor car chassis the differential gear is probably the least understood, and the

necessity or otherwise for its use has at times been the subject of controversy. Although, in theory, its inclusion in the transmission is essential, it is found in practice that it may be dispensed with altogether without serious consequences, and with only occasional inconvenience.

It is mainly necessary to prevent slipping of the tires on the road. With positive drive of both wheels one tire necessarily slips on a curve, and a certain amount of wear due to this slipping is inevitable. But with any axle, with or without a differential gear, one or other of the rear wheels frequently leaves the road momentarily owing to the bouncing action set up by road inequalities. Even if there is no actual momentary loss of contact, there is

often such a reduction of pressure between the wheel and the road that the driving effort causes some slip.

With a solid axle without differential gear, slip will certainly occur on curves, but bouncing of one wheel alone will not result in any speeding up of the wheel with the consequent slip and wear when it re-engages the ground; it is necessary for both wheels to bounce on the ground simultaneously before any speeding up or spinning, as it is termed, can take place.

Wheel spin is certainly more pronounced with differentially driven wheels, and the consequent wear on the tires is not very different from the wear which takes place with a solid axle due to slipping on curves.

Some idea of the amount of slipping which the differential gear actually permits may be obtained by endeavouring to push a car fitted with a solid axle on level ground. Unless the steering wheels are turned absolutely straight ahead, it is practically impossible to move the car. Moreover this feature gives a pronounced self-centring effect to the steering.

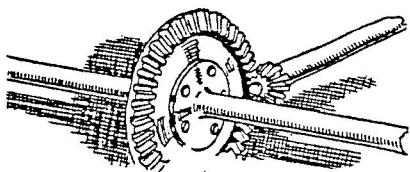
On racing cars a differential gear has sometimes been omitted, since a more solid drive can be obtained without it under the peculiarly severe conditions of racing; when one wheel momentarily leaves the ground the other continues to transmit the full tractive effort, whereas, when a differential gear is fitted, both wheels are momentarily out of action for propelling purposes when either leaves the ground.

Most drivers have at some time or other encountered difficulty in driving a car on wet turf, or on muddy inclines, when one wheel may slip, and the other consequently fail to grip. With a solid axle car this difficulty hardly arises. Fig. 1 shows the bevel driving gear for a solid axle, without a differential both road wheels being fixed on the axle.

On the whole the balance of advantage is in favour of the differential gear, the fact that nearly all modern cars are fitted with it being evidence of this. Two types of differential gear are in use, one type employing bevel pinions and wheels, and the other spur or parallel gear wheels.

The principle is that of dividing the power delivered by the propeller shaft between the two rear wheels in proportion according to all conditions of running. Thus, in a car turning on a 35 ft. radius the inner rear wheel will turn about 13 per cent. slower than the outer. The differential will, therefore, automatically distribute the drive so that the turning effort is distributed between the wheels in this proportion.

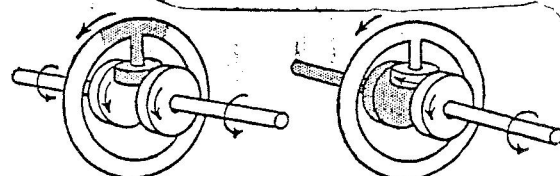
The better known type is the bevel gear, and the action of the gear will be understood by reference to this type, shown in diagram form in Fig. 3, and in photograph in Fig. 2. In both types the working of the gear is controlled by the road wheels although they are driven by it.



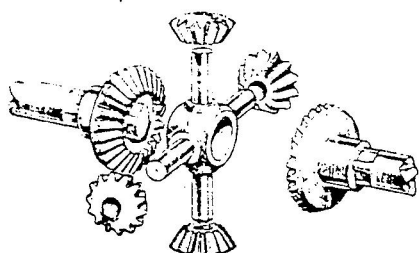
Differential Gear. Fig. 1. Solid axle in which both road wheels are mounted on single shaft and no differential action can take place.

As long as the axles D and E rotate at the same speed, owing to the car travelling in a straight line, there will be no rotation of the pinions G on their pins F, the whole being rotated as if solid by means of the crown wheel A, bolted to the differential box C. The drive is, however, transmitted through the pinions G to the differential wheels all the time, the two wheels being balanced by their engagement with opposite sides of the pinions. For this reason the term balance gear is often used.

When the car turns to the right or to the left, one of the axles D, E will have to turn more quickly than the other, owing to the road wheel which it drives being on the outside of the curve. When this takes place, it will be



Differential Gear. Fig. 5. Left, both axles free; when the bevel pinion cage is rotated both are driven. If one is held or retarded it acts as a fulcrum around which the bevel pinion "climbs," its opposite teeth driving the free shaft at an increased speed.



Differential. Fig. 6. Elements of a bevel differential gear (Morris Major). The pinions are mounted on a spider attached to the crown wheel, and mesh with bevel wheels at the ends of the drive shafts.

obvious that the two small bevel pinions G will have to rotate on their pins F, while one of the bevel wheels is turning faster than the other. One of the axles then rotates faster than the differential cage, while the other rotates more slowly (Fig. 3). The two bevel pinions G are thus a com-

It is characteristic of a differential gear that if both road wheels are raised clear of the ground and the crown bevel held against rotation the forward movement of one road wheel will result in the other road wheel turning backwards.

The straight or spur type differential gear is shown in Fig. 4. Although the construction is different both bevel and spur type function in exactly the same way.

The differential cage, which is not shown in the drawing, is similarly driven by a bevel or worm wheel bolted to it, and carries several pairs of small spur planet pinions A. The two pinions of each pair mesh with one another and each meshes with one of the spur wheels C which are secured to the ends of the axles B. When the differential cage is driven by the crown bevel wheel and carries the spur pinions A round with it a balance or compensating drive is transmitted to the two axles that either may rotate faster than the other.

The test referred to above, as to whether

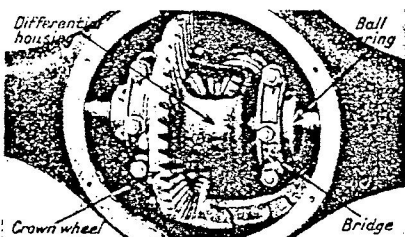
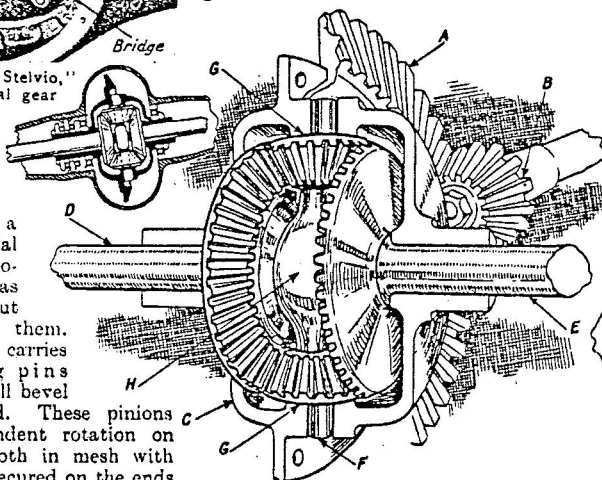


Fig. 2. Back axle of Riley "Stelvio," showing bevel differential gear mounting in a cage which carries the crown wheel.

The crown wheel A is driven by the bevel pinion B, the crown wheel being bolted to a flange on the differential box or cage C, which rotates on the same axis as the axles D and E, but quite independently of them. The differential box carries two or more bearing pins F, on which the two small bevel pinions G are mounted. These pinions are capable of independent rotation on the pins F, but are both in mesh with the larger bevel wheels secured on the ends of the axles D and E. The two or more pins F are usually integral with a central spider H.



Differential Gear. Fig. 3. Cut-away view of orthodox bevel differential gear. Small view shows how differential casing is mounted to run as unit in axle casing.

tarily leaves the ground, the crown wheel A will tend to rotate freely, and the raised wheel will spin (Fig. 5).

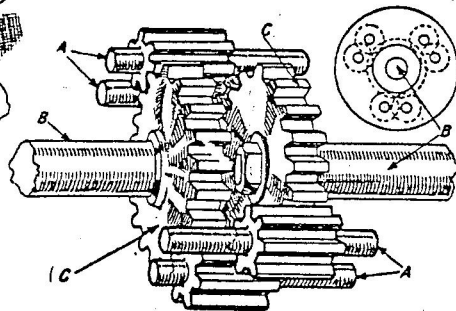
Three or four pinions are usually fitted to the differential spider (Fig. 6), but this in no way affects the differential action, the object being merely to obtain the necessary strength in view of the small size of the gears

a differential action occurs, may also be applied in this case, the two wheels being jacked up so that either may be rotated forward. If the action of the mechanism shown is followed out with reference to the drawing, it will be seen that the other wheel must rotate backwards.

For testing the transmission a car with a differential may be jacked up on one side only. The engine may then be started, a gear engaged, and the clutch let in.

The jacked up wheel will then spin and the wheel on the ground will remain stationary, not tending to move the car.

Balancing or compensation of the drive on the two sides of the vehicle is only



Differential Gear. Fig. 4. Straight or spur type.

obtainable with the gears described above, but a differential effect has been secured by means of free-wheel or similar one-way driving gearing. In such cases, however, only the wheel on the inside of the curve drives the vehicle, the wheel on the outside of the curve merely over-running.

FORD Y & C MODEL REGISTER

P & L ACCOUNT - 11 MONTHS ENDED 28-2-85.

Subscriptions & Donations	1,839.03
Proceeds from raffle	<u>21.00</u>
	1,860.03

Less:

Beaulieu costs	85.05
Newsletter-printing	92.00
postage	277.61
Miscellaneous postage	29.58
Stationery	152.57
Gratuities	16.85
Expenses-G. Miles &	
R. Watkins	100.25
Bank charges	54.19
Show Chassis & Chroming	254.00
Typewriter	245.18
Sundries	18.09
	<u>1,325.37</u>

Net Profit

534.66

Add: Retained profit @ 31-3-84

53.67

£588.33

Represented by: Cash at bank  
Cash in hand

563.64

24.69

£588.33

FORD Y & C MODEL SPARES LTD.

TRADING & P & L ACCOUNT - 11 MONTHS ENDED 28-2-85

Sales	3,522.71
Less:	
Opening stock (ex Register)	975.00
Purchases	<u>3,519.34</u>
	4,494.34
Less closing stock	<u>2,744.34</u>
	1,750.00
<u>Gross Profit</u>	778.37

Less:

Postage	181.96
Storage & Rental	187.76
Travel	64.00
Bank charges	3.10
Gratuities-Xmas	<u>40.00</u>
	476.82

Net Profit

301.55

Add: Retained profit @ 1-4-84

1,732.41

£2,033.96

MEMBERS PARTS FOR SALE

S119Y I. Smith 1  
 Various new and used Y and C parts  
 Tel. Woodbridge (03943) 7911  
 G37 R. Booth 1  
 Engine, axles  
 Gearbox  
 Wheels  
 Doors (2 door)  
 Complete chassis on wheels  
 Tel. 0747 4595 (evenings)  
 J118C J. Griffiths 1  
 1936 C model - bodywork mostly done, over  
 axle panel needs work, mechanics all in  
 as far as I can tell, green leather  
 interior in nice condition, interior  
 dash and doors need refitting to make  
 a good sound car, £500  
 Tel. Hawarden 4194  
 S. McWilliams 1  
 Jan 34 4 door JN5116 - requires complete  
 restoration, coachwork, some welding,  
 upholstery, engine renovation. Please  
 telephone for more details 09592 2150  
 6 High Street, Otford, Kent  
 (Graham has been to see this vehicle -  
 sound restoration project, most of  
 missing interior fittings can probably  
 be found from Club stock - no log  
 book, contact G.)  
 C122Y K. Child 1.2  
 Engine and gearbox  
 Standard bonnet top panels only (doesn't say  
 whether late or early - prob. late, G.)  
 Rear axle complete  
 Front axle complete  
 New wiper motor  
 2 steering boxes  
 All parts open to offers  
 Tel. Southend 205364  
 E105Y K. Edwards 1.2  
 Has short rad Y model with incorrect  
 headlamp lenses fitted. Would like to  
 exchange for early headlamp lenses,  
 later type.  
 1 flat lens with diamond centre  
 1 convex lens with diamond centre  
 Tel. 0783 842613  
 W113Y J. Ward 1.2  
 1 pair of C headlamps (assumed to be complete)  
 Tel. Spalford 215  
 L106Y R. Levett 1.2.3  
 Starter motor, negative earth, for Y  
 1 Burley Ave, Penny Pot Lane, Harrogate,  
 N. Yorks., HG3 2RX.

MEMBERS PARTS WANTED

D111Y W. Drysdale 1  
 Starter and choke cables complete  
 9 Mulberry Cres., Methil, Fife, Scotland  
 F104Y M. Fraser Cook 1  
 Starter pull knob and cable  
 Tel. Titchfield 43176  
 G37 R. Booth 1  
 Y or C convertible for restoration  
 Tel. 0747 4595 (evenings)  
 R101Y S. Reeves 1  
 Nearside front seat for late L.R. Y  
 Pair of headlamps for late L.R. Y  
 Floor patterns for front of car  
 288 Spackmans Way, Chalvey, Slough, Berks.  
 G7 D. Appleton 1  
 Front and rear bonnet fittings for 1936 L.R.  
 centre chrome stripped down  
 14 Magtail Close, Burgh Road, Bradwell,  
 Great Yarmouth, Norfolk  
 C113Y B. Clarke 1  
 Headlamp rims for early 1934 Y  
 Tel. 01 903 4873  
 J106Y G. Jones 1  
 Starting handle  
 External pillar mounted rear view mirror  
 Tel. Bulls Green 343  
 H117Y J. Holdsworth 1  
 1937 L.R. Y front brake drum and any rods  
 Re-print of any manuals, owners or operat's  
 Tel. 051 928 5077  
 B35 D. J. Minnett 1  
 Rear view mirror  
 Spare wheel cover  
 Jack and handle  
 Tel. 01 661 2480  
 G. Miles 1.2  
 Spare parts for headlamps or any parts at all  
 Trafficators or parts thereof  
 C and early Y sidelight parts  
 G118C J. Griffiths 1.2  
 C car assembled, in any condition - cheap  
 Tel. Hawarden 4194  
 R5 C. D. Barnsley 1.2  
 Pair of trafficators for C model saloon  
 Tel. Wakefield 826571  
 G119C D. Gatenby 1.2  
 C front sidelights  
 C gear lever knob - incorporates trafficator  
 switch in early model  
 C front screen frame and glass complete  
 Tel. 0325 486781  
 J. Robertson 1.2  
 Pair of female track rod ends  
 Tel. Edinburgh (031) 3397174

MEMBERS PARTS WANTED

L106Y R. Levett 1.2.3  
 Starter motor for Model Y  
 1 Burley Avenue, Penny Pot Lane, Harrogate,  
 N. Yorks., HG3 2RX.  
 G119C Dave Gatenby 1.2.3.  
 'C' Model screen & frame (saloon)  
 Tel. 0325 486 781  
 MEMBERS PARTS FOR SALE. (CONTINUED)  
 H117Y John Holdsworth. 1.2.3.  
 Front wing, used but in sound condition.  
 for 1932/33 Short Rad. (side not stated)  
 Tel. 051 928 5077

C126Y D. Cochlin 1.2  
 Original 8 h.p. engine with dynamo and  
 manifold  
 2 rear lamps for L.R. Y  
 Tel. 01 505 6490  
 B49 C. Nicolaiades 1.2  
 Speedometer for L.R. Y (complete panel)  
 4 wheels and tyres - capable of being  
 inflated but condition of tyres not imp.  
 Tel. 01 648 9050  
 W121Y R. Wilkinson 1.2  
 Windscreen frame for L.R. Y  
 Chrome strip for centre of bonnet  
 Tel. Lancaster 67772  
 D113Y B. Dixon 1.2  
 Clip for holding bonnet strip for L.R. Y  
 (doesn't state whether front or back -  
 remember they are different - G.)  
 Tel. Sheffield 345417  
 W105Y S. Wheeler 1.2  
 Interior door handle for Y finished in  
 chrome or nickel  
 Tel. Lincoln 702480  
 B72 J. Parker 1.2  
 2 lamp fronts (no more details given - G.)  
 Oil can clip  
 Original style Y model engine oil filler  
 Tel. 0295 89454  
 G102Y G. Gibbs 1.2  
 Carpet patterns  
 Tel. Deddington 38383  
 B108Y J. Baker 1.2.3  
 Bottom part of rear seat  
 Tel. 01 582 3901  
 A107Y D. Appleton 1.2.3  
 Rear view interior mirror  
 Tel. 0493 664759  
 G104Y A. Gates 1.2.3  
 Pair of front seats for 36 Y 2 door  
 Panel patterns for door trim of 2 door  
 Tel. Chelmsford 400885  
 P104Y J. Parker 1.2.3  
 Oil can clip  
 Glove box surround (dashpanel? G.) for L.R. Y  
 Tel. 0295 89454  
 H117Y J. Holdsworth 1.2.3  
 Centre bonnet strip  
 Front & rear fixing brackets for L.R. Y  
 Glass for passenger door of 2 door Y  
 (May have glass, but impos. to post -  
 only available to callers - Graham)  
 Tel. 051 928 5077

TO THOSE LOOKING FOR SEATS - these are the  
 hardest items to find, and you would be  
 advised to take anything you can find.

**CLUB PARTS FOR SALE**

**PLEASE NOTE ORDERING PROCEDURE**

For all items required, please enter on the form provided at the back of the Newsletter and return together with a S.A.E. As soon as time permits, I will send you a pro forma invoice advising you of the cost and postage. 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 LETTER. PLEASE MAKE CHEQUES PAYABLE TO 'FORD Y & C MODEL SPARES LTD.'

Postage and Packing - on each order, a minimum of 25p for packing will be added. Postage extra at cost.

**PLEASE NOTE** The Ltd. Co. does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

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

Prices quoted are not negotiable.

**MECHANICAL**

	CLUB PRICE	NON-MEMBER
Front shackles (pattern part)	£ 1.00 each	£ 1.50
Rear shackles (pattern part)	£ 2.00 each	not offered
Bushes for same	£ 0.75 each	£ 1.12
Clevis pin sets - L.R. 'Y' & 'C' Model + 20 thou over size	£ 3.20 each	£ 4.60
Clevis pin sets - S.R. 'Y'	£ 3.00 each	£ 4.50
Overhauled clutch/brake pedal assemblies. Exchange only and subject to condition	£16.40 each	not offered
Rear hub seals (large - outer)	£ 1.00 each	£ 1.50
Female track rod ends	£ 5.00 each	£ 7.50
Engine valves - mainly early types	£ 3.00 each	£ 4.50
'Y' & 'C' king pins - 4 bushes - 2 thrusts (stocks permitting) exchange	£12.00 each	not offered
Engine piston, various sizes (no post war 8 h.p.)	£12.00 per set	not offered
Headlamp bulbs	£ 1.00 each	not offered
Various bulbs (not headlamp)	£ 0.40 each	£ 0.80
Engine pulleys	£ 3.50 each	£ 5.25
Late type distributor points - rotor arm	£ 0.65 each	£ 1.00
Vacuum motors - wiper (needs conversion)	£ 4.00 each	not offered
Gaskets - various types - but no sump now - ask for details		
Speedo cables - contact direct: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402		
Speedo Cables K27 5 ft 8 in long - Y		
K28 5 ft 1 in long - C		
'C' model exhausts - stock with tailpipe	£42.00 each	£63.00
'Y' exhausts - stock	£40.50 each	£60.75
Floor board screws	£ 0.05 each	£ 0.10
Floor board no. 2 taps	£ 1.20 each	not offered
Engine top water outlet (head to hose)	£ 6.00 each	£ 9.00
Top hoses - straight 9 1/2" x 1 1/2"	£ 1.50 each	£ 2.50
Bottom hoses - straight 8" x 1 1/2"	£ 1.25 each	£ 2.00
Oil can transfers, black	£ 3.00 each	
Oil cans	£10.00 each incl. p&p	
S.R. & L.R. rear brake rod support carrier arms	£ 4.75 each	£ 7.00
Wheel nuts for 'Y' and 'C'	£15.00 per set plus £1.60 for p&p	£23.10

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

Body Panels - to the best of my knowledge prices are still current.

Rear valances i.e. below spare wheel L.R. & S.R. 'Y's

Rear wings for L.R. & S.R. 'Y's

Front wings for L.R. & S.R. 'Y's

Running boards for L.R. & S.R. 'Y's

plus £4.00 p&p

not offered

not offered

not offered

not offered

not offered

not offered

not offered

not offered

not offered

not offered

not offered

**Body Panels (continued)**

	CLUB PRICE	NON-MEMBER
Front valances L.R. & S.R. 'Y's	£25.00 each	not offered
Inner rear wheel arches 'Y's	£26.00 each	"
Inner front wing, engine compartment S.R. 'Y'	£16.00 each	"
Engine splash guard kits - 2 parts, 'Y'	£14.00 per pair	"
Chase rails on chassis inside door, beside carpet (state 2 or 4 door)	£15.50 per pair	"
Patch repair kits for 2 door 'Y's and 4 door 'Y's front doors - outer panel (2 dr) 12 in deep £9.10 ea., 6 in deep £7.10 each inner panel	£11.35 each	"
inner front curved section of door frame	£ 8.10 each	"
angle bracket to rear of skin to pillar	£ 0.60 each	"
Members are asked to advise which item they need for their particular car.		
'Y' floor pan wells - rear passenger	£25.00 each	"
'Y' van chassis side and rear panels	£ 7.30 each	"
Van side panels to order		
Van rear arch	£20.00 each	"
'C' rear body supports	£22.00 each	"
'C' side sills	£30.00 each	"
'C' front wings - to order only	£92.00 each	"
'C' rear wings - to order only	£65.00 each	"
'C' rear patch panel - to order only	£23.50 each	"
'C' rear wing arch - to order only	£28.50 each	"

**Rubber Parts**

Engine front mountings (exchange)	£ 2.80 each	£ 4.20
Front radius ball	£ 2.00 each	£ 3.00
Steering dust covers	£ 0.80 each	£ 1.20
Under bonnet rubber sets - 9 items	£ 5.50 per set	£ 7.75
Brake and clutch pedals (exchange)	£ 2.65 each	£ 4.00
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.40
Gear box mounts	£ 9.75 each	£15.00
'Y' early side light base mats	£ 2.40 each	£ 3.60
Rubber style matting for running board - pyramid design	£ 4.00 per side	£ 6.00
Recommended adhesives are (a) Bostick, type 3206 - gives movement before finally sticking (b) Bostick 772 will contact immediately, and will not give movement, but is recommended as the better to use. These can be purchased in 1 litre tins for about £3.00.		

**Body Fittings**

Early 'Y' side light bases in brass, complete with rubber mat, fixings, bulb and armoured cable, etc.	£16.00 each	"
Late L.R. 4 door 'Y' hinge centre bolts		
Brass balls door hinge	£ 0.75 each	£ 1.15
L.R. bonnet chrome badge mounts	£ 0.60 each	£ 0.90
L.R. & 'C' enamel/chrome rad. badges	£16.50 each	not offered
'Y' fixed timber roof stick kits	£ 7.55 each	£11.50
Bumper bar bolts	£25.00 each	not offered
Door handles for L.R. 'Y's - exterior nearside front	No stock - on order	
Interior window winder handles - new/old stock	£ 4.25 each	not offered
Rear four door handles and O/S/F	No stock - on order	
Both above - lock barrel and base escutcheon (plates not supplied)		
Windscreens frames for L.R. 'Y's being offered by Chris Glover, 1 Percy Road, Guildford. Tel. 0483 505199 after 8 p.m. Price on application.		
Rear luggage carriers 'Y' car only - ex Abbots Langley available by post - add £3.70 for p&p	£42.00 each	£63.00
Club badges, bar type	£ 3.75 each	£ 3.75
1983 Stanford Hall brass plaque	£ 2.60 each	£ 2.60
Copper bifoliated rivets	£ 0.015 each	£ 0.03

REMEMBER - Prices subject to revision without notice - postage & packing extra on each order. Cheques payable to 'Ford Y & C Model Spares Ltd.'

It is important to see that the general electrical equipment of the car is in good order, as a loose connection to a lamp or a dirty lamp contact can cause considerable interference. This type of noise may sometimes be located by switching off the engine and switching the lights on and off, swaying the body of the car at the same time.

Correct adjustment of the contact breaker points and sparking plug gaps will considerably reduce ignition noise.

If the noises continue after the engine is switched off, the receiver should be examined as previously described, giving particular attention to the battery, aerial, and switch contacts.

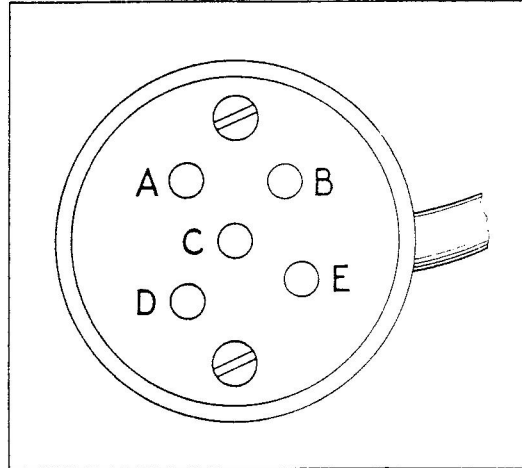
See also that the valves are making good contact in their sockets.

Noises due to atmospheric conditions cannot be eliminated.

**Intermittent Operation**

First examine all battery connections as previously described above, then inspect the various leads to see if any of the wires have broken inside their insulating casing.

If these points are found to be satisfactory, remove the lid of the receiver and test the valves by replacing them with valves that are known to be working correctly. (It should be remembered to switch off the receiver whilst replacing any of the valves). Test also the various electrical joints to see if there are any poor or intermittent contacts.



**Metallic Rattle**

This trouble is often caused by loose wires, and in some cases may be caused by some loose fitting on the car that resonates at some particular frequency.

**Removing the Receiver from the Cabinet**

First remove the set from the car by unscrewing the switch locking nut that holds the set to the glove box panel, and remove the bolts that hold it to the support bracket, (or in the case of the “ Popular ” model car, the bolts that hold it to the dash).

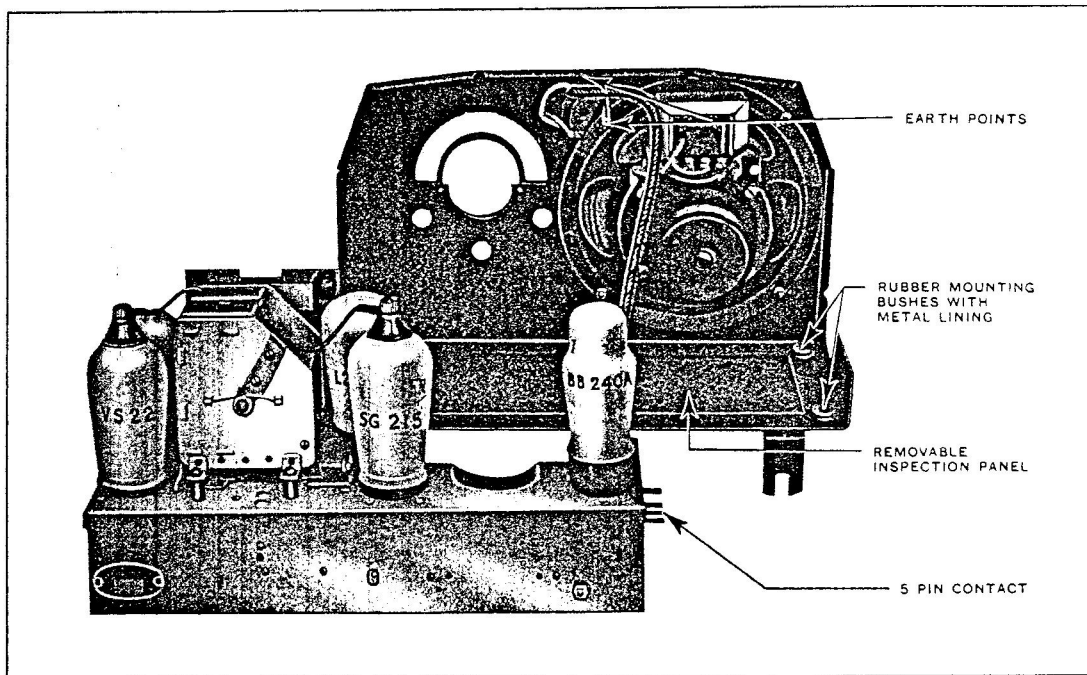


Fig. 38

Unscrew the ten self tapping screws holding the cover in position and remove the cover. Take out the screws in the centre of the tuning and volume control knobs and detach all three control knobs by gently unscrewing them. The small hexagon nut on the switch should now be removed so that the switch is loose in the panel, together with the four screws and large washers in the underside of the cabinet. The receiver may now be drawn out from the back of the cabinet leaving the loudspeaker in position (Fig. 38).

If it becomes necessary to examine the underside of the chassis for loose connections etc., removal of the inspection plate in the bottom panel will enable this to be done without the necessity of removing the chassis from its case.

#### Replacing the Dial Lamp Bulb

In the event of the dial illuminating bulb burning out, replacement may be effected by removing the two screws holding the dial cover and lifting the cover clear of the panel Fig. 39. The bulb is of a screw in type and should be replaced by one of the correct pattern as specified on page 42.

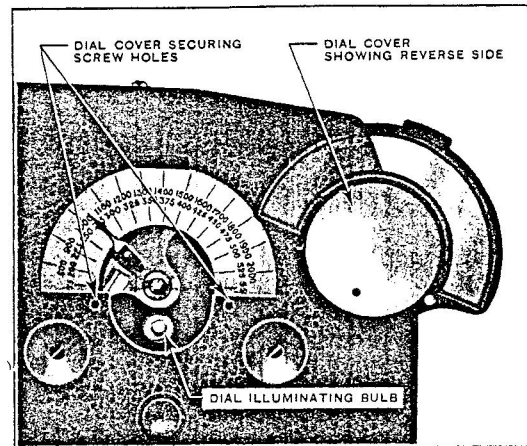


Fig. 39

In cases where the dial bulb has apparently burnt out, first make sure that the bulb is making proper contact by seeing that it is screwed firmly home in its socket. It will not be necessary to remove the set from the car to effect this replacement.

It is not advisable to run the receiver too long with the dial lamp not burning.

## RECONDITIONING BODYWORK

It is not an uncommon occurrence for the bodywork of a comparatively new-looking car to sustain a few scratches or some other injury to the paintwork, which detracts from the general appearance of the car.

Many owners imagine that the reconditioning of these defects is an expensive job and one that will deprive them of the use of their car for some hours. It is therefore not unusual for these blemishes to be neglected in the belief that it is not worth the trouble, or expense, of having them put right.

If it is pointed out, and proved to owners that the body work can be made to look as good as new for a trifling cost, in quite a short time, many cars will be attracted to your workshops that would otherwise continue on the roads with damaged paintwork that is a continual source of irritation to the owner.

When the proper precautions are taken and the work carried out in the correct manner, the finished job should be indistinguishable from the original paintwork, and the time required to do the work will be reduced to a minimum.

The instructions set out below will indicate the manner in which a job of this nature should be carried out. They are not intended to be a comprehensive guide to body painting, but should be sufficient to enable this repair work to be satisfactorily performed.

#### Preparation of the Surface

The paintwork around the defective part should first be well washed with clean water to remove any dust or grit that may have accumulated, and then thoroughly dried with a clean cloth.

The surface should then be swabbed with a cloth soaked in good grade petrol to remove any oil or grease that may be present, as this would form an injurious film on the surface and spoil the finished job. When all traces of grease have been removed, the work should be rubbed perfectly dry with a soft cloth.

#### Sanding

Two grades of carborundum paper (320 and 400) of the type known as "wet or dry" will be required for this operation, and should never be used in



the dry state; the paper being well soaked in water before it is applied to the bodywork.

When sanding, the paper should be lightly rubbed over the surface in a straight up-and-down direction and not with a circular movement, as this will produce scratches in all directions. It is far better to wear the surface down gradually with a light pressure on the paper than to take the skin off more rapidly with a heavy pressure.

On the completion of the sanding, the surface should be wiped clean and free from moisture to provide a good foundation for the ensuing coats. *The work should at all times be kept clean and free from oil, grease and moisture, prior to spraying.*

### Spraying

All spraying should be done in an atmosphere as dry and free from dust as possible. Under normal conditions the nozzle of the gun should be held at about 12 inches from the work, at which distance a good spray will deposit a light, even film on the surface. It is important that the gun should not be held too close to the work or too heavy a coat will result, this being liable to produce an uneven finish and run at the edges.

If the coat is found to be in this condition after spraying, it should be allowed about 20 minutes to dry and then be sanded down with 320 grade paper until it is quite smooth, before another coat is given.

The gun should be kept continually moving with a steady to-and-fro movement of the wrist, commencing at the top of the work and descending gradually as the surface is given a light, but even, deposit. It will be found that two light coats will make a better job than one heavy coat; the extra time spent is negligible and there is less danger of the surface running.

### Procedure

In the case of a deep, narrow scratch where the bare metal is exposed, the following procedure should be adopted:

Having cleaned the damaged portion thoroughly as described above, a light coat of primer should be sprayed on the surface to provide a foundation for the filler. Pyroxylin should never be sprayed directly on bare metal, as the surface is liable to crack when dry.

If the scratch is very deep and has scraped away some of the metal, pyroxylin stopping

should be pressed into the scratch with a putty knife and smoothed down until all pits are filled in and the surface is as flat as can be obtained by this means.

If the paintwork alone has been scraped off it should be sufficient to give the surface a coat of filling on top of the primer. In either case the job should be allowed about 20 minutes to dry, when it will be quite hard and ready for sanding. This should be done in the manner described above, using a small piece of well moistened 320 grade "wet or dry" paper, until the surface is perfectly smooth to the touch.

Should the part be rubbed so hard that bare metal is again exposed, the process will have to be commenced again, starting with the priming coat.

The first coat of colour should now be sprayed on the surface and allowed about fifteen minutes to dry. The surface should then be smoothed down with grade 400 "wet or dry" paper until the gloss is taken off the surface and the paintwork feels smooth to the touch.

It will sometimes be found that when the first coat of colour has been added, the filler will swell slightly and stand out above the original paintwork. When this occurs the surface should be sanded down with grade 400 "wet or dry" paper until no ridge can be seen or felt.

The intermediary coats of colour should be sanded down after application, but the final coat should be left as sprayed. Two or three light coats of colour should be sufficient in most cases to match the two parts.

When the final coat of colour has been allowed about five minutes to dry, the surface should be given one light coat of thinners to blend the new paintwork with the original. Great care should be exercised at this point not to allow any part of the surface on which the thinners have been sprayed to be touched until the work is quite dry, as the paintwork will be in a very soft condition.

The paintwork should be dry and hard enough after about 20 minutes to permit the surface to be polished. This should be done with a clean, soft cloth, using an up-and-down movement in the same manner as described for sanding.

The preliminary polishing should be done with a rubbing compound, finishing off with a good make of body polish, preferably one containing a wax base.

## CLUTCH PEDAL ADJUSTMENT

The general instructions for adjusting the clutch of the "Popular" model Ford car published on page 28 of the Model Y Bulletin, Volume 1, Number 3, will apply to the adjustment of the "De Luxe" model clutch.

The method of adjustment, however, is slightly different as will be seen by reference to Fig. 40. The clutch release arm rod on the "De Luxe" model cars is provided with an adjustable clevis at its clutch arm end which is secured to the release arm rod by means of a lock nut.

When the clutch pedal free movement decreases to the extent to require re-adjustment, loosen the clevis lock nut Fig. 40, remove the clevis cotter pin and clevis pin, and turn the clevis outwards towards the front of the car to increase the free movement. To decrease the free movement the clevis should be screwed inwards.

Having made any necessary adjustments replace the clevis pin and secure it with a new split pin, then securely lock the clevis by means of its lock nut.

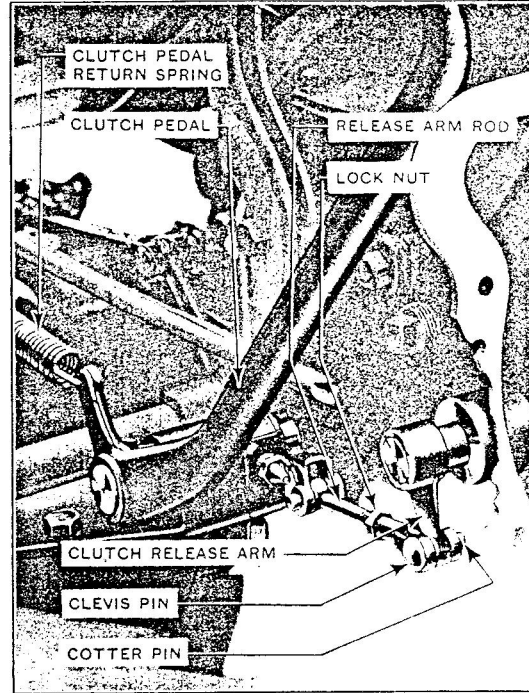


Fig. 40

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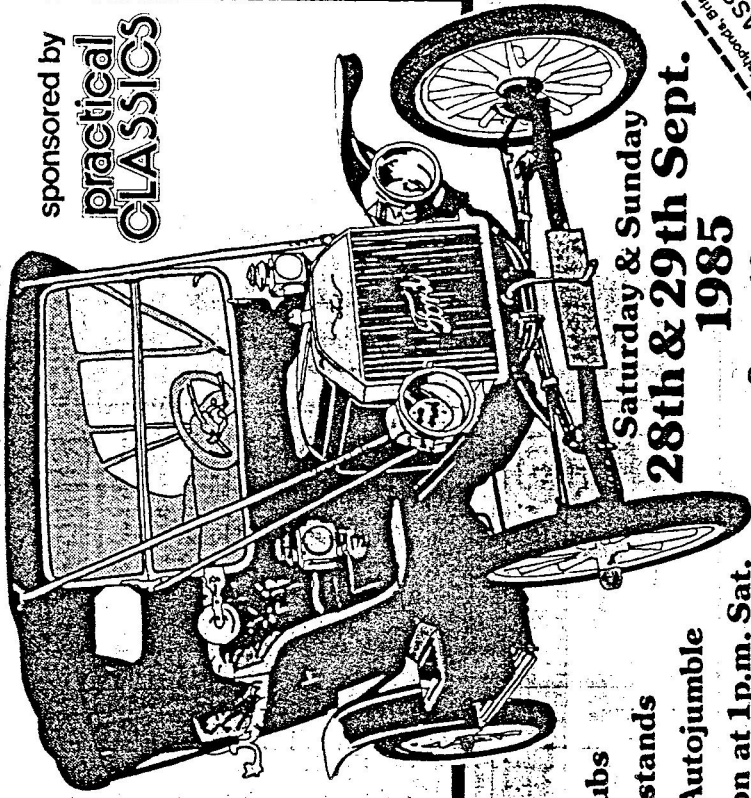
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