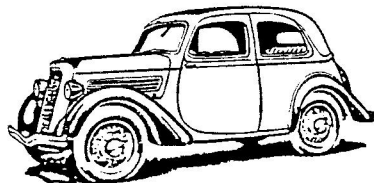
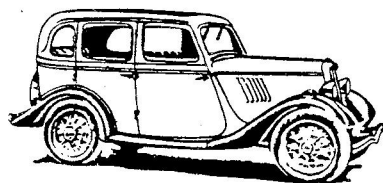


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 38 NOV / DEC 1985.

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EDITOR'S COMMENTS

Back in action again after missing one issue, Siobhan and myself are just settling down to 'normal' after Ciara's birth just seven weeks ago. We both enjoyed that event very much and it has happily filled our lives for the last few months. At the same time it isn't an easy period, so we were grateful to Graham taking over the Newsletter for that issue. It was very pleasant to settle by the fireside and read the Newsletter fresh without any prior knowledge of its contents. Many thanks Graham for maintaining the Newsletter to its usual standard, and having seen a few other Club Newsletters, I can quite unashamedly feel proud of the standard of ours achieved mainly by the solid content regularly submitted by our officers and members.

However, enough back slapping! We missed our regular chat with you and are pleased to be back in action. I say we, because not only does Siobhan type the whole magazine, but has taken over much of the liaison work and basic layout of the whole effort.

This is really a Christmas issue and even now, in the middle of November, I find it hard to imagine this being read perhaps in the middle of the festive season. I have given up hoping Santa will bring something for the car, all that is needed for such a specialist hobby normally has to be self-generated. The last time I wrote this, I had been so shocked to realise I had done nothing on the Y that I goaded myself into doing a bit. The bit being the respray of the wheels. My wheels are the creamy yellow ones (the car being black). They had been crudely handpainted for many years and were looking the worse for wear, so I decided it was time to brighten them up.

The first step was to carefully rub one down until a substantial patch of the original colour was exposed. I then bought a litre of coach enamel to the nearest shade of cream, which was on the more neutral white side of actual colour and from there proceeded to add colour (yellow, blue and red) until a match was achieved. You have to do this in careful stages on a small quantity of paint if you don't wish to ruin a whole litre when putting in too much colour. The colour is quite a well balanced creamy yellow, having a fairly equal balance of red and blue in the yellow.

Some of you might be thinking, 'What's he talking about, red and blue in cream?' Perhaps I should explain some basics about colours in paint. In the world of paint, there is no such thing as a pure colour, say a pure yellow, it will err towards an orange yellow i.e. with a red bias, or towards a green yellow with blue in it and it will also contain different degrees of white or black. The Ford wheel colour is a creamy yellow - a white with yellow added and a touch of blue and red to keep a neutral balance.

I use two top coats of gloss, the second coat being sprayed as soon as the first starts to dry, in order to create a bonded coat. This is done over two undercoats and two primers, the wheels having been freshly grit blasted, which is just about right to remove the rust and not roughen the surface too much.

Now it remains for me to put the tyres back on, refit the hub caps and the wheels themselves. Does anyone have a good tip for tightening the hub caps so they don't rattle?

This edition contains quite a few contributions to Bob Wilkinson's appeals for information, Jim Miles' usual contributions and one or two pieces I have had for some time, having missed the last edition.

LETTERS

Tom Wilson sent a few lines to tell us about his car:

"It is a 1935 Tudor, reg. no. ATL 542. I have owned it for about 16 years. It is in very regular use, sometimes all the year round, although I am getting it ready for a respray. Since we bought her, she has covered about one hundred and forty thousand miles. I will admit she is well looked after, but not concours.

For me the Ford is a very reliable car as the only troubles (apart from planned maintenance) have been a universal joint, dirty petrol and most serious, six years ago, the crown wheel and pinion lost their teeth."

I have seen such Ford pinions polished beautifully with not the slightest sign of a tooth - they can go quite dramatically like that.

Brian Durrant has sent in some photographs of his superb Model C and the following observations on rallying events:

"Until I started rallying my Model C this season, I had been out of the rally circuit for a few years, and I was disappointed to find how the general levels of publicity and organisation have deteriorated. This Newsletter, that of another well-known sidevalve Ford club, and the relevant magazines all list as many coming events as they can, but I doubt if those mentions account for a third of the total number of rallies each season. I have so far been to thirteen meetings this year, and I think of that total, only about five or six were as a result of seeing any advanced publicity. I have been making a point of checking my area's local papers, and as a result I have been a 'late entry' at half a dozen rallies, some within a ten mile radius of where I live and only discovered one or two days before the event: in one case, on the morning of it. Many other exhibitors at those meetings said that they knew nothing about them until a couple of days before. The rest were presumably contacted via previous rally address lists, letters left on windscreens at other rallies or by word of mouth.

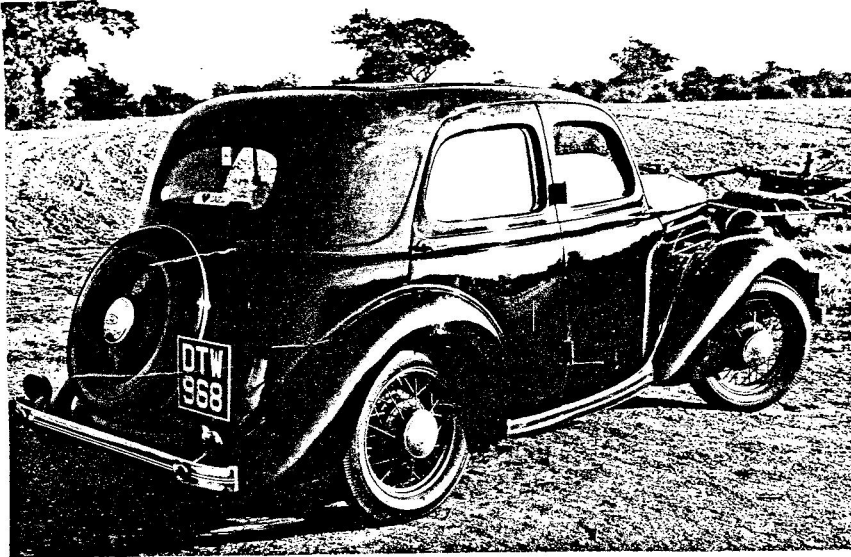
There is certainly a lot of work involved in organising a rally, but surely it is not too much more trouble to drop a line to the half a dozen or so relevant magazines. Some advance warning like this would also probably double the number of entries.

Laying out a field of exhibitors is obviously a headache, with cars arriving over a three or even four hour period, but I have been disappointed at the positions I have been allotted at many rallies. The class letter on your windscreen rarely seems to have any relevance once you are at the field, and the usual parking instruction on arrival seems to be 'see if there's a space over there'. This is obviously understandable where the meeting is small, or part of a larger event, but it has happened to me at big, well-publicised events. At one I was sandwiched between two 1600E Cortinas and two Morris Minors, at others, a 50's Jensen and a 100E; a row of A35s and an early 20's Humber, and so on. Not only is this disappointing for the exhibitors, it must be confusing for the viewing public, who assume that there is some pattern to the layout. The simplest arrangement which I have seen which has worked well is a block of four or five open-ended lines, each of which is clearly marked by decade: '1920s', '1930s' and so on. As the lines are open-ended, late arrivals can join their own line, classes are kept together, and the viewing public have some terms of reference.

On a completely different topic, how many Model C's are on the Register and how many might be thought to still exist in total? I was surprised to read a picture caption in August's 'The Automobile', below a picture of a 'C' four-door

saloon, and Graham Game's 'C' tourer at Enfield. It read, 'Of over 95,000 Ford Model Cs made, perhaps a little more than a dozen survive - Enfield attracted two, a saloon and the very rare tourer'. In fact, Enfield attracted three, because mine was there too! However, it was the 'little more than a dozen survive' that surprised me - surely not?

Perhaps our Membership Secretary can answer the last query.



Brian
Durrant's
Model C

John Gibson writes to inform us of another important step forward in raising awareness of the Y's contribution to the motoring scene:

"Fellow members will possibly be pleased to learn that the National Motor Museum at Beaulieu recently inspected my Ford Model Y, registration number ETA 808. Following this inspection they stated that they would be more than pleased if I decided to loan it to them on a permanent basis as it is a car that they have wanted for some time in order to display as it was one of the first cars to sell for under £100 and therefore the advent of cheap motoring for the masses.

Consequently, the car will be loaned on a permanent loan basis to Beaulieu, probably on display from 7th September."

SPARES SOURCE

David Smith of Brightlingsea has a 1936 2 door Y and writes to tell us:

I am Parts Manager for a Ford Main Dealer, and over the years have collected a few parts for older Fords. I will catalogue all the parts surplus to my needs and the Club or members may be interested (a rough idea: 3 sets of timing gears (fibre type), early track rod ends (female threaded), lots of small parts and many gear box parts. All original Ford parts, some still in 'Formoco' wrappings.)

I have now completely stripped my 'Y' and the chassis is back after shot blasting and painting. I have started to rebuild the mechanical components and refit the axles. I rebuilt the engine four years ago and so that has to only be tidied up and refitted. (Oh yes, I've got about 8 sets of pistons and rings of various sizes)."

Perhaps David would like to write and let us know how he is progressing, as this letter was actually written to us a few months ago. Apologies for the late inclusion, David.

TASTY TITBITS

This is the best title I could think of to describe the mountain of information I have received from Bruce Palmer of the Ford Sidevalve Owners Club. Bruce's opening paragraph was a surefire winner!:

"I've just received the Club's copy of "Transverse Torque" and yet again I've found it an excellent read and both useful and relevant to 'Ford' matters generally! As usual, it will be circulated to 'our' Newsletter Editor and Andy Main - hopefully to provide inspiration for more 'remanufactured' products!"

and then

"I was rather disappointed not to see another article by Sam Roberts - even though I've 'had my ear bent' on a couple of occasions by Sam about how the FSOC ought not to cater for Y & C's, I've great respect for his obvious technical knowledge and the delightful way he puts it over! We could do with a few more 'technical' people in the FSOC ourselves!"

Yet more, what has Jim Miles been up to?

"I recently had a phone call from a film props company for a couple of pre-war cars - this being on the Sunday night after the Brands Hatch event and the cars being required for 9.00 a.m. the next day (Monday). Having met Jim at Brands Hatch and knowing he can have a day off at zero notice, I phoned him and we met up the next day in Islington for the film. He brought the Y - my E93A tourer refused to start that morning(!) so I brought my 493A which I was told was not required!!

Anyway, they used Jim's Y, except he had to paint the wings with whitewash, and provided him with a trilby and 30's overcoat (what a laugh!). The film is being made for TVS and although the title on the clipboard was 'OSS', I think it's about the American correspondent Ed Murrow's career in London during the war. By the time I left at 11.00 a.m., they had only got one 10 second 'take' in the bag, so presumably Jim got a full day's payment - he now owes me a drink! (otherwise I shall get the photos I took included in Sidevalve News!).

Bruce enclosed an actual slide of a famous Ford appearance:

"On page 6 you reported that an Alpine tourer appeared in the TV programme 'My Wicked, Wicked Life.' I got this too and in fact I realised what the car is because I've been in correspondence with the owner!! He owns an agency for military vehicles and another Y - both have appeared in lots of films.

I've tried to get him to join the FSOC but you're welcome to 'have a go'. A photo and an article may appear in the next Sidevalve News if Paul's got the space."

For some time, I have been wondering what happened to the Y chassis that used to be in the Kensington Science Museum. Bruce enclosed a photo locating it in the reserve collection at Wroughton Airfield near Swindon (between an Austin Ruby chassis and an executive plane!).

Also enclosed were copies of a letter from a certain Jorgen Nielson illustrating a German Ford Eifel, a derivation of the C with a boot on the back, but to finish with Bruce supplied a copy of the following fascinating letter from an American FSOC member:

"First, I would like to give what little info I have on the V prototype built in Dearborn in 1932, designed by Eugene T. Gregorie at the request of Edsel Ford.

The present owner: Buzz Yontz, 326 Selkirk, Canton, Mi. 48187. Buzz will not answer any letters (that is my experience in the past and he never has returned a phone call when I've tried to get him.)

The last owner before Buzz: Bob Rodger, 33224 Florence, Garden City, Mi. 48135. Bob didn't have it very long, but he will answer your letters and tell all he knows. Ask him where he got it and how he discovered it. Bob is the secretary of our Club: Ford & Mercury Restorers Club, 1932 through 1948. If you are interested in the formation and history of our club and/or sample newsletters, we'll send them to you.

The prototype was not in very good condition the only time I saw it about two years ago. The interior was shot and the exterior almost looked like a brush paint job! It was basically sound with no indication of rust.

.....In the school year 1960-61, I was an exchange teacher at 'Magdalen College', Wainfleet, Lincs.

.....During my stay in England I saw many examples of the V - mostly about ready for the breakers! I put an advert in "Exchange and Mart" for four weeks. A month later I got a letter from the Ford Mains in Aberfeldy, Perth., and since George Orwell was wrong, in 1985 I have the little V in the same condition that it was when Murdoch McKay traded it in on his 1961 Anglia.

.....My V is in Michigan in my garage with my 1955 Dodge Coronet 4 door sedan. The V is in original - good - unrestored condition. I paid £90 for it and it cost £50 to ship it from Liverpool to Detroit. I also dismantled a 1934 V and shipped the running gear and other essential items back for spares. The only spares I've used are: fan blade and dynamo. It has 59,000 miles on it - had 48,000 when I bought it in 1961."

Many thanks, Bruce, for such an invaluable list of information. Bruce is also suggesting a joint event between our two clubs at Stanford Hall. Any takers?

CAR DISCOVERIES

Finally, an apology from me because I think I have had Jim Parker's story for some time and I don't think it has been published before. Even if it has, it is worth repeating:

"Whilst on holiday in Somerset in September, 1983, I saw an advertisement for a 1934 V type Ford in a free classified paper of the sort which often are discarded without being opened. As the paper was several days old, I did not dare hope that the vehicle would still be for sale, but was pleasantly surprised when I was invited to inspect the vehicle in Burnham-on-Sea.

In the company of my father-in-law who has much more knowledge of all old cars than I have, I raced to the address without delay to find the Ford sadly lying in the back garden amid the remains of lawnmowers, bicycles and motor bikes.

It was evident that someone had tried to make the vehicle roadworthy some years previously by the liberal application of filler over patches of rust! The original axles had been removed and replaced by a set from a later Popular and the original wire wheels and tyres stored in the body. The

engine was from an E93A and had had the head removed apparently due to a broken valve but the work had never been completed and the block was therefore seized up solid.

Notwithstanding the state, I felt that I must rescue this vehicle and I made an offer which to be frank I thought I would have to double to get a deal. He was not keen to settle and asked for time to think about it, so I agreed that I would go back in three days unless he contacted me sooner if there had been an increased offer. When I went back, he told me that he had been offered ten pounds more by someone who wanted to customise it and could I match this? I readily agreed and was soon counting ten pound notes into his hand and the deal was done.

I now had to arrange transportation to my home in Oxfordshire and as I had neither a trailer or a tow bar on my car, I had to find a specialist to arrange this for me. After one or two calls, I contacted Southern Vehicle Services at Mere who made all the arrangements at very realistic costs and within the week my project was at home in my garage.

During the winter and the spring, I carefully stripped the vehicle of all its bolt-on panels and the doors, bumpers, bonnet and radiator. The engine was then carefully removed, as was the gearbox, to await attention. As the chassis of the vehicle required welding where water had been lying to the rear of the door pillars, I decided to remove the body shell to enable a really thorough job to be done. I was very fortunate to have the Ford article published in the magazine for easy reference.

The chassis has now been welded carefully and is now, if anything, stronger than it was when it rolled off the line in 1934. Whilst work was progressing on this, I have been searching out parts to return the vehicle to original specification and to this end the services of the Club have been invaluable.

I have been very fortunate to acquire the correct axles, steering column, rear lamps and engine from people whom I have met through the Club and my thanks goes to them for their time and advice. I would be grateful, however, if someone could help me acquire headlamp lenses, narrow neck oil filler tube, oil can clip and supply a pattern for the tool box lid.

.....May I wish you all the very best for the New Year and thank you for your excellent magazine, services and friendship."

Thank you, Jim, I hope you have achieved your goals, and thank you all again for your contributions.

Happy Christmas, or should I say Y'tide.

John Guy

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RANDOM JOTTINGS NO. 5

It was a terrific turnout of vehicles at the All Ford Rally at Abingdon, one vehicle that I had not seen for quite a few years was Bob Stay's Y type 'Cairn' Cabriolet. Bob and his wife had driven all the way from the Isle of Wight to display their car, and to join the Y & C Register!

Following on all the correspondence about Eve Chapman's Abbey tourer YY 7475, take a look at this article from the 'Light Car', November, 1932. Abbey Coachworks were at Action in West London. Note the single rear light on a stalk, and the four prong steering wheel.

Jim Miles

We try "Synchro-meshing" With

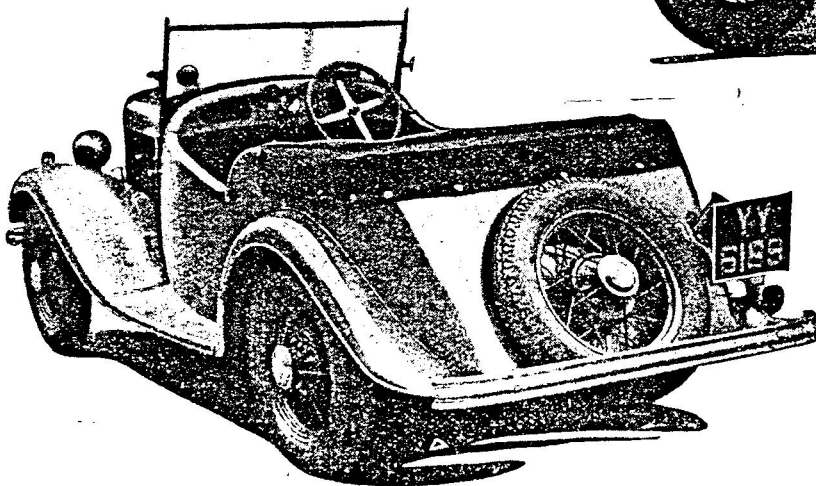
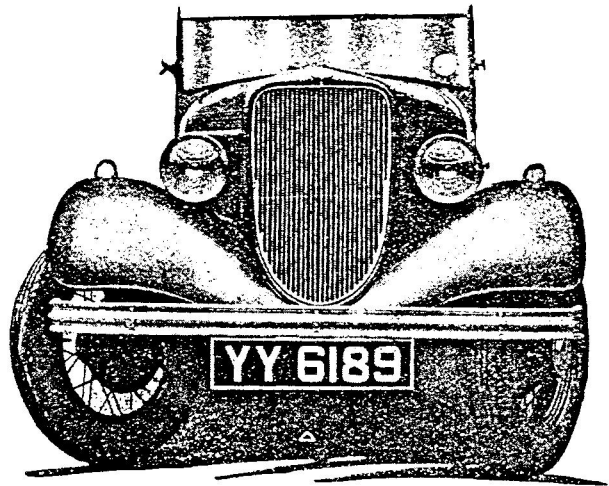
THE 8 h.p. FORD FOUR-SEATER

First Trial of a Popular Car in Open Sports Form

THE 8 h.p. Ford first made its public bow in the early part of this year, when, at the Albert Hall, it was shown in saloon form. Since that time the Ford company, taking careful note of the criticisms levelled at the original productions, has remodelled the car considerably, so that the type which is now coming through from that gigantic Thames-side factory at Dagenham may be said to be a thoroughly likeable little car.

Recently we have had an opportunity of testing one of the new chassis fitted with an open four-seater sports body built by Abbey Coachworks—a car similar to that which was shown at the Ford exhibition at the White City.

The chassis, however, is identical with that used on the standard saloon which, of course, in two-door form costs £120, or with a four-door body £135. It has some



The Abbey-bodied Ford has a distinctly attractive appearance and the photograph above shows also the really excellent steering lock provided. At the rear the tail is swept out and incorporates the petrol tank and a luggage compartment.

unusual features and it would be as well to run over its specification for the benefit of those who are not thoroughly conversant with the first real light car that Henry Ford has ever produced in his long motor manufacturing career.

The engine is quite a straightforward job. By adopting a high stroke-bore ratio it has been possible to keep within the £8 tax limit and yet obtain a capacity of nearly 940 c.c. The cylinder block and the top half of the crankcase form one casting and a very desirable refinement for such a cheap car is the three-bearing crankshaft.

Flexible Engine Mounting.

An endeavour has been made, with success, to insulate from the chassis any vibrations which the engine may develop. To this end the engine-gearbox unit is slung at three points on rubber buffers. So flexible is this mounting in practice that if the engine be suddenly opened out from idling speed one can see the block move perceptibly sideways through torque reaction.

The head is detachable, and when removed reveals the heads of the valves, which are inclined slightly to the cylinder axis so as to give a better cylinder head shape. As in the case of the larger Fords, the valve stems are mushroom-ended and bear directly on to very large-diameter tappets, there being no adjustment at this point—which simplifies maintenance considerably. The aluminium pistons carry three rings each, that beneath the gudgeon pin acting as an oil scraper.

B8

Lubrication is entirely automatic, and so confident is the Ford concern of its reliability that a tell-tale of any type is dispensed with altogether. That point alone is typical of the baby Ford—it is a car devoid of all but essentials; a car reduced to its simplest form consistent with a good performance; a car built expressly for the man who wants to spend most of his motoring hours on the road and not in tinkering.

A large radiator assisted by a two-bladed fan looks after the cooling—rather too well, perhaps, on these cold mornings, but that is erring on the right side.

The original American-made car had the carburettor mounted low down on the near side of the engine in a most inaccessible position. This point has been rectified and the carburation is now left to one of the latest "V"-type down-draught Zeniths which has an easy starting device.

Accessible Components.

Fuel is delivered from the 6½-gallon tank at the rear by a mechanical pump driven from the camshaft, and there is a gauge on the fascia-board.

All the other components, such as the dynamo, starter and battery are conveniently placed should it be necessary to carry out work on them, and the distributor, especially, being mounted on top of the cylinder head, can be very readily inspected. Incidentally, all the electrical components are of Ford manufacture.

Realizing the demand which at present exists for easy-change gearboxes, the Ford engineers have

NOVEMBER 18, 1932.

747

equipped this car with a box working on the Synchro-mesh principle. The rest of the transmission is quite straightforward.

For a car of its size and weight, the Ford is very well shod; its 4.5-in. tyres provide comfortable riding and should give lasting service.

The four-wheel brakes are mechanically operated and the springing is, of course, on the well-known transverse system which Fords have steadfastly adhered to since their inception.

So much for mechanical details—now for the behaviour of this newcomer.

Lively Performance.

During the past few weeks the saloon types have been coming on the roads in increasing numbers, and they have been noticeable for their lively performance and snappy get-away in traffic. The example which we tried was still quite new and far from run in, but, even so, it was obvious that it had more than the ordinary amount of power for a car of its type.

When getting away from a traffic block one could always be sure of being quicker off the mark than the majority. Acceleration is helped by the easy gear change, which, from first to second, is instantaneous; a pause, however, is needed when engaging top. The Synchro-mesh gearbox makes driving delightfully simple. When changing down the lever is slipped slowly through neutral so that the Synchro-mesh cones begin to engage, and then, after another very short pause, the lever can be pushed silently home into second.

The accelerator pedal needs no nursing and the engine simply refuses to knock, even under heavy load. At low speeds there is a slight roughness, but this fades out quite early in the speed range, and from 25 m.p.h. onwards in top the car purrs along as smoothly as one could wish.

Being new, the maximum speed could not be checked, but the car felt as though it would be capable

of close on 60 m.p.h., with something between 40 m.p.h. and 45 m.p.h. on second.

Having a long-stroke engine, the Ford possesses more than the average punch for a small car. Mechanically it is very silent, and, as we have already said, when cruising along between 40 m.p.h. and 50 m.p.h. the smoothness is a very marked feature.

As a class, cars with transverse springing are apt to roll when cornering fast—this the Ford certainly did not do; no doubt the shock absorbers were looking after this point, the suspension being on the harsh side at low speeds and good when travelling faster. Brakes seemed well up to their work and got steadily better as the test continued and the linings had a chance to bed down. A point which was greatly appreciated and would especially appeal to the trials man was the excellent lock. The Ford can be turned in a circle of 29 ft. 8 ins., which is uncommonly good.

The general "feel" gave the driver the impression that he was handling a much larger car than was actually the case. It is not a "fussy" car and calls for no delicate control.

Body Details.

The body on the vehicle tested was built by Abbey Coachworks and the complete car is handled by Dagenham Motors, of Balderton Street, London. It is of the occasional four-seater type and has, as will be seen, very attractive lines. In the swept-out tail is a locker capable of holding a small suitcase and other packages; the hood folds neatly down into a recess.

The bonnet and scuttle line is high, so that the occupants sit well down and get very full protection from the single-pane windscreen, which, incidentally, can be folded flat. Pneumatic leather upholstery is provided and both the front seats are fully adjustable. The front opening doors are of ample width, and tall drivers will appreciate the headroom when the hood is up—a feature which makes driving in wet weather so much more pleasurable.

On each side the doors are cut away to give additional arm room and the all-weather equipment is complete. In 200-odd miles one became quite attached to the small Ford, and one cannot help marvelling at the price—£175.

AT A GLANCE.

ENGINE: Four-cylinder, 56.6 mm. bore, 92.5 mm. stroke = 933 c.c. Tax £8. Three-bearing crankshaft. Coil ignition. Six-volt lighting and starting set. Aluminium pistons.

GEARBOX AND TRANSMISSION: Three-speed, "Synchro-mesh." Ratios: 5.43, 9.58 and 16.67 to 1. Enclosed propeller shaft and spiral-bevel back axle. Single dry-plate clutch.

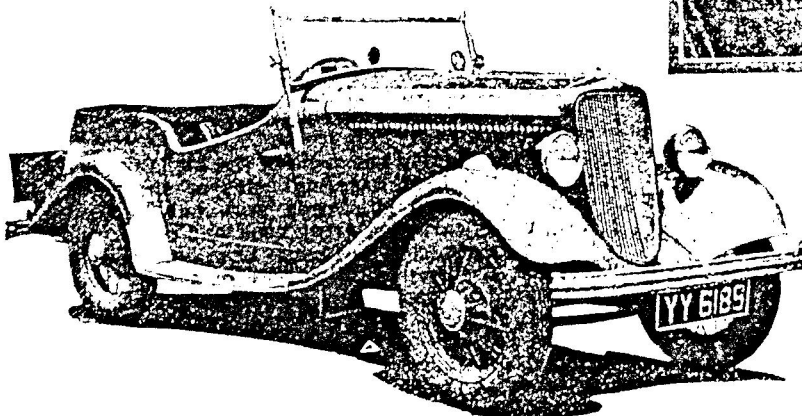
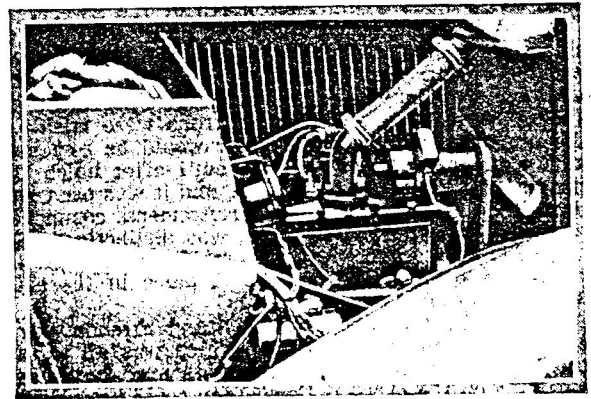
WHEELS AND BRAKES: 17-in. wheels carrying 4.5-in. tyres. Pedal acts on all wheels, hand lever on rear only.

GENERAL: Five-lamp lighting set and bumpers fitted as standard. Single pane fold-flat windscreen.

DIMENSIONS: Wheelbase, 7 ft. 6 ins.; track, 3 ft. 9 ins.; ground clearance, 8 ins.; weight, approx. 13 cwt.; turning circle, 29 ft. 8 ins.

PRICE: £175.

Distributors: **DAGENHAM MOTORS, LTD.**,
Balderton Street, Oxford Street, London, W.1.



(Above) The Ford power unit is so compactly built that it takes up but little space under the rather large bonnet. The rest of the space is devoted to a sensibly sized tool locker. (Left) The standard Ford mudguards, being gracefully shaped, harmonize well with the body lines of the car.

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

A111Y KevAN Ashcroft, 5 Harkness Way, Hitchin, Herts., SG4 0ZH.
 A104Y David Asplin, 22 Bridges Cres., Norton Canes, Cannock, Staffs.
 B118Y Christine Baldock, 85 Welland Road, Tonbridge, Kent, TN10 3TA.
 B124Y A. J. Bradley, 6 Sinclair Drive, Lochgilphead, Argyll, PA31 8NP.
 B111Y Michael Brennan, Quetta, Freshford Road, Kilkenny, Eire.
 B112Y James Brown, Lisheen, 12 Green Road, Knock, Belfast, BT5 6JA.
 C106Y Larry Carey, Garyduff, Oola, Co. Limerick, Eire.
 C104Y David Chilton, 70 Beechwood Ave., Flanshaw, Wakefield, WF2 9JY.
 G121Y Malcolm Grace, 2 Wingshaven Cottages, Sheffield Park, Fletching, Nr. Uckfield, Sussex.
 G122Y Peter Green, 1 South View, Ditchling, Sussex.
 H123Y Frank Hicks, 2 Old Park Cottages, Bonnetts Lane, Ifield, Crawley, Sussex.
 H121Y J. D. Holl, 18 St. Mary's Close, Panfield, Braintree, Essex, CM7 5BW.
 H122Y Roy Hull, 45 Gloucester Road, Gravesend, Kent, DA12 5JZ.
 H124Y John B. Hutchinson, 4 Church Terrace, Thursby, Carlisle, CA5 6PD.
 K102Y Seamus Kelly, Ballyine House, Borris, Co. Carlow, Eire.
 L115Y John Lane, 511 Kingsbury Road, Erdington, Birmingham, B24 9NJ.
 M119Y Michael Merry, 47 Penrose St., North Road, Plymouth, PL1 5AU.
 S122Y Phillip Stallard, The Willows, Burgate Manor Farm, Fordingbridge, Hamps.
 S127Y Robert B. Stay, 4 Stag Lane, Newport, I.O.W., PO30 5TR.
 W123Y Bryan Wiltshire, 143 Castle Road, Northolt, Middx., UB4 5SG.
 M120Y J. Murphy, 43 The Bramblings, Wildwood, Stafford, ST17 4RN.

C Types

B116C Richard Briggs, The Old Farmhouse, Robin Hood Way, Winnersh, Reading, Berks.
 M118C Nigel Mason-Wenn, Chaxhill Hall, Westbury-on-Severn, Glos.
 N101C Ken Noakes, 4 Hardwick Lane, Lyne, Chertsey, Surrey.
 T106C David Tebb, Little Fenton Lodge, Little Fenton, South Milford, Leeds.

Overseas

0-V102Y Peter Vitzentz, AM Buchenhain 10, D8011 Putzbrunn, Germany.

Welcome to the Y & C Register! Will new members write in and let us know the history of their cars (I enclose some details later) and how they found them.

As usual, I also ask current members to make contact with new members in their locality - I am sure this will be appreciated.

2. Some Notes on New Members

James Brown in Belfast must have the record number of model Y's - he has 5! Sadly, as yet only one is on the road, but James is intent on rescuing the lot so that they can join his fleet which includes 2 Fordson tractors. Enthusiast indeed!

Incidentally, one of James' model Y's (a 1936 I think) has recorded only 19,842 miles - thought to be genuine. Can anyone beat this? The car was originally owned by a doctor in Co. Clare and was discovered in 1967 'dust sheeted up' at the back of the Ford dealer's showroom in Killarney where it had rested for 20 years. It was bought by James, taken home and promptly re-sheeted up for a further 18 years!

The car is described as very original with the exception of the cream painted wings (body is chocolate brown). The interior is virtually as new. Perhaps James would write in and let us know how he came by the rest of his fleet!

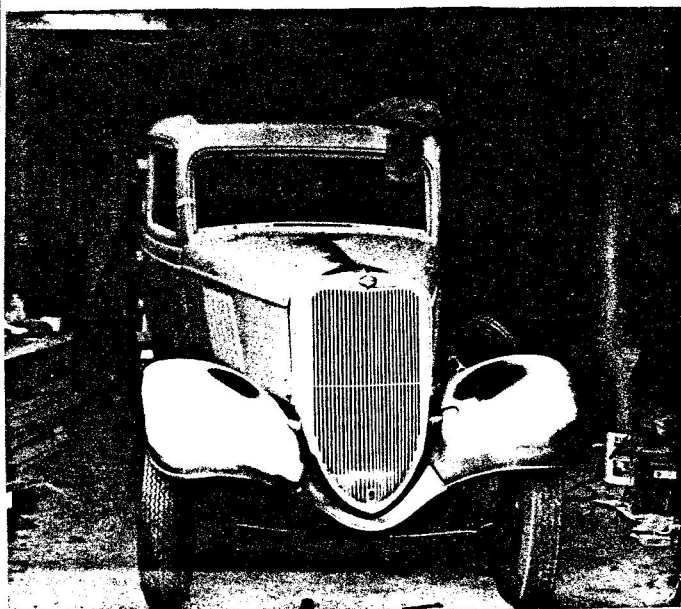
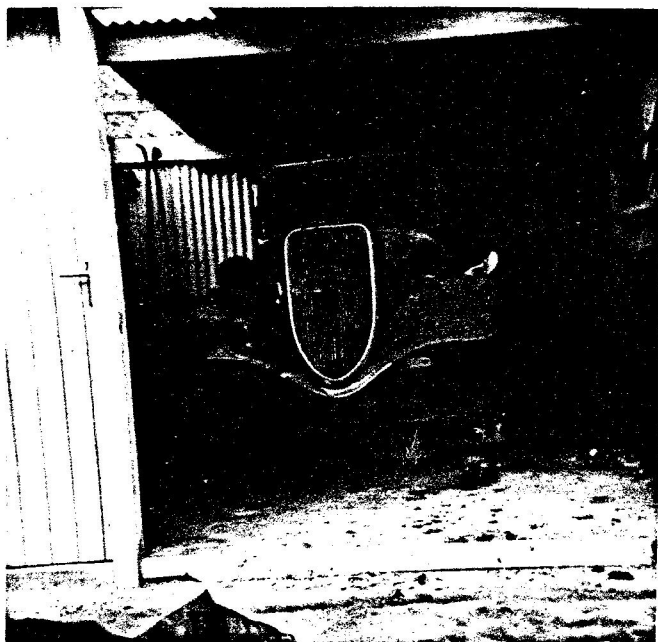
Richard Briggs, who joined after seeing our stand at Silverstone, is in the model car business and is interested in using our models to extend his range.

Roy Hull on joining asked if anyone can help in supplying a replacement rear axle for his Y or letting him know of anyone who could help him rebuild his present rear axle. Can any Kent members help?

Bob Stay owns the only Salmon's tourer registered with us. The car is on the road and immaculate. Why not send a photo, Bob, and let us know more details?

Bryan Wiltshire (an ex member who has just re-joined) is interested in selling his Kerry tourer. Any takers?

Michael Brennan is convinced that I am Graham Miles (no, Michael, he is the old chap you saw at Beaulieu), but sent two photographs of his model Y - a sort of 'before' and 'during' series. Send more photos of the 'after' stage in due course, Michael. Everyone will envy Michael, who says he has 'plenty of time to do my restoration work during the winter months.'



Christine Baldock, one of our few lady members, sent details of how she came by her 1936 Y 'Fordy'.

"Following registration on 22nd April, 1936, and for the first fourteen years of her life, 'Fordy' as she is affectionately known, had one lady owner who lived near Erith, Kent. Alas, my parents cannot remember the lady's name since the original log book and registration documents were relinquished by them when Fordy was re-registered back in 1978.

Up to 1950 she was kept garaged (the car, not the lady) and hardly used - petrol rationing, etc., etc. My parents, Mr. and Mrs. J. B. Marshall, purchased Fordy on 23rd May, 1950, from Compton and Fuller (Automobile Engineers), 300 The Broadway, Bexley Heath, Kent, for the sum of £225.00.

In 1951 her sunshine roof was removed (too wet and draughty claimed my mother) by the Metropole Garage in Minehead, Somerset. It is our intention to replace this.

In 1953 Fordy was given her first replacement 8 hp engine by Cliffords in Sidcup High Street, Kent, and soldiered on until February, 1971, when a re-conditioned 10 hp engine, no. CAD8758, was installed by Tipler Engineering Co. of the Old Kent Road (cost then £63.60 plus VAT).

For 33 years up to August, 1983, Fordy was my parents' sole means of transport. She is really a member of the family having 'been around' 8 years longer than me, the baby of 27!

Each year up to 1965, Fordy made numerous trips to Somerset (my mother's family live there) and continued on in faithful service until my parents decided to call it a day and buy a new car - a Ford Escort no less.

From August, 1983, to date, she has remained in my parents' garage where she was driven in with expectation of being driven out the next day. But no, well not until next year anyhow. I'm only thankful that my parents didn't sell her years ago. Well, who sells their relatives?"

Mike Merry, our new member in Plymouth, is also active in old car circles as he indicates in his letter:

"I bought my Ford on 13th October, 1984, from a Mr. Knight of Billingham in Sussex, and since then completely stripped the car and rebuilt it with the help of my uncle who drives the car to nearly all the rallies in the South West we attend, as I drive one of my Austin Sevens. As far as we know, there are only 2 four door models in Devon, one at a place called South Moulton, and mine here in Plymouth. The car was complete, together with engine plates, oil can, trafficators and spotlight. Over the last few months, we have managed to pick up quite a lot of spares for the car, and together with the help of Bert Thomas of Camberley, the car was taxed on 1st May of this year.

As to parts I would like to obtain, because of the price of chrome plating I would like to obtain all 4 exterior door handles, 2 new bumpers, chrome strip for the bonnet, headlamp surrounds and the chrome piece on the grille, as all mine are painted with silverene paint, so if the Club wants firm orders, please let me know.

It would be nice if it were possible next year to be able to attend a Club function, if one could be held in the south west. It might be of interest to know that I am the Chairman of the Devon Vintage Car Club and our annual Rally for 1986 is on 29th June, and should any member come down, we would be very happy to see them. A few weeks ago, I took a party of our Club members with their old cars, the Ford included, to Brest in Brittany, France, and stayed with members of the Vehicules Anciens du Leon et de Cornouaille, where we had a marvellous weekend and now we are starting to twin the two clubs together. They are hoping to come over here next year. This was the second trip to the continent the Club has enjoyed. Last year we went to Normandy, and with a bit of luck, we will start to go further into Europe as the time goes on."

David Chilton (1933 Y) from Wakefield, joined following the Northern Sidevalve Day, where his immaculate E83W Pick-up was on display following a total rebuilt. He and his father-in-law between them have a good collection of old vehicles - several 1930's Morrisies, post-war Anglia and Pop in various stages of rebuild. Why not write in, David, with details?

3. Further Correspondence

Ian Fairbairn (a non-owner member) from Cornwall writes as follows:

"I have not yet got a Y or C but did buy a 7W in March which was the 40th(!) anniversary of my 2nd motor car, which was a 2 door 7W, which I've since heard was and is a rare bird. My first was a '33 Morris 10.

I also at the moment have a '38 F Standard 12 undergoing a top quality restoration (very slowly!).

My other interest is my 25 seater Private Cinema. Most of the films are vintage transport orientated with motor cars and steam trains, some of which I have taken."

Ian, sorry I was not able to call on you during my holiday in Cornwall. I will try next year - Bob.

4. Where are they now? (See July/August, 1985 edition)

Only two members bothered to reply. Rod Murray writes from Stornoway:

"Having read your article in the Newsletter, I'm writing to let you know that at the moment I don't have a Model Y. I only know of one on the Island and I don't think it's for sale, so I would have to look for one on the mainland. I enjoy receiving the magazine as it is the only contact I have with the Club. Keep up the good work."

Ian Smith, who is always very busy with the old car scene, took the trouble to write as follows:

"I thought I would drop you a line regarding the 'missing' Y model I used to own. In fact, I owned AXV 108 first, since 1974. I bought CBJ 576 about a year after this and restored it, when the first one was restored and back on the road. I hadn't intended buying another Y but I heard of this one for sale about 2 miles from my home, so I went to have a look. It turned out to be a car my father had owned during 1937-1938, so I bought it. It was restored over the next couple of years and rallied mainly by my father until he died in 1983. I sold the car to a friend of Derek Appleton's, who is a member of the Club. However, I gave the new owner a registration card so he could join the Club, but I understand he never has. I saw Derek a couple of weeks ago and he said the car has not been used this year, which I consider is a great shame as this is what they were made for!

From memory, I think the chassis no. was Y171570 and it was registered in February or March, 1937. It is a two door saloon in Vineyard green and black. Hopefully this information will be useful if you have no records of the car.

Derek thinks it will be on the road next year, when he will be using his as his restoration is now virtually complete. I am sure if you contacted Derek at Bradwell, he would be able to give you the address of the present owner of CBJ 576, or I will have a word next time I see him, and see if he can persuade the new owner to join our Club."

I have written to him - hope he joins. Bob.

Come on chaps, where are the rest of the 'Where are they now?' group?

5. As seen on T.V.

I recently watched a video recording of the 1985 'All Ford Rally' at Abingdon and saw a few of our friends:

Dave Curtis's C tourer
 Dennis Smart's short rad Y
 Jeff Cole's beautiful long rad Y (he tells me it was registered in Scunthorpe, but I think he is just trying to find friends north of Watford!)
 Richard Wakefield's 4 door Y
 Dave Minnet with DLP 449
 Bob Stay (new member) with his Y tourer
 2 non-members with Y's - CHW 404 (FSOC member) and OY 7006 (anyone know this car?)
 John Hampton's van RAY 553 was followed by Jim Miles' 1950 ice-cream van
 Bert Thomas was prominent with his lovely model A

This well organised event must have been the only one not affected by our rotten English summer this year.

7. 'Close' Registration Numbers

As yet, no-one has contacted me regarding the history of the cars mentioned in the last Newsletter, but here as promised are a few more:

DL 8464 Vernon Morgan's 1933 Alpine tourer, living in Wales
 DL 8773 Bob Stay (new member) Salmon's tourer, living in I.O.W.

DTW 607 Mrs. J. Holl's 1936 Y, in Essex
 DTW 968 Brian Durrant's 4 door CX saloon (ex Graham Game) in Essex

EZ 1557 one of James Brown's fleet (see earlier)
 EZ 6630 Ray Gilchrist, also in N. Ireland

EMD 202 Brendan Howe's 1936 2 door Y, in Northallerton
 EMD 272 Bill Drysdale's Y, in Fife
 Both registered in Middlesex, so have travelled a good many miles north.

FW 7917 Andrew Lockwood's 1936 Y, in Scunthorpe
 FW 9356 K. Wood, in Sittingbourne, Kent
 Both registered in Lindsey, Lincolnshire, May-September, 1936.

FPG 39 S. Wheeler's 2 door Y, in Saxilby, Lincs.
 FPG 447 Alan Oakes' Y, in Hyde, Cheshire
 Both registered June-August, 1937, so must be one of our 'newest' pairs.
 Steve Wheeler also runs a 1953 Prefect.

GL 1404 John Foxon's 1934 Y, in Fleckney, Leics.
 GL 4015 Steve Leek's 1936 Y, in Ipswich
 Both cars travelled from Bath in the West country since initial registration.

HV 4851 John Light's 1935 Y, in Lightwater, Surrey
 HV 5918 Terence King's 1936 C, in Leicester
 Both cars registered in East Ham, London.

JL 1349 John Gray's 1934 Y, in Biggleswade
 JL 4086 Robert Yarwood's 1935 Y, in Nottingham
 Both registered in Holland, Lincs.

Well the rest of you must wait patiently in keen anticipation of being listed. Meanwhile, will the owners mentioned write in with some background information on their cars - particularly how several came to travel so far?

More next time, folks.

Bob Wilkinson

CLUB WEEKEND AT STANFORD HALL, JUNE, 1986

As organiser of this VERY IMPORTANT WEEKEND, I am putting a lot of effort into it to make it a very enjoyable time for all who attend, members and families.

Don't hear about it after the event and regret not coming, be a part of it!

This is the event for all Y and C models. As the last event at Stanford Hall was announced, I was determined to be a part and put a lot of effort into getting my C to the venue. I can tell you, it was an experience, I have never regretted it, as it gave me a fresh enthusiasm to get on with it, and not just have it in the garage to talk about. At the moment, the rear end panels are completely dismantled, floor, underseat section, inner and outer wings and doors, etc., but I will have it there, and enjoy another drive alongside the riverside lane. Why not give it a go!! You will be pleased you did.

The event is in the location of the Hall grounds used before. My caravan will be there on Saturday and hopefully I can organise a barbecue and tea, etc., but I can guarantee lots of Ford chat.

This year, I would like to see a bit more activity and to get the wheels rolling, have organised and set out some basic and novelty manoeuvrability tests, for which there will be an award based on accuracy and driving skill - no speed involved. Called a 'Gymkhana', it includes fun and games for all the family. Together with the usual awards and other minor spontaneous prizes, there is something for everyone.

I hope to be able to have a video camera there to record the event.

All C type owners, let's have a good turnout this time, those still undergoing restoration, have a good look at it, wouldn't it be possible to get it running, wouldn't you love to drive it? Just a short drive along the river? You know you would, so come on, chaps, tools out!!

If your car is unroadworthy, please contact me and let's see if we can organise transport for it. Anyone within striking distance of Coventry can use my trailer and there must be others available around the country. So if you need help, please shout.

Well, I will do my part to make it a good day, but how good is a party without many guests?

Don Malin

P.S. My address is 11 Woodford Close, Ash Green, Coventry, CV7 9HQ.
Tel. 0203 364217

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WHY I BOUGHT A SMALLER CAR

IN order to satisfy the countless number of people who have asked me, with amazement in their eyes and astonishment in their voices, *why on earth* I sold my big car and bought a small—very small—one, I give below the reasons for my seeming madness!

Because I grew tired of being regarded as a cross between a successful gangster and a millionaire.

Because I seemed to live within a few feet of petrol pumps, and my dip stick was wearing out measuring the quarts used.

Because I couldn't stand that thumping big bill every time I had to change an oldish tyre for a new one.

Because those in charge of car-parks were always telling me that they could just squeeze in a "baby," but were afraid that I would have to take my omnibus somewhere else.

Because there was such a dickens of a lot of motor car to clean when I thought I'd save five and sixpence by doing the job at home.

Because I'm a big fellow and I wanted to prove to the world that I *could* drive a small car without sitting on the rear seat.

Because it seemed to me that I was keeping half the unemployment exchanges going every time I took out a licence.

Because a little car is *so* cosy, whereas I sometimes had to look quite hard for my wife when we went out in the big car alone.

Because—can you really believe it?—all those who *now* say: "Why on earth did you sell your big car?" once said: "Why on earth don't you sell that tram and buy a small car?"

A.G.
B23

BLACK BEAUTY

In this the second of a series of profiles of members' cars, we have Tony Eldridge's pristine Model C from Essex. I have seen this car at Rallies and to my mind it is the best C type in captivity, however, I'll let Tony's article speak for itself.

Jim Miles

FORD C/CX

I never did see many Ford C types on the road when the last vestiges of the model were still around. Those that did survive were best noted for the galloping body rot and bad brakes. They usually had well sagged suspension and with a somewhat ponderous style of bodywork, in rusty old age they looked far more forlorn and tired than an equally shagged out Model 'Y'. So when a one owner from new example that was devoid of all rot and characteristic ills suddenly appeared at my father's garage one day, it stood out immediately and was of instant interest to me.

Because this type of Ford was usually so awful I never had any desire to own one (and we are now talking in terms of motoring in 1961), but the sight of a four square Model C was attractive. The car's original owner had died in July, 1961, and his widow had moved from Southfields to Ilford in order to live with her mother and spinster sister. As her husband had died without making a Will, she anticipated a long wait in order to get her hands on her husband's money and when this came about the Ford was to be sold and a brand new car purchased. I was looking around for some sort of pre-war car that was good enough to prepare for Concours and a one-owner from new car with 28,900 miles on the clock fitted the bill. I staked a claim on the car and it was promised to me all in good time. As it turned out, a year long wait was needed but in the meantime I failed to find a more suitable specimen of any make or model fit for my purpose, so in October, 1962, DLA 329 was sold to me for £27 complete.

And I mean complete, for on receiving the vehicle (only minus the wall covering for the spare tyre) I found all the original handbooks, service and guarantee instructions, list of tools and a book about the spark plugs all contained in the original makers wallet. Under the bonnet were the complete and unused set of tools including the jack, etc. All very remarkable. Bodily, the car was rot free but had suffered some minor accident repairs to the wings at some time and there were the odd small dents here and there, but it was all Ford and the black paint mostly only needed a good polish and some touching up. The interior was original with the carpets still in place although the front ones needed renewing. I did not like the cloth upholstery but it was in good condition apart from some moth damage in hidden places. There was not much dirt underneath the vehicle and the whole of it was in full working order and confirmed that the mileage was genuine. The suspension had not settled and so it still looked quite a 'fresh' vehicle - for a Model C, that is.

At the beginning of the 1960's, pre-war cars were still everyday sights, and people used to 'do them up' in order to run them for even more years, MoT willing. Only pre-1930 cars were 'collectable' but even then, they were more useable in the traffic conditions of the day than they are now. To restore a Model C Ford simply to take to 'vintage car' rallies was considered absolute nonsense and typical of the modern youth of the day. So I set about restoring my Model C while the going was good and the parts could be found round the corner (well some of them) and they were still nice and cheap. I had contacts in the motor trimming world and could get proper rechroming done cheaply, so it was almost money-no-object for my CX whilst trying to keep as much of it as original as possible.

On getting it home, the first thing was to clean it up as thoroughly as possible. This revealed that the underside was sound including the original wiring loom, and that the factory markings were still on the inside offside rear wheel arch. Underneath the front mudguards where the original paint was still intact, there was the yellow painted '10' thereon. I wish I had varnished over these numbers now, but at the time a couple of coats of shiny Valspar were applied and to this day this paint is still mirror shiny.

I stripped out the interior to a shell, removed the roof panel, removed all doors (it's a Four-door) and removed the wings. All nuts and bolts came undone without trouble barring the bottom bolts for the mudguards. On re-assembling, a small hole had to be made on the underside of the sills in order to use a normal nut and bolt fixing. There was no rust between the wing joints, only shiny original paint, and inside the car, the floor pan was still covered in original paint (it still is). Basic colour of the floor is a greeny grey and the finishing black paint shows like overspray on the green. The wooden floor was just painted black. I refitted the wings with new piping made to order and the roof was re-covered whilst it was off because small cracks could be seen in the original topping. Most of the window surrounds needed no repainting, but I did respray the driver's door surround and the facia because oil based paint had been used for touching up. New carpets were made from the pattern of the original ones, and believe me, the original ones were such rubbish that I doubt if there is anything so bad to be found today. They were like sheets of rolled out tar on to which a hairy finish had been applied. Some out-of-the-way repair was needed to the upholstery and trim but to find cloth of the right pattern was impossible. Although later Fords had a similar material, the pin striping was slightly different in width and later cars had better quality cloth. I did find an old seat out of a Prefect in a Breakers and saved the cloth from that.

Lots of bits were available from the local Ford dealer. Only the door seals and scuttle vent rubbers were unobtainable. All other bits like door buffers, engine mounts, etc., were 103E parts and so were lots of mechanical parts. I did get the correct bonnet webbing to fit to the scuttle and radiator cowling, this being black and already cut to length! Also, the silencer had a loose baffle so I ordered a complete new exhaust system from the Ford dealer who said I would have to wait a week as it would have to be specially ordered from Dagenham! Trips round countless scrap yards were not so helpful, as the Model C was a very rare item to be found on the tip. And usually if one could be found, little of it was there for re-using. There were lots of Model Y's to be found for parts if there was any need. So, even in 1962, I knew that a Model C was a disappearing breed. Things like front bumpers were impossible to find even in those days, so I decided that when the car was complete, it would have to become one of the first Model C's to be preserved for the future. But, back to the restoration. I repainted various bits and pieces and saved the wiring loom where this had begun to fray. I had the original radiator checked and passed as OK by a local specialist and so back it could go. All chrome was renewed and even the door handles came back like new. As the windscreen had got the damp in it round the edges, a new one for £5 was fitted by my friendly coach trimmer. And this was for Triplex glass. The wheels were taken to a firm in Wimbledon for sand blasting and stove enamelling, and this finish has survived for twenty years so far. But there were fewer firms around then that could undertake special finishes and the choice of finishes was more limited than it is now.

There was never any doubt that the car had only covered the recorded mileage and no doubt that it had been used in mainly clement weather. For example, on looking inside the brakes, all the original paint was (and still is) intact on the back plates and all the mechanism was found to be fresh looking in its rustless zinc plated finish. Wheelnuts were also zinc plated too. Other nice touches include the lack of wear in the controls; the original choke and starter cables with their designer knobs; the unmarked soundproofing on the inside of the bulkhead and the throttle pedal showing no signs of wear on its pad. Even

the original rear window blind and roof net survive although the pre-war plastic fittings look a bit frail now due to the ageing process of the material. Original lamp bulbs came as a surprise too, but only the sidelights still have them in working order now. The original horn and coil are still there and working properly and it seems almost hard to believe that the original tyre pump has never been used or its original string untied for nearly 50 years!

I was able to retain the rear pear shaped shock absorbers but the front ones had worn around the spindle and in 1963 it was not possible to get them repaired. So the front end now sports a conversion set of piston dampers that were bought as a set for a Model Y. Although the fitting instructions said that the inner wing splash panel should be cut away to allow easy fitting, this I did not do, but had extra metal welded to the original mounting plates to allow for a mounting hole to be drilled. So if some brand new pear shapes ever turn up, they could be fitted without bother.

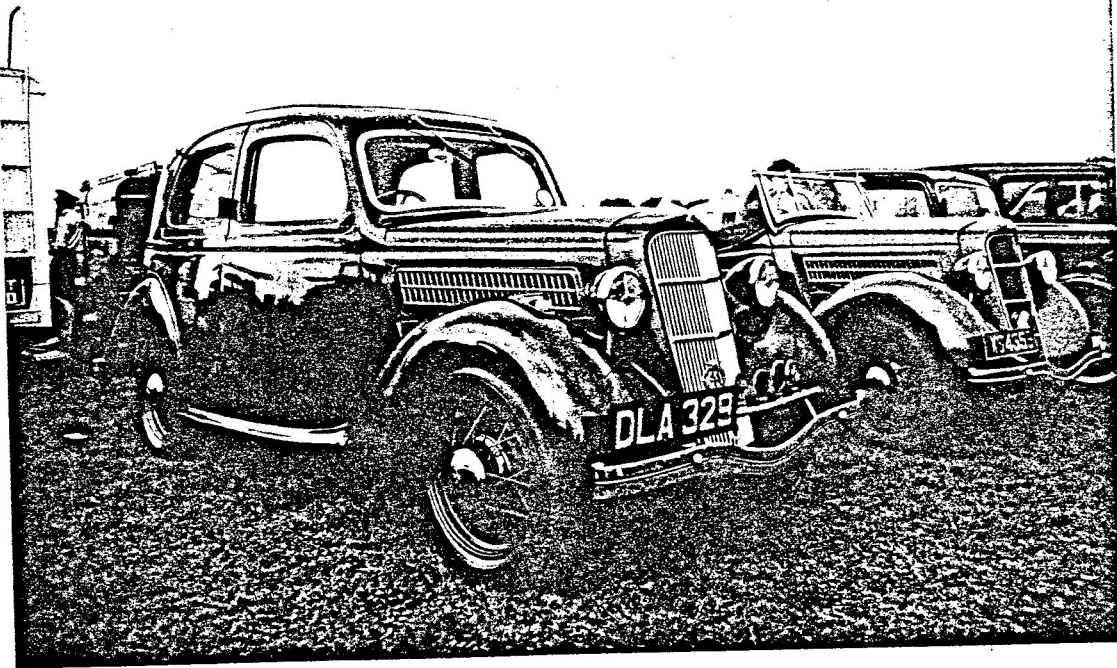
The work done to DLA 329 was more a case of renovation than restoration as we now know it. Even now, the car feels very young in heart and to travel in it is to be back in 1937 (almost!). The spring seats are bouncy but the overall comfort is very high. But the front spring is soft and not as robust as on later Fords. It steers well and stops well enough, but corners have to be treated with the usual Ford respect. It will cruise at 50 and do so quietly and smoothly and such is its manner, one tends to feel that it embraces all the requirements basically found in modern vehicles, but was thwarted by technology of its time. Only the propensity to rust was accurately built into the vehicle some 30 years ahead of most of its competitors! Like modern cars, it has spring clips and self tappers all over the place with fibreboard being used for panelling instead of plywood. Familiar cost cutting as we know it today. In retrospect, it was so easy to restore a pre-war Ford some 20 years ago that it was a pity that so few people took the opportunity to do so at the time. What was then one of the easiest cars to repair has now turned out to be one of the more expensive and difficult owing to lack of parts. The renovation of DLA 329 was really a rather spectacular affair by today's standards as it has led a somewhat charmed existence right from the start.

It is a car with a known history from day one, having been assembled on 24th November, 1936. Some four days later, it had been registered with the London County Council and then sold by Alan Taylor Ltd. of Wandsworth to its first owner, Thomas Jack Hunter, of Southfields. Thomas Hunter was a Director of Westclox Clocks and his previous car was an Armstrong-Siddeley of apparently pre-1930 origin. He decided to buy a new small car and the Ford was recommended as being suitable for his local motoring purposes. A salesman from Taylors brought a Model C to his house for him to try and he then ordered one for himself. Being a Scotsman, he bought the cheapest version without extras - but at least it was a four-door! He went to Devon and the New Forest in his new car in 1937, but from then until he died in 1961, he never drove the car much further than Wimbledon - or over to Ilford to see his mother-in-law. Apparently he would hire a Rolls Royce from the local hire firm to take him where he wanted to go and sometimes merely got the Ford out on to the drive way in order to keep it running. Poor health probably stopped him from making more use of the car, which he never sold because he saw little point in doing so. The war and the bouts of petrol rationing subsequently all kept the Ford tucked away, with only the damp spoiling the chrome and the moths eating parts of the upholstery. The garaging of the car for all its life is the main reason why it has survived so well. From what I have gathered, he was not much of a driver, so it was just as well that circumstances kept the car off the road for so long.

During the 22 years that I have owned the car, it has been off the road for more time than it has been on. As I have always had garage space for it, I never worried too much about it, but for all that, now, even I am amazed how it has survived the last 22 years without needing much in the way of looking after.

Although it is nice to drive, I have always felt that it was too unusual to want to wear it out and spoil it. Irreplaceable things do have to be looked at in that light and as I have other vehicles (such as an Austin 7) which are easier to mend and replace, that is why the Ford comes out but rarely. So I've only driven it 1,500 miles! However, at least it is still in such a condition that now it is of interest to more recent generations of enthusiasts. And so I hope I shall be able to continue to preserve it as an historic specimen.

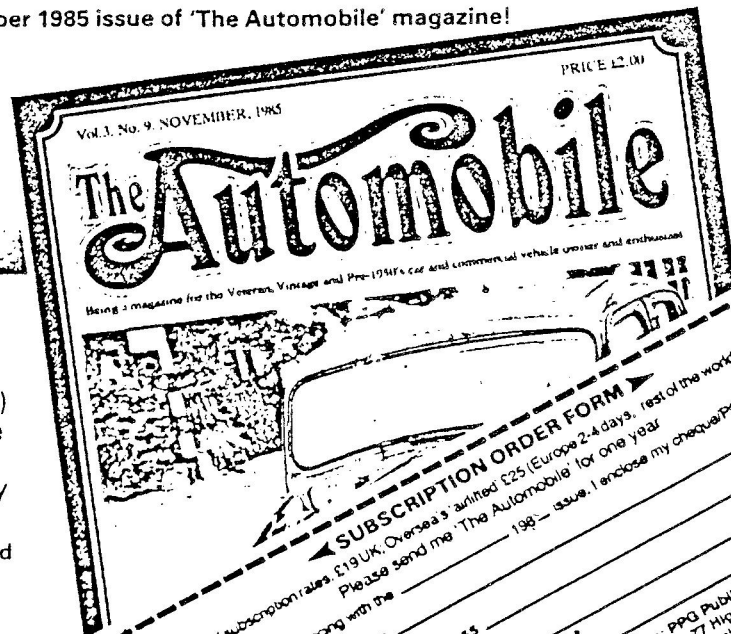
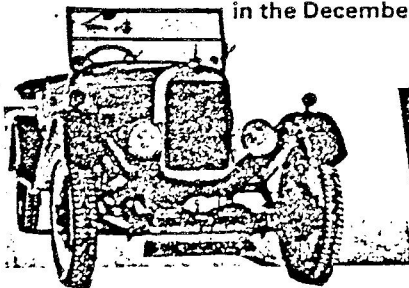
Tony Eldridge



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| 1930 AUSTIN 7, 4-seater, good tyres, sound. Choice 2, from | £23 |
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| 1935 FORD 10, de Luxe 4-door Saloon. Choice 3, from | £80 |
| 1935 FORD 10, 2-door Sun Saloon, fawn | £75 |
| 1936 FORD 8, 2-door Sun Saloon, green, hide. 7,000 miles. Perfect. £75. Another... | £72 |
| 1935 FORD 8, 4-door Saloon, maroon. Sound | £65 |
| 1934 FORD 8, 4-door de Luxe Saloon, hide, sun roof. Exceptional | £63 |
| 1934 FORD 8, 2-door Sun Saloon. Choice 3, from | £50 |
| 1933 FORD 8, Sun Saloon, very well kept. Choice 2. Taxed | £45 |
| 1933 FORD 8, Albion Sports, 4-seater, grey black. £12 overhaul | £55 |
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| 1935 HILLMAN Minx, de Luxe Sun Saloon, blue. Perfect throughout | £98 |
| 1934 HILLMAN Minx, Sal., blue black. Superbly kept | £70 |
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| 1936 JOWETT Kestrel, long chassis Sun Sal., black/green. Taxed | £120 |
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| 1930 RILEY 9, Monaco Saloon, blue, sound | £45 |
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| 1930 SINGER Junior, 4-door Saloon, dual brown. Very attractive | £30 |
| 1936 7 STANDARD, Flying Light 12 Saloon, black fawn. 7,000 miles. Perfect | £165 |
| 1935 STANDARD 10, 4-door Saloon, black. Condition as 1936 | £105 |
| 1936 STANDARD 9, Sun Saloon, blue, very attractive | £93 |
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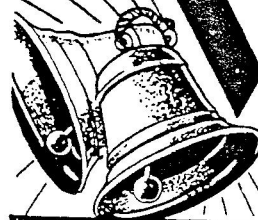
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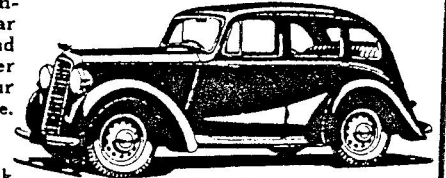
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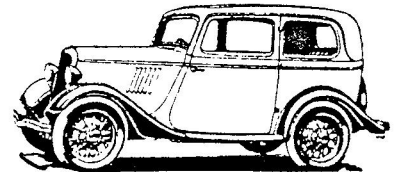
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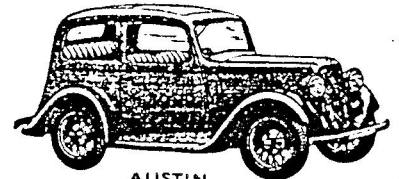
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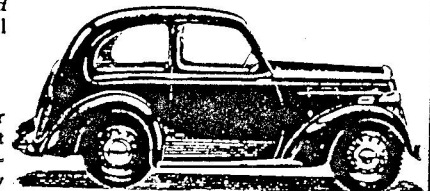
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B. Wallis 1.23
 Car For Sale.
 1937 2door saloon, restored,
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S. Reeves.
 Is looking for parts for his
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 Clear exactly what he needs.
 Trim plate parts for the doors
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 Tel. 0493 664759

G104Y A. Gates
 Pair of front seats for 36 Y 2 door
 Panel patterns for door trim of 2 door
 Tel. Chelmsford 400885
 P104Y J. Parker
 Oil can clip
 Glove box surround (dashpanel? G.) for L.R.Y
 Tel. 0295 89454

H117Y J. Holdsworth
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 Front & rear fixing brackets for L.R.Y
 Glass for passenger door of 2 door Y
 (May have glass, but imposs. to post -
 only available to callers - Graham)
 Tel. 051 928 5077

L106Y R. Levett
 Starter motor for Model Y
 1 Burley Avenue, Penny Pot Lane, Harrogate,
 N. Yorks., HG3 2RX.

G119C D. Gatenby
 C Model screen and frame (saloon)
 Tel. 0325 486781

TO THOSE LOOKING FOR SEATS - these are the
 hardest items to find, and you would be
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 4 Luvax shock absorbers S.R.
 4 Linkage for above S.R.
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 1 S.R. rear tail lamp
 1 S.R. rear tail lens
 1 1934 steering wheel
 1 1933 steering wheel
 1 Interior rear view mirror C and Y
 4 C Interior door handles
 1 C Air Cleaner - export model
 2 C Trafficator arms
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 1 S.R. Black headlamp rims
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S.R. Pillar trims - windscreen 1.2
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G115Y R. Gilcrest 1.2
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D108C B. Durrant 1.2
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G121Y M. Grace 1.2
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D115Y G. Duffett 1.2
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 2 Luvax shock absorbers S.R.
 Tel. Lennox Town 311587

D111Y W. Drysdale 1.2
 1 S.R. front sidelight parts
 Tel. Leven 26134

D117Y D. Dolan 1.2.3
 2 Radiator caps
 4 Bumper bar end caps
 1 Wiper arm and blade
 61 Retreat Park, Athlone, Co. Westmeath, Eire

M126Y D. Macdonald 1.2.3
 Brake linings L.R. Y
 Pair centre spring bolts (square head)
 2 Window winder escutcheons
 Good used petrol tank L.R. Y
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 1 Keith Crescent, Blackhall, Edinburgh EH4 3MH.

L106Y R. Levett 1
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 N. Yorks., HG3 2RX.

R. Hicks 1
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Abbeyford Motor Co. 1
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P. Kitching 1
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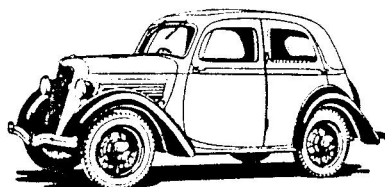
'Popular' and 'De Luxe' Models

FORD MOTOR COMPANY LIMITED.

Summer Time

HAVE YOU reminded your clients that, owing to the setting forward of the clock and the lengthening summer days, their cars will be in use for longer periods during the daylight hours, which will necessitate a reduction in the generator charging rate to prevent overcharging the battery?

Suggest that they bring their cars to your garage that this may be adjusted and the oil changed to a summer grade in preparation for the warmer weather. At the same time point out the advisability of having their cars inspected to ensure that no badly worn parts or any deviation from correct adjustment, will prevent their full enjoyment of the summer months.



"DE LUXE" MODEL STARTER MOTOR

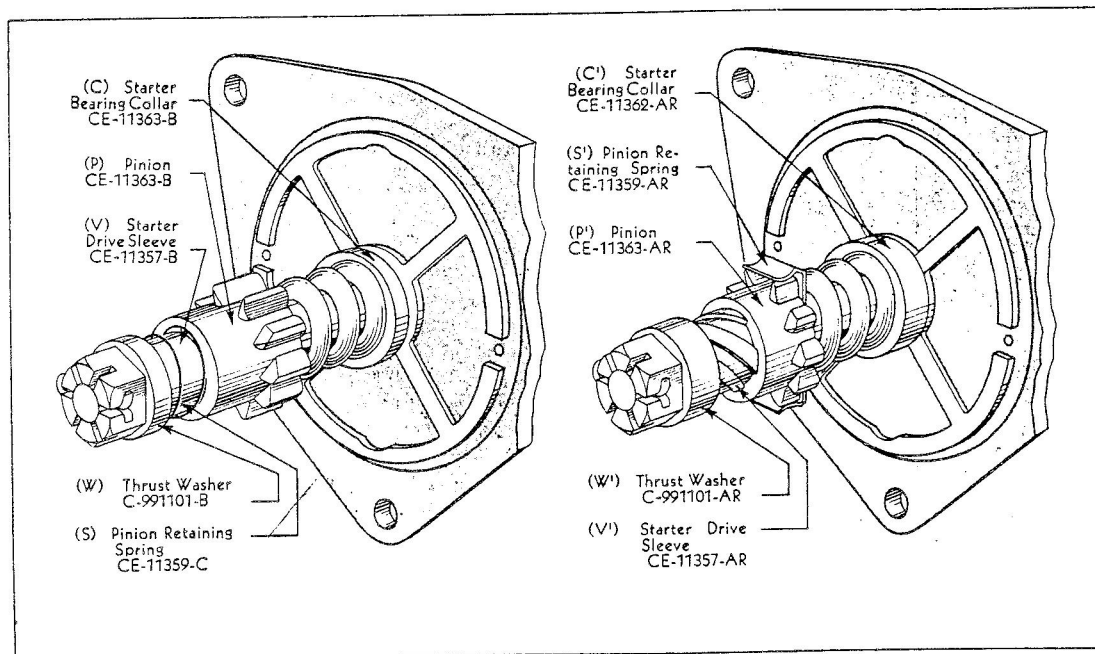


Fig. 12

There has recently been a modification in the design of the drive gear used on the "De Luxe" model starter motor, the current type parts, illustrated in Fig. 12, differing in a number of respects from the original parts and may be distinguished as follows:

In place of the pinion retaining spring S^1 originally fitted between the spiral sleeve V^1 and the thrust spring, a light spring S is now fitted between the washer W and the pinion P to ensure that the pinion is returned to its normal position when the starter has ceased to turn the engine. The current type pinion P is considerably longer than the original pinion P^1 ,

the teeth being approximately $\frac{3}{4}$ " long instead of $\frac{1}{2}$ " long.

The current type spiral sleeve V is not threaded over the whole of its external surface as before, the end of the sleeve, around which the spring S is coiled, is ground down to a smooth surface. The washer W has been decreased in thickness from $\frac{1}{4}$ " to $\frac{1}{8}$ ", and the thickness of the collar C decreased from $\frac{3}{16}$ " to $\frac{1}{4}$ "; otherwise the parts are the same as originally used on this model.

If it is desired to use the current design drive gear on the original starter motor assembly, the above-mentioned parts may be substituted, provided only new parts are used where a change in design has been made.

BATTERIES

It is important that electrolyte filled batteries which are carried in stock should periodically be charged to keep them in good condition. If this is neglected, the battery will deteriorate and possibly cause some owner's dissatisfaction owing to its unsatisfactory performance when fitted to his car.

Dealers should note that the battery now used in the "Popular" model car has eleven plates

in each cell instead of nine as formerly, the nine-plate battery no longer being supplied, although positive and negative groups of plates are still available for re-plating purposes. To prevent overcharging of batteries fitted to your clients' cars now that "summer time" is in force, point out to them the necessity of re-adjusting their generator charging rate to suit summer conditions.

REPLACING THE CHASSIS FRAME ("DE LUXE" MODELS)

Removing the Frame.

In the event of it being necessary to replace the chassis frame of a "De Luxe" model car, first, support the chassis so that it may be stripped of all its components, and all electrical connections disconnected, then remove front and rear seats, and floorboards. The rear mudguards should now be removed, these being secured to the rear wheel arch by means of hexagon headed bolts.

The rivets securing the body to the frame at the forward end of the body, rear wheel arches, and centre pillars, should now be removed by cutting off from inside the chassis members wherever possible, to obviate the possibility of distorting the rivet holes, together with the rivets that will be found securing the moulded panel between the rear wheel arches and the front portion of the body to the lower flange of the chassis side members, and the rivets securing the body brackets situated inside the body at the front pillars.

It will be found that the body flange is spot welded to the chassis frame at the bottom of the rear panel, the moulded side panels at their lower edges, the top flange of the centre pillar bracket, and at various points along the side of the frame that may easily be seen. These welds should be broken by means of a chisel inserted between the welded portion and the frame, taking care that no undue damage is caused to the body flange.

Next, remove the screws that will be found securing the rear wheel arch inside the body to the raised portion carrying the rear seat, and the screws securing the rear wheel arch to the bracket fastened to the frame side members that supports the moulded side panels: the heads of these screws will be seen (on removal of the rear mudguards) in the front of the wheel arch.

The body may now be raised from the frame, at the same time "springing" the moulded side panels outwards so that their bottom flange clears the support bracket fastened to the frame side members. When the body is just clear of the frame it will be noticed that the frame is still attached by the extreme rear ends to the rear of the body: this is due to support brackets secured to the body that fit into the channel of the frame side members. The frame will therefore have to be drawn forward away from the body until the brackets slide out of the side members, when the body may be lifted clear.

Replacing the Frame.

If the body has been damaged, it will be found more convenient to straighten up the base before attempting to replace the frame.

Slide the rear end of the frame into position over the support brackets secured to the rear of the body, and lower the body into position, "springing" the moulded side panels over the brackets attached to the chassis side members, and temporarily locate the front of the body by means of bolts in the two front securing holes, and a bolt through the extreme rear securing holes and support bracket, and in the case of a double entrance body, the centre pillars to the chassis side members.

In those places where the body was originally rivetted to the frame, the holes should be enlarged and the body secured by means of bolts, in a similar manner to securing the "Popular" model frame, as described in Volume 2 Number 11 of the *Model Y Bulletin*: the bolts being the same as used for the "Popular" model.

Where the body was originally spot welded to the frame, such as, at the lower edge of the rear body panel, centre pillar top flange bracket, front body brackets, lower flange of the moulded side panels, etc., holes should be drilled through the body flanges and the chassis members to take the same size bolts as used in the rivet holes, and where a series of bolts are required, the holes should be drilled approximately six inches apart.

Finally, insert the screws that secure the forward end of the rear wheel arch to the chassis bracket, and the screws securing the rear wheel arch inside the body to the raised portion carrying the rear seat, and see that they are screwed firmly into place, when the chassis and body will be ready for assembly of the various components.

A labour charge has been established to include the removal of the components and assemblies necessary, cutting out rivets and breaking welds where necessary, bolting the body to the new frame as instructed above, and re-assembling the various assemblies and components.

The following labour charge does not include any repairs necessary to the body itself, or to the components of the car.

Single, and Double Entrance "De Luxe" cars, £10 10s. 0d.

"POPULAR" MODEL TIMING GEARS

New camshaft and crankshaft gears are now available for replacement purposes on "Popular" model cars provided with the original narrow, fine pitch tooth timing gears mentioned in the "Popular" and "De Luxe" Ford Bulletin, Volume 4, Number 1. The new gears are the same width as the original gears but the number of teeth on the camshaft gear have been decreased from 56 to 40, and on the crankshaft gear from 28 to 20.

The new camshaft and crankshaft gears will in future be supplied in place of the original type gears which are now obsolete, both camshaft and crankshaft gears being necessary to replace either one of the original gears, and orders

for these parts should be made out accordingly.

The part numbers for the various narrow timing gears for the "Popular" model are as follow :

| Original Gears (now obsolete) | Description | New Gears |
|----------------------------------|---------------------------|--------------------------|
| Y-6256 (56 teeth) | Gear (camshaft) std. | YE-6256-BR (40 teeth) |
| *YE-6256-R (56 teeth) | Gear (camshaft) .004" O S | YE-6256-CR (40 teeth) |
| Y-6306 (28 teeth) | Gear (crankshaft) | YE-6306-R (20 teeth) |

* This gear has appeared in some parts catalogues as YE-6256-BR and should not be confused with the 40-tooth standard camshaft gear.

MODIFIED PISTONS

A modified piston assembly is now being used in the "Popular" model car, in which the diameter of the piston pin has been increased to the same size as that of the "De Luxe" model piston pin. This permits the same connecting rod and piston pin retainer to be used for both models. The current type connecting rod (C-6200) is considerably shorter than that used in the earlier "Popular" model engines and the internal diameter of the small end bearing

is larger, which should provide a ready means of distinguishing the two.

Care should be taken to ensure that stocks of the current type parts are not confused with corresponding parts of an earlier design for the "Popular" model as these are in no way interchangeable. The earlier type parts will still be available for replacement on cars which are so equipped, and for convenient reference the old and new parts are listed below.

| Original Parts | Description | Current Parts | Original Parts | Description | Current Parts |
|----------------|-----------------------------------|---------------|----------------|------------------------------------|---------------|
| Y-6135-A | Pin (piston)—standard | YE-6135-A | YE-6101-DR | Piston and pin assy.—.0025" O S | YE-6101-KR |
| Y-6135-BR | Pin (piston)—.002" O S | YE-6135-BR | YE-6101-ER | Piston and pin assy.—.020" O S | YE-6101-LR |
| Y-6140 | Retainer (piston pin) | C-6140 | YE-6101-FR | Piston and pin assy.—.001" O S | YE-6101-MR |
| YE-6101-AR | Piston and pin assy.—std. | YE-6101-G | Y-6200 | Rod (connecting) assy | CE-6200 |
| YE-6101-BR | Piston and pin assy.—.005" O S | YE-6101-HR | | | |
| YE-6101-CR | Piston and pin assy.—.010" O S | YE-6101-JR | | | |

OIL SEALS

During the assembly of engines at the factory, the packings (sump and cylinder front cover) forming the oil seal at the forward end of the crankshaft are soaked in engine oil for three hours before installation. The oil penetrates into the material and provides adequate lubrication where the oil seal fits around the crankshaft pulley.

While it is appreciated that it may be difficult

when effecting repairs to soak this packing for three hours before installation, the packing should be soaked for at least half an hour in engine oil.

DO NOT USE GREASE OR GRAPHITE. Failure to take this precaution may result in the scoring of the crankshaft pulley hub, which in turn quickly wears out the oil seal, resulting in the loss of engine oil.

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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PARTS WANTED (NEW OR USED)

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Address to which goods are to be sent

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CLUB WEEKEND

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Saturday, 14th June, 1986

I wish to be sent Barbeque tickets for evening: Yes

No. required

No

Sunday, 15th June, 1986

I will be present - with my Y/C car

without my Y/C car

I will wish to camp/caravan overnight on site - Yes

No

Member's name Member's no.

Address

.....

USEFUL CONTACTS, NAMES, ETC.

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RE-CON SHOCK ABSORBERS

Pear shaped and Luvax undertaken, etc.
N. Cousings, London House, Lower Road, Cookham, Maidenhead.
Tel. 06285 26229

INSURANCE QUOTATIONS

| | |
|-------------------------|---------------|
| Hall & Clarke | 01 965 2751 |
| Guardian Royal Exchange | 01 398 7281 |
| Norwich Union | Romford 22333 |
| David R. Melleney & Son | 03752 2239 |

TYRES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts.
Tel. 0923 31699 - callers to above address BY APPOINTMENT ONLY
4.50 x 17, £21.00 Tubes £5.00 Tapes £1.00, Plus carriage and VAT

TRIM SUPPLIERS

Paul Beck, High Street, Stalham, Norwich, NR12 9BB.
Tel. 0692 81534
Woolies (L. & C. Woolstenholmes) Ltd., Off Blenheim Way, Northfield industrial Estate,
Market Deeping, Peterborough.
Tel. 0778 347347
Boyriven Textiles Ltd., Riven Works, Bridgewater Road, Wembley, Middlesex.
Tel. 01 902 9581

STOVE ENAMELLING, SHOT BLASTING

Lap-Tab Ltd., 215 Tyburn Road, Birmingham.
Tel. 021 328 1697