

EDITOR'S COMMENTS

Having replaced my newly re-sprayed wheels, splendidly set off by a set of the Club's new wheelnuts, my thoughts have turned to the next task. In my case, it is to replace the 1960 switch which was on my car operating the trafficators. The other day I managed to pick up a typical late 30's Bakelite switch with a central warning light. I have yet to try it, but the only way I could see of wiring it in is for the warning light to operate on a secondary return circuit from the trafficator not in operation, the theory being that the bulb load will in no way affect the solenoid the the trafficator not in operation. If any one knows if this is correct, I should be pleased to know, or, in fact, what else it should be.

David Gatenby's letter in the last Newsletter, telling of his trouble with the gear box, prompted Siobhan to remind me of a dreadful tale of woe which once overtook my repair efforts and maybe you would enjoy hearing it.

If you are sitting comfortably, then I'll begin. It all started one freezing December day whence an officer of the law arrived at my place of work to request me to accompany him outside. My mind worked overtime on what I might have done wrong, what had I forgotten to tax, etc., but it was not that sort of thing. He took me to my everyday car, a venerable Renault 16 at that time, where fastened to the windscreen was a small note. It read 'Fire under bonnet extinguished, Fire Brigade'. All the main wiring had burnt out.

It being Christmas time, the AA took 8 hours to arrive in order to determine the car couldn't be driven and needed relaying to a garage of my choice. I didn't fancy a require, the garage quoted £350 for the job and the insurance wouldn't cough up as it was considered wear and tear. If the car had burnt out, that would have been OK, but not just the wiring.

Tiring of the argument, I towed it home and visiting a scrapyard, found all the parts, wires, relays, etc., on a similar car for £7.50. It was a long hard weekend's work to puzzle through all the remains for a successful rewire. The trickiest bit, however, was re-instating the melted hydraulic lines which worked the adjustable headlamps (an excellent feature which I wish more cars had copied). I discovered they were fitted with pure antifreeze and could be re-pressurised by use of a football pump valve. The garage said you always had to buy

However, by the time I had finished, it was late on Sunday night. We were desperate to get the car back on the road, as the insurance company had taken 4 weeks to say a final no. It was, for your interest, General Accident, and I am now with a different company!

After a final checking of the controls, I was just getting out of the car when a brick under the wheel somehow burst out from under the tyre and unfortunately the handbrake was off for testing purposes. I live on a steep hill, so the car immediately set off with me half in and half out. Realising that the open door was about to smash into the side of the house and break my legs which were outside the car, I made the rapid decision to dive into the car and rapidly pulled my knees up under my chin as the door smashed shut. I was then on my side across the two front seats, in the dark, with the car rapidly accelerating down the drive, struggling to find my orientation in order to grab a brake of any description.

It is a narrow drive with walls on both sides, but the steering must have been set just right, because the car didn't touch either wall. I found it took 3 seconds to travel the length of the drive. At the bottom of the drive locked inside the garage was my Model Y, with its brand new bumpers just fitted.

I didn't make the brake in time, so that the Renault, with the bonnet still up, proceeded to smash its way through the closed garage door into the back of the Ford, which in turn catapulted into the workbench at the far end of the garage. Uninjured, I climbed out, and exclaimed something like 'Oh dear!', as I surveyed the wreckage.

Perhaps somebody out there with three cars has managed to run them all together or has an even worse tale of woe. I would be interested to hear.

However, enough of the joys of motoring and on to this month's goodies. We have our regular features from Bob and Graham, together with some amazing disclosures from Jim Miles who reveals his German connections. 'Deutschland uber alles' or Alice got run over by a Model 19Y.

The year's events are starting to get under way, so I will start with a list of those notified directly to this Club. Most are open to individual vehicle entry and usually have associated autojumbles, etc. Entry is usually in advance by entry form from the contact given.

EVENTS

First of all, a general invitation from Shirley Beaven of the FORD 105E OWNERS CLUB to any of their events. Contact Shirley Beaven, 16 Alistair Drive, Bromborough, Wirral, L62 7JE.

3rd-5th May - NATIONAL CLASSIC MOTOR SHOW, National Exhibition Centre, Birmingham. Organisers are Reed Exhibitions, Surrey House, 1 Throwley Way, Sutton, Surrey, SM1 4QQ.

11th May (also 19th October) - PETERBOROUGH AUTOJUMBLE. Contact Greenwood, 26 Thorpe Park Road, Peterborough, PE3 6GL. Also LUTON/DUNSTABLE, 9th November.

11th May - BENSON AND HEDGES CONCOURS, Cardiff Castle (best in show £1,000 prize). Also, 1st June - Harrogate, 6th July - Coventry, and 21st September - Finals at Syon Park, Brentford. Contact Benson and Hedges Concorus, 2 Endell Street, Covent Garden, London, WC2A 9EW.

18th May - COLCHESTER INSTITUTE CLASSIC VEHICLE RALLY. Clubs, traders, autojumble. Contact Alistair Buxton, c/o School of Automobile Engineering, Colchester Institute, Sheepen Road, Colchester, Essex, CO3 3LL.

18th May - CHIPPING ONGAR ROUND TABLE MOTORING EXTRAVAGANZA AND AUTOJUMBLE. Contact Ray Edwards, 12 Horseman Court, Kelvedon Common, Brentwood, Essex, CM15 0XD.

24th May - VINTAGE, CLASSIC AND CUSTOM CAR SHOW at Goole Parish Church. Contact Alan Dixon, 32 Hilda Street, Goole, North Humberside.

25th May - NORWICH UNION RAC CLASSIC (180 mile rally ending at Silverstone). Contact Secretary of the Meeting, The Norwich Union RAC Classic, RAC Motor Sports Association Ltd., 31 Belgrave Square, London, SW1X 8QA.

26th May - DANE MOTOR COMPANY/THEATR CLWYD DRIVING TESTS AND CONCOURS, County Civic Centre, Mold, Clwyd, CH7 1YA. Contact David Boyce.

1st June - PENDLE AND DISTRICT ROVER ASSOCIATION CLASSIC CAR SHOW, Towneley Hall, Burnby. Contact S. J. Whitaker, 32 Smithfield Avenue, Worsthorne, Burnley, BB1Q 3JA.

8th June - NATIONAL CLASSIC CAR CONCOURS, Brands Hatch (Club entry requested). Contact Eddie Goodman, Dept T&CC, Brands Hatch Circuit, Fawkham, Dartford, Kent, DA3 8NG.

8th June - BRANDS HATCH FESTIVAL OF YESTERYEAR. Contact Festival of Yesteryear, 101 Sompting Road, Broad Water, Worthing, West Sussex, BN14 9EU.

14th-15th June - Y & C CLUB WEEKEND AT STANFORD HALL - WE'LL SEE YOU ALL THERE!

21st-22nd June - ROADCRAFT 86 ROAD SAFETY WEEKEND, Valentines Park, Ilford.
Contact Mr. Harrington, Technical Services, Road Safety Section, Queen Victoria House, 794 Cranbrook Road, Ilford, Essex, IG6 1JS.

21st-22nd June - BEST OF BRITISH VEHICLE SPECTACULAR, Southmere Park, Thamesmead.
Contact PO Box 104, Bedford.

12th-13th July- MID-COTSWOLD AUTOJUMBLES, Staverton Airport, Gloucester. Contact Colin Reeves, 9 SEVERN Way, Apperley, Gloucester, GL19 4DA.

13th July - NORTHERN FORD GATHERING, BOWES MUSEUM, Barnard Castle, Co. Durham.
Contact John Slocombe, 331 Castleford Road, Normanton, West Yorkshire, WF6 1QU.

12th-20th July - IRISH VETERAN AND VINTAGE CAR CLUB FESTIVAL OF MOTORING.
Various locations. Contact Theo Ryan, 10-12 Wynnefield Road, Rathmines, Dublin 6.

20th July - DORCHESTER VINTAGE AND CLASSIC VEHICLE RALLY, Dorchester Market.
Contact D. M. Lucas, 41 Bridport Road, Dorchester, Dorset DT1 2NG.

17th August - GRAND VINTAGE GATHERING/AUTOJUMBLE, Stocklands Equestrian Centre, Liphook, Hants. Contact Dave Pudwick, 16 Highfield Close, Midhurst, Sussex GU29 9AQ.

24th-26th August - TOWN AND COUNTRY MOTORING FESTIVAL, Royal Showground, Stoneleigh, Kenilworth. Contact Ken Bradshaw, 27 Warwick Road, Kenilworth, Warwickshire, CV8 1AN.

25th August - 17TH MERTON CONCOURS D'ELEGANCE, Morden Park, Surrey. Contact Merton Concours, 137 Dorset Road, London, SW19 3EQ.

14th September - 750 MOTOR CLUB VINTAGE CAR RALLY, Stanborough Park, Welwyn Garden City. Contact Alan Martin, 61 Manor Road, CAddinton, Luton, Beds.

28th September - ALL FORD RALLY (the original), Culham Road, Abingdon. Contact B. TRedwell, 32 Caldecott Road, Abingdon, Oxon, OX1 45AB or G. TRedwell, 21 Wick Close, Peachcroft, Abingdon, Oxon, OX14 2NQ.

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Random Jottings No. 7

I must confess here that I own a 1933 short rad, two window cabriolet which is nearing completion, and should be ready at the end of the summer. As far as I can find out it is the only German Y with this particular body style left. By the way, I had first refusal on buying the car, the next person due to view it was a customiser! So if I hadn't have bought it all that would be left of it now would be some old photos. In the vehicle preservation movement I think customisers are a bigger threat than rust.

Jim Miles

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A Miles' fit in:

Dave Gatenby - 41 Edgecombe Drive, Darlington, Co. Durham DL3 9DG needs the use of a trailer for Stamford Hall week-end, can you help him? Don't worry if your car is unregistered - just get it there! To date we have 20 'Y's and 5 'C's.

Sam Roberts will present his plaque for the highest mileage between M.O.T.'s. I will present the Eric Buffton Memorial trophy, and plaques will be awarded for the best car of the day, best S.R., intermediate model and Pop model and best 'C', as well as best special body - i.e. sports, van or even Alan Taylor.

LETTERS

We start off this month with a letter from Joseph Brookes:

I would like to thank all the Club Officers for their devoted efforts in their difficult tasks that have gone into making the Y & C such a wonderful Club. Special thanks to Bob and Graham, also John Guy for his entertaining Newsletters, that I've read over and over again.

However, the time has come for me to recede my membership of the Y & C Club, doesn't look as though I'll be possessing another early Ford, and also I feel that the cost to the Club in paperwork, stamps, etc., is far in excess of the annual subscription paid.

I am a member of the Riley Motor Club and in all probability will meet you again at some future motoring events.

Thank you for your praise, Joe, you certainly know how to get published! Good luck with your Riley.

New Members

Several new members have written in about their cars, including two from America and one from Ireland. David Dolan has 2 cars, one of which he spotted whilst visiting a relative:

The car was up on blocks in a concrete yard at the rear of the house adjoining the ruins of Drumineer Castle. A roof of an old Morris Minor was on top of car, which was used to store rubbish. The car was restorable, but took a lot of work and dedication to bring back to its original condition. The seats were in the car and in fairly good condition. The bumpers were missing.

Ernest Bombard of Florida has a Y, registration no. CVW 828:

John Robert Parker sold the car to Robert D. Potter, 79 St. Andrews Drive, Stanmore, Middlesex, in 1974. He was in the services from the U.S.A., and brought this car home to Orlando, Florida, where I got it.

Does anyone remember this car in the Stanmore area between 1974 and 1979?

Another Y in California is VV 5283, owned by Edward Vancil:

The test certificate registration mark VV 5283 does not appear on the car. The car was believed to have been brought to the U.S.A. some time in 1961. The last test certificate was completed 3rd May, 1961, at Vehicle Testing Station 57871, for Broughton Motors, Northampton, R. Broughton, Kettering, certificate D293635. This car has been sold four times in the U.S.A. prior to anyone applying for registration until I got hold of the car. I also own a 1960 Morris Minor Pick-up which I drive weekends. This Pick-up is original, except for Chev 13" wheels. This car will never be restored to show condition as too much rust. Will only be used as a toy for me (58 year old kid!).

Lancaster, California, is 100 miles north of Los Angeles, in the desert. Edwards Air Force Base where the space shuttle lands is only thirty miles away.

Does anyone remember this car in the Kettering area? I hope you are on the road soon, Edward.

After searching for several years, Tony Herbert has acquired a Y, reg. no. DY 7895:

My Y is nicknamed 'Herbie' (apologies to VW). I purchased the car through Exchange and Mart, after searching for a few years for one to fit my price bracket. The car is in no way complete and a major restoration is required. I estimate about 3 to 4 years gradual work. 'Herbie' is a 4 door, no roof, no floor, hence no Briggs no., interior trim, what's left of it, was in green leather, green leather door trims, originally the coachwork was black, but has been partially renovated and brushed primer applied. There are no running boards, no headlining or any remains of the sliding roof, no trafficators, limited wiring, (are you getting the picture?)

My reason for a Y stems from some 25 years ago, working in my first job after leaving school, at the Ford dealer in Cardiff. The first car I worked on was a Y model - love at first sight?

Another new member, David Chilton, has really been bitten by the restoration bug - he must be a True Nutter!

My story of restoration started about 4 years ago when my father-in-law (Geoffrey Wilcox) and I decided to try and save a 1949 Fordson Pick-up from being scrapped. This vehicle had a special interest to Geoffrey as it was the actual vehicle that he drove from new when he was employed by a Mr. Ernest Lee of Wakefield (Builders). He had not seen it for years, but when we were offered it by Mr. Lee's son in 1983, we subsequently bought it for £5.00. It was in a very poor state but two years of extremely hard work brought us some good results and we now use the Fordson regularly in our own Building Firm based not 200 yards away from its original home.

The Fordson was our first attempt at restoration and it started the restoration obsession in us, so much so that since 1983 we have actually restored another two vehicles, these being a 1952 Ford Anglia E494A and a 1936 Morris 8. As if this was not enough, we also bought an almost completed 1932 Morris Minor Family Eight plus other dilapidated shells, some not much more than a box of bits with a Swansea Log Book.

These vehicles consisted of various 1930's Morris's including Eights, Minors and a 1934 Oxford, which are Geoffrey's (he is the Morris man) and my vehicles are another 494A Anglia and my 1933 Model Y (2 door), reg. no. APU 149, which hopefully I will be starting in the near future. The condition of the Y means that I will be busy restoring it for at least two years or so. (We all know what that entails). But eventually I hope there will be something to come out of it all at the end.

Keep us posted of your restoration progress, chaps.

Car Discoveries

Bob Yarwood wrote in to tell us about his 1935 Tudor Y Type, reg. no. JL 4086:

I cannot really give any details of my car's history before 1980, because neither of the two dealers who owned the vehicle before my renovation could remember where it was originally obtained. I can, however, tell you the general state of the vehicle and some unusual findings during renovation which enable a few bits of the jigsaw to be fitted.

I was actually after a Morris 8 when I visited a dealer east of Lincoln. The Morris turned out to be a poor van converted to a shooting brake, which was frankly neither fish nor fowl, so I lost interest. However, the dealer also had a superb Austin Atlantic (no spares), umpteen old motor bikes, a hovercraft, and in a far corner of the same barn, a sad looking Ford 8 which was pointed out as being 'quite original'.

The Ford was indeed original even from my limited knowledge of the pre-war model. The chassis was sound, although the running boards and one rear wing were totally rotted.

The running board edges and wing edges still had the wartime blackout white paint, compulsory at the time, so either the owner was extremely lazy or the car was not used as a proud family vehicle after the war. The car had only the single central 'porkpie' rear light although rubber mounted reflectors had been added to the rear wings. The reflectors I presume were legal necessities in the '50's. Holes had been drilled into the rear bumper, which may have carried lights at one time.

A lot of the wiring loom was missing, and the remainder was badly damaged and oxidised. I later deduced that it was the fuseless wiring loom burn out that was the most likely cause of the vehicle being taken out of service, since there was no other serious mechanical fault found during renovation.

The undersides of the vehicle were heavily caked in a dry off white soil indicating a rural life.

Another unusual feature was that the door opening restrictor leathers had been cut, and stone chippings on the driver's door followed an exact arch which matched up with the rear wing shape when held against it. Had the door been deliberately strapped back for a long period for ease of access to and from the driver's seat.

Renovation of the engine revealed the oddest thing of all. The mileage was 97,000 and the engine block bore the funny Ford R for recondition, but the bore of the block felt quite new (no ring lip) and the pistons were stamped STD. The engine has a fibre timing gear in perfect condition. Any clues? The only explanation so far was offered by my father who worked on V types before the war as a mechanic specialising only on Fords. He claimed that it was Ford's practice to issue new engines stamped R if there was a shortage of reconditioned blocks. Ford would always recondition your engine, but if the block was too poor a new block would be issued and duly stamped R.

The gearbox, clutch and back axle were also quite good, kingpins perfect, no wear to speak of on the front stub axles, and generally all bearings were very good. The starter was brand new, the bendix gear and ring gear showed no wear. I therefore concluded that someone had the car mechanically 'done up' only to burn the wiring out shortly after. It was probably this final straw that caused the vehicle to be laid up, or sold for perhaps agricultural purposes where lights and instruments don't matter. Anyway, this probably saved it from the scrapyard because it was mechanically too sound to throw away, but not good enough to spend money on a new wiring loom.

Car Histories

After three years as a member, but no car, Steve Morris has finally taken the plunge!

Having been a member for about 3 years without a car, I have at last become the proud owner of a 2 door Model V, 1936. I bought this car off a chap called John Lamb, in Staffordshire, last October. It has a M.O.T., but although I have driven it 'round the block' once or twice, I shall not be taxing it until April, I think.

I am wondering if the Club has any record of my car because there does not seem to be any history beyond 1980 when the car was re-registered by a Mr. G. Morris from Ryde, Isle of Wight. I have not been able to contact him yet.

I do, however, have the original Service Certificate issued by W. Harold Perry Ltd., of Invicta Works, North Finchly, London, N12, in June, 1936. Strangely enough, this corresponds to a letter of instructions to a Mr. E. L. Newton, which was published in Transverse Torque no. 21, Jan/Feb 1983. This letter was dated 10th June, 1936, which is the date of issue of the Service Certificate I have, which also has Mr. E. L. Newton's name on it.

I should like to thank the Club Officers for all their hard work and production of Transverse Torque.

David Gustard has been doing some research into the history of his car, mainly based on the log book, but he has gathered quite a lot of information:

ARO 135, Ford V Model, Black, 2 door, date of original registration, 29th May, 1935.

A small badge screwed to the dash panel contains the words BENNETT'S MOTOR WORKS, LETCHWORTH, PHONE 162. I assume that this was the dealer who supplied the car. I have checked a copy of the Dunlop Book, The Motorist's Guide, Counsellor and Friend, that I own. I was pleased to see in the List of Motor Engineers and Repairers, revised June, 1920, under Letchworth, Hertfordshire, BENNETT'S MTR WKS, 29 STATION ROAD, AND 'THE WYNDT', TEL 162, WIRES, STATION ROAD, NO. OF CARS: 12. I look forward to researching the Bennett connection.

From 1935 to 1956, I have no information on the car but I am hopeful that some facts will be uncovered when I look at this period.

6th April, 1956 - continuation log book issued by the Local Taxation Office, Lawrence Court, Huntingdon. New owner Alfred Glover, RAF Brampton (yet to be contacted).

24th September, 1957 - V Model re-registered with Northamptonshire County Council, 9 Guildhall Road, Northampton. New owner, Dorothy Carpenter of Lilford Park Gardens, Oundle.

2nd July, 1958 - Dorothy Carpenter moved to Raveningham Hall, Norwich, and re-registered the car with Norfolk County Council, Thorpe Road, Norwich. (Another owner yet to be contacted.)

24th April, 1959 - the car was re-registered with Essex County Council, County Hall, Chelmsford, by the new owner, Chris Jaggard of Church Road, Boreham, Chelmsford. I have spoken to this gentleman, now an O.A.P. I asked him if he could explain the extensive repairs completed on the LH front wing. This was exposed after grit blasting, also evident was a bent LH front shock absorber arm and one broken steering wheel spoke.

'Oh yes, that was the previous lady owner, she had a bad knock at the front LH side'. She sold the car in a damaged condition to Richards of Boreham, they are no longer trading but their premises are still standing on the north side of the old A12 in the centre of Boreham village. The car was repaired by Richards and put on their forecourt for sale. Chris Jaggard bought the car in April, 1959, for £65, or was it £85, he can't remember exactly. He mentioned that the paint finish on the car was particularly good, this is still evident, some 25 years later, with the exception of rusting at body joints, windscreen and roof surround.

On a run to Bournemouth during the summer of 1959, Chris came out of a cafe to see a stranger looking admiringly at ARO 135. The stranger offered to buy the car for far more than Chris had paid for it and was annoyed when this was refused. By 1960, the engine was showing its age and the car was taken to Denoons, a Ford Main Dealer in Chelmsford, to get a reconditioned engine fitted at a cost of £28. This explains the mis-match of the engine number on the Log Book, to that fitted now.

29th December, 1960 - Chris Jaggard sold ARO 135 to a work friend called Mel Perry of 13 Well lane, Galleywood, Chelmsford. I have, by using a telephone book and some guesswork, contacted Mel Perry's sister, who is arranging a meeting to discuss old times with the V Model.

June, 1963 - Mel decided to sell ARO 135. At the same time, Francis Irving of Cotswold Road, Chelmsford, told his wife that they could have a holiday or a second-hand car, but not both! The choice was hers. She chose the car and Francis, who was 26 years old at the time, bought ARO 135 for £17/10/-. He ran the car until October, 1964, when it was taken off the road.

ARO 135 found its way into a derelict shed alongside a house in Boreham village, it rested here until 1967. The shed was pulled down and the contents, a 2 door V Model, were collected by the local car breaker. A few months later, a friend of mine, Christopher Sharp, of Bridon Close, East Hanningfield, bought ARO 135 from the breaker for £5, complete with a now seized engine and no tyres, but otherwise restorable.

At the time, we both worked at the Ford Proving Ground at Boreham Airfield, so with a trailer borrowed from the Competitions Department, the V Model was taken to the employee car park, once again back on Ford Motor Company property. The interest among Ford employees was enormous and the vehicle had to be moved to enable prototype car testing to continue and the restoration to start. Christopher stripped and rebuilt the engine and then lost interest. I pestered him for months during 1969 to let me have the car. 'Make me an offer', was the eventual reply. I did, and ARO 135 was mine, for £15.

The first car I ever owned was a 2 door 1937 V Model, RD 9927, which I bought in 1962 for £5. I only owned this car for two years, but I could write a book about the exploits and situations that car got me into. Remember the winter of 62/63

So in 1969 I now owned my second V Model. The plan was to garage the car until resources and time allowed me to start the restoration. March, 1979, was a milestone in my car's chequered history. Graham Miles formed the 'Ford V and C Model Register'. Surely Graham and all Club Officers must take full credit for the fact that many V Models are now being restored as a result of their dedicated efforts and encouragement.

The restoration of ARO 135 was at long last started in 1983 and is still in progress and should perhaps be the subject of another letter at some

time in the future. Although the full history of the car has yet to be established, it appears to have spent its years in East Anglia. Over the past 27 years the last 6 owners have lived within 5 miles of each other and on the subject of close registrations, there is an Austin 7 in my village registered in May, 1935 - ARO 141.

The contacting of previous owners can be frustrating and fascinating, but in my experience, if a successful contact is made, the result is very rewarding. The response is often 'I don't believe it. Are you telling me you have got my V Model? I must tell you about

Do other members have any experiences of contacting previous owners? If you do, write in and let us know.

Restoration Progress

Ian Wright has had a frustrating time similar (in pain at least) to that experienced by Sam Roberts some months ago (his Can of Worms). We can happily report, though, that Ian's replacement engine is still motoring well:

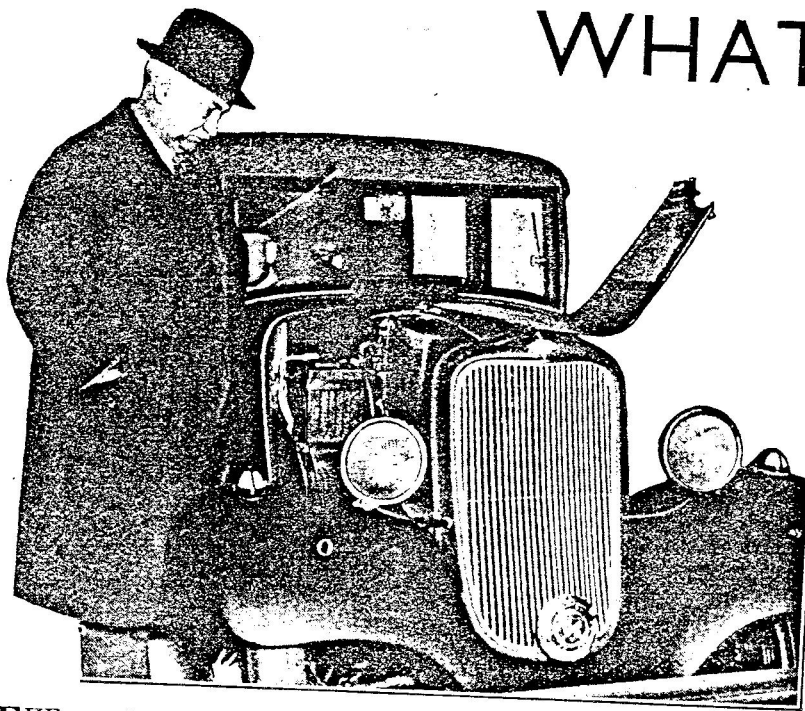
The engine was removed, stripped and inspected, to find everything was, Most of the little ends were in the sump, along with the greater proportion of the white metal big ends, crankshaft needed regrind, bores were several sizes bigger than pistons and the camshaft had the pox. In fact, my engine reconditioner friend did not know how it had ever been running!

Anyway, Graham had a set of pistons at + 030" and a sump set and I managed a head set and main bearings quite easily, but no camshaft. Had a shot chain driven 10 hp motor with a good camshaft in it, so we grafted it into my block with great difficulty. You wouldn't believe what I did with a grinding wheel to make everything fit. But we nailed it altogether, put it back in and it started up, no bother, for about 5 minutes, then it started to miss. I switched off, removed the plugs only to find no. 3 pot full of water. Out it came again, to start a succession of different attempts by several engineering firms to fix it; welding, brazing, siliconing, ceramicing, finally pressure tested and guaranteed to work. It filled up with water again. Out it came again. I had this down to a fine art by now. It was decided that the block was cracked somewhere so another was acquired. This started to disintegrate under the boring bar. Yet another was acquired. This one fell to pieces while being stripped. All this had taken until Christmas and I was getting decidedly fed up by now, and as I told Graham, was getting ready for a 'Push It Off The Tyne Bridge Ceremony'.

Spent most of January searching the north for engines, but nothing to be found apart from rusted, seized engines. Just for good measure, as February arrived, I caught near terminal flu. But hopeful news arrived in the form of a Sheffield telephone number, which I immediately acted upon, to find this guy has an eight and a ten both in good nick. Had to go to Nottingham anyway, so I called at Sheffield and picked up both engines, flew home and decided to risk the ten engine, this being still bolted together. In it went, started up and it seems to be running OK up to now, a little smokey, but it meant CXC 850 was mobile for 1st March, 1986, which is the officially recognised 50th anniversary, something that I had always aimed to achieve.

So CXC 850 is now back in regular use, the eight engine is away, hopefully getting re-conditioned, to be installed at some future date. I am now looking forward to the Season, especially the second Northern Ford Gathering on 13th July.

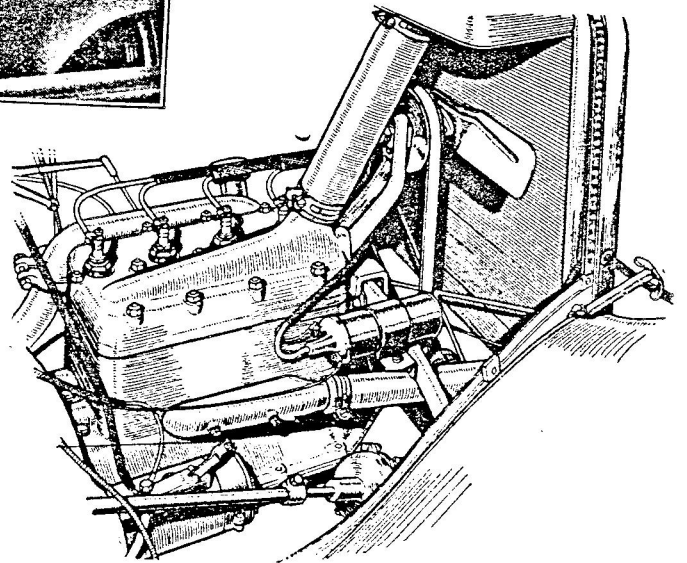
WHAT WE THINK



(Above) Sir Herbert Austin, K.B.E., pioneer of the small car, examines the new Ford with a critical eye. An interesting feature shown in this view is the accumulator location on the dash.

THE new 8 h.p. Ford which is on view all this week at the Royal Albert Hall, London, is a compact two-door saloon car of strictly four-passenger capacity, affording good leg room and reasonable elbow space on the modest wheelbase and track of dimensions of 7 ft. 6 ins. and 3 ft. 9 ins. respectively. This model is the only one so far announced and its price is fixed at £120. It will go into production in a few months' time and will be followed by a tourer and a four-door saloon; particulars of these and (possibly) other models will be announced later. In the Irish Free State the price of the two-door saloon is to be £145 plus £5 for transit charges.

(Right) The compact four-cylinder engine and the unusual cross-bracing behind the radiator core.



amidships. This member also supports the gearbox which is built in unit with the engine, the only other support for the power unit being located on an arched cross-member just behind the radiator. A transverse spring is also used for the rear suspension, shackled to the back plates of the brakes, and the rear axle is firmly located by a torque tube stiffened by two arms.

We have heard doubts expressed as to whether two transverse springs will prove sufficiently stable for a light car, but considering that four shock absorbers are employed, there seems no reason why the suspension should not prove quite satisfactory.

Many Interesting Points

On Tuesday last we published a full specification, some features of which are listed separately on this page. An inspection of the actual car naturally reveals many other interesting points to the critic of automobile design, and these are discussed in the notes which follow.

THE 8 H.P. FORD.

Some Leading Features.

Engine: Four cylinders, 56.6 mm. by 92.5 mm.; 940 c.c.; £8 tax; three-bearing crankshaft.

Gearbox: Three forward speeds, silent "second," synchro-mesh change.

Suspension: Transverse semi-elliptics, radius arms and four shock absorbers.

Coachwork: Two-door, four-window saloon, seating four people.

Price: £120, complete.

Prominent characteristics of the new Ford are ingenuity in saving space, a directness in planning (such as, for example, in reducing the length of petrol piping and wiring to a minimum) and adherence to the general springing system which characterized Model T and the more recent Model A. It is also noticeable that the designers have treated accessibility as being altogether of minor importance, it being the Ford tradition that the mechanism must be essentially reliable so as to run for long periods with practically no attention, after which it should be regarded as ready for treatment at a service depot with proper facilities.

As in previous Ford models, diverging radius arms locate an I-section front axle, above which a transverse semi-elliptic spring is mounted. The ends of the spring are shackled to brackets bolted through bosses on the axle-beam. The rear ends of the radius arms are joined and are supported on a ball secured to a sturdy cross member

Owing to the unusual shape of the front wings, shown clearly in a photograph reproduced, the engine has the appearance of being set very low when the bonnet is raised; an arrangement which renders accessibility difficult, as already noted. It is a straightforward side-valve job with a detachable head and four cylinders in line cast in one piece with the upper half of the crankcase. Beneath this there is an aluminium sump in which the oil pump is submerged.

The Ignition System

Standard 18 mm. Champion sparking plugs are fitted, fed from an orthodox coil and distributor system, the distributor being tucked away behind the radiator (towards the near side) and driven by skew gears from the timing gear. Also mounted on the near side are superimposed exhaust and inlet manifolds, fitted with a hot-spot, and a Zenith vertical carburetter which is set in a low position. The air intake is extended

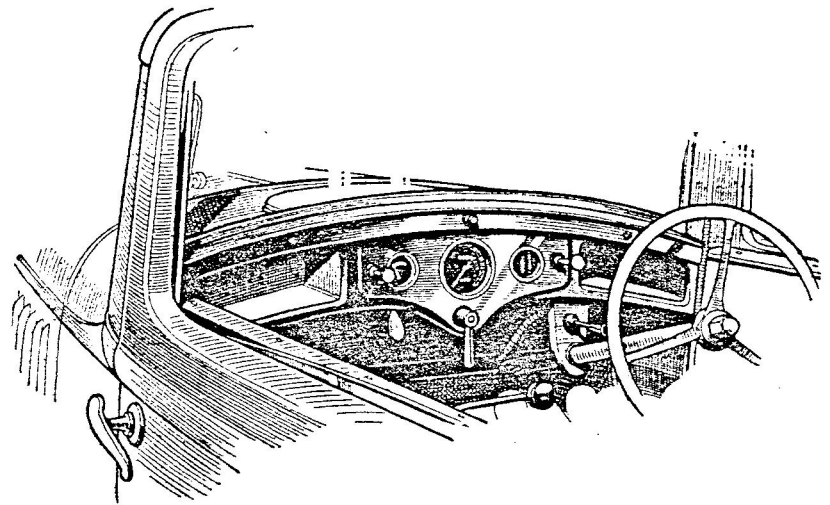
of the NEW 8 h.p. FORD

On the Lines of the Famous Model T—
To Sell at £120—
Production in Two
or Three Months—
An Analytical Report

downwards into what appears to be rather an exposed position.

The dynamo is fitted to the off-side of the crankcase, this unit and the fan being driven by a single vee-section belt adjusted by raising the ratcheted fan-bracket on the forward end of the cylinder head. Water is admitted to the cylinder block from the base of the radiator through a hose connection and an aluminium pipe bolted to the block. It returns to the header tank from the cylinder head through a second hose connection and is circulated on the thermosiphon principle.

Petrol is carried in a very strong tank secured to the steel scuttle-dash, and is fed through a tap and filter direct to the carburetter. The



An unusual viewpoint, showing the three-spoke steering wheel, controls and simple facia. An ammeter, speedometer and petrol gauge are provided.

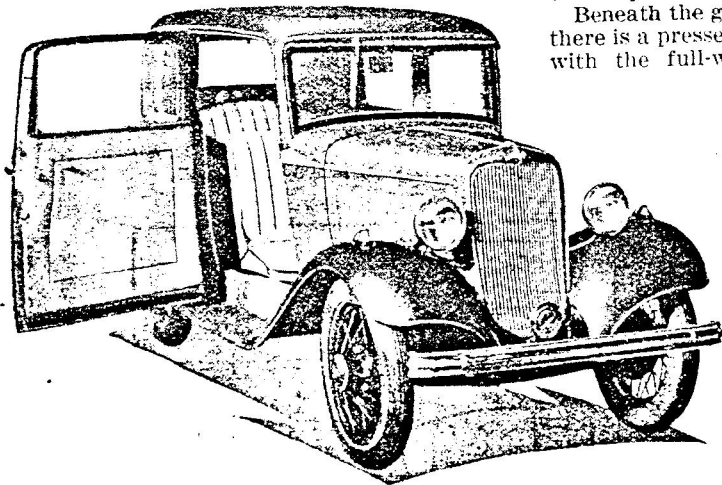
controversy. It has certain obvious practical advantages, such as providing ease in replenishing the cells, but on the other hand, any careless person laying a spanner or other tool on the battery would cause a direct "short" between the terminals and the surrounding metal structure. Furthermore, the heat under the bonnet would, we imagine, accelerate the rate at which the electrolyte evaporates.

Beneath the grille-fronted radiator there is a pressed-steel fairing which, with the full-width bumper, effec-

tively hides the transverse springing. This fairing joins smoothly the curve of the front wings on each side, forming a very strong structure; a heavy man can rest his weight upon one wing without producing appreciable deflection. The secret of the rigidity of this structure is found partly in the cross-bar joining the head-lamp supports and partly in a diagonal bracing afforded by two tie-rods.

A Two-piece Bonnet

The bonnet is made in two pieces only, there being no shoulder hinges; these pieces are secured to a central hinge and are fixed (when closed) by a pair of spring-loaded clips at each side. A decorative ornament picks out the centre of the painted radiator shell, but the filler is hidden beneath the bonnet.

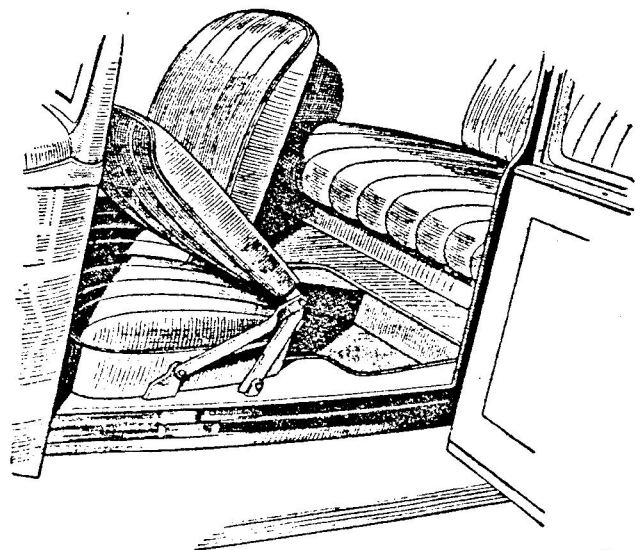


(Left) A three-quarter front view, showing the general shape, width of door and part of the interior.

tank does not extend to the full width of the scuttle, so leaving room for a 6-volt accumulator which rests upon a shelf beside it. There is, therefore, just one short positive lead to a switch on the starter motor beneath, this switch being coupled by a wire to a pull-out control below the steering wheel. The negative terminal is connected directly to the adjacent steel dash-bracket.

This novel accumulator position will undoubtedly give occasion for

(Right) The near-side front bucket seat is ingeniously mounted so that by tilting the squab the cushion is caused to slide forwards. This gives extra room for entering or leaving the rear seat.



WHAT WE THINK OF THE NEW 8 H.P. FORD—Contd.

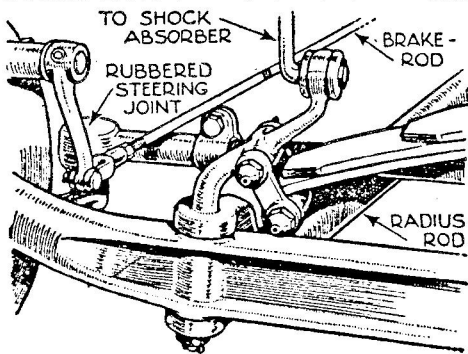
The gearbox provides three forward speeds with silent running on the middle gear and a Synchro-mesh gear change to facilitate control. A central lever is provided, of ample length for handy manipulation. The rest of the transmission follows orthodox lines with an enclosed propeller shaft and spiral bevel final drive.

Four-wheel brakes of Ford design are used, working in cast drums which should give better results than the usual pressed-steel variety. Four pull-rods extend to the brakes from a short central cross-shaft, running at angles approximating to those of the radius rods. The hand lever is interconnected and might well be made longer and more accessible.

Planetary Steering Gear

The steering embodies a planetary reduction in a small circular box which is rubber mounted on the frame, and the drop arm operates a transverse rod connected to the near side steering arm. This and the track rod are of light section and rubber joints are fitted at their ends.

Little need be said as to the general appearance of the car, as its attractive lines are clearly shown in the various illustrations reproduced. The floor and running boards are at quite a low level and two wells give extra leg room for the rear passengers, in addition to serving as foot-rests. The wide doors are hinged at their rear edges and slant forwards towards front (lower) corners, so



speedometer, and petrol gauge, together with pull-out controls for the strangler and throttle, an ignition switch key and a lighting switch.

(Left) One end of the front axle, showing the anchorage of the transverse spring, radius arm, connections for the brakes and shock absorbers, etc.

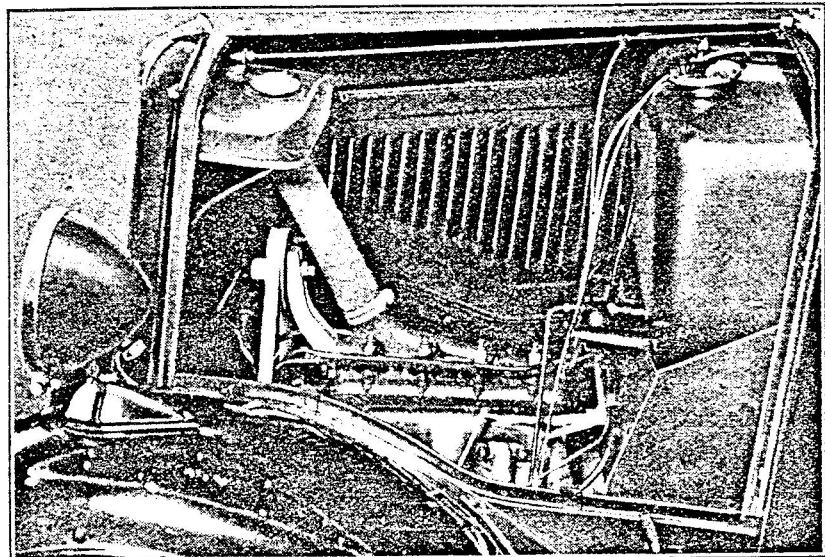
giving easy access to the front bucket seats. Of these the driver's is slidably mounted with a ratchet to lock it in any desired position; the back of the seat is pivoted to assist access to the rear compartment. On the near side, however, access to the back seat is made much easier because the front passenger seat-cushion, when the squab is tilted, slides forward owing to the use of a neat mechanical linkage.

The four large windows are controlled by winders, these and the door handles being accessibly located. The windscreen is hinged from the top. No statement has been made as to the extent to which Safety glass will be used.

D20

Headroom is decidedly good and the driving position is quite satisfactory. The pedals are reasonably spaced with the accelerator, of the hinged-plate type, mounted on the right. The fascia is flanked by cubby holes and carries an ammeter,

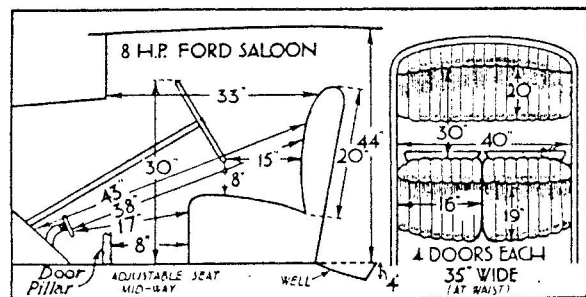
sweep downwards almost to the bumper level, and the still more lengthy rear wings. The rear end of the frame is bridged by a steel pressing which enhances the appearance and also provides a well in which the spare wheel rests. A



A near-side view which shows the low-set location of the engine and the filler caps for the radiator and petrol tank. The side-lamps shown are non-standard.

tail lamp, stop signal and number-plate holder are mounted on the off-side rear wings. The doors are well made, and each hangs on three substantial hinges.

Summing up, the new Ford is a sound job with many interesting features. The makers state that the maximum speed is 55 m.p.h. and that the petrol consumption is approximately 43 miles per gallon.



(Right) Body dimensions of the saloon exhibited. When in production the width is to be 2 ins. greater than this.

The three-spoked wheel is of moulded design with a thin rim 14 ins. in diameter.

A close inspection of the bodywork shows that the various steel pressings are excellently finished, as has always been the case with Ford products. Both front and rear aspects of the car are to some extent unconventional owing to the unusual shape of the front wings, which

Musical Programme During the Show

The Ford Exhibition is open from 10 a.m. until 10 p.m. daily until Saturday evening next, the price of admission being 1s. 3d. including tax. Well-known military bands and artistes are giving musical selections throughout this period, and amongst other attractions there is a cinema show in the gallery.

MEMBERSHIP REPORTMembership Renewals (March, 1986 - February, 1987)

A reminder! As mentioned in the previous Newsletter, please RENEW YOUR SUBSCRIPTION TODAY. Cheques or bankers draft for overseas members (made out to Ford Y and C Model Register) for the appropriate amount. NOTE THE INCREASE.

U.K. and EIRE members	£10.00
Retired U.K. and EIRE members	£6.00
Overseas members	£12.00

A few early birds renewed before the last Newsletter was printed and sent last year's amount, but so did a good number of members following the last Newsletter. I realise that inside the front cover the old rates were quoted by mistake. If you were one of those who sent the lower rate, please send your cheque for the balance. I do not want to waste postage on individual reminders.

Membership cards will be sent out only to those who have renewed by 1st June, with the Newsletter. After 1st June, those not renewing membership will be regarded as lapsed.

Please use the renewal slip (or a copy) printed elsewhere when sending your cheque. If you quote your Membership Number it saves me a good deal of time when checking my lists.

New Members

Since going to press last time, the following have joined:

B121Y Alan Burgess, The Paddock, 110 Henthorn Road, Clitheroe, Lancs. BB7 2QF.
 B123Y K. E. Barron, 453 Loughborough Road, Birstall, Leicester, LE4 4BH.
 C105Y Michael Cole, Beeby Grange, Croxton Road, Beeby, Nr. Leicester, LE7 8BH.
 R105Y Geoff Ridler, 55 Catherine Cres., Downton, Salisbury, SP5 3NR.
 R109Y Nigel Rowe, 139 Manor Way, Whitchurch, Cardiff, CF4 1RF.
 W115Y H. C. Wingate, Berwins, Ellens Green, Rudgwick, Nr. Horsham,
 W. Sussex, RH12 3AS.
 Y103Y D. Yeowell, 15 Earlsthorpe Road, Sydenham, London, SE26 4PD.
 O-V103Y Edward M. Vancil, 44527 Denmore Avenue, Lancaster, California 93535, U.S.A.

As usual, I ask current members to make contact with new members - although I dare say that may prove difficult in the case of Edward Vancil! We now have 3 U.S.A. members with Y models which have been 'imported' to the U.S. by Forces personnel returning home.

Mick Cole is seeking a good home for his car as he must (sadly) sell. (see advert) Geoff Ridler owns OW 6888 which we were seeking on page 9 of Newsletter No. 39.

Change of Address

D106Y John Docherty, 504 St. James Lane, Willenhall, Coventry, CV3 3AE.
 L115Y John Lane, 62B, Penns Lane, Wylde Green, Sutton Coldfield, B72 1BD.

Model 'C's

Following on from my article on model C cars last month, the C van owned by Yvon Precieux is a 1935 chassis C09560, originally a truck converted to a van during the war years.

'On journeying to darkest Cornwall' (Long way for a Yorkshire man!)

Whilst on Easter holiday in Cornwall, I visited Ian Fairbairn - now here is an active member! Ian is converting a chapel into home, motor museum, workshop and private cinema! My kids were treated to 2 hours of cartoons, my treat was some home movies of various car shows including Beaulieu and Mike Merry's Y (from Plymouth) DUV 252 at Wadebridge Auto Show in 1985 - all this in a small plush private cinema. Thanks once again, Ian - I look forward to giving you a hand with your 1937 Standard 12 h.p. or your Ford 7W (1939) when on holiday next year - that's a promise!

A recent letter from my good friend Jeff Cole (TEchnical Adviser) began:

"It has been some time since we slept together in the Silverstone caravan ..."

May I clarify that it is not a condition of membership that one has to sleep with Jeff Cole or me in a caravan at Silverstone!

Bob Wilkinson

P.S. DON'T FORGET TO RENEW YOUR SUBSCRIPTION TODAY!

-x-x-x-x-x-x-x-x-x-x-x-

MEMBERSHIP RENEWAL FOR 1986/87

Please complete and return to BOB WILKINSON, 2 OULTON LANE, WOODLESFORD, LEEDS, LS26 8NL.
(Either photocopy or write out on a new sheet of paper if you wish to avoid spoiling your copy of the Newsletter)

1986/87 subscription - cheque enclosed for £

Name Membership No.

Address

.....

Car on Road: YES / NO

Will be on road by:

PLEASE RENEW YOUR MEMBERSHIP NOW

-x-x-x-x-x-x-x-x-x-x-x-

Frank Moody, of 35 Broughton Road, Dalton in Furness, Cumbria, LA15 8RP, has sent us information on his work as an Artist. He specialises in all forms of motor sport scenes and will do coloured pencil or ink drawings of cars from vintage or modern. We have seen no examples of his work, but if you wish for further details, his telephone no. is 0229 63119.

FORD COLOGNE - Part 2

The construction of the Cologne factory on the River Rhine happened about the same time as the Ford Britain move from Trafford Park, Manchester to Dagenham on the River Thames. The cheap bulk delivery of raw materials and removal of finished units was thus assured. Henry Ford, accompanied by his wife Clara, laid the foundation stone of the Cologne plant on 2nd October, 1930. He remarked "I am convinced that the Germans will make something decent of this." Also present on the big day was Mr. J. J. Both, the General Manager of the neighbouring Dutch Ford operations, plus Konrad Adenauer (then Lord Mayor of the City of Cologne).

The Berlin plant was shut down on 15th April, 1931, after a total assembly of 44,209 since the opening in 1925. It is said that the Model A assembly plant and tooling were transferred to Moscow where Model As were put together until the new GAZ plant at Gorky commenced production in 1932.

As at Dagenham, the first Cologne-built Ford was a Model AA truck on 4th May, 1931. On 2nd June, a Model A cabriolet was the first passenger car to be produced. The official start was on 12th June and for the occasion, 10,000 motorists converged on Cologne for one of the biggest German car events up to that time. The year ended with a total production of 6,021 units, including those made at Berlin.

1932 was very traumatic for Germany when its economic crisis reached a climax with six million unemployed. Cologne production figures suffered accordingly with only just 2,000 vehicles being produced. As in Britain, larger engined cars were highly taxed and so there was an urgent need for an inexpensive small family car and towards the end of 1932 the Ford Köln 19Y appeared, which was almost identical to the British Model Y. The Model A had made way for the Model B, later to become the 'Rheinland'.

The construction of the famous Autobahnen began in 1933 under Hitler and the German economy was rising. Models now offered by Cologne were: the small Köln, the 4 cylinder B and BF and the Model '18' V8, and the 'Rheinland' which was almost (though not as stylish) the same as the American Model 40.

A great deal was made at this time of 'German Domestic Manufacture' with nearly 1,000 firms contributing to the manufacture of Cologne Fords. Nothing seems to have been published officially about co-operation between Dagenham and Cologne. However, it would have cut into Ford's profits and efficiency if separate dies, tooling, engines, etc., would have to have been made just for the small German domestic markets, when only the North Sea separated the two factories. For instance, the total number of Köln models made between its introduction in 1932 until it was dropped three years later was 11,121, yet the engine numbers ran from 23 to 127,358, much too many for the Cologne factory. So back and forth traffic must have gone on.

Of great interest, of course, to us in the Y & C Register, is the Köln 19Y. It was designated 4 PS 1 Liter, and marketed under the slogan 'Der Wagen für Jedermann' - 'The Car for Everyone'. A variety of body styles were offered - Two and Four door 'Limousines' (Saloons), some historians say that the Köln four doors were Dagenham built. A style very popular in Germany was the 'Cabriolet Limousine', a normal saloon except that the top rolled back, rather like the modern day Citroen 2CV. Towards the end of Köln production the long radiator 'Cabriolet Limousine' lacked bumpers, running boards, etc., and had a body made mainly of wood and fabric, some publicity blurbs of 1935 called them 'Volkswagens'. Then there were the two and four window Cabriolets, complete with forward hinging door and full landau irons, and very pretty they were too (see Random Jottings). Last of all came the commercial variant, the 'Express Liefer Wagen' which was a 5 cwt Van.

Although manufacture of the Köln was discontinued in 1935, it was still offered in Germany in 1936, possibly as a LHD Dagenham import.

Presumably another co-operation was the 20C Eifel which replaced the Köln in 1935. This was a copy of the British Model C, and was fitted with the 1172 cc engine. In 1936 the Eifel was face-lifted with the addition of a built out boot compartment, and a sharply Veed radiator. Many coachbuilding firms offered new style bodies for the Eifel chassis. A total of 61,496 Eifels were made by the time the run ceased in April, 1939.

To be continued

Jim Miles

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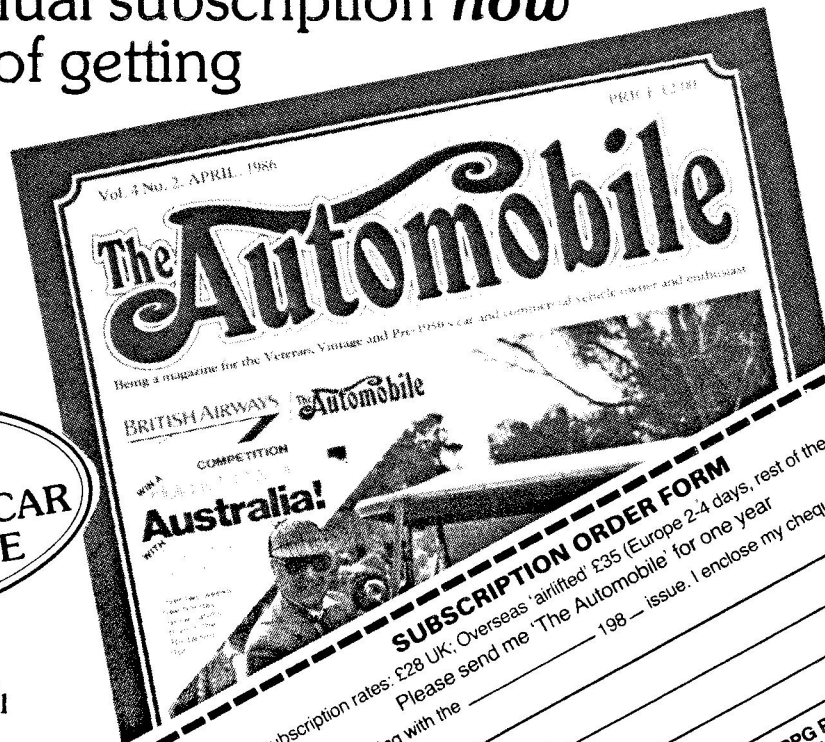
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Address _____
Post to: PPG Publishing Ltd.,
77 High Street,
Beckenham,
Kent.

CHAIRMAN'S REPORTSpares

A full verbal report on the current situation of spares manufacture was given at the Annual General Meeting by the Chairman and Peter Ketchell (where were you if you didn't hear it?).

The ROOF STICK KITS are now available and in stock. I have got the necessary fluid in kit form for the HYDROSTATIC FUEL GAUGE. The fluid is clear and thus will not show up as a fuel indicator. If any member has any chemical knowledge as to how we can colour the fluid so that it can be seen in the glass tubes in the dash panel, please contact me. I suspect that there is enough fluid in each kit to do two vehicles or even more. The kits are £5.00 each, but if you are careful you can save £2.50 by sending half on to another member. I only have ten kits anyway, and two are already spoken for. I suggest that the members who definitely need them ask for them immediately. I will record to whom the kits have been sent so that the remaining fluid can be sent on to another member. It would be nice if I could have the empty containers returned to me.

Spare Parts - Packing

I have had no response to my plea for assistance with sorting and packing spare parts. This means, of course, that requests for spares are going to take longer to process. However, I have re-designed the Order Form which you can see at the back of this Newsletter. This means that you write out your own invoices. This will save me a considerable amount of time, and the only item you cannot include is the cost of postage and packing. These invoices will be returned to you once the goods have been dispatched, and on receipt of the cheque my photostat copy will be destroyed. This will, as I have already said, save me a great deal of work. But if I do get a volunteer to help me pack some of the larger items, his services will not be unappreciated, not only by myself, but by others.

Exeter Cars

The two cars are now with John White in Exeter and he has all the necessary tools on site to dismantle them. Overnight accommodation is available in John's caravan, so it would be a good weekend for members to get involved. I suspect that John has got hold of a 32/33 short rad, 4 door car, which is quite rare. It would be nice to try and rescue this particular vehicle, if it is not too far gone, although John thinks it may be beyond redemption. The early cars are full of wood, so it is possible that the woodworm has got to it, as often happens with them.

Work Parties

I have had the usual members offer their services to help clear the lock-up garages, namely Richard Attfield and Dennis Cochlin. I was hoping that more would come forward, including some of our newer members, to help with this task. I have had numerous people ask me for parts from the two vehicles in Exeter, but not one person has offered to come with me to Exeter to collect the vehicles, and to dismantle them when recovered. The obscure parts that members write and request to be sent to them do not appear in the lock-up garages by some magic formula. They have to be sorted and put there, the result of somebody's hard work i.e. the members, so I would like two volunteers to help me to recover the two vehicles in Exeter. After that, I need help to dismantle the vehicles and store the parts in the lock-up garages. As already said, prior to that I need more help to tidy the lock-ups so that there is room to put the parts. From a personal point of view, I am having to cut down on the number of lock-ups I hold this year due to the increasing rents, and so the lock-up space

that is given over to the Club will have to be tidy and compact, otherwise we will not be able to get everything in.

- To recap I need TWO volunteers to help me collect the cars from Exeter
- I need HELP to dismantle the vehicles and store the parts
- I need MORE HELP to tidy the lock-ups before parts are stored there

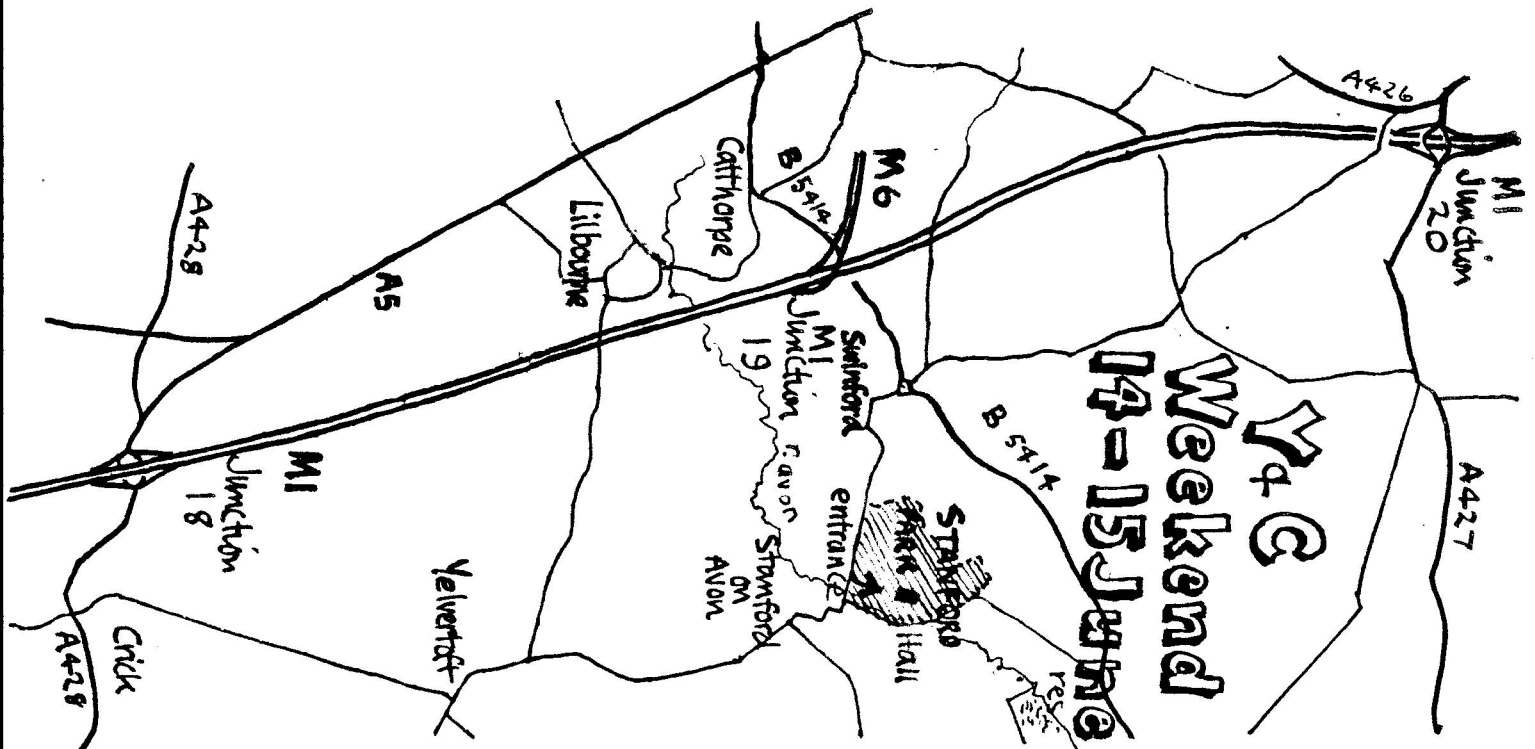
If you have written asking for parts from the vehicles, why not write to me again offering your help in one of the above ways?

Stanford Hall, Club Weekend, 14th-15th June, 1986

it is still not clear at this time just what the total commitment will be from the membership with respect to their vehicles, so we cannot yet draw up the classifications for the prizes. I would like to work that out during the next few weeks with Don Malin. To date, there are five Cs entered, so it would be nice if more could come along. That is probably the most Cs in any one event so far. We intend to issue an attendance plaque to commemorate the occasion. The barbecue is taking shape for Saturday night, with quite a lot of participating members. Don will be issuing tickets for £3.00 each. Modest supplies of wine and beer will be made available. Children will not be charged for. Don will have his caravan, and the barbecue will take place in the camping field away from the main house. They are not too keen on that kind of thing too near the house. I remember DAvid Laxton had problems, so it is best held away from the main hall. We should have a generator so we will have light on what we are doing. I hope to set up all day Saturday, to get things under way for Saturday evening. I will also have a video camera there, so I will be able to take some video film and edit it to produce a short film of the weekend's events. Members may like to receive a copy of this in due course. It is the HS system, incidentally. Members will need to pay for the camping on site, I shall collect the fees from them. Apart from the £3.00 per person for the barbecue, the Club will foot all the other bills. Hopefully this will encourage people to come along.

Stanford Hall is situated near the junction of the M1 with the M6, on the B5414 between Swinford and South Kilworth, on the east side of the M1. Take either Exit 18 or Exit 20 from the M1.

Saaham Miles.



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
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 pistons, various sizes (a few post-war 8 h.p. sets, but these are in excess of £20.00)	from £15.00 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
Have a selection of early distributor caps and rotor arms for these distributor caps	£ 1.50 each	not offered
Vacuum motors - wiper (needs conversion)	£ 1.00 each	not offered
Gaskets - various types - but no Sump now - ask for details	£ 4.00 each	not offered
Speedo cables - contact direct: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402.		
Speedo cables K27 5ft 8in long - Y price on application		
'C' model exhaust - stock with tailpipe (only 1 left)	£ 42.00	£ 63.00
'Y' exhausts - stock	£ 40.50 each	£ 60.75
Floor board screws	£ 0.05 each	£ 0.10
Engine top water outlet (head to hose)	£ 6.00 each	£ 9.00
Top hoses - straight 9" x 1 1/2"	£ 2.25 each	£ 4.00
Bottom hoses - straight 8" x 1 1/2"	£ 1.25	£ 2.00
Oil can transfers, black & green	£ 3.00 each	not offered
Oil cans	£ 10.00 each inc P&P	not offered
S.R. & L.R. rear brake rod support carrier arms	£ 4.75 each	£ 7.00
Wheel nuts for 'Y' & 'C'	£ 15.00 per set	£ 23.10
As per static fluid level gauges	plus £1.60 for P&P	
	£ 5.00 a kit	not offered

Many more used and new and used items. White giving information on the form provided. Also, have a large stock of used parts.

REPRODUCTION PARTS

Body Panels

The following Y parts are available to order - price on application
Front and rear wings, front and rear valances, inner rear wheel arches, inner front wing - engine compartment Running boards for L.R. & S.R. 'Y's - faced with diamond moulded matting moulded from original Chase rails on chassis inside door, beside carpet (state 2 or 4 door)

£ 43.50 plus £ 4.00 P&P

£ 15.50 per pair

not offered

not offered

£ 7.10 each

£ 11.35 each

£ 8.10 each

£ 0.60 each

£ 25.00 each

£ 7.30 each

£ 20.00 each

price on application

price on application

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

MEMBERS PARTS WANTED

M117Y	D. Dolan	1	1.2.3
	2 Regulator caps		
	4 Bumper bar end caps		
	1 Wider arm and blade		
	151 Retreat Park, Athlone, Co. Westmeath, Eire		
M126Y	D. Macdonald	1	1.2.3
	Brake lining L.R. Y		
	2 Hair centre spring bolts (square head)		
	2 Window winder escutchions		
	2 Used petrol tank L.R. Y		
	1 Electric petrol gauge		
	1 Keith Crescent, Blackhall, Edinburgh EH4 3NH		
M113Y	B. Clarke	1.2	1.2.3
	4 Headlamp rims for 34 Y, black and early S.R. design		
	on 33/34 rims, appear same, but in fact the interior diameter of rim is slightly larger on 34 and glasses do not interchange correctly - Graham		
	1 Tel. 01 903 4873		
M121Y	J. D. Hall	1.2	1.2.3
	Any seats suitable for 36 Y		
	Brantree 42696		
D. Gatenby	1.2		
	Perch bolts and brake nuts for front axle of C (part no. 3030 for pin and part no. 3036 for nut)		
	1 Tel. 0325 486781		
M107Y	I. Brown	1.2	1.2.3
	Headlamp magnifier bar for Y, diamond shaped		
	1 Tel. 031 669 4034		
M124Y	J. Cassidy	1.2	1.2.3
	Semaphore trafficators, boxed, for door pillar of Y (See Newsletter no. 39 - 6.)		
	1 Silver faced ammeter for Y		
	1 Tel. 0604 43389		
M117Y	D. Dolan	1.2	1.2.3
	2 Whip arms and blades for Y		
	2 6v horns		
	2 Rear lights L.R. Y		
	1 New or used, as available		
	1 Tel. 0902 72081		

Jason Duffield has storage problems with his car and needs to either sell it for £100.00 or find very cheap long term storage until he's away from home and can do his own thing - can anybody help?
Jason lives at:

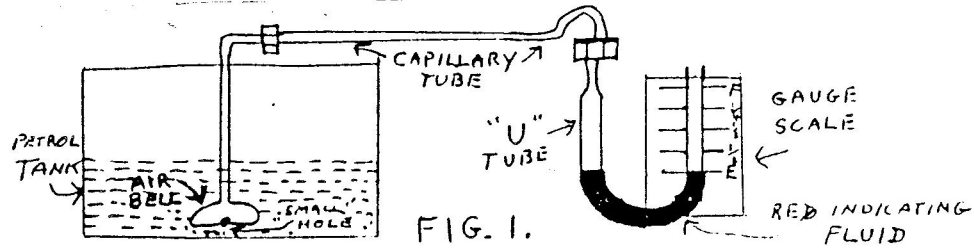
23 Dressington Avenue,
Brockley, London, S.E.4

MEMBERS PARTS FOR SALE

	Humberside County Council Education Dept., have for sale a very near new, if not new 1940 S.D. engine, circa 1942-50, suitable for a C, but genuine engine, a bargain at £60.00		
	1 Tel. Mr. E. Wilson 0482 668503		
M102Y	B. Wallis	1	1.2.3
	Car for sale: Price £1,250		
	1937 2 door saloon, restored, MOT		
	For more details, contact the author, 22 Smugglers Way, Knu, Hedsborough, Dumbartonshire.		
R101Y	S. Reeves	1	1.2.3
	Is looking for parts for his 1932 S.R. but hasn't made clear exactly what he needs:		
	Trim plate parts for the doors		
	Central floor pan over gear box		
	Front shock absorbers		
	288 Spackmans Way, Chalvey, Slough, Berks.		
	T. Hallam	1.2	1.2.3
	Car for sale: Price £1,595		
	1937 2 door model Y, fully restored a few years ago, MOT, ready to use, fawn/brown coachwork		
	1 Tel. 0380 870524		
A103Y	P. Ashcroft	1.2	1.2.3
	Car for sale: Price £2,000		
	June 1933, 2 door short rad. model, reg. no. US 2090, MOT, ready to use		
	1 Tel. 0408 61941		
G110Y/C	G. Game	1.2	1.2.3
	Car for sale: Price £2,450		
	March 1933 S.R., totally restored to original specification, MOT one full year, ideal car for the forthcoming season.		
	Loss of storage forces sale.		
	1 Tel. 0375 891272		
M109Y	D. Minnett	1.2	1.2.3
	Free of charge for wanted:		
	Driver's seat, rough but sound, requires re-upholstering.		
	You collect, or you can take it at Stamford Hall.		
	1 Tel. 01 661 2480		
M118C	Mason Wain	1.2.3	1.2.3
	Y's wheels		
	8 HP Engine		
	1 Tel. Westbury-On-Severn 279		
C123Y	K. Clark	1.2	1.2.3
	Complete set of seats (cloth, 34 Y) need re-upholstering		
	(seats for L.R. are basically the same with the exception of seaming design of the upholstery, but spring bases are same for all L.R.s - Graham)		
	1 Rear axle		
	Front and rear springs		
	Front axle and pins and stub axles (presumably you mean perch bolts when you say pins - Graham)		
	Radius arms front and rear		
	Brake system complete		
	5 wheels and tyres		
	petrol tank with hydrostatic sender		
	Prop. shaft and torque tube		
	Original exhaust - good condition		
	Many other small items		
	Spring spreader for loan to local members		
	21 Bedford St., Earlsdon, Coventry, CV1 3EW.		
	These items may be collected at A.G.M. as Ken will probably be there.		
C105Y	M. Cole	1.2.3	1.2.3
	Car for sale:		
	1934 Model Y, mechanically sound, bodily good.		
	Good clean car, ideal for collector or enthusiast. Will sell at right price to a good home.		
	1 Tel. 053750 667		
K105Y	K. Knight	1.2.3	1.2.3
	Car for sale: Price £300		
	1933 Y, 2 door saloon, Swansea registered JK 2947, with original oil can, For restoration - good body and roof linings, but tatty interior.		
	Space needed, sold with spares.		
	(Mr. Knight quotes chassis no. as Y17107 which sounds like a March 33 vehicle, the reg. no. was issued from Eastbourne in early 33, so at the price she sounds good value - Graham)		
	1 Tel. Brighton 417679		
M117Y	G. Miles	1.2.3	1.2.3
	1936 one owner 'C' 2 door saloon, partly restored, i.e. replated chassis and body repaired and repainted. However, needs attention to doors and trim panels, etc. Sold to by family friend, good home needed. Price not less than £535.00		
	1 Contact me for more details.		

THE HYDROSTATIC TYPE PETROL GAUGE

The type of petrol gauge fitted to our early Model 'Y's was of the thermometer type which consists of an air bell in the petrol tank, a 'U' tube backed by a calibrated scale in the dash panel, and a small copper capillary tube line, connecting them together, as shown below.



The mode of operation being that petrol enters the small hole in the air bell and by doing so, pushes the air in the capillary tube which creates an air pressure forcing up the indicating fluid in the 'U' tube to record the level of petrol in the tank.

This type of gauge is very reliable, providing the correct level of fluid is in the gauge, the connecting pipe is free of obstruction, moisture and air leaks, and the tank unit is supplying air, from the surging of petrol in the tank.

Now to get your gauge working, I suggest you remove your gauge by undoing the pipe union connection at rear of gauge and two nuts securing gauge to dash panel. Now undo pipe union on top of petrol tank, remove screws retaining unit to tank, and withdraw tank unit, being careful not to damage gasket between unit and petrol tank. Having removed these, thoroughly clean the gauge tubes and all air holes in tank unit. Now pay attention to the connecting tube between the two. This should be blown through from one end by a hand-type pump, making sure that any moisture or obstruction is cleared out, and that air is passing freely through it.

We can now replace the tank unit and connect the pipe union, making sure this is tightened so that the air pressure cannot leak away. This is most important to obtain a correct reading on the gauge. Now we come to the gauge end, this should be filled to the empty mark on the scale with a special fluid, the name of which is TETRABROMOETHANE, which is a heavy fluid, having a SG of 2.9.

To fill the 'U' tube, you need a medicinal eye-dropper to enable you to draw up the fluid in the dropper and discharge it into the open glass end of the 'U' tube to exactly the 'E' or empty mark on the calibrated scale of the gauge. Having done this, and keeping the gauge upright, offer it up under the dash panel and re-connect the pipe union, tighten up two nuts securing the gauge to dash, and also very carefully tighten the pipe union to the gauge.

Everything is now back in order, once having put some petrol in the tank, and just for good measure, disconnect the petrol fuel line at the pump on nearside of the engine, and blow down this line, back into the petrol tank, with your mouth, three or four good blows. Having done this, your gauge should read the level of petrol in the tank.

Jeff Cole

-X-X-X-X-X-X-X-X-X-X-

PETROL GAUGE

OPERATION

The hydrostatic type of petrol gauge used on the model "Y" consists of three units—the head, the tank unit, and the air line. When the gauge is in operating condition, the air tube and air chamber of the tank unit, and the air line connecting the tank unit to the head are filled with air (see Fig. 14). The petrol tries to rise to the same level in the tank unit as it is in the tank, but is prevented from doing so by the air trapped between the bottom of the tank unit and the liquid in the head. However, the effort of the petrol to get into the air chamber builds up a pressure in the chamber. This pressure is communicated through the air tube and air line to the head on the instrument board, where it is recorded by the rise of the red liquid in the glass tube.

Fig. 14 shows a simple hydrostatic gauge. The air cups and air delivery tubes (shown in Fig. 15) have been omitted as they take no part in the reading of the gauge. They are simply used as a means of supplying air to the air chamber to overcome any loss by absorption or leakage.

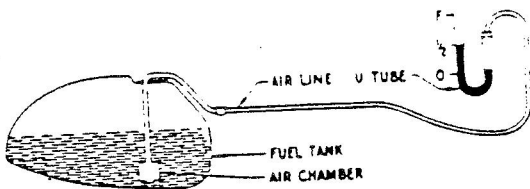


FIG. 14

If one of the connections in the air line is opened while the tank contains petrol, the trapped air will escape and petrol will rise in the tank unit to the same level as in the tank. Similarly the liquid in the U-tube will fall until the same level has been reached in both sides, which should be at the "Empty" mark. Now, if the connection is again made, the gauge will still read "Empty" until the air chamber and air tube are cleared of petrol and again filled with air.

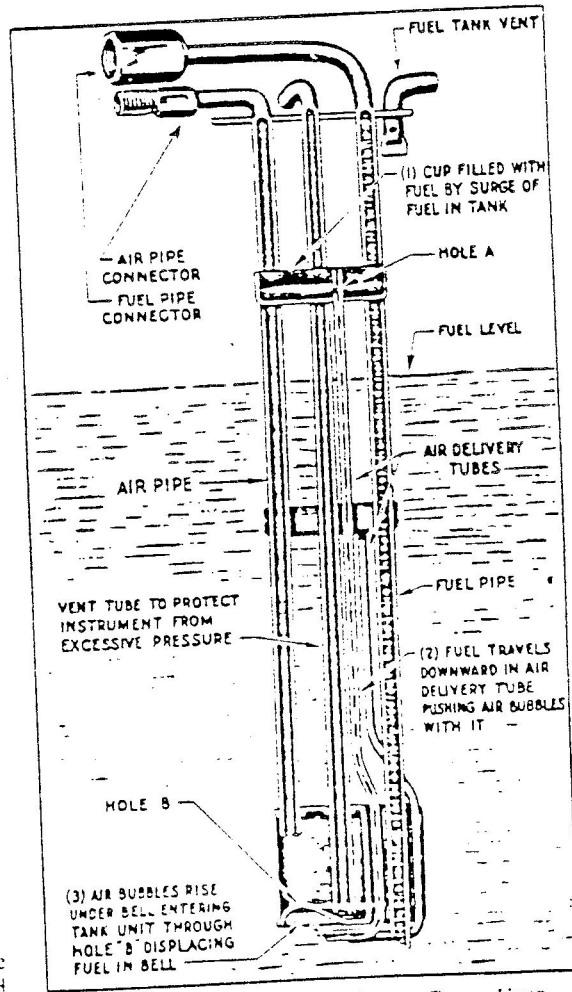
Tank Unit

The tank unit (Fig. 15) shows the air tube and air chamber which must always be filled with air. The petrol tries to enter through hole B, and thus presses on the trapped air.

This is the only part of the tank unit that has anything to do with the reading of the gauge.

The vent tube (see Fig. 15), which is open at the top, is merely a safety device which protects the gauge against high pressure. It does not enter into the operation of the gauge in any way.

The remainder of the tank unit, that is, the air cups and air delivery tubes (see Fig. 15), act only as a means of supplying fresh air to the air chamber. This is to overcome the loss of air due to absorption in the petrol and contraction of the air due to sudden drop of temperature.



CROSS SECTION OF PETROL GAUGE TANK UNIT.
FIG. 15

The air supply mentioned above is obtained by utilizing the movement of petrol in the tank. When the air cup is above the level of the petrol, it is constantly being filled by the surge and splash when the car is in motion. This petrol runs down the air delivery tube through the drain hole A, and in so doing, draws with it a few bubbles of air. At the bottom of the tube, the air bubbles out and rises under the air chamber. It enters the air chamber through hole B, and replaces any petrol which may be there. When the air chamber is full of air these bubbles simply pass off.

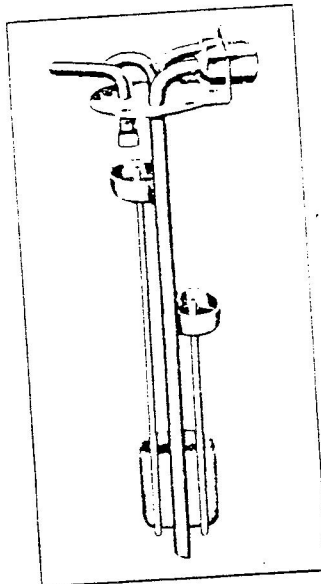


FIG. 16

Head Unit

The head unit is mounted on the instrument panel.

It consists simply of a U-tube (containing a special heavy red liquid) which is the most accurate instrument known for measuring pressure. The front half of the U-tube is a glass tube open at the top, while the back half is a brass tube.

Air Line

The air line, coming from the tank unit, is connected at the top of the brass tube. Any pressure which comes through the air line will press the liquid downward in the brass tube and upwards in the glass tube. In fact, the difference in levels of the liquid in the two tubes is an exact measurement of the pressure coming through the air line and hence records the depth of petrol in the tank.

Three things are necessary to ensure that the gauge will function correctly.

1. The head must hold liquid and read zero when disconnected.
2. The air system must be free from leaks or obstructions. The most common obstructions are petrol, or water which has condensed in the line, which, being movable, will cause a very erratic reading of the gauge, particularly on acceleration or sudden stops.
3. The tank unit must supply air by the surging of the petrol as described above.

When you have these three conditions and the gauge is re-connected, the liquid in the head will start to rise as soon as the car is in motion, and will continue to rise until it records the true contents of the tank. Stopping, starting, and turning of corners will hasten this action. After this, the gauge will not again lose its reading unless disconnected.

A quick method of correcting the reading of the gauge, while it is in position on the car, is to disconnect the petrol pipe at the petrol pump and blow down it with the mouth. **DO NOT USE COMPRESSED AIR**, for it is unnecessary and may damage the mechanism of the gauge.

When blowing into the pipe, avoid, as far as possible, getting moisture into it.

Normally the reading should be corrected before the car is returned to the owner. The reading, will, however, correct itself in time.

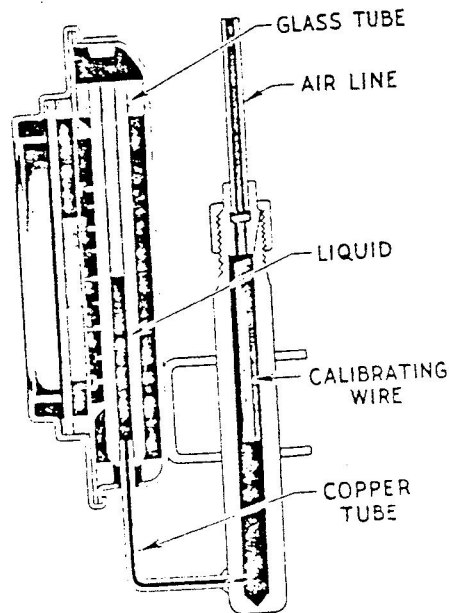


FIG. 17

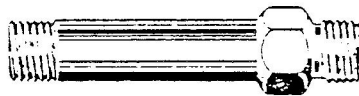
CORRECTING A FAULTY GAUGE

The correction of a faulty petrol gauge is very simple, assuming that you will follow the directions below exactly.

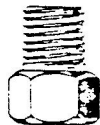
Do not remove the gauge from the instrument panel or start installing new units until these instructions have been followed.

Head Unit

Disconnect the gauge line (air line) at the gauge head and set the gauge reading exactly at the bottom line (zero). Liquid can be added or removed at the top of the brass tube where the air line is taken off. To fill, use a medicine dropper, being careful not to over-fill. To remove liquid, use a toothpick or a match to absorb some of the liquid from the brass tube.



PUMP CONNECTION V-27



PLUG V-26

FIG. 18

The red liquid used in the gauge head unit is supplied in one-eighth ounce and one-ounce bottles by the Ford Motor Company. The reference number for 1/8-oz. bottles is K-13102-AR, and for 1-oz. bottles K-13102-B. As the accuracy of the gauge is dependent on the specific gravity of the fluid, it is of extreme importance that only the genuine fluid be used.

Inspect the head unit for dirt or flaws on the cone seat, or liquid leaks at the copper tube (small connecting tube).

Pump the liquid up in the head unit to any point on the dial above the bottom line by moving the thumb rapidly up and down against the top end of the brass tube at the back of the head unit. (This action will supply air pressure to the liquid, causing it to rise in the glass tube). Entrap the air by holding the thumb against the top of the tube. If the liquid holds at a given point, the head unit is satisfactory. If the liquid will not rise, there is an air leak, liquid leak, or the tube is choked. Change the unit.

Air Line

If the head unit is satisfactory, check the air line for obstruction and leaks. First dry the air line by

blowing through it with a hand tyre pump—not a compressed air line—as compressed air lines generally contain water, or moisture at least (moisture in gauge air line will cause erratic reading of the gauge).

Install the special tyre pump connection on the front end of gauge line (see V-27, Fig. 18). Connect the tyre pump and give at least 50 continuous full strokes.

To check for leaks close one end of the air line with plug V-26 (Fig. 18) and suck on the other. If the suction created will hold the tongue for one minute, the air line is satisfactory.

If the air line shows a leak or is choked, change it.

Re-connect the air line, making sure that the connection is tight. Before you connect, verify that gauge holds its zero reading, and, therefore, does not leak. Try the tank unit connection to be sure it is tight.

Now test to see if the trouble is in the unit or a faulty installation which you have corrected by the above adjustments.

Test

Determine whether the gauge can be brought up to proper reading by supplying air to the tank unit by blowing through the petrol pipe, as previously described.

If the reading stays set with the car standing, the gauge will function correctly. If, however, a reading is obtained, but it will not hold, inspect connections for dirt and flaws.

If the air line, head unit and connections are found to be satisfactory, the trouble is in the tank unit which should be changed.

Caution: Faulty tank units are very rare; therefore, inspect carefully the head unit, air line and connections, as the trouble is more likely to be in one of these places than in the tank unit.

USEFUL CONTACTS, NAMES, ETC.

STOCKIST, EARLY FORD PARTS

Mr. Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey.
Tel. 0252 543840
Phillip Walford, Snitton Gate, Knowbury, Ludlow, Salop.
Tel. 0584 890430
Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds.
(Shock Basorber Kits, etc.)
Tel. 0359 50347
Nordian Services 1979 Ltd., Walter Tower, Matching Green Airfield, Essex.
Tel. 027 976351

TRIMMER

Ron Mudge, Minet Drive Works, Minet Drive, Hayes, Middlesex.
Tel. 01 573 6699

WIRING LOOMS

The Seven Workshop, Denvers Yard, Barwick, Nr. Wate, Herts.
Tel. Much Hadham 2076

RE-CON STEERING BOXES

Lione (Merton) Ltd., 124 High Street, Merton, London, SW19.
Tel. 01 540 5717

PRESSED NUMBER PLATES

Black/Alloy - G. Tipper & Co. Ltd.
Tel. 0702 553225

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

