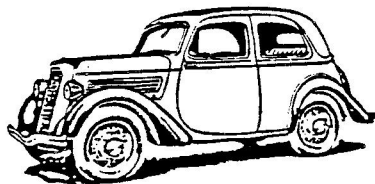
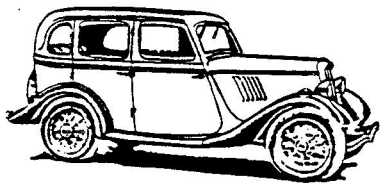


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 43 SEP / OCT 1986.

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DIRECTORS: Graham Miles, John Guy and Jim Miles

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ANNUAL SUBSCRIPTION PER MEMBER, £10.00 DUE ON 1ST MARCH EACH YEAR.

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EDITORIAL

By the time you receive this Newsletter, we will be into November. We are a bit late, largely due to the editorial team suffering a bout of flu at the critical phase of production! However, we are now back on our feet, weak though these may be.

Once again we bring you an issue packed with articles, information and interesting reproductions. This month we have not one, but two contributions from Sam Roberts, who is rapidly becoming one of our biggest contributors. Sam has obviously been doing a lot of research on the specials front as well as trying to encourage more local activity. Very rarely does anyone seem to achieve much success at a local level. Perhaps Y and C owners are a very introverted lot, although I didn't notice much of it about at Stanford Hall. I don't know how anyone can resist a Y event at a great steam railway!

Jim Miles has been having a bit of luck at the Autojumbles, as did we at the Northern Classic Car Show. The cars were interesting, but the Belle Vue venue was not too spectacular. I found a gasket set I was looking for and a mid-thirties AA badge, which goes quite nicely with the car. I still have a hankering for a P5 Rover or is it heresy to admit that here! Not a substitute, I hasten to add, just another car. I think, however, in reality it might be a tandem next. They are both in the same price bracket!

Bob has been busy recruiting in Scandinavia. It is fascinating to see the enthusiasts problem expressed in a different accent. Somehow it gives an insight on our own feelings about the hobby.

This time I was fascinated to receive a letter from our illustrious Chairman with some advice on trafficators. Graham was confirming that in illuminated trafficator switches the bulb feed returns to earth via the trafficator not switched on, the bulb resistance being much lower than the solenoid. I have wired my switch that way and it works without trouble thanks to advice originally from father, who had an engineer's background. Ian Wright's method with relays is perhaps a more elaborate way of doing the same thing. Graham also adds:

'Original or not, the law demands the use of an illuminating switch if the trafficators are mounted rear of the driver's line of sight and on all late Ys they are mounted to the rear of the doors (2 door). Only the s.r. had trafficators forward of the doors, and therefore do not need an illuminating switch by law.'

My car is a late 34 long rad and has the trafficators forward of the doors as well as short rad headlights (2 mixed features). I did, however, prefer an illuminated switch as I could not see the nearside trafficator. The forward mounting position is not really much use to traffic behind, they are all just original car features.

However, to get back to your letters, we have some we didn't have room for last time and several new members writing in with the enrolment cheques to Bob.

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LETTERSNew Members

It is always pleasant to hear from a lady enthusiast, and this month we have letters from two. Linda Parker writes:

Ever since I've known Howard, he's had a passion for cars, and in particular he's always hankered after an older car to 'do up' and run. When Owen and Chris Baldock (Club's local area organiser and long-standing friends of ours) obtained their Model Y, I finally got the bug too, so it was only a matter of time before we bought a car of our own! We spotted our Model Y in the Exchange and Mart and went up to see it (in Bromley) the following Saturday. We were both very impressed by the car, although by this time we were both so keen to own a Model Y I think we'd have probably wanted it unless it was literally in several boxes. Its then-owner had a total of 11 cars (including an Austin 7 and an old MG, and even his first ever car - a Mini, rusting away in a corner?0, a caravan and 2 parachutists' motor bikes! He'd finally admitted to himself that something had to go! So we lightened his load at a cost of £650, with grateful thanks to Mum and Dad and Howard's Dad for the loans enabling us to do so.

We picked up the car the following weekend, trailering it to Maidstone. Many neighbours' curtains were pulled aside as it arrived and we could almost hear the cry go up of 'Oh no, the Parkers haven't bought another car!' (We've already got two VWs - a Beetle and a Variant, a 1955 4 door A30 in restoration, a mini van and a motor bike.)

Then came the car's first real inspection. In its favour it had a good strong chassis, a re-conditioned engine (including the original Ford coil), a spare engine (with 2 shock valves), a spare gearbox in good order and it is complete apart from the speedo glass and the rear screen. The radiator turned out to be a Morris 8 rad. Having taken out the rear seats and panels we discovered that the rear wheel arches have rusted away. The seats and floorboards had active woodworm, so after taking templates we had to have a bonfire! Tucked under one of the seats we found the remains of a programme giving details on Gracie Fields on Radio Luxembourg. By the way, the car also came with an original box of 4 pistons 60 thou' oversized.

We've got a lot of hard work ahead of us, but also a lot of fun and hopefully you'll be seeing us at some of the rallies in 1988, if not 1987, showing off the results of that work!

Jackie Henry from Huntingdon writes in:

The Model Y actually belongs to my boyfriend, even though it is in constant use by myself. My penalty for the privilege is dealing with the paperwork, which isn't too bad considering it is also my job. The registration number is CWE 929, and the car has been in Sheffield all its life (as far as we know), until we bought it approximately 2½ years ago.

It has a 10 hp engine in it, as opposed to an 8, so it has an extra bit of oomph (which is hard to tell at times!).

Michael Goldsmith couldn't resist having a Model Y to join his 1929 Sunbeam:

I've found the engine seems to be happy around 45-50 mph. I've been using Castrol GTX for the engine and it seems okay. I serviced her the other weekend and enjoyed working on it. I also have another car, a 1929 Sunbeam, it is like a big tank but enjoyable to drive, but I get much more fun from the Y. It seems to attract a lot of attention wherever you go, people seem to remember these small cars more than anything else. My father had one in 1935, I think it was, and I can remember as a small boy being in the back, and they tended to sway around bends, because I remember my father nearly overturned it.

John O'Donnell in U.S.A. had DGP 889 - a Model Y registered in London in late 1936. I don't have any details of how this car got to the States. Does anyone remember this car when it was in the U.K.?

Mr. Walker has a Kerry tourer, 1936, CWA 501, which he is restoring. It is good to 'find' another special bodied version of the Y.

Jon Hutton has two Y saloons, a short rad and a long rad, both being restored.

We have two new overseas members - Kjell Haaland from Norway and Alf Jonasson from Sweden. Kjell has a 1936 2 door Y which was taken from the U.K. to Norway by a U.S.A.F. chap who was unable subsequently to take the car back to the U.S.A. Bob Wilkinson has written to Kjell asking for more details of his car, to enable it to be traced more clearly.

I got your address from the Ford Sidevalve Owners' Club, Mick Crouch. I understand I will be your only member in Norway. I know of only two more Ford Ys here, only one on the road, but the SV Club has 2 or 3 members. I don't know what kind of car they are driving. I bought my car this summer. An American owned the car and brought it with him to Norway. He had to go back to U.S.A. and could not take the car that far.

Alf sent a photocopy of an article on Fords in Sweden. The Y was marketed as the Ford Junior. Alf writes:

It could also interest you that a lad here in Varnamo (a town 10 km from Bor) has a 1934 or 35 Ford Y Cab., nearly like yours (Bob W's) but it is a two seater with an extra seat behind. Here in Sweden we call it 'mother-in-law' seat. Later I can send you a photo.

Last weekend I went for a trip to fetch spare parts for my car. I had a tip that a Ford Y was out in the woods, just 1 km from the border with Norway. The car was there, but in terrible condition. I got the parts I needed, so the trip wasn't thrown away, but my wife wondered what I was doing, going 600 km to get some pieces for a car!

Here in Sweden they spread out a lot of salt on the roads and it can damage the cars.

We didn't realise that Swedist authorities had started using the dreaded salt on winter roads! Please write and let us know about the 'old motoring scene' in Scandinavia, Kjell and Alf.

Car History

Kevin Briggshaw is a new member who has looked into the history of his car:

I found that the first owner from Halifax had the car for 11 years, most of this time in store, due to petrol rationing. In 1948 George Kershaw from Bradford purchased the car and ran until old age made him reluctantly sell the car in 1970 to Miss Georgina Beadley of Grays, Essex. She married Hilary Gunn and had the log book transferred to his name in 1974. They then moved to Carlton, Bedford. At this stage the bodywork was sprayed green from black, the original colour.

I purchased the car from him in August, 1986. I am hoping it will pass its M.O.T. at the end of this month, then I intend to run it for a year so that I can get to know about the car before I start any restoration work.

Car Sale

Brian Wallis has sold his Ford Y, YS 9724 to Mr. Summers, who lives in Bournemouth. Unfortunately, his address is not known, so will members in Bournemouth look out for this car - we would like to keep him in the Club.

General

Bob Hamilton writes in, in his own inimitable style:

'Greetings in the Name of the Club'

I received a large envelope, with a small membership card inside, but nothing else, no bi-monthly magazine for July/August, was this a mistake.

I went to a local show held by the Ayrshire Vintage Tractor Stationery Machinery Club, this being mostly farmers, it was a very good show and of course there were cars there.

I enclose photos of a Ford V (EGO 179) at the show mentioned. I tried to contact the owner, McConnachie's (Ford) Garage, Kilmarnock, but he brought the car to the show then left for the Golf Classic at Turnberry (10 miles away). The car is concours standard and not for sale (pity).

My own car is a C model and I am still trying to find time/courage to take the body off for welding purposes.

Could I please have the July/August magazine, as I cancelled a trip to America because it was due.

Sorry about the missing mag, I hope the despatch end has a spare copy!

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RANDOM JOTTINGS NO. 10

Winter is well on the way now and with it the end of the Rally season. Two events which stand out from the summer for me were the Enfield Pageant, at which I bought a brand new Y type engine block, it hasn't even any engine numbers stamped on it. Then there was Beaulieu at which Graham Tomlinson and I picked up a new offside front wing for a long rad, also a new clock mirror, which is going in the Koln CABriolet! Even so, Y and C spares seem to be in very short supply at Autojumbles, could it be that there is a rich captain of finance who has cornered the market and is only releasing small amounts at a time just to keep the price up and get a large return on his original investment, or have I been watching too many James Bond movies!

Nice to hear from Norman Hickel of Pretoria, South Africa, in the last Newsletter, hope he got on OK in the big FIVA Rally in September.

Looking through the Library the other night, I came across these two gems. (see pages 7 and 8) Regarding the 'Overhead valve conversion' the price of 18 guineas seems a lot when you think that a new Y type was £120 at that time (1934). The other page shows the 'Ford Test Set', Bert Thomas has one of these machines in his house and uses it regularly.

Jim Miles

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LETTERS

Keep writing in, members, all the letters and articles you send in help to make the Newsletter such good value.

July 10, 1934.

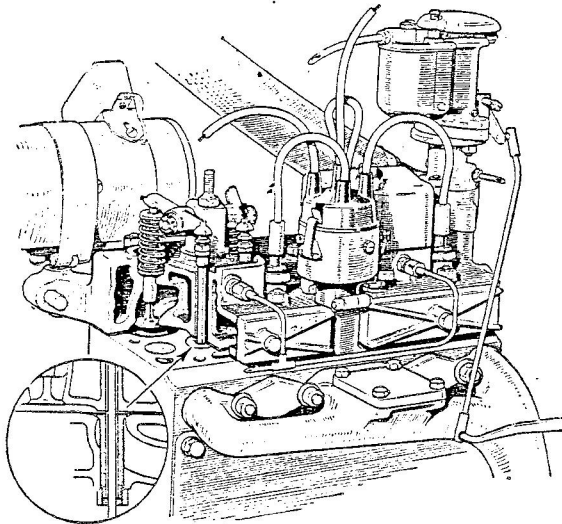
1003

The Motor

An Overhead-valve Conversion

for the 8 h.p. Ford

Novel System Provides a Maximum Speed of 68 m.p.h. and a Very Lively Performance.



(Left) A drawing which shows the head, containing overhead inlet valves and passages, as fitted to an 8 h.p. Ford engine. (Inset) A blanked inlet port and push-rod.

WORKING under the well-known Whatmough-Hewitt patents, the Betterway Engineering Co., Ltd., of Surrey House, The Quadrant, Richmond, Surrey, has evolved a method for providing the 8 h.p. Ford engine with overhead inlet valves. We have recently had the opportunity of testing an 8 h.p. Ford chassis which had been converted in this way, fitted with an open four-seater body. The car weighs 14 cwt. complete; it is, therefore, slightly heavier than the standard saloon model.

Lapping at 65 m.p.h.

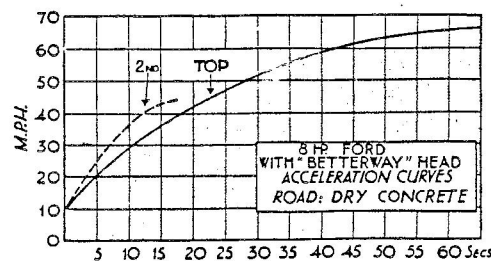
Tested at Brooklands Track, without folding the windscreen, a maximum timed speed of 68 m.p.h. was attained and a flying lap was completed in 2 mins. 33 secs.—equivalent to 65.1 m.p.h.—excellent results with an engine of only 933 c.c. capacity, running at a moderate compression pressure.

Interesting though they are, these high speeds are not actually so important as the excellent all-round pulling capabilities of the converted engine. Furthermore, the performance results have been achieved without resorting to a higher compression ratio, and it is a special feature of the Whatmough-Hewitt system that the pressure rise of the burning charge takes place smoothly without producing shock. Consequently, the engine remains quiet and docile, despite its high output.

After completing four laps of Brooklands track "flat-out," the car showed no falling-off in speed and the water temperature did not rise above 140 degrees F. We also made the

severe test of driving it slowly on second on a slope of 1 in 4; even when forced to its "last gasp," as it were, the engine remained smooth, and no pinking occurred.

As will be seen from our usual graph, the acceleration figures on top and second gear are particularly



These excellent acceleration curves were obtained on Brooklands track with two up.

good for a car of this rating. On the road, this liveliness is extremely attractive, enabling advantage to be taken of any gap in the traffic. The maximum speed on second was limited to 43 m.p.h. by valve bounce on the car tested, but could be increased, if desired, by fitting stronger springs.

Brooklands Test Hill was climbed from a standing start in bottom gear in 13½ secs., representing an average speed of no less than 17.9 m.p.h. With a rolling start at 25 m.p.h., the hill was easily climbed in second, the speed falling to 20 m.p.h. at the top; the climb was made in 10 secs., the average speed being 24 m.p.h. All these trials were, as usual, made with two up, the car scaling 17 cwt. as tested.

The low-speed pulling of the en-

gine is excellent on a steep gradient, the car being actually capable of climbing (at a steady speed) a slope of 1 in 10½ on top gear and 1 in 5½ on second, as recorded by our Tapley meter. The corresponding performance figures are 210 lb. per ton and 410 lb. per ton respectively. The standard gear ratios are used, namely 5.5, 10.76, and 18.72 to 1.

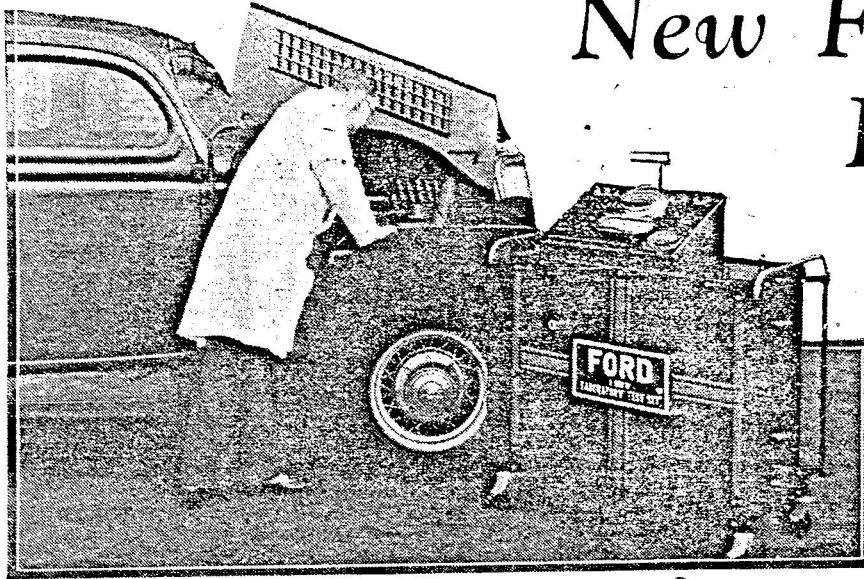
The drawing reproduced shows how the standard Ford head is replaced by a special head containing inlet valves. The inlet ports in the block are filled in and push-rods are taken to the overhead rockers from the existing tappets in the crankcase. The standard carburetter is employed, mounted on the head and communicating with the overhead valves by cast-in passages. No change in the camshaft, carburetter setting or other parts are made, neither is the compression altered.

There is a detachable plug in the Ford engine, which is normally used for testing the oil pressure. Advantage is taken of this to couple an oil pipe to the system which provides lubrication for the overhead rockers.

The head, complete with fittings, is being marketed at 18 guineas, and any competent mechanic should be able to effect the conversion in a matter of six hours. Full instructions are provided with every head sent out, or the work can be put in the hands of the makers of the head. An interesting technical point is the use of a pressure balance pipe to connect the inlet ports with the intake passage just below the carburetter.

In conclusion, the steadiness of the 8 h.p. Ford on the banking at a lap speed of 65 m.p.h. is worthy of praise. One may also mention the fact that although the converted engine runs up to speeds in excess of 6,000 r.p.m., experimental models have accomplished a big mileage without developing bearing troubles. All of which speaks well for Ford methods of design and construction.

New Ford Test Equipment



The illustration shows the Ford Laboratory Test Set in use on a "V.8."

Details of an Interesting Test Set Which Has Been Produced By The Ford Motor Company. It Can Be Used For Tracing Almost Every Kind of Mechanical or Electrical Fault.

The settings of the jets can be tested by means of the vacuum gauge, the hose being connected to the intake manifold as described above. Idling jets are adjusted by varying the setting until the highest vacuum reading is obtained.

The high-speed jet is checked with the throttle open to correspond to a speed of about 25 m.p.h. A low vacuum reading may indicate either too lean (or too rich a mixture, and the precise cause is determined by alternately enriching and weakening the idling-jet mixture. If a richer idling adjustment causes a higher vacuum, it is an indication that the main jet is running lean, and *vice versa*. After correcting the condition, the idling jet should be readjusted.

Valve Tests

The vacuum gauge also provides a means of checking valve action, the hose being fitted to the intake manifold, and engine idling. Leakage at the intake-valve guides is indicated by a fine, rapid tremor of the gauge hand at low idling speed. A valve not seating will register as a regular drop of the hand. Faults such as weak springs or sticking valves, which tend to appear only at certain engine speeds, can be detected by noting the behaviour of the hand on the vacuum gauge as the engine speed increases. Sudden drops of the hand will be noted as the critical speed is reached.

The action of the automatic ignition control can also be checked. The engine speed should be increased gradually from idling to about 1,000 r.p.m. and the point at which the ignition advance cuts in will be indicated by a sudden increase in vacuum reading.

A 30-amp meter is provided for testing the condition of the generator and for adjusting the output. It also enables the dash ammeter to be checked for error. A 15-volt meter is provided for testing the cut-out and checking the output voltage of the generator.

A complete set of tools is supplied with the test set, and the kit includes: intake-manifold wrenches; battery kit; battery carrier; hydrometer; tension scale; spark-plug wrenches; generator wrench; feeler gauge; float-level gauge; cutting pliers; fuel-line plug; adaptor for tyre valve; a set of wrenches; jet wrenches, and various screwdrivers.

Tuition

Owing to the nature of the apparatus, it will be available only to those dealers whose staff includes a man competent to handle it. Special courses of training have been arranged at the Ford works, Dagenham, for dealers' mechanics or electricians who are required to pass an examination at the end of the course to prove their efficiency in the use of the Ford laboratory test set.

A NEW and particularly interesting device for complete engine testing has lately been introduced by the Ford Motor Co., Ltd. The importance attached by this firm to the provision of efficient repair and maintenance facilities is well known. For many years the Company has consistently followed the policy of encouraging and assisting Ford dealers to adopt the most up-to-date tools and equipment. The Company's ideal is that repair-shop practice shall be on a level of efficiency comparable with that of the factory itself, and with the same object—the elimination of waste time, material, and power wherever possible.

Briefly, the test set embodies a group of testing devices conveniently combined in a single unit. They provide a definite means of testing for every condition that can affect engine or electrical system performance, including faults in the battery and battery connections, starting motor, ignition primary and secondary, fuel pump, carburetter, valves, generator, horn, and lamps. In addition, the apparatus provides the means of making a complete radio valve test, and of testing the voltage of all Ford radio sets.

Electrical Tests

The following is a brief description of the tests that can be carried out with the set. From this it will be seen that it provides a means either of rapidly isolating a fault when a vehicle is brought in for a running repair or of ascertaining the attention required to carry out a complete engine tune-up.

Battery.—A 3-volt meter is incorporated for testing the voltage of each cell without load, and also the high-rate discharge voltage of each cell. The compartment is provided to carry a hydrometer for testing the specific gravity of the electrolyte.

Battery Connections.—Positive battery connection and earth connection can be tested for poor electrical contact by using the 3-volt meter in parallel with the circuit, and the fault can be detected at either the battery post or frame. For testing negative battery connections, cable, starter-switch connections, and starter switch, a 15-volt meter is used. Poor contact or resistance at any point can be found by noting the readings as the various portions of the circuit are eliminated.

Starting Motor.—The current consumption of the starting-motor is tested by using the 90-amp meter in series with the motor. Readings with the motor running idle enable the operator to check for poor brush contact at the commutator, dirty or shorted armature, a bent shaft, or worn or tight bearings in the starter.

Ignition Primary.—The "Dwellmeter" enables the primary ignition circuit to be tested for continuity and freedom from shorts. The readings also provide a test for the conductivity and spacing of ignition points, and of the tension of the contact breaker point springs.

Ignition Secondary.—All tests in this circuit are carried out with the "Sparkmeter," which provides the means of checking coil output (on and off car), sparking-plug resistance, condenser, and radio suppressers connected to sparking plugs.

The Vacuum-fuel Gauge.—With the vacuum fuel gauge connected to the intake manifold at the windscreen-wiper connection, and the engine running at idling speed, the efficiency of the engine generally can be checked, as any deficiency of ignition or carburation will be reflected in the vacuum reading. A reading lower than normal for the type of engine in question will indicate a poor condition at one or more of the above points.

Fuel Pump Test.—To check the condition of the fuel-pump intake valve, the vacuum gauge is connected to the fuel pump intake, and the rate at which the vacuum reading falls after the engine is stopped is noted. A fast rate of fall indicates poor condition of the inlet valve. Pressure is tested by connecting the gauge to the output side of the fuel pump, and noting the rate at which pressure increases when the engine is momentarily raced from idling speed. Low fuel-pump pressure will limit engine performance, while unduly high pressures, resulting in a high float level in the carburetter, will increase fuel consumption and cause the engine to stall.

Horns.—The circuit from battery to horns can be tested with the 15-volt meter, while the circuit from horn to earth is checked with the 30-amp meter.

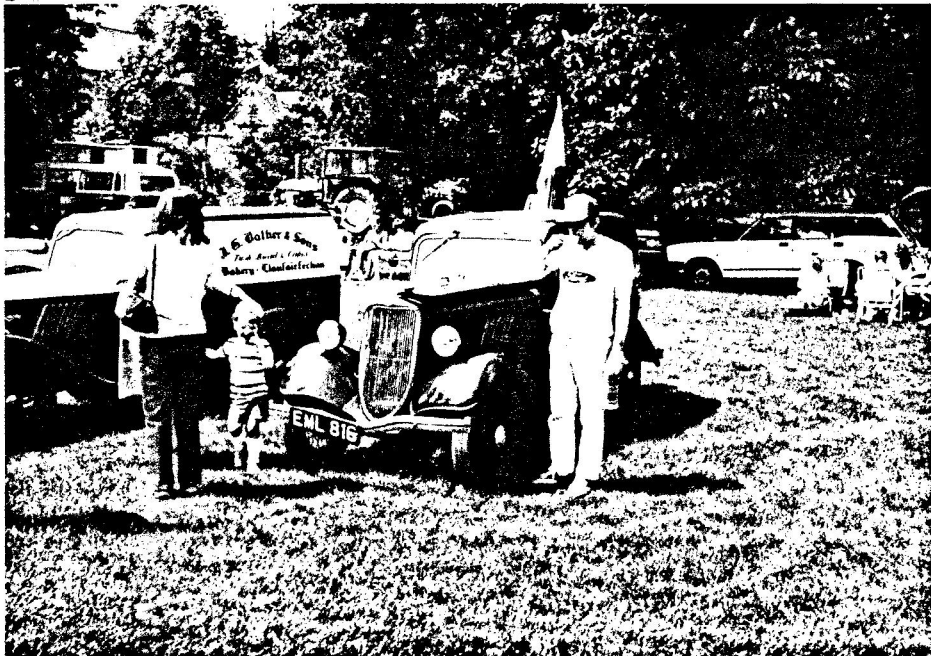
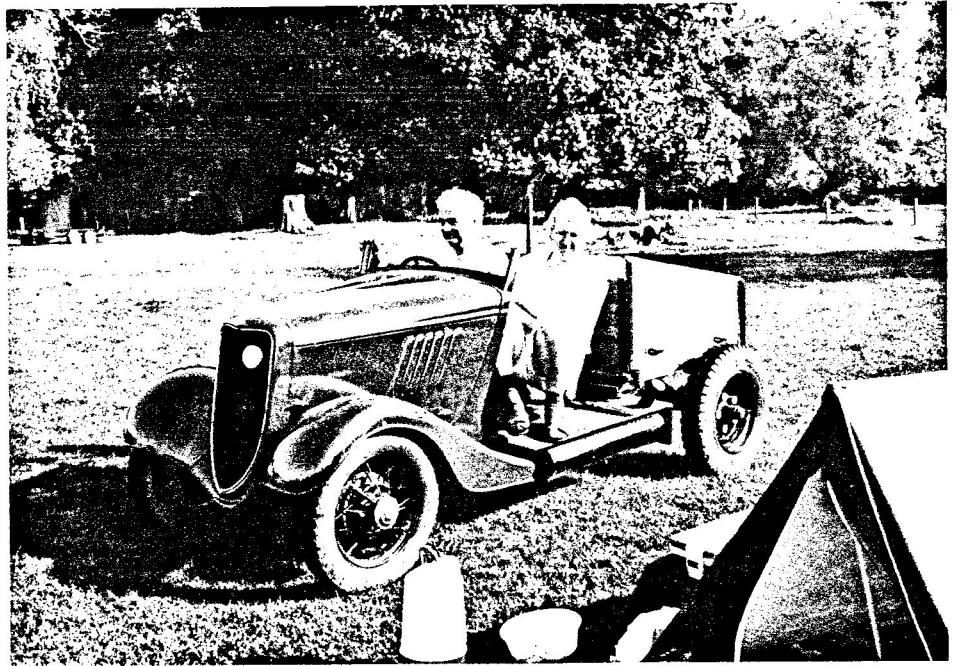
Lamps.—Shorts in the lighting circuit are located by means of the 15-volt meter, and the extent of the short can then be read by using the 30-amp meter.

FROM THE ALBUM OF BOB WILKINSON



THE STANFORD HALL
CAMPING FIELD

CHIEF NUTTER AT WHEEL
OF HIS ALAN TAYLOR
GROUNDSMAN'S TRUCK.
HE THREATENED NOT TO
MISS MY TENT ON HIS
NEXT LAP!



ALAN OGDEN AND
FAMILY FLYING THE FLAG!
GRAHAM CLARKE'S
Y VAN ALONGSIDE.

MEMBERSHIP REPORT

The following have joined since our last Newsletter:

Y Types

B134Y Stephen Barrett, 212 Tang Hall Lane, York, YO1 3RA.
B136Y Kevin Briggshaw, 102 Hadrian Avenue, Dunstable, Beds., LU5 4SP.
H110Y Jon Hutton, 13 Lydney Road, Staple Hill, Bristol, BS16 5NH.
H125Y Miss Jackie Henry, 17 Abbott Close, Brampton, Huntingdon, Cambs., PE18 8SX.
R110Y David Ramon, 16 Michigan Way, Pennsylvania, Exeter, EX4 5EU.
S128Y Nigel Stroud, Chestnut View, Fornsett End, Norwich, Norfolk, NR16 1HT.
W103Y A. E. Walker, 55 Cooperative Street, Stanton Hill, Notts., NG17 3HB.
W119Y Godfrey Wormald, The Everglades, 28 Exley Lane, Elland, W. Yorks, HX5 0SW.

Overseas Y owners

O-H103Y Kjell Haaland, Rennekleiva 7, N6800 Foerde, Norway.
O-J102Y Alf Jonasson, ostralid, S 330 15 BOR, Sweden.

C Types

W114C Malcolm Williams, 7 Pinney Moor Road, Tiverton, Devon, EX16 6JN.

Will members living near any new members make contact with them. This Club survives on the mutual support of its membership.

Change of Address

The following members have changed address since our last Newsletter:

D115Y Gordon Duffett, 184A Drakefell Road, Brockley, London, SE4 2DS.
M102Y Peter Millican, 'Ferndene', Hamilton Drive, The Park, Nottingham, NG7 1DF.
P110C Yvon Precieux, 11A Sunderland Road, London, SE23.

Bob Wilkinson

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MATCHING REGISTRATION NUMBERS

In Issues 37 and 38 I listed 'close' registration numbers of members' cars. I did promise to continue the saga in Issue 39, but have not had the time to complete the research. However, belatedly, and with apologies, I will continue.

New members since Newsletter nos. 37 and 38 have changed the situation in the A - J section:

- BPH 345 Godfrey Wormald (y), in Elland.
 BPH 790 Keith Button (Y van), Wokingham, Berks. REg. Surrey, June/July. 1934.
- CBY 380 Mr. A. Sullivan (Y) in Romford, Essex.
 CBY 764 Colin Barnes (Y), in Kings Lynn. Colin owns a C type as well.
 Both the above registered in Croydon in late 1936.
- DHK 107 Brian Ruddock (Y), Sudbury, Suffolk.
 DHK 499 Alan Burgess (Y), Clitheroe, Lancs.
 Cars registered in Essex in Feb/March, 1936.
- EMD 675 David Tebb (Y) recently bought to go with his C, nr. Leeds. Joins two previously mentioned.
 EMD 202 Brendan Hawe (Y), Northallerton.
 EMD 272 William Drysdale (Y), in Fife.
 All three having moved north after 1936 registration in Middlesex.
- HV 7385 S. Leech (Y) on Merseyside joins 2 mentioned before.
 HV 4857 John Light (Y)
 HV 5918 Terry King (C), Leicester (as seen at Stanford Hall).
 All registered in East Ham.
- DL 8464 Vernon Morgan (Y Arrow Alpine Tourer), Powys.
 DL 8773 Bob Stay (Y CAirn Tourer), Isle of Wight.
 Two rare tourers registered in I.O.W. late 33/early 34.

Following on now from where I left off in Newsletter no. 38:-

- JG 5465 David Butler (Y), in Southend on Sea.
 JG 6714 Colin Watkins (Y), Eccles, Lancs.
 Registered Canterbury, 1935.
- KV 6606 J. Holden (Y) Northants (non-member)
 KV 7851 George Gibbs (Y) Oxfordshire
 Registered Coventry late 33/early 34.
- LJ 9475 Frank Hicks (Y converted tourer) Crawley, Essex.
 LJ 9521 R. Smith (Y) Bracknell, Berks.
 Registered Bournemouth, 1935.
- A double coincidence here in letter and name:
 MJ 3118 Evelyn Chapman (Y) Buckingham.
 MJ 3921 Richard Chapman (Y) in Cumbria. (For sale, see ads.)
 Registered Bedfordshire late 1933/early 1934.
- NG 5216 Michael Grout (Y), Norwich.
 NG 9534 Robert Durrant (Y) Norwich.
 Registered in Norfolk, 1933 and 1935.
- OD 3447 Maurice Billing (Y), Northampton.
 OD 6111 J. Turner (Y), Powys, Wales.
 Both cars registered in Devon, late 1932/early 33.
 Maurice's car is the oldest known surviving Y, being late 1932 -

chassis no. Y258. A picture in Issue 36 or 37 shows Maurice restoring his car during the Silverstone 100 event, Maurice has a large hammer now and I understand it should be on the road in the near future!

OW 6888 Geoff Ridler (Y) in Salisbury.
OW 8697 K. Powell (Y) in Southampton.
Registered Southampton 1935 and 1936.

OY 8611 Mr. Lorriman (non-member) (Y) in Leicester.
OY 9379 John Cull (Y) in Taunton.
Registered Croydon 1934.

PV 1661 Ray Smith (Y Kerry tourer), Devizes, Wilts.
PV 4403 Keith Reeves (Y), Welwyn, Herts.
PV 7199 Marven Starbuck (Y), Basildon, Essex.
Registered Ipswich 1934, 1937.
(Marven, have you given me the correct number since PV 7199 is a post-war number?)

I will complete the remainder P - Z in a future issue. Meanwhile, will members mentioned write in with details of the history of their car, if possible, please. Some cars have stayed in their registration area, others have moved many miles away from 'home'. Either way, many an interesting tale is there to be told. Let's hear from you!

Bob Wilkinson

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AREA 11 NEWSLETTER

Amazing, isn't it? You organise an area get-together and, apart from your car, only one other turns up, and that's an Austin 10! Mind you, it was a very pretty car, a rare 1935 Sherborne (a Litchfield with an additional rear side window and a sheer lined back rather than a luggage boot). It belonged to Herbert Wingate from Horsham, Sussex, a recently joined member of the Y & C Register. He also has a nearly restored 1936 Fordor, which is awaiting seat upholstery and which he hopes will be ready next year. It has had a chassis up restoration and by all accounts the concours eventers will need to look to their laurels when it is finished. Horsham is obviously a healthy centre for Model Ys. We now have three members based there and a fourth owner of a short rad Fordor, whom Herbert hopes to persuade to join.

Area 11 covers Dorset, Hampshire, the Isle of Wight and Sussex. Within its bounds are 22 members, only 12 of whom responded to my initial introductory letter, which I found rather disappointing. I followed this up with a suggested get-together on a picnic site alongside the steam sheds of the Watercress Line at Ropley. The date was Sunday, 14th September, which I realised clashed with the second day of the Beaulieu Autojumble but, more significantly, which followed one of the wettest days of this miserable summer (we felt for the boys at Beaulieu). So I didn't expect too large a turnout, but Paula, me and Herbert's Austin 10 is ridiculous!

So ends the 1986 rally season. Next year I hope to arrange three meetings for Area 11. One in each of the three counties. Hopefully we will have a more successful 1987.

Sam Roberts
Area 11 Organiser

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CHAIRMAN'S REPORT

Working Parties

We have now established a pattern of a working party at the Club lock-ups on one Sunday morning in every month. The dates will be published in the Newsletter, but in principle will be the third Sunday of every month. If you are interested in being telephoned for joining or confirming attendance, please drop me a line to volunteer your services. At the moment, we have three lock-ups we need to tidy and sort out, and get everything more shipshape than it is now. In addition to this, I have been offered a C model body shell. It will be collected in the near future. I also hope to buy, for sale to any Club member who is interested, a 2 door Y model saloon. The asking price for this vehicle will be probably in the region of £350. In addition to the working parties, at the end of the month we have to make the long awaited trip to Exeter to collect the two derelict Y models. So all in all, there is quite a lot of work for us to do. Many components have to be stripped and reduced to individual items, to be reconditioned, so members can be supplied with their requirements. David Gustard puts many a local member to shame, as he covers over 160 miles for his Sunday morning's work!

Spares

The EXCHANGE FRONT BRAKE DRUMS are now available and have been re-lined with a steel lining and brought back to the original size from the brake shoe point of view. The bearing (cones) surface of the two wheel bearings from the hub must be removed from your old ones as you will obviously need these to fit into your new brake drum. The exchange drums must be returned to me CLEAN and FREE FROM ALL GREASE AND DIRT. The drums must be sent to me first before I will send the exchange drum back to you, which means the vehicle will be off the road during the period of exchange. If the drums are not returned to me perfectly clean and free from grease, there will be a surcharge to have them cleaned, which will be £5.00 each - it is me who has to clean them, and I have already cleaned 30 which took me all Saturday, and I have no intention of cleaning the next 30.

We can offer EXCHANGE KING PINS again. Although they have been appearing in the list, I haven't been able to serve anyone with them for some months, and these exchange ones are offered at £15.50 a pair. They come complete with four bushes and a range of thrusts to suit the amount of wear you have, and a set of shims to shim them out with full instructions. You are asked to return the unused shims and unused thrusts to me, along with your old pins in exchange. Again, these pins must be CLEAN and GREASEFREE. But, as is the way of life, Alan Oakes has put me on to a lead that may result in 25-30 sets of new king pins - I've not been able to buy any in years.

EXTERIOR HANDLES for both Y and C 2 door and 4 door models are soon to be available. They will eventually be supplied complete with escutcheon plate to fix to the door and if required a key and barrel can be supplied to the passenger locking door. However, it must be stressed that at the moment I am not in a position to supply these, but am taking orders for future production which will probably happen prior to Christmas. The handles for the two door vehicles will be sold in pairs, be it Y or C, so the price of the handles in pairs, excluding barrel and keys if not required, and escutcheon plates for two door vehicle is £39.00 per pair of front handles, and for the four door cars, £73.00 per set. At the moment, the handles are sold in sets of either two or four, not singly. But I must stress that at the moment I am taking orders as opposed to offering to supply. If you require keys and barrel, the price will be on application, probably at least £5.00, as will be the escutcheon plates.

Peter and I have been putting together the REAR CARRIER for the Y model, and we have been wasting our time doing this when people can assemble their own. They are also difficult to post when assembled, so in future they will be sent out in the raw metal state, with all the necessary fittings and instructions on how to assemble them yourselves. This will save us time, not money, as we have not been charging you for having them put together.

The BUMPER BARS are beginning to take shape, we had prototypes at Beaulieu for inspection. Although polished, they were not chromium plated, and began to show that after the couple of days rain we had there. If you would like to be sending in orders on the order form for bumper bars, front and back, single groove as fitted on th Y (I am afraid the C models will have to suffer the single groove), please do so. Again, it is at the stage of orders only and not necessarily supply, front and rear bumper bars and pairs or fours of exterior door handles for the Y or C. Let's hear from you!

The HUB CAPS are not forgotten, we are still playing with them. The tooling is almost perfected, but there are still more areas of pucker that we don't like to see on the edge and they will have to go before we are satisfied that the final pressed tool is there. Another turn or so on the lathe to take the pressure off the centre and spread it to the outer edges should do the trick.

Old mechanical items are needed to recondition - front and rear brake drums, king pins and old rear axle casings.

Public Liability

We have proceeded with the recommendation of Colin Ault's that we take out public liability, so in future the Club and its officers will be covered in this respect. This insurance is, of course, restricted to Great Britain and Northern Ireland.

Working Party Dates

The dates for the next three months are 16th November, 14th December and 17th January, 1987. Make a note in your diary, and come along to help us.

Packing and Despatching of Spares

The pause in packing and despatching of spares has allowed me to catch up with the backlog. I have been in touch with most members who have spares requests outstanding, even if only by letter to say I can't help you or could you make a visit on one of the occasions when we are doing the lock-up tidying and select your own parts. I feel that local people within a radius of about 50 miles could do this, rather than expect their parts to be dispatched by post. This is what happened at the last lock-up tidy, on 19th October.

I have still had no offers of help, other than from David Gustard, to assist with the packing of spares. As I said earlier, David is travelling 80 miles each way to be with us. I think it is a long way to travel to put bits and pieces into packages, so I don't think it would be too much to expect a local member to give me some of his/her spare time.

So, the spares are offered again this month, but don't expect miracles. If I get an influx of orders, I'll do my best to work through them and as soon as I can do so they will be sent out, assuming of course, that I have the parts in stock.

MODEL Y TOURERS AND COUPÉS

In the last issue of Transverse Torque, Bob Wilkinson threw down the gauntlet to me in his 'Kerry and the Terrier' article. Since we last spoke on the subject I have done some research on the tourers and although I have still a long way to go, I will outline my findings so far and hope that some of you reading this can give me more information.

Abbey Tourer (2 seater and 4 seater)

Known also as The Dagneham Motor Sports 2 Seater
and The Dagenham Motor Sports 4 Seater

Original selling price for both models £175.

Body built by Abbey Coachworks, the car being distributed by Dagenham Motors Ltd., Balderton Street, Oxford Street, London, W1, and E. C. Stearn & Co., 16 Fulham Road, South Kensington, London, S.W.3.

Alpine Tourer (4 seater)

Known also as The Arrow.

Original selling price £168 10s.

Body built by Arrow Coachworks, the car being distributed by W. J. Reynolds (Motors) Ltd., 66 High Street North, East Ham, London, E.6.

Bezzant Tourer (2 seater plus luggage space)

Original selling price £180.

Car produced by J. Bezzant of the Povey Cross Motor Co., Horley, Surrey.

Cairn Coupé (4 seater)

Original selling price £192 10s.

Body Built by Salmons and Sons, Newport Pagnell, with a Tickford patent hood, the car being distributed through W. Harold Perry Ltd., Invicta Works, Bullards Lane, North Finchley, London, N.12.

DM Sports Coupé (2 seater? plus large external luggage boot)

Original selling price £185.

Car distributed through Dagenham Motors Ltd. (Hence 'DM')

JW Special Tourer (4 seater)

Possibly only one built for competitions (YY 8111), designed and normally driven by J. W. Whalley of Bishops Stortford.

Kerry Tourers (4 seaters)

Known originally as The Terrier (Model I and Model II).

Original selling prices: Model I £185, Model II £168 10s.

Body manufacturer(s) as yet unknown. Cars distributed by W. Harold Perry Ltd., Invicta Works (same as the Cairn)

Mistral Tourer (4 seater)

Known also as The Jensen.

Original selling price £162 10s.

Body manufacturered by Jensen Motors Ltd., West Bromwich and the car distributed by Bristol Street Motors Ltd., 164-172 Bristol Street, Birmingham.

Puttock Special Tourer (4 seater)

Original selling price £175.

Body manufacturer unknown (Puttock?). Car distributed through Craven Motors, 43-47 Stoke Newington Road, London, N.16, and Janeshore Motors Ltd., 141-153 Kingsland Road, London, E.2.

Ranelagh Sports Coupé

Original selling price unknown.

Body manufactured by John Charles & Co. Ltd., Great West Road, Middlesex.

Wilson Sports Y Tourer (2 seater)

Original selling price £160.

Body manufacturers unknown. Car distributed through Wilsons (Kingston) Ltd.,
20 High Street, Kingston-on-Thames.

Regrettably, as yet, I do not have details of the year of introduction, the quantities or types (short rad, long rad, etc.) manufactured of any of the above models. Any help with these details would be appreciated. I would also ask the present day owners of any of the above to give me details of their cars (date of first registration, chassis number, registration number, etc.).

I also have photographs of two other special bodied Model Ys, origin and names unknown. One, a tourer, appears in Dave Turner's 'A History of Small Side Valve Fords', the other, a coupé with two horizontal louvres on the side of the bonnet, appeared in 'Ford in Europe - the First 70 Years' - an Autocar special issued in 1975.

Finally, to answer Bob's Kerry/Terrier query, W. Harold Perry Ltd. marketed three tourers/coupés, all with canine nomenclature. The Greyhound, a tourer based on the Ford V8 14.9 hp chassis (wrongly referred to as a Kerry in the Collectors Car magazine of March, 1981); The Cairn (the generic term for Scottish terriers), a Model Y based coupé and two styles of Kerry (the generic term for Irish terriers), tourers based on the Model Y chassis. The expensive Kerry apparently did not sell well, which is why the Terrier Model II was introduced at a much lower and more competitive price (with the mass produced Morris 8 Tourer?). To my knowledge, none of the Terrier Model IIs exist today.

The Kerry presently for sale at Pioneer Motors of Whitchurch, and mine, were both subjected to the post-war craze of building Ford Specials, but instead of putting a lightweight streamlined body shell on a souped-up Ford Pop chassis, the Kerrys were stripped of their pre-war 8 hp engine, transmission, non compensating braking system and the Ford Pop 10 hp engine, transmission, superior brakes and easy clean wheels substituted. Aquaplane manifolds and cylinder heads, enlarged inlet ports, special crown wheels and pinions helped to push the top speed of these cars up to 100 mph. However, I do not believe the modifications carried out on the two Kerrys in question were done by Perry's, as suggested by Bob, as each is quite different.

There, Bob, the conversation is taken a few steps further! Incidentally, any comments, corrections or additions to the above from anyone will be welcomed.

Sam Roberts

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Special Offer

The Don Trimming Co. Ltd., of Hampton Road, Erdington, Birmingham, B23 7JJ, is a manufacturer and retailer of car hoods, tonneau covers, carpets and upholstery. They are offering a special discount to a number of Owners Clubs. Y & C Register members will be allowed a 10% discount on any hood, tonneau cover or carpet set purchased, on provision of proof of membership of the Club.

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GOING 12 VOLT OR

YOUR MEMBERSHIP SECRETARY GETS HIS HANDS DIRTY AGAIN!

As we all know well whatever we do to ensure a well charged battery, clean earth contacts and main connections to starter switch, etc., the 6 volt system is capable only of turning our engines over slowly on starting from cold. My own battery is quite new, incidentally, and frequently charged up in addition to the car being regularly used.

Now I know there is a starting handle but I prefer to restrict use of this implement to turning over the engine after it has been standing for a good while (rare in my case) or for use when checking ignition points, etc. on my Mistral tourer. Some unpleasant 'kicks' from starting handles over the years have made me more than a little wary of using the starting handle. Hence my experiment.

After talking to owners of 'our cars' (including Paul Bainbridge of Nottingham whilst at Stanford Hall), I decided to try my car on 12 volts.

I borrowed the battery from my wife's Minor 1000 tourer and fitted up a temporary 12 volt coil. I remembered not to switch on any lights - including not pressing the brake pedal since the 6 volt bulbs were still fitted.

The result was truly electrifying!!!

The starter motor (still 6 volt of course) leapt into life taking only a fraction of a second to bring the engine to life. The dynamo (the original unit) gave a healthy charge. More importantly - nothing burst into flames!

I have re-instated the 6 volt battery and coil for the time being, but I am seriously considering making a permanent conversion. I need to know from you experts out there if I need to make any further modifications other than outlined here before going 12 volt.

Please let me know. Incidentally, I could be open to offers on a good 6 volt battery from the purists!

Bob Wilkinson

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As Miles has found a space, and a new typewriter, not that it can spell any better than the old one! I'll fit in a few lines.

First comment from a "Purist" is that there is nothing wrong with the 6 volt system, it has worked fine for fifty years, so why not the next fifty. A couple of years ago I did an article on the starting system, look back on your back copies Wilkinson, and no more of this nonsense from our membership sec.

The working party meet at my house at 9am, in old clothes and armed with a few tools. Try to be on time for the first visit so that you can be shown your way to the lock ups. when all is tidy we will start on reconditioning items. Another item which we will have to think about is the Crown Wheel and Pinion, Martin Howard who runs the spares for the Side Valve Club is thinking of having a batch made, at a final price of near to £200 mean Miles has ideas of just making the pinion shaft and reconditioning the crown wheel, so to add to my list of wanted old parts is CROWN WHEELS. Any old parts just give to me when we meet.

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CARAVANS AND CARAVANNING

Practical Information on a Modern Form of Pleasure Motoring

As year follows year more and more motorists are acquiring the "independent feeling" given by the possession of a caravan attachment while touring. Below are described some of the leading caravan types, their accommodation and equipment. Legal requirements are specified, and some hints are given as to the precautions to be taken when driving with a caravan in tow. Some matters of cognate interest are discussed under Camping.

Road transport facilities have contributed probably more than any other factor to change the stay-at-home habits of all classes. The pedal cycle, the motor cycle, car and public service vehicle have each contributed its share to this revolution, of which the motor caravan forms the latest development.

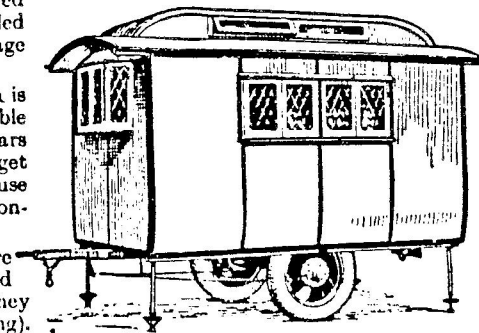
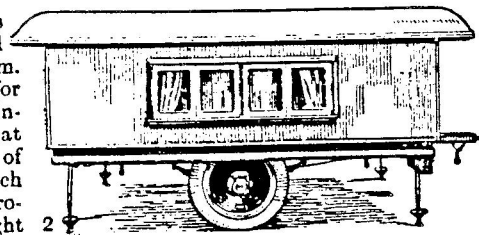
With a motor caravan towed behind his car the motorist is independent of inns and hotels and carries his own comfort with him. Some of the modern vehicles designed for this form of holiday making are most ingeniously fitted with every accessory that is likely to be wanted. The berths are of the luxury spring mattress type, and such matters as ventilation are carefully provided for. The use of the light weight metal alloys and of plywood covered with suitably treated fabric has enabled the weight to be so reduced that the average speed of the car is only slightly affected.

The most widely used type of caravan is the two-wheel type, which is obtainable in all sizes suitable for attachment to cars of various horse-power from the midget two-seater upwards, and which can house two, three, four or five people in all reasonable comfort.

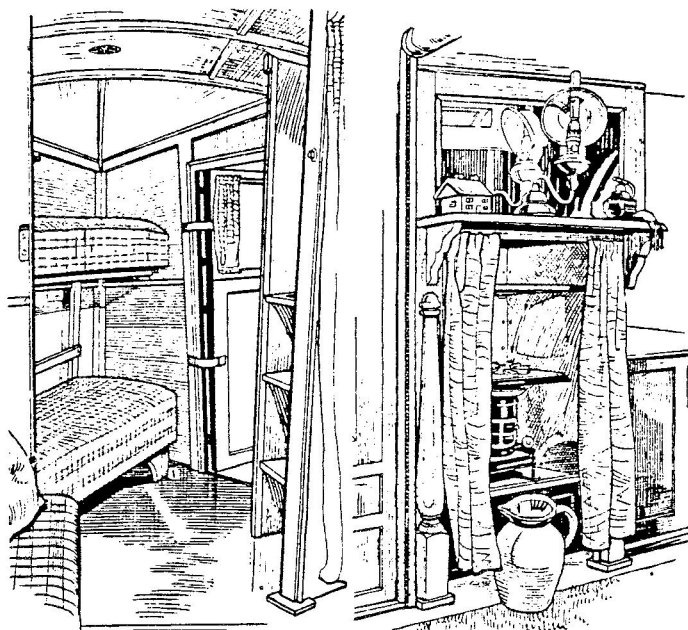
These caravans, examples of which are shown in Figs. 1 and 2, are constructed with fixed sides and roof, wherein they differ from the tent-trailer (see Camping). They provide absolute protection against the weather in all conditions, and the berths

give a degree of comfort comparable with that offered in a first-class hotel.

For summer use, exclusively, the single panelled caravan is adequate, but if the use of the caravan in winter is contemplated, and there are many now so used, the double panelled type must be chosen.



Caravanning. Fig. 1. Eccles rigid caravan. Fig. 2. Eccles collapsible type.



Caravan. The home-like qualities of the modern caravan are well seen here. Left, the "County," showing the berths in the rear compartment. Right, an Eccles two-cabin "Wayfarer," with cooking-stove recess.

Types. A large number of different designs are on the market, one of them being amphibious. It can be towed across a river if need be. Two-roomed models are popular. Sometimes the division between rooms takes the form of doors, which may be thrown open to make one large room when required. In one model each room has its own external door, so that each compartment may be regarded as self-contained. Lantern roofs are employed for ventilation and lattice windows are common. Additional space may be added by canvas extensions like lean-to tents.

Streamlined caravans have been built so shaped, with a nearly square front and tapering tail, as to reduce wind resistance as much as possible. One model of this type will sleep four, the berths giving ample room for tall people. Wash basins, ward-

robes and kitchens are built in, and there are plenty of folding tables.

The weight of a large caravan of this type may be as little as 10 cwt. and the overall length less than 16 ft., so that it can be towed by cars of 12 h.p. and over without undue effort. The two-compartment caravans come down to 12 and 13 ft., and single compartment two-bed caravans may measure only 10 ft. long; 8 ft. type caravans of light weight for towing behind baby cars are also marketed. Six feet 6 in. head-room is

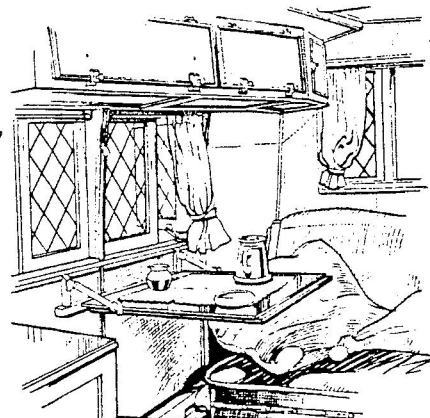
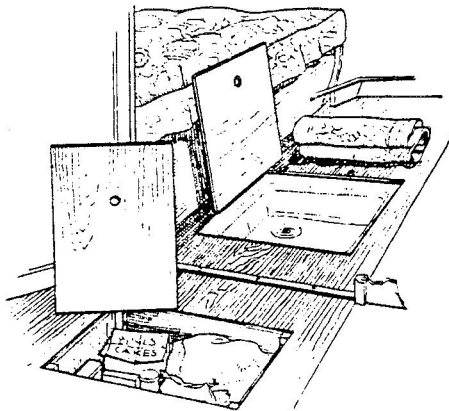
obtainable in even the small caravans and a high degree of general comfort is secured.

An ingenious new type of caravan has a type of telescopic construction. The top half slides down over the bottom half and the roof is of the sliding type, a notable asset in fine weather. This caravan is provided with double windows at the sides and end.

Some caravans may be said to come about half-way in classification between the caravan proper and the tent-trailer (see Camping). Their sides and roof are of fabric-covered plywood, no free canvas being used, but they are arranged so that the sides are hinged along the middle line and can be folded inwards, allowing the roof to descend and form the top to a box-like trailer which takes little space and rides well on the road owing to the low centre of gravity.

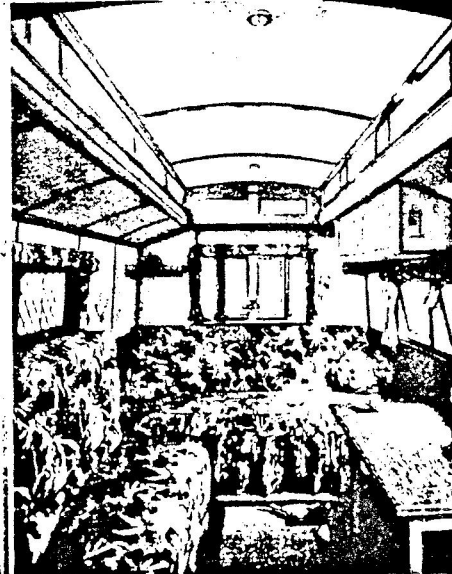
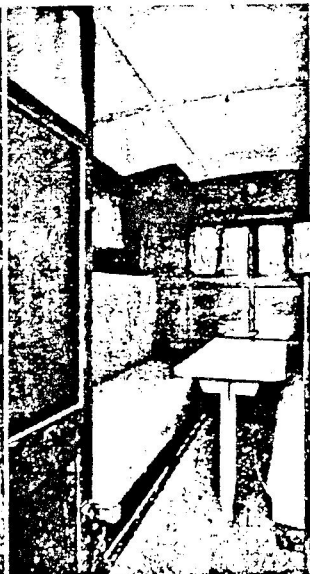
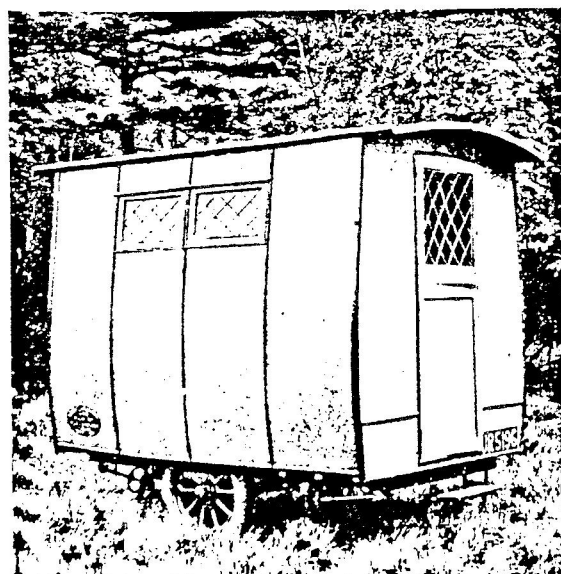
Four-wheel caravan trailers are occasionally used. Several of this type have been specially built and have been used for extensive tours both in England and on the continent.

Legal Requirements. Trailer caravans are coupled to the car in such a way that their brakes are applied automatically when they tend to over-run or to overtake the car. A



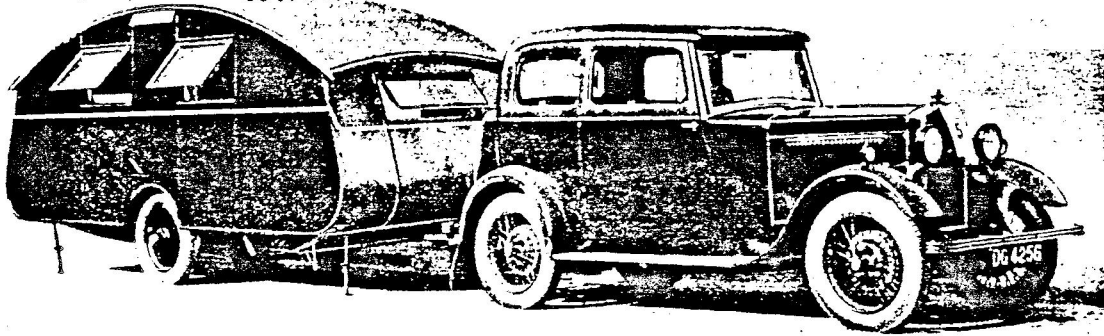
In the "Cheltenham" four-berth caravan a small bath and stores locker are revealed by rolling back the carpet and lifting the flush trap-doors in the floor. Right, the collapsible, bedside table in the Eccles two-cabin "Wayfarer."

Courtesy of "The Autocar"

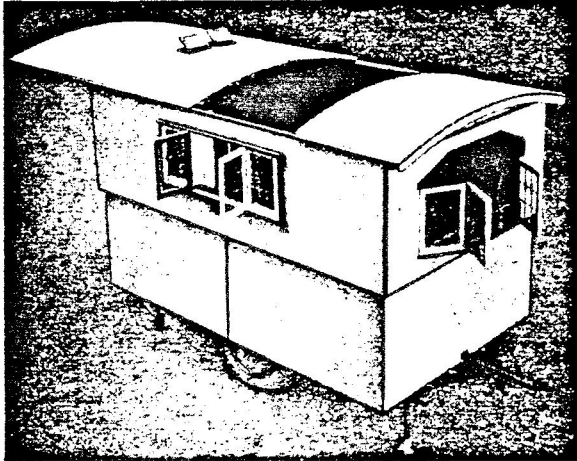


Caravan. Left and centre, the Essby has a neat, well-designed exterior (note in particular the lattice windows), and within is roomy and comfortable. Right, another interior, particularly cosy with its cushions and drapery, of a 12 ft. "Voyageur" caravan.

Essby Caravans, Tottenham, and Bertram Hutchings, Winchester



Caravan. An outfit on the road: a "Winchester" two-berth model, drawn by a Morris Major. A noticeable feature of this handsome combination is the all-black treatment of the trailer to match the car.
Bertram Hutchinsons, Caravans, Ltd.



The "Shadow" collapsible caravan is so constructed that its upper portion telescopes easily and speedily over its lower portion when the caravan is not in use.
B. H. Stronach & Co., Ltd.

caravan drawn by a motor car is legally a trailer: the provisions of the Road Traffic Act affecting trailers are noted under the heading Trailer.

No additional tax is demanded for a caravan towed by a private car. The legal speed limit is 30 m.p.h., but this speed can be exceeded with safety on most ordinary roads. The fitting of the tow bar to the car can usually be done at a garage for about £3, while the insurance of the caravan, which will take the form of an endorsement of the car policy, may be about £3 a year or more, according to the type, weight and cost of the vehicle.

A number-plate showing the car's number must be fixed to the caravan, and this is provided in most designs. A lead for the rear light must also be passed between car and caravan. Prices of caravans vary from about £65 upwards to £200 or more. Tent trailers may be had much more cheaply. Caravans may be hired by the week or month.

Driving with a Caravan. In driving with a caravan trailer care must be exercised on corners to prevent the trailer taking the kerb. It is practically impossible to reverse with a trailer for more than a few yards owing to the difficulty of steering. A great deal of room is necessary, since the trailer tends to swing round.

An increased petrol consumption of

between 10 and 45 per cent. may be expected, according to speed, weight of trailer, direction and amount of wind, shape and size of caravan body, and also whether the road is hilly or otherwise. Tires insufficiently inflated will increase the tractive resistance considerably. However, on level roads in good weather a car will pull its own weight at a fair speed and with little increase in petrol consumption. Most modern cars, especially those fitted with a four-speed gearbox, will pull a caravan up practically all main road hills, but it is advisable to avoid excessively steep gradients.

Car Caravans. A four- or five-seater touring or saloon car may be converted so as to provide comfortable beds by removing or lowering the backs of the front seats and by adjustment of the back seats. The rear squab may also be removed and used for this purpose.

Car caravans, in which the caravan takes the place of the ordinary car body, have been produced in a large variety of sizes. There are also special car bodies for use in conjunction with tents (*see* Camping).

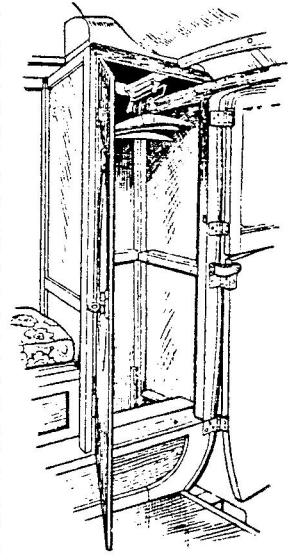
The caravan may be quite well illuminated after dark from the car batteries, but during most of the summer, when it is only dark for a few hours, the camper might well retire at sunset and thus dispense with artificial light.

Sites. The caravanner will generally have little difficulty in finding camping sites, or in obtaining permission to camp on private land, the charge being usually nominal, while milk, eggs, butter and other fresh provisions may generally be purchased from

neighbouring farmers or smallholders. Most types of caravan have well-constructed food safes as well as adequate dish-washing arrangements.

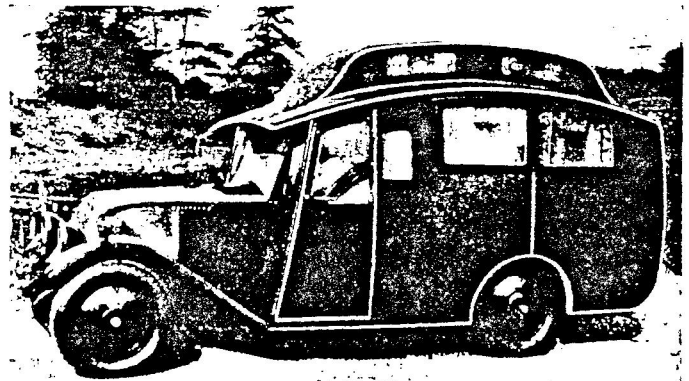
The question of a suitable water supply is, of course, a primary consideration. Some of the recognized camping sites have water laid on. It is well to remember that motor cars are not allowed to run upon moors or other common land farther than fifteen yards from a road.

No self-respecting caravanner, camper or picnicker ever leaves a litter behind him, whether he is or is not ever likely to visit the same site again. He burns, buries or hides in a ditch everything which will decay, and takes away with him bottles, glass, tins, tinfoil and other indestructible material until he can deposit them in a dustbin, a dump or a rubbish heap. Broken bottles left on a seashore or a common are particularly iniquitous. In hot, dry summer weather care must be taken not to set fire to grass. Fires must be completely extinguished before leaving a camp. Heath fires may be caused by bottles or broken glass, which focus the rays of the sun.



The Renault car caravan possesses a full-length wardrobe.

The Caravan Club of Great Britain and



Caravan. The car caravan is a natural development of the car plus caravan, and has the advantage that it is habitable at all times. The model shown is a car caravan for two on a 14 h.p. Renault chassis.
Holloway & Son, Caversham

Ireland, which was founded in 1907, supplies much useful information to its members. The annual subscription is 10s., with an entrance fee of 10s. The address of the club is 28, Charing Cross Road, London, W.C.2.



Bulletin

'Popular' and 'De Luxe' Models

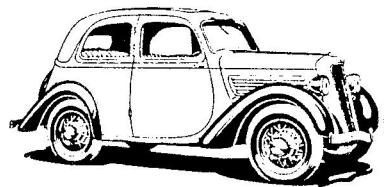
FORD MOTOR COMPANY LIMITED

Shop Soiled

FEW OWNERS will fail to notice any difference in appearance of their car before and after repair in your workshop, for a car that shows signs of greasy hand marks or soiled upholstery will invariably leave a bad impression in the owner's mind even though no complaint is voiced at the time.

It is obviously not possible for a mechanic to carry out repair work on the chassis without dirtying his hands, but there is no reason why the dirt and grease should be transferred to the bodywork when covers for the mudguards, doors, steering wheel and seats are available to prevent this happening.

Insist upon the use of these covers whenever repairs are carried out—they require only a few moments to secure in position and the protection afforded is considerable.



OIL BATH AIR CLEANER

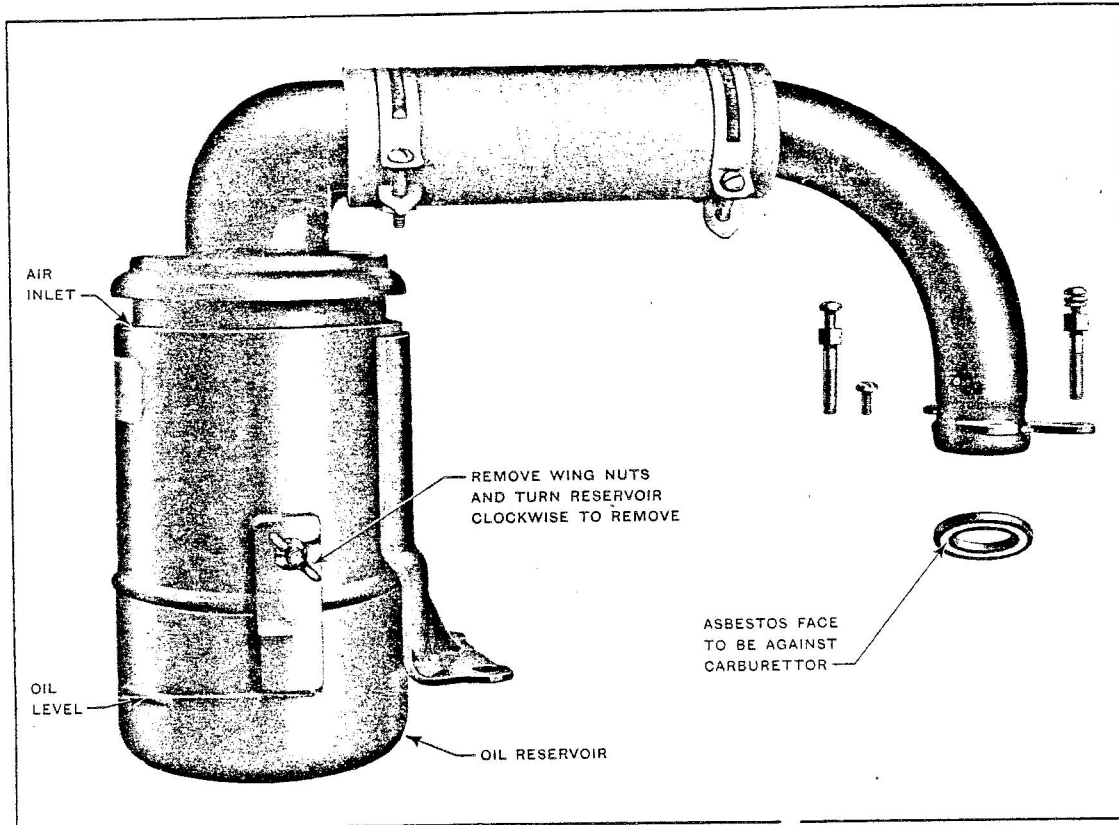


Fig. 13

An air cleaner of the "oil-bath" type, part number YE-9025, is now available for use on the "Popular" and "De Luxe" model cars. This accessory will be found particularly beneficial during the summer in parts of the country where extremely dusty conditions are prevalent, as the dust and grit from the atmosphere in such places is effectively trapped by the air cleaner and a stream of clean air passes through to the carburettor.

In this type of cleaner, illustrated in Fig. 13, the dust-laden air entering the annular opening near the top of the outside wall of the cleaner, by reason of the suction produced by the pistons, passes downwards between the outside and inside walls of the cleaner and strikes the surface of the oil contained in the oil reservoir cup, where a large percentage of the dust and grit is removed from the air stream.

A certain quantity of oil spray is carried into the filter element by the air stream under all

conditions of running. The location of the oil level close to the filter element ensures a wash of oil at low engine speeds, and a baffle between the oil and the filter element prevents an excessive amount of oil vapour being drawn through the wire wool and possibly finding its way to the carburettor and engine. Surplus oil and the remaining dust which have been intercepted by the filter element drain back to the oil reservoir cup where the dirt forms as a sediment.

INSTALLATION

1. Remove carburettor air intake cover and securing screw.
2. Remove float chamber securing screws and replace with the special square headed screws supplied.
3. Place the special copper-asbestos gasket over the carburettor air intake, with the asbestos side downwards, making sure it is correctly centred.

"POPULAR" AND "DE LUXE" MODEL BULLETIN Page 19

4. Place the air cleaner pipe over the gasket and insert the three round headed screws with a lock washer under the heads of each, then tighten the screws down evenly so that the pipe will seat properly on the gasket.

5. Set the air cleaner on the opposite side of the engine to locate the position necessary to align it with the air cleaner pipe and secure the cleaner to the cylinder head by means of the cylinder head securing nuts indicated.

6. Place the rubber hose over the air cleaner pipe, and after centering it properly, tighten the two clips.

7. Remove the air cleaner reservoir and fill to the correct level with a suitable oil.

MAINTENANCE

Under average normal conditions the oil reservoir cup need only be cleaned and refilled at the time of changing the oil in the engine sump.

To remove the reservoir, loosen the two wing nuts and twist the cup clockwise about one inch when it may be removed by a downward pull. Remove the accumulated dirt and refill to the centre of the indicated oil level with fresh oil. The same grade of oil required in the engine sump should be used, except in those instances where an oil heavier than the S.A.E. 40 range

is necessary for the engine, in which case a lighter grade should be used in the oil reservoir. Where extremely cold temperatures are encountered, it may be advisable to use an oil within the S.A.E. 10 range having a favourable cold test.

It is extremely unlikely that the filter element will ever need attention but should it become necessary to remove it, this should be done in the following manner:—

1. Remove the baffle at the bottom of the filter element.
2. Remove the screen above the baffle by pressing one side down against the filter element sufficiently to permit the opposite edge of the screen to come out past the baffle support brackets.
3. Remove the filter element in the same manner as removing the screen. The filter consists of several wire units that should be removed one at a time.
4. Clean these units by rinsing them in clean petrol.
5. If the top screen is removed, make sure that it is replaced in its original position when re-assembling: that is, with its centre concaved towards the filter element, to prevent it being forced into the air outlet of the cleaner.

TYRE PRESSURES

To increase further the riding comfort on the "Popular" and "De Luxe" Model Cars, the normal inflation pressure of these tyres has been reduced to **30 lbs. per sq. inch.**

Dealers should pass on this information to their clients who will be further advised by all

future copies of the instruction books for these models. While the above specified pressure will normally be found the most suitable for general operating conditions, it should be appreciated that when high speeds or heavy loads are maintained a slight increase in tyre pressure may be found advantageous.

STARTING PROCEDURE

It has been found unnecessary to pull out the starter operating control of the "De Luxe" model car, before the ignition is switched on, to facilitate starting the engine; the more satisfactory procedure is to switch on the ignition and then operate the starter control. This instruction will in future be included in the "De Luxe" model instruction book—it does not apply to the "Popular" model—and dealers should notify their clients accordingly.

Many cases of difficult starting may be traced

to some misadjustment of the ignition or carburettor, or may be due to careless or incorrect starting procedure. It is therefore necessary when these complaints are received, to check carefully all points affecting starting and make any adjustment that may be indicated. When difficult starting is experienced after all the above points have been found correct, a starting jet size 115, now available under the part number CE-9594, may be fitted in place of the existing 130 size jet.

CYLINDER HEADS AND GASKETS

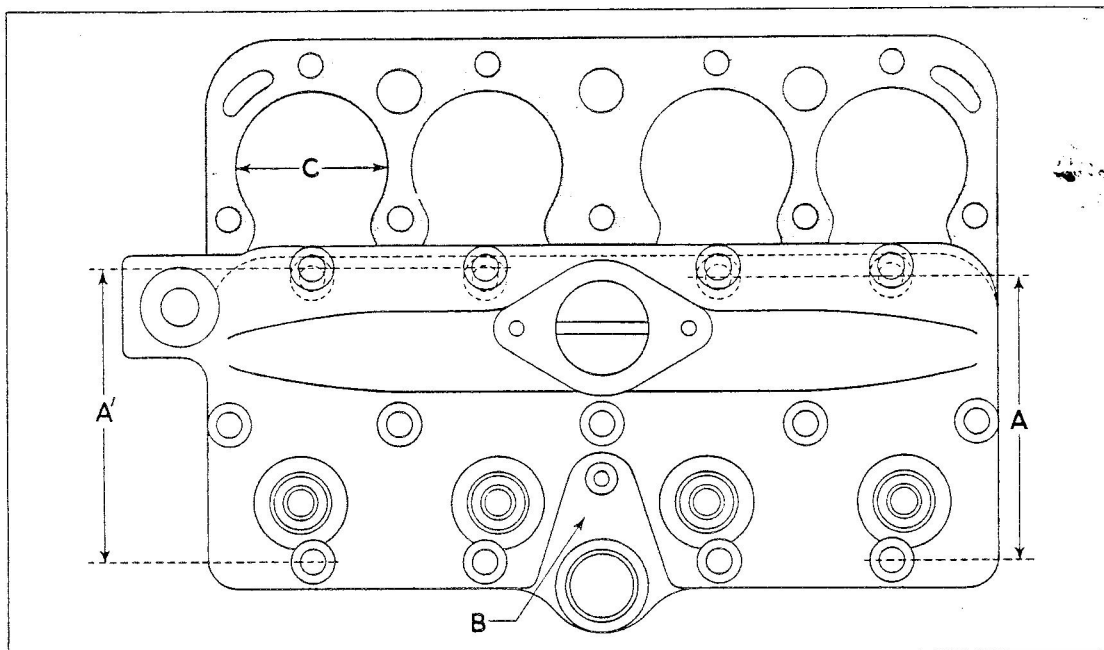


Fig. 14

There has recently been a modification in the cylinder block of the "Popular" model car to enable this part to be cast from the same mould as that for the "De Luxe" model block. The current type cylinder block is approximately $\frac{1}{8}$ inch wider than that originally used on the "Popular" model and, the studs being differently spaced, a new cylinder head has been introduced for the current model.

It will be found that the head for the current "Popular" model will fit over the studs on the "De Luxe" model cylinder block and *vice versa*. It is of the utmost importance that these parts are not confused as the combustion heads are entirely different and an incorrect fitment will cause most unsatisfactory engine performance.

The following characteristics of each type of cylinder head will enable the various heads to be readily identified.

The original cylinder head Y-6050, fitted to the "Popular" model, in which the dimension "A" (see Fig. 14) is 4.53 inches, is easily recognisable by the fact that 18 millimetre type sparking plugs are used, and as this is the only head using this type of plug, no confusion should arise.

The next type of cylinder head for the "Popular" model was similar to the original, insofar as the part number and the dimension

"A" remained the same, but the sparking plug holes were reduced to take the 14 millimetre type plug.

The current type head for the "Popular" model, part number YE-6050-B, also uses 14 millimetre sparking plugs but the dimension "A1" has been increased to 4.65 inches. In addition, this head may be recognised by the symbols "19E" cast on the top of the head above number 3 sparking plug.

The cylinder head for the "De Luxe" model engine, part number CE-6050-B, has the same stud hole location as the current type "Popular" model head, the dimension "A1" being 4.65 inches, but there is no lettering above number 3 sparking plug and, in addition, the area surrounding the distributor shaft hole is slightly recessed, as illustrated by "B" of Fig. 14, instead of being flat, as for the "Popular" model.

The cylinder head gasket Y-6051, which is $5\frac{1}{16}$ " wide, should be used with both types of cylinder head Y-6050. The gasket YE-6051-B, which is $5\frac{1}{16}$ " wide and has a diameter at "C" of $2\frac{1}{8}$ ", should be used on the current "Popular" model engine with the cylinder head YE-6050-B. The "De Luxe" model gasket CE-6051-B is $5\frac{1}{16}$ " wide and has a diameter of $2\frac{1}{8}$ " at "C."

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.

| <u>MECHANICAL</u> | <u>CLUB PRICE</u> | <u>NON-MEMBER</u> |
|--|--------------------------------------|----------------------------|
| 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. <u>Exchange only</u> 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 | £15.50 per pair | 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 £ 1.00 each | not offered not offered |
| No points for early distributor. | | |
| Vacuum motors - wiper (needs conversion) | £ 4.00 each | not offered |
| Gaskets - various types - but no sump now - ask for details | | |
| Speedo cables - contact direct: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402. | | |
| Speedo cables K27 5ft 8in long - Y price on application | | |
| K28 5ft lin long - C | | |
| '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 9½" x 1¼" | £ 2.25 each | £ 4.00 |
| Bottom hoses - straight 8" x 1¼" | £ 1.25 | £ 2.00 |
| Oil can transfers, black & green, state colour reqd. | £ 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 plus £1.60 for P&P | £23.10 |
| Hydrostatic fluid for petrol gauges | £5.00 a kit | not offered |

Many, many various old, new and used items. Write giving requirements on the form provided. Also, have a large stock of used parts.

REPRODUCTION PARTSCLUB PRICENON-MEMBERBody 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 | £43.50 plus £4.00 P&P | not offered |
| Chase rails on chassis inside door, beside carpet (state 2 or 4 door) | £15.50 per pair | not offered |
| Patch repair kits for 2 door 'Y's and 4 door 'Y's front doors - outer panel (2 dr) 12in deep | £9.10 ea., 6in deep | |
| inner panel | £7.10 each | " " |
| inner front curved section of door frame | £11.35 each | " " |
| angle bracket to rear of skin to pillar | £8.10 each | " " |
| | £0.60 each | " " |
| Members are asked to advise which item they need for their particular car. | | |
| 'Y' floor pan wells - rear passenger | £25.00 each | " " |
| 'Y' van chassis side and rear panels | £7.30 each | " " |
| Van side panels - to order | | |
| Van rear arch | £20.00 each | " " |

The following C parts are available to order - price on application

| | | |
|---|------------------------------------|--|
| Front and rear wings, rear patch panel, rear wing arch, rear body supports. | | |
| Y inner rear wheel arches | £58.00 per pair | |
| C side sills | £58.50 per pair | |
| *L.R. Y front wings | £105.00 each, inc VAT (COST PRICE) | |

Rubber Parts

| | | |
|--|----------------|-------------|
| Engine front mountings (exchange) | £2.80 each | £4.20 |
| Front radius ball | £2.00 each | £3.00 |
| Steering dust covers | £0.80 each | £1.20 |
| Under bonnet rubber sets - 9 items | £5.50 per set | £7.75 |
| Brake and clutch pedals (exchange) | £2.90 each | not offered |
| non-exchange | £3.90 each | £6.00 |
| L.R. rear brake rod support ends rubber | £2.25 each | £3.40 |
| Gear box mounts | £9.75 each | £15.00 |
| Y early side light base mats | £2.40 each | £3.00 |
| Rubber style matting for running board - pyramid design | £4.00 per side | £6.00 |
| Recommended adhesives are (a) Bostick, type 3206 - gives movement before finally sticking | | |
| (b) Bostick 772 will contact immediately, and will not give movement, but is recommended as the better to use. These can be purchased in 1 litre tins for about £3.00. | | |
| Door stop buffers | £0.80 each | |
| C front axle beam stop rubber (metal not included) | £5.50 each | |

Body Fittings

| | | |
|--|---|-------------|
| Early 'Y' side light bases in brass, complete with rubber mat, fixings, bulb and armoured cable, etc. | £16.00 each | |
| Late L.R. 4 door 'Y' hinge centre bolts | £0.75 each | £1.15 |
| Brass balls door hinge | £0.60 each | £0.90 |
| enamel rad. badge - Blue. | £7.55 each | £11.50 |
| 'Y' fixed timber roof stick kits - in hardwood 12H pieces | £37.00 each | £50.00 |
| Bumper bar bolts - being manufactured | | |
| Interior window winder handles - new/old stock | £4.25 each | not offered |
| Windscreen frames for L.R. 'Y's being offered by Chris Glover, 1 Percy Road, Guildford. Tel. 0483 505199 after 8 p.m. Price on application. | | |
| Rear luggage carriers 'Y' car only - ex Abbots Langley available by post - add £3.70 for P&P | £42.00 each | £63.00 |
| Club badges, bar type | £3.75 each | not offered |
| Copper bifoliated rivets | £0.015 each | £0.03 |
| Bumper bar end domes | £3.60 each | not offered |
| Bumper bar bolts | £3.60 each | not offered |
| Front brake drums - exchange only | £23.00 each | |
| C & Y 2 & 4 door exterior handles - supplied complete with escutcheon plate to fix to the door and if reqd a key and barrel can be supplied to the driving locking door. (At extra cost) | £39.00 per pair (2 door) £73.00 per set (4 door) | |