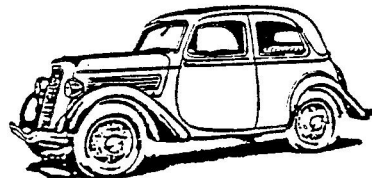
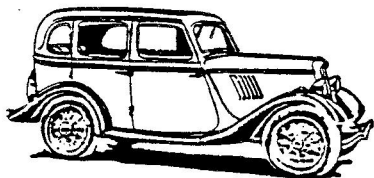


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO. 46 MARCH/APRIL '87

NEWSLETTER EDITOR:-

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

CLUB CHAIRMAN:-

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE

Chairman	Sam Roberts	16 Croye Close, Andover, Hants., SP10 3AF.
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts., WD4 9HX
Newsletter Editor	John Guy	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.
Membership Secretary & Register Treasurer	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside, DN14 6DJ.
Treasurer for Y & C Model Spares Ltd.	Christine Baldock	85 Welland Road, Tunbridge, Kent, TN10 3TA.
Librarian	Alan Oakes	15 Wilson Street, Hyde, Cheshire, SK14 1PP.
Archivist	Jim Miles	22 Valley Close, Waltham Abbey, Essex, EN9 2OU.
Technical Adviser	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex.
Events Organiser	Don Malin	11 Woodfield Close, Ash Green, Coventry, Warwickshire, CV7 9HQ.

Area Organisers:

Area 1	vacant	
Area 2	Jeff Hancock	30 Inglefield Avenue, Heath, Cardiff, CF4 3PZ. Tel: 0222 619678
Area 3	Cathal Ellis	64 Carnville Road, Newtown Abbey, Co. Antrim, BT36 6RQ. Tel: 023 13 675
Area 4	Peter Ketchell	2 Manor Road, Westminster Park, Chester, CH4 7RW. Tel. 0244 676856
Area 5	Martin Howard	17 Baker Road, Abingdon, Oxon.
Area 6	Ian Smith	61 Bredfield Road, Woodbridge, Suffolk, IP12 1JB. Tel. 03943 7911
Area 7)	Bryan Dixon	458 Loxley Road, Loxley,
Area 8)		Sheffield, S6 6RS. Tel: 0742 345417
Area 9	Dave Asplin	22 Bridges Crest, Norton Canes, Nr. Cannock, Staffs. Tel: 0543 78171
Area 10	David Raymond	16 Michigan Way, Pennsylvania, Exeter, Devon, EX4 5EU. Tel: 0392 76914
Area 11	Sam Roberts	16 Croye Close, Andover, Hants., SP10 3AF. Tel: 0264 65662
Area 12	Christine Baldock	85 Welland Road, Tunbridge, Kent, TN10 3TA. Tel: 0732 353404

INCORPORATES FORD Y & C MODEL SPARES LTD. (ACTIVITIES OF WHICH ARE LIMITED TO RESIDENTS
WITHIN THE UNITED KINGDOM)

DIRECTORS: Graham Miles, John Guy, Jim Miles

The Club Year commences on 1st March and runs through to 28th February.

Annual Subscription per member, £10.00, due on 1st March each year.

O.A.P.s £6.00, Overseas Membership £12.00.

All cheques payable to the Ford Y & C Model Register, in Sterling, sent to Membership Sec.

Please notify Membership Secretary of change of address and/or car details.

Full Membership Lists for £1.00 from Gill Miles, 15 Rydal Gardens, Wembley, Middlesex.

Newsletter back copies from Bob Wilkinson; 25p each copy.

REGIONAL AREAS

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

EDITORIAL

The Hot News this issue must be the changes at the helm of our Club. Last year you may remember my comparisons with other clubs where professional pressures and successes had led to changes. Even so, Graham still surprised us all at the A.G.M. when he stepped down from the Chairman's job he has made his own for so long.

No-one was more surprised than Sam Roberts who suddenly found himself proposed as successor. There are other changes too. If you haven't already done so, have a close look at the list of Club Officers. Graham keeps control of Spares, with Christine Baldock as Treasurer, whilst Bob Wilkinson takes in the the role of Treasurer for the Register and Alan Oakes becomes Librarian.

How does all this concern me, you may ask. Principally it represents, I believe, a better spread of skills and work load, an injection of new people and ideas and a stronger Club better able to survive the natural changes of personalities within it. Elsewhere you can find more information from the A.G.M. Two other changes to note are changes of address of both Bob Wilkinson and Graham Miles.

On a more personal note, I am very happy that Graham is retaining control of the spares organisation, something which he is able to organise with great skill. It is now some eight years that Graham has been undertaking the central tasks which have held this Club together and given the benefits of continuity, shared interests and in the longer term, a much more assured future for the cars. Graham's hard work, warmth of personality and very genuine interest in the cars has gained the support of others in those tasks. On behalf of all those people who have realised this, I am very pleased to place on record our appreciation of that achievement.

There is a variety of contributors to this issue, but perhaps those contributors will understand if I forgo comment for this edition, so that this editorial stands simply as a tribute to the Club's ex-Chairman, Graham Miles.

John Guy

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LETTERS

I think our Letters page this month must start off with a pat on the back for us from Ken Edwards, in Houghton-le-Spring. He is also having registration problems with his Y and hopes that another member may be able to help him:

Many thanks for the fabulous newsletter which drops regularly through my letterbox. Regrettably I am probably one of those members who is often criticised for not contributing to the club. Having joined the Register shortly after purchasing AHX 592, a 1932? Fordor, and having only managed two club events, I feel very guilty.

However, after a complete strip my 'Y' is now ready for the road, not finished (I don't think it ever will be), but once again a runner. My reason for writing is to request assistance, from any member who has a chassis number close to mine with a registration date before 1946. I have a Swansea reg. doc. for my car but it is dated 1981. Swansea have agreed that if I can furnish proof that similar vehicles were registered prior to 1946 then they will allow me to tax my car at the cheap rate. So if any member with a 'Y' with a chassis number before and after 'Y 11134' could possibly contact me (Tel. 091 584 2613), I would be

pleased to hear from them so that I can arrange for copy documents, at my expense, and hopefully resolve my registration problems.

Many thanks for all the valuable work to all the officers.

DAvid Gustard, of Chelmsford, wrote following a recent trip to Sweden:

I was recently working in Sweden and on 8th March, 1987, a Sunday, I passed a pleasant two hours at a Car Museum at Lagan, some 30 km to the west of Vaxjo in Southern Central Sweden. The museum is ½ km west of the E4 motorway at Lagan.

*I was closely inspecting a Y type when I was asked by one of the locals if I liked the car. "Yes," I said, "I own a Y type." The local responded with "Me, too, this car is mine!" (as well as the M6 PA alongside). We spent the next hour talking V types. His name and address is:
Lennart Skoglund, Abyfors, 34014 Lagan, Sweden.*

The Y, beautifully restored in dark green, is a left hand drive, so probably produced as a Ford 'Junior' on the continent.

Arthur Fletcher is a new member who has owned his short rad model CG 2698 from new in November, 1932. The chassis number is indistinct, but the engine number is Y982. Assuming the chassis number is the same, this makes his car the second oldest in the Club. The car restoration is almost complete and I am sure we all hope to see it at a Club event in the near future. Incidentally, the oldest Y know to us is owned by Maurice Billing in Northampton, with chassis number Y258. You may remember Maurice's car awaiting restoration drawing big crowds to the Club stand at Silverstone 100 in 1985. How is progress, Maurice?

Bert Smith has written in from Bangor. He does not own a Y or C, but has been an enthusiast for some years:

I understand when you write that it hurts to cross out lapsed members for likewise it hurts me to resign from a very friendly and active Club.

I joined in the first place mainly to say a thank you for your (Bob Wilkinson) and Graham Miles' help in tracing two magazine articles re the Dellow my son and I were rebuilding. It is complete and we competed in a number of outings last year and this.

I enjoyed the Bulletins, mainly for the nostalgia they evoked, mainly articles on Y and C I had driven in the 30's.

i wish the Club continuing success in the future, and if I can at any time be of service re Y and C bits and pieces in N. Ireland, don't hesitate to get in touch.

In the meantime, as I have said, it is with reluctance that I say Cheerio - all the best.

And, finally this month, a further episode in the saga of Bob Hamilton's Model C:

*A Scotsman I am
And payment I make
There is only one problem
My heart it does break.*

*You say 'Do not fear'
Of course you are right
If I need any help
The Y/C Club is near.*

*To the divorce court
I go as straight as
A bee
But my heart is light
For I arrive in my
Ford 'C'.*

*In my car I will
Go places
There is only one rub
It's held together with
My braces.*

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EVENTS

30th-31st May - FOUR MARQUE CONVENTION 1987, Knebworth House, Knebworth, Nr. Stevenage, Hertfordshire. Organised by Ford Mk I, Ford Mk. II, Ford Mk. III and Ford Mk. IV Owners Clubs. Camping facilities, showtime on Sunday 10 a.m. - 5.30 p.m., autojumble and raffle.

24th May - ENFIELD PAGEANT OF MOTORING.

6th June - 75TH ANNIVERSARY OF OPENING OF FORD ENGINE PLANT. Details from Ron Pratt, Press Officer, Ford Motor Co., Warley, nr. Brentwood.

7th June - ANDOVER VINTAGE CLUB RALLY AND SHOW. More details on page 6.

26th-28th June - ALMERE STEAM FESTIVAL. Traditional steam rally with over 50 engines in steam. Rally secretary is George Kwekel, Hermes 7, 3225 TE Hellevoetsluis, Holland.

5th July - NORTHERN FORD GATHERING, at The Preston Hall Museum, Preston Park, Yarm Road, Stockton-on-Tees, Cleveland. Contact Derrick Firth, 73 Springstone Avenue, Ossett, West Yorkshire, WF5 9EH, Tel. Wakefield (0924) 271691.

12th July - CLASSIC CAR OPEN DAY at Cricket St. Thomas Wildlife Park, Chard, Somerset. Details and entry forms from Classic Car Show Organiser, 21 Rolle Street, Exmouth, Devon, EX8 1HA, Tel. 0395 273724.

19th July - UXBRIDGE AUTO SHOW, Middlesex Show Ground, Park Road, Uxbridge. Details from Gordon Hibbert, 11 Stuart Close, Hillingdon, Middlesex, UB10 8NE, Tel. 0895 30421.

25th-26th July - DONINGTON INTERNATIONAL AUTOJUMBLE, at Donington Motor Racing Circuit and Museum Complex. Further details from Ian Cummins, Autojumble Organiser, Aylestone Lane, Wigston, Leicester, LE8 1BD, Tel. 0533 881541.

8th-9th August - DETLING STEAM AND TRANSPORT RALLY, at the Kent County Showground, at Detling, organised by enthusiasts from motor clubs and preservation societies in the south east in conjunction with the Kent county Agricultural Society. Details from James Treadgold, Rally chairman, Oneoak, London Road, Wrotham, Kent, TN15 7RR, Tel. Borough Green (0732) 883739.

31st August - MERTON CONCOURS D'ELEGANCE at Morden Park, Surrey. Entry before 31st July, s.a.e. or phone for details from Merton Concours Office, 137 Dorset Road, London, SW19 3EQ, tel. 01 540 1265.

13th September - NORTH HERTS. RALLY at Stanborough Park, Welwyn Garden City. Details from Alan Martin, 61 Manor Road, Caddington, Luton, Beds., LU1 4EE. Classes for all vehicles to 1960.

19th-20th September - SOUTH WEST MOTOR SHOW, at the Royal Bath and West Exhibition Centre which is near Shepton Mallet, Somerset. Details from Paul Martyn, 7 Cambridge Park, Redland, Bristol, BS6 6XN, tel. 0272 737066.

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RANDOM JOTTINGS NO. 12

Well, here we are again, the Rally season is almost upon us. Those of you who have re-conditioned your engines during the winter must now be upset upon the announcement of the Ford engine exchange plan featured elsewhere in this magazine!

Graham Tomlinson and I had occasion to visit Bert Thomas to pick up some spares and to marvel at his vast collection of Ford related literature. Whilst there, I purchased a new 6 volt coil which Bert then proceeded to check out on his Ford Test Set 'Sparkmeter'. The equipment is the same as the one featured in Transverse Torque towards the end of last year. Oh, by the way, the coil stood up O.K.

Jim Miles

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AREA 11 GATHERING

It is hoped that all roadworthy cars belonging to members in Dorset, Hampshire, The Isle of Wight and Sussex will gather at Finkley Down near Andover on Sunday, 7th June, at the Andover Vintage club Rally and Show. The organisers have welcomed the Register and are to set aside a dedicated area for our cars. Any members in Berkshire, Wiltshire or elsewhere within easy driving distance of Andover are also encouraged to attend. Application forms can be obtained from (please send s.a.e.) John Gayton, 32 Leigh Road, Andover, Hampshire, SP10 2AP.

Sam Roberts

SPARES SITUATION - UGH ~ 0-0-0-0-0-0-0-0-0-0-0-

Well as you have seen and will see, I've decided it's time to take a back seat. Sam has always said he wanted a job as soon as he left the services, well now he's got one.

My change of house has now taken place; by house changing standards it was a scramble - all done in less than six weeks from seeing what I wanted to selling and getting in. Now the fun begins, as many parts were quickly removed from their various locations and put into the YVan and a couple of scrap Transit vans for a quick illegal dash late one evening to the new house only 2 miles away.

I missed Enfield Show this year and spent the time constructing and converting the old garden shed into an office for the club spares. Sorting will begin once racks can be reassembled, so I'm not making any attempt to dispatch parts for at least four or six weeks until I get things straight.

The working party on 14th June will be put back until after Stanford Hall, as that time will give me a chance to get a Y of some sort on the road. I don't suppose the Tractor will make Stanford Hall this year as the trailer needs working on for a journey of that length.

But on the positive side I'm slowly carrying on with the 'Y' sliding roof kit - not 'C' as there was no demand. L.R. Y rear wings and 'C' rear arches however will shortly be ordered. The initial batch of bumper bars are now manufactured, and the final method of manufacture may well lend itself to a double groove type for the 'C' models at very low extra cost.

So it's back to the cardboard boxes.

Yours,
Graham Miles

MEMBERSHIP REPORT

Since the previous Newsletter, the following members have joined the Register, and as usual I ask existing members to contact new members in their area. We welcome:-

Y Types

A105Y Mr. R. Adcock, Green Gables, Conduit Lane, Woodham Mortimer, Maldon, Essex, CM9 6TA.
 A106Y Alan Aldrich, 58 Ridgeway Road, Redhill, Surrey, RH1 6PH.
 C101Y Mr. W. Coogan, Avalone Hotel, The Square, Castle Comer, Co. Kilkenny, Eire.
 F107Y Arthur Fletcher, 'Scourie', Twynhams Hill, Shirrell Heath, Shedfield, Southampton.
 O104Y Simon Oldfield, 40 Bravington Close, Shepperton, Middlesex, TW17 0JG.
 R115Y Peter Richardson, 57 Blackbridge Lane, Horsham, West Sussex, RH12 1RU.
 R107Y Oliver Rogers, Kells Road, Kingscourt, Co. Cavan, Eire.
 S101Y Mike Samuel, 'Bryn-Gomer', 20 Greenhill Road, Griffithstown, Pontypool, Gwent, NP4 5BE.
 T105Y P. J. Taggart, 95 Drumlegagh Road, Omagh, Co. Tyrone, N. Ireland, BT78 5PQ.
 W111Y John L. Williams, 82 Prescott Avenue, Banbury, Oxon, OX16 0RG.

C Types

G101C Ray Garrett, 'Orcot', Forty Green, Beaconsfield, Bucks., HP9 1XS.
 S108C A. Stevens, 18 Lydgate Road, Crestwood Park, Brierley Hill, Staffs., DY6 8SF.

Change of Address

C118Y John Cull, Hillcrest, Ingoldfield Lane, Newtown, Fareham, Hants., PO17 6LF.
 L112Y Keith Loran, 62 Raynton Drive, Hayes, Middlesex, UB4 8BE.
 W118Y Bob Wilkinson, Castle Farm, Main Street, Pollington, Goole, DN14 6DJ, Humberside.
 M117Y Graham Miles, 4 York Close, Kings Langley, Herts., WD4 9HX.

SUBSCRIPTION RENEWAL, 1987/88 - REMINDER!

Rates are: £10.00 U.K. and Eire
 £6.00 Retired U.K. and Eire
 £12.00 Overseas (ENGLISH POUNDS ONLY)

These rates are unchanged from last year and must represent excellent value!

Thank you to all those who renewed promptly on 1st March and may I ask those members not having done so to renew as soon as possible. A form is enclosed elsewhere in the Newsletter, or just simply send cheque with your name and address if you wish to keep your Newsletter intact.

Please note my new address: Castle Farm, Main Street, Pollington, Nr. Goole, Humberside, DN14 6DJ.

Thanks to those people who have written to me recently, but due to moving house I have not had much opportunity to catch up with correspondence. Bob Hamilton wrote in verse when sending his renewal and being a Scotsman obviously finds it hard to part with his money! (They tell me a Yorkshireman is a Scot with the generosity removed!)

Bob Wilkinson

6 VOLT/12 VOLT (continued)

I had a few letters on the 12 volt/6 volt saga. I would like to assure members that I decided some time ago to remain 6 volt but my article in the recent Newsletter brought a wide range of comments from members. One or two members seem to have as much acid in their pens as in their batteries! However, it is good to have positive comments from members as this indicates a healthy outlook for the Club.

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CLUB EVENT, SUMMER 1988

On a personal note, I moved house over the Easter period. We now have a small farm (2 acres) with various outbuildings - but all in a poor state at present. Having lived at our previous home for 16 years, I was staggered at the amount of 'stuff' I had acquired over the years. Most of our belongings are still in 50 cardboard boxes and must remain so until some basic house renovation takes place. Very frustrating!

However, I hope by summer, 1988, to be able to use our place as a venue for a Club event. We should be able to accommodate up to 20 or 30 cars, put on an outdoor barbecue, organise a local old car run and generally have an enjoyable informal meet. Alan Ogden (Leeds) has volunteered to help with the organisation so any members interested in helping/attending, please drop me a line. A firm date will be published early next season.

Meanwhile, anyone in the area is welcome to call in - trowel and paint brushes are desirable but not essential!

And, finally,

DON'T FORGET TO RENEW YOUR MEMBERSHIP NOW!

Bob Wilkinson

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EVENTS

20th-21st June - CLUB WEEKEND AT STANFORD HALL.

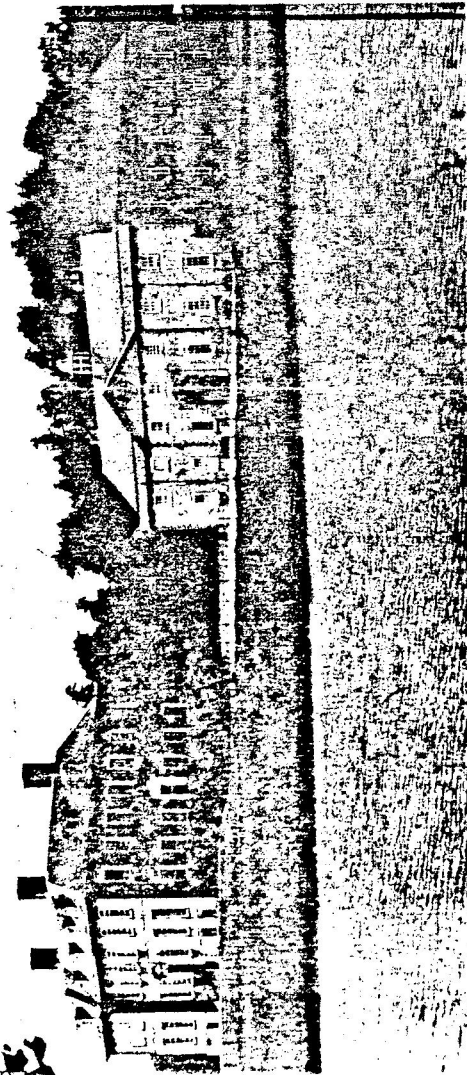
27th September - ALL FORD RALLY, Culham Road, Abingdon. Further information from either Bob Tredwell, tel. Abingdon 30720, 32 Caldicott Road, Abingdon, Oxford, or Gary Tredwell, tel. Abingdon 20240.

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STANFORD HALL

LUTTERWORTH, LEICESTERSHIRE

(1½ miles from Swinford, near Rugby)



A William and Mary House on the River Avon

Stanford, mentioned in the Domesday Book, has been the home of the Cave family, ancestors of Lady Braye, since 1430. The present Hall was built by the Smiths of Warwick for Sir Roger Cave in the 1690s, when the old Manor House was pulled down, and is still occupied by the family. It contains antique furniture, fine pictures, including the Stuart Collection, and family costumes.

The beautiful thirteenth century Church has magnificent stained glass windows (some removed for restoration) from the time of Edward II and Henry VII, and interesting family monuments and plaques. Visit the walled Rose Garden, the Souvenir Shop and Sunday Craft Centre; walk the Nature Trail; see a replica of Percy Pilcher's 1898 Flying Machine (Pilcher was killed flying at Stanford in 1899).

Open: Easter until end of September — Thursdays, Saturdays, Sundays; also Bank Holiday Mondays and Tuesdays following, 2.30 to 6 p.m. On Bank Holidays and Event Days the Grounds, Cafeteria, Museum, Craft Centre and Souvenir Shop open 12 noon. Open any day or evening during season for pre-booked parties. Tel: The Administrator, Rugby (0788) 860250.

ADMISSIONS 1987

Adult £1.80
Child 85p

House and Grounds, etc. _____

Grounds, Rose Garden, Flying Machine,
Old Forge, Sunday Craft Centre _____ 95p
(Subject to increase on Special Show days)

Parties of 20 or more (minimum £30) £1.50

O.A.P. Parties of 20 or more (minimum £28) £1.40

School Parties of 20 or more £1.50

(One teacher admitted free)

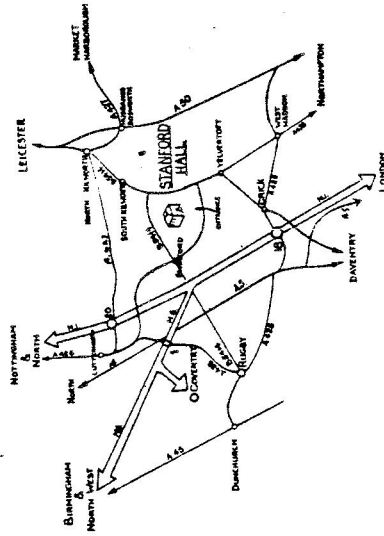
Parking free. Camping, Caravan, Motor and other rallies may be booked. Fishing tickets available mid-June to mid-March.

Conferences, Wine and Cheese Parties, Wedding Receptions, etc., may be arranged.

CAFETERIA (self-service)
Home-made Afternoon Teas and Cream Teas.

Light Lunches on Rally Days.
Pre-booked Lunches, Teas, High Teas and Suppers with waitress service available for parties any day or evening during season.

(Free meal for coach driver).
Priced menus on request.



MOTORCYCLE MUSEUM



The collection of vehicles in the Stanford Museum has gained a worthy reputation for its quality. The Museum is a living one with constant changes of exhibits, and is organised so that even regular visitors see something new.

The collection of racing motorcycles is outstanding and attracts visitors from all over the world. The exhibits are lent by private owners, as are the splendid and rare photographs. All exhibits are in running order and many are frequently used for rallies.

Admission: Adult 75p, Child 35p. School Parties of 20 or more. Adult 75p Child 30p
Printed in Great Britain

EDGEELL COTTAGE, STANFORD-ON-AVON

ABOUT THE AREA

The ancient Parish of Stanford, distinguished by a reference in the Domesday Book, straddles two counties - Leicestershire and Northamptonshire - divided by the historic River Avon, the source of which is close-by.

The village itself, once larger than neighbouring Searford, nestles in picturesque parkland neatly laid to pasture, and is but a shadow of the once far greater medieval village - the site of which lies to the north-east.

The Parish Church of St. Nicholas dates back to the 13th century and features a magnificent stained glass window - some of which was originated in the reign of Edward II.

ABOUT STANFORD HALL

For over 500 years, Stanford Hall has been the historic country seat of the Care family. The 7th Lord Braye, currently in residence, is descended from the Peter Care who first came to Stanford in 1430.

Besides its beautifully appointed rooms, paintings, architecture and grounds, Stanford Hall boasts a unique collection of vintage motorcycles and cars - not to mention an Aviation Museum dedicated to Britain's first aviator, Lieut. Percy Pilcher RN, killed in a flying accident in Stanford in 1899.

ABOUT EDGEELL COTTAGE

Edgeell Cottage, originally built as a pair of tied cottages for workers on the estate, was named after a relation to the Care family - the Hon. Edmund Verney Wyatt Edgell, an officer of the 17th Lancers killed in action in the Battle of Ulundi in 1879 - as attested by the monument in the north aisle of the church.

Built comparatively recently in 1929, and once the home of the late Mrs. Fanny Henderson, the cottage was carefully designed in local Northamptonshire stone and thatch to blend perfectly and become one with the historic surroundings.

What could be more pleasant than spending Midsummer's day in the beautiful country-side at Stanford on Avon?

Yes, its the "Club Week-end" and an ideal time to run the Y or C Model to the Midlands and meet other enthusiasts like yourself. If the Ford is not roadworthy, put it on a Trailer, bring it down whatever its state. You could win an award for best effort!

There is a list of Bed and Breakfast Accommodation near by sent to every entrant, Camping or Caravanning in the Hall Grounds, or Caravan Club Members only Site next door. So come on down and enjoy the Week-end, with barbeque arranged for Saturday Night and possibly Sunday Lunch, mixing with Friends and the Wife and family, meeting old friends or making new ones. Bring your Fishing Rod, Day tickets available for the Avon in the Grounds. This is your Week-end so come along and enjoy it.

Thank you for your support in the past, may 1987 Club Week-end be bigger and better than ever.

Any queries or problems please do not hesitate to telephone me on Coventry 0203 364217.

CHAIRMAN'S NEWSLETTER

On Sunday last, I embarked upon my annual pilgrimage to the Y & C Register A.G.M. In the days when it was held in Tom Morgan's glassware factory at Brent, I arrived in a relatively fresh state of mind, but latterly, since the A.G.M. has moved its venue to the far more sensible Midlands locale of Don Malin, the three hour drive in my Model Y does tend to dull my senses a little. That, added to the sense of achievement of getting there without breakdown and the euphoria of meeting up with old Y & C friends I haven't seen since last year, does tend to allow me to drift into a false sense of security as the time of the big meeting approaches. Imagine the horror, five minutes before the off, of being coaxed to one side by the Chairman and being told that "we" have decided to propose you as Chairman for the coming year!

It all happened so quickly. I never did know who "we" were and, despite a few 'buts' in the big meeting, I drove the 102 miles back to Andover in a state of semi-shock. I hope Dick Sterett, who tailed me from Banbury to Newbury in his Fordor was not too surprised by my driving!

Actually, in all seriousness, I am delighted to accept the responsibility and I will serve the Register to the best of my ability. Graham is quite right when he says that the burden of being Chairman, Spares Secretary and Spares Treasurer does not allow him the time to do any of the jobs properly, and we as Members should have recognised this years ago. He has carried the Register since its formation and deserves nothing but praise from the ever growing number of members for his efforts. It was agreed at the A.G.M. that his tasks should be split into three separate appointments, leaving him free to carry on the all important spares procurement, manufacture and sales side of life as Chairman of Ford Model Y & C Spares Ltd., i.e. Chief Nutter. Christing Baldock was also cornered in a similar manner to myself and was coerced into assuming the appointment of Treasurer of Ford Model Y & C Spares Ltd., so if you are slow in settling your spares account in future, watch out, there's a Baldock about!

The very able Bob Wilkinson, despite domestic upheaval (and change of address, please note) agreed to continue his excellent work as Membership Secretary and also to assume the appointment of Register Treasurer. John Guy, superbly supported by the delightful Siobhan, was also persuaded to continue receiving copy, editing and producing the Bulletin for which I know we are all truly grateful. It is a very high quality publication, despite its "non-glossy" presentation, and I'm sure it is envied by other similar clubs. (Keep up the good work, Ed. - but remember he needs contributions from you, the Members.) Jeff Cole continues in the post of Technical Adviser. Please use him for any assembly, tuning or technical problem you encounter. If you have a problem, however minor, then it is likely that other members are finding, or will find, similar problems. In future, Jeff is to present each problem received, with the solution in the Bulletin for the benefit of us all. Jim Miles is to continue his archivist activities and snaffled my file containing all my research into the various marques of Model Y Tourers for photocopying. He has, however, hived off his librarian responsibilities to Alan Oakes, so if you wish to borrow one of the items from the library (for a small fee) please contact Alan, and return it promptly after use. Perhaps, once Alan has sorted it out, he can publish a list of what is available in the Bulletin. Finally, last but by no means least, Don Malin has agreed to continue to act as Events Organiser. Not only was he congratulated on putting on a superb show at the Register's national event at Stanford Hall last year (to be repeated on 20th/21st June this year - see you all there?) but also for laying on the A.G.M. This coming year he is to work more closely with the Area Organisers to identify and advertise in the Bulletin a major regional event in each area, at which members within easy driving distance can gather.

12,2000 10

Apart from the fact that once again the Register is to take up two stalls at Beaulieu this year, there were only two other major points raised at the A.G.M. The first I have touched upon already. The Area Organisers need to become more active and used by the members. By volunteering to be Area Organisers, they are probably the more knowledgeable and enthusiastic members of the Register, and hence should be used by regional members as a first bolt hole for any queries. However, it is also recognised that some Area Organisers are not pulling their weight and are tending to give up easily after only one apathetic response to an attempt to arrange a meeting or to a letter sent to the members in their parish. Keep trying, guys!

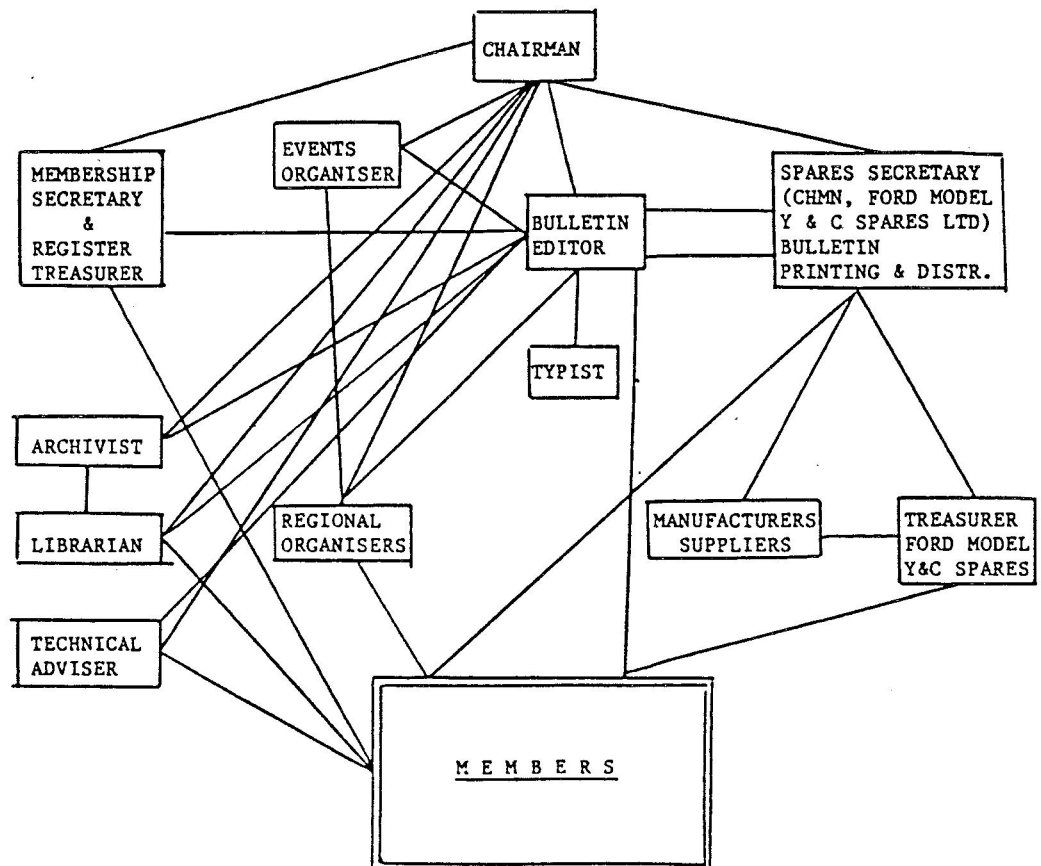
The second area of concern is important and is addressed to those within easy travelling distance of North London. Graham Miles, who is also moving house, has lock-up garages full of valuable Y & C assemblies and bits. He desperately needs help to dismantle, clean, sort, label and pack against spares requests. Hopefully in this Bulletin will appear details of when and where his next weekend workdays are planned. Those who are able, please give him the support he needs, as he and you will be dealing with the lifeblood of the Register, which will keep our cars motoring on into the 21st Century. You might also learn a thing or two working alongside the Master.

I have rambled on enough for my first contribution as Chairman. I have not had too much time to think through any improvements that are necessary to better the service the Register is providing to you, the Members. I believe we have made a quantum leap forward by splitting Graham's responsibilities, which may be better explained by the interaction network below. However, if you the Members have any suggestions, complaints or observations, please send them to me for consideration.

Remember, the Register is run for the benefit of its Members. Until the next Newsletter - happy motoring!

Sam Roberts

FORD MODEL Y&C REGISTER ORGANISATION AND INTERACTION



★ The FORD ★

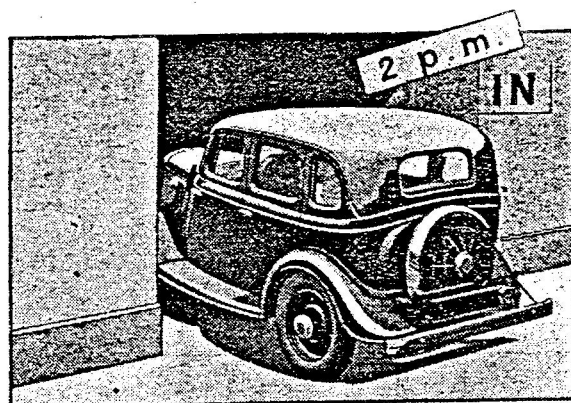
ENGINE-EXCHANGE PLAN

A special facility
for owners of **FORD**
cars and commercial
vehicles + + +

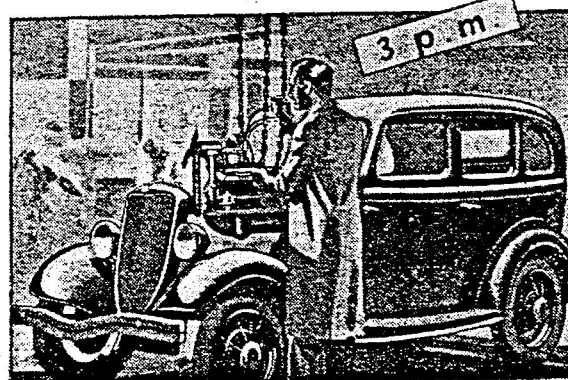
Ford Motor Company Limited announce a revolutionary service—A factory-reconditioned engine fitted to your Ford chassis, for your old engine and a nominal charge. The local Ford Dealer will do this in a few hours.

Instead of overhauls, which may prove costly, due to having your vehicle out of service, you can have an engine fitted immediately. This engine is factory-reconditioned, subjected to all the precision-requirements of standard Ford manufacture. It incorporates Ford improvements in design and carries a six-months' guarantee.

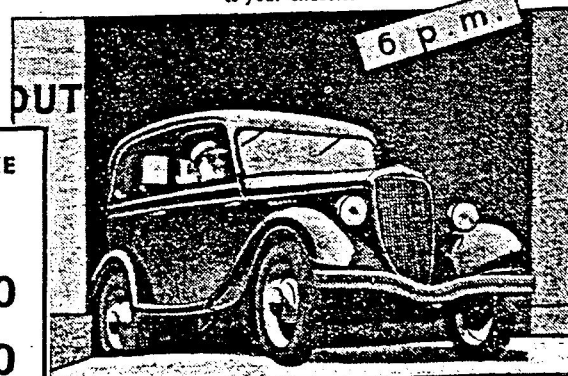
The nearest Ford Dealer is waiting to fit one of these engines into your Ford chassis. Get in touch with him today.



2 p.m. Drive your Ford into the Local Dealer's Depot.



3 p.m. A factory-reconditioned, precision-tested engine is fitted to your chassis.



6 p.m. Drive your Ford away, ready for another long life of service.

FORD ENGINE-EXCHANGE PLAN APPLIES TO THE FOLLOWING:—		
+ PRICES (including Fitting) +		
PASSENGER MODELS	£9.10.0	
8 h.p. (Model 'Y')	(EACH)	
14 h.p. (Model 'B')	} £11.10.0	
24 h.p. (Model 'B')		(EACH)
COMMERCIAL MODELS	£9.10.0	
5 Cwt. (Model 'Y') 8 h.p.	(EACH)	
10-12 Cwt. (Model 'B') 14 h.p. and 24 h.p.	} £11.10.0	
1 Ton		(EACH)
30 Cwt. } Produced since Jan. 1, 1933		(EACH)
2 Tons } (Model 'BB') 24 h.p.		(EACH)
4 Tons		
THESE PRICES APPLY TO GREAT BRITAIN AND NORTHERN IRELAND ONLY		

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. SHOWROOMS : 88 REGENT ST., LONDON, W.1



MENTION OF "THE AUTOCAR," WHEN WRITING TO ADVERTISERS, WILL ENSURE PROMPT ATTENTION.

11. Report on the Spares Situation

The former Chairman has a volunteer from the membership, Kevin Briggins, to help with the packing of spares. The packing will now take place on a fortnightly basis on a Tuesday evening. All other volunteers welcome.

The former Chairman reported that the Y valances produced by the man in South Wales were of excellent quality. The demand is increasing for Y rear wings. No-one as yet has asked for C parts (as mentioned in the last Newsletter). A good response has been received to the Y sliding roof kits. The first three bumper bars should be ready at the end of April, costing in the region of £65 rear, £75 front. Plating and polishing is the biggest part of the cost, but if the order is larger (approximately 10), we may be able to bring the cost of the bumpers down. The door handles will hopefully be ready early September (Beaulieu time). The problems involved in the hub cap manufacture are also reaching a solution.

12. Club Weekend - Stanford Hall

The Club Weekend will take place at Stanford Hall the weekend of 20th-21st June, from 10.00 a.m. onwards in the camping field. A barbecue is being organised for the Saturday evening, for which you can pay on the day. If there are enough members present, an event will be arranged for the Saturday afternoon. A list of Bed and Breakfast in the area is available from the Events organiser, to whom also write if you have any complaints, or suggestions about the weekend.

13. Future Events

(a) The Membership Secretary, Bob Wilkinson, is hoping to arrange a one day Northern event, together with Alan Ogden, to take place sometime in late August, 1988, at Bob's house.

(b) The Enfield Pageant of Motoring takes place on 24th May, 1987.

(c) It is proposed that the London Run be revived for next year. The Club Archivist, Jim Miles, will organise this.

(d) Peter Ketchell will organise a run in North Wales, hopefully this year.

(e) The new Chairman, Sam Roberts, (who is also Area 11 Organiser) has co-ordinated a gathering at the Andover Vintage Club Rally and Show on Sunday, 7th June, 1987.

(f) Saturday, 6th June, 1987, is the 75th Anniversary of Opening of Ford Engine Plant at Dagenham. Contact Ron Pratt, Press Officer, Ford Motor Co., Warley, nr. Brentwood.

(g) Beaulieu - more help is needed for running the stands at Beaulieu. Not much recruitment results from this autojumble, but it was suggested that it could become a focal point for collecting spares. The former Chairman was reluctant to cease renting stands, but reiterated that he needed more help before, during and after the event.

(h) Local autojumbles - it was suggested that this was an area in which the Area Organisers could become involved, by running a Club stand, with a Club banner, and with members running the stand. Hopefully, this would increase recruitment as well. Area Organisers could notify the Editor of any particular autojumbles in their area which they would like mentioned in the Newsletter (this has already been done by Bryan Dixon, Areas 7 & 8 Organiser).

14. Votes of Thanks

The meeting was now closed, with votes of thanks to the retiring Committee for their work over the previous year. A particular vote of thanks was proposed by the Membership Secretary, Bob Wilkinson, for the efforts of the Events Organiser, Don Malin, together with Janette Malin, and their daughter Mandy and son-in-law Tom, in ensuring the success of this year's A.G.M.

The newly elected Chairman is to have discussions with the Events organiser on improving the organisation of events in areas other than the Midlands.

5. Election of Area Organisers

Doubts were expressed by the former Chairman about the need to continue with these posts. There has been very little success on the part of the Area Organisers in arranging meetings, etc., for the members within their areas, but not for lack of trying. The Area Organisers do, however, act as an initial contact for new members, which remains very useful.

It was agreed that the Area organisers would be re-elected for the present year, and the new Chairman and Officers would assess the situation during the year.

6. Report by the Membership Secretary

The Membership Secretary reported that at the beginning of 1986/87 there were 273 members. During the year, the Club gained 66 new members, 47 lapsed and 5 resigned, the net gain for the year being 14 members. Therefore, at 28th February, 1987, the membership was 287, of which 268 members were in the U.K. and the remaining 18 overseas. The Club received approximately 10 enquiries a month.

The Membership Secretary reminds the membership that all subscriptions should be paid by 1st June, 1987. Membership cards will be sent out shortly. If any member sees a Y or C, either advertised or at a rally, please let the Membership Secretary know the name and address of the owner, if possible, and he will follow it up and advertise the Club.

7. Presentation of Accounts

Unfortunately, the accounts are not yet complete and were not presented at the meeting. It is hoped that they will be available for publication in the next issue of the Newsletter.

8. Subscription Level for 1987/88

It was agreed that the subscription of £10.00 be maintained for the current financial year.

9. Report by the Newsletter Editor

The membership was still writing in, but quite often as a result of contact with another Club Officer. Although there is sufficient material for each Newsletter, it still relies quite heavily on a small number of regular contributors. The Editor proposed a new series for the Newsletter, to be written by the members for the members, consisting of a series of articles on the technical/mechanical side of the car to form a workshop manual. This was proposed to the membership at the A.G.M. - any response from the rest? It was agreed that the Technical Adviser will send his replies to members queries to the Editor for publication in the Newsletter.

10. Assessment of Sunday Working Parties

It was repeated by the former Chairman that more help was needed for these working parties, which begin punctually at 9.30 a.m. to make full use of the morning. It was proposed by Colin Ault that the working parties become a full day event, more members felt that this would be more worthwhile, particularly for the travelling time involved. It was agreed that the working parties be held every alternate month for a whole day.

MINUTES OF THE EIGHTH A.G.M. OF THE FORD Y & C MODEL REGISTER

26TH APRIL, 1987, AT NUNEATON

The meeting began at 2.35 p.m. with Graham Miles in the Chair.

1. Assessment of the past year by the present Chairman

The Chairman commented that the past year had seen an increase in the membership and thus there were more cars on the road. The Club Weekend at Stanford Hall had been excellent and hopefully would be repeated this year. But he felt that the Club was becoming far less active in other areas: local runs which had been held in previous years no longer took place, e.g. the London Run, the Hope Valley Run. He expressed the hope that the forthcoming year would see an increase in the Club activities and commitments.

2. Apologies for Absence

No apologies were received.

3. Members Present

Richard Attfield - Sidcup; Colin Ault - Solihull; Chris Baldock and Owen Baldock - Tonbridge; Derek Birch - Birmingham; Kevin Briggins - Dunstable; Ken Clarke - Coventry; Dennis Cochlin - London; Jeff Cole - Harlow; Bryan Dixon - Sheffield; David Gustard - Chelmsford; John Guy - Sheffield; Robert Hale - Milton Keynes; Jeff Hancock - Cardiff; John Holdsworth - Liverpool; Peter Ketchell - Chester; B. Mace - Norwich; Don Malin - Coventry; Graham Miles - Abbots Langley; Jim Miles - Waltham Abbey; J. Murphy - Stafford; Alan Oakes - Manchester; Alan Ogden - Leeds; Sam Roberts - Andover; Dick Sterett - Newbury; Bert Thomas - Mytchett; Liam Tomlinson - Sutton Coldfield; Bob Wilkinson - Pollington.

4. Election of Club Officers for the forthcoming year 1987/88

It was proposed that the number of Club Officers be increased to cope with the work entailed in running the Club, and thus, in accordance with the Club's rules and aims, the following officers were elected:

<u>Post</u>	<u>Officer</u>	<u>Proposer</u>	<u>Seconder</u>
Chairman	Sam Roberts	Graham Miles	Colin Ault
Spares Secretary	Graham Miles	Peter Ketchell	Bob Wilkinson
Newsletter Editor	John Guy	Jeff Cole	Sam Roberts
Membership Secretary & Club Treasurer	Bob Wilkinson	Graham Miles	Jim Miles
Treasurer for Y&C Model Spares Ltd.	Chris Baldock	John Guy	Don Malin
Librarian	Alan Oakes	Graham Miles	Jim Miles
Archivist	Jim Miles	Jeff Cole	Ken Clarke
Technical Adviser	Jeff Cole	Sam Roberts	Colin Ault
Events Organiser	Don Malin	David Birch	Jeff Hancock

It was proposed by the Archivist that the Membership Secretary's name be included in all Magazine advertisements instead of the former Chairman's name, and accepted by the members.

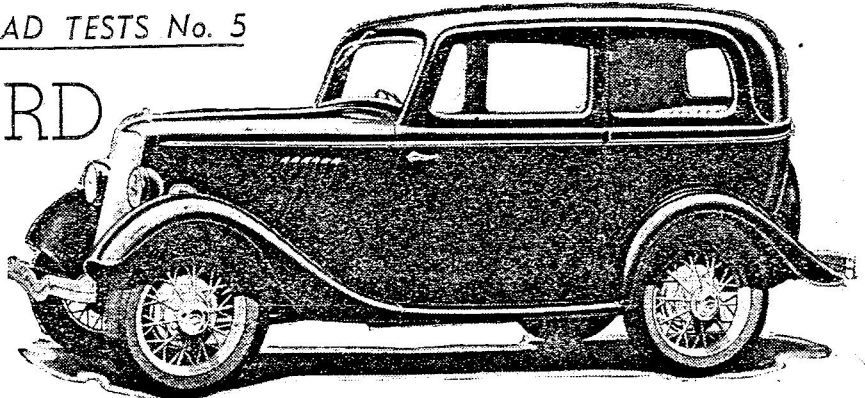
June 30th, 1934

THE PRACTICAL MOTORIST

313

"PRACTICAL MOTORIST" ROAD TESTS No. 5

THE 8 h.p. FORD SALOON



This is the standard 8 h.p. Ford Saloon, priced at £120. It is similar to the car described, but has only two doors.

THE position of the Ford in the British market is a unique one. It is true that since the erection of the Dagenham works, the largest motor-car production centre outside the United States, all the Ford cars in this country have been entirely British, yet the main-spring of the great concern is undoubtedly that amazing American, Mr. Henry Ford.

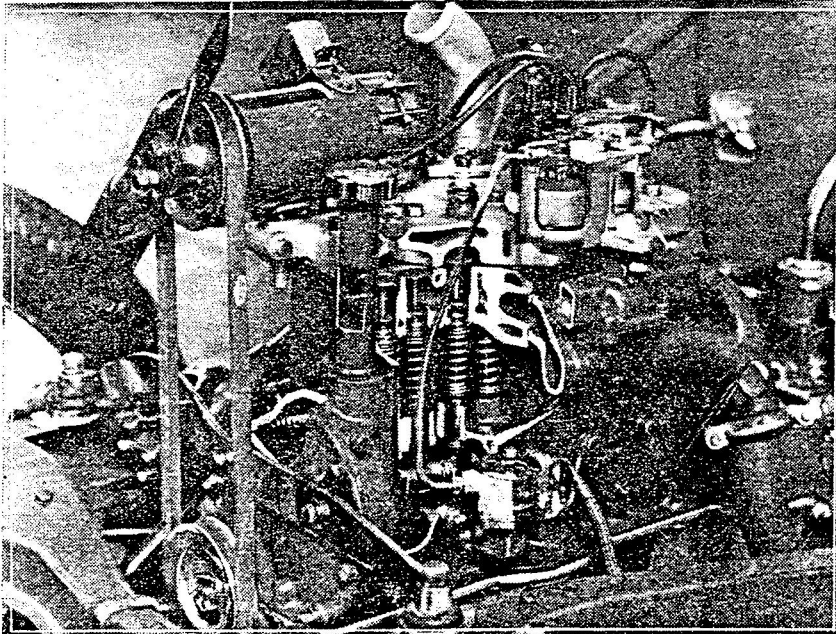
Then, also, the new Fords have had, in a sense, to live-down their predecessors' comic reputation. Certainly the ubiquitous Ford joke did no harm to the car's sales—quite the reverse, in fact; it was the biggest piece of spontaneous sales propaganda that ever travelled on the four

winds—but it says much for the driving force behind the new organization that mention of a Ford no longer raises a laugh, but quite definitely commands the respect given to a competitive product.

All the unassailable advantages that the old "joke" Fords enjoyed are inherited

by the new series—their simplicity of design and utter reliability, for example, and not least the world-wide availability of cheap spares and competent service. With such an organization behind it, it is no wonder that the 8 h.p. model, right from the moment of production, was recognized as a serious challenge in a class which had hitherto been the exclusive preserve of our British manufacturers—the small-car market.

The sturdy four-cylinder engine of the 8 h.p. model, with bore of 56.6 and stroke of 92.5, giving cubic capacity of 933 c.c., is rated at 7.96 h.p. and taxed at £8 a year. The cylinder head is detachable, and the cylinders and upper half of the crankcase are a unit casting. The engine is suspended on rubber mountings at three points, and a three-bearing crankshaft is used. The steering mechanism and shock absorbers are also rubber mounted, to secure silence and damp out vibration.



(Left) This photograph of the power unit shows the excellent and compact construction.

THE FORD 8 h.p. SALOON DE LUXE

Specification in Brief

CHASSIS

Engine: Four cylinder side-valve, 56.64 mm. by 92.56 mm., 933 c.c., 7.96 h.p., tax £8.

Gearbox: Three-speed, synchromesh top and second.

Ignition: Ford battery and coil with automatic variation of firing point.

Cooling: Thermo-syphon, fan assisted.

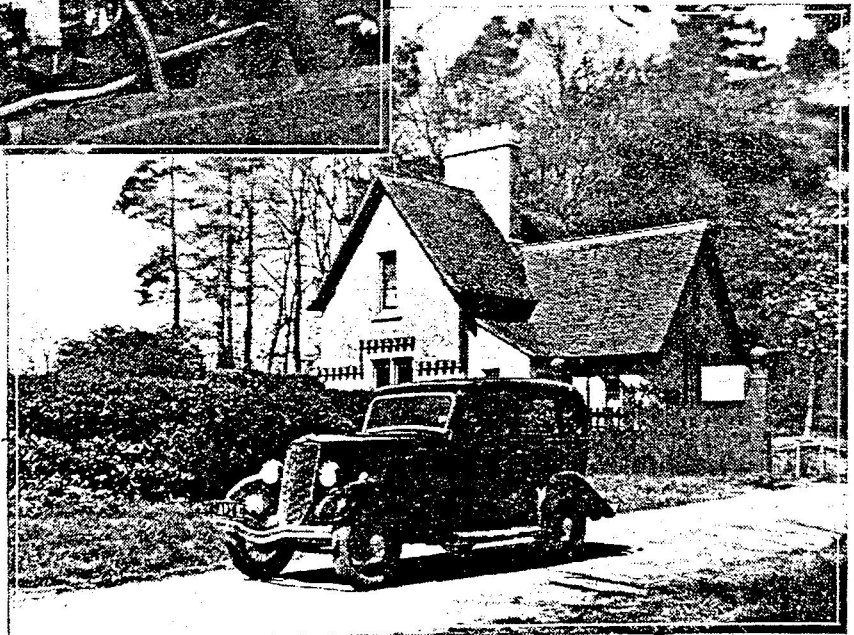
Suspension: Transverse semi-elliptic springs with shock absorbers.

Brakes: Foot brake operating on all four wheels; hand brake on rear drums only.

BODY

Four-door, six-light saloon, safety glass all round, semaphore traffic signals, sun visor, dual screen wiper, driving mirror with clock, metal spare-wheel cover, etc.

PRICE: £145.



The 8 h.p. Ford Saloon de Luxe has a four-door body, and costs £145.

Simplified Chassis Lubrication

Lubrication is by means of a submerged gear pump which forces oil through the crankshaft to the main bearings, the oil being filtered in the process, while the cams and cylinder walls receive the overflow by centrifugal force. The pressure is kept constant by means of a valve which also allows the overflow to get to the timing gear. A simplified system of chassis lubrication is provided.

The pistons are of aluminium, and have triple rings, the upper pairs retaining compression and the lower single rings, which are slotted, controlling the oil. As usual in Ford design, the valves are placed side by side.

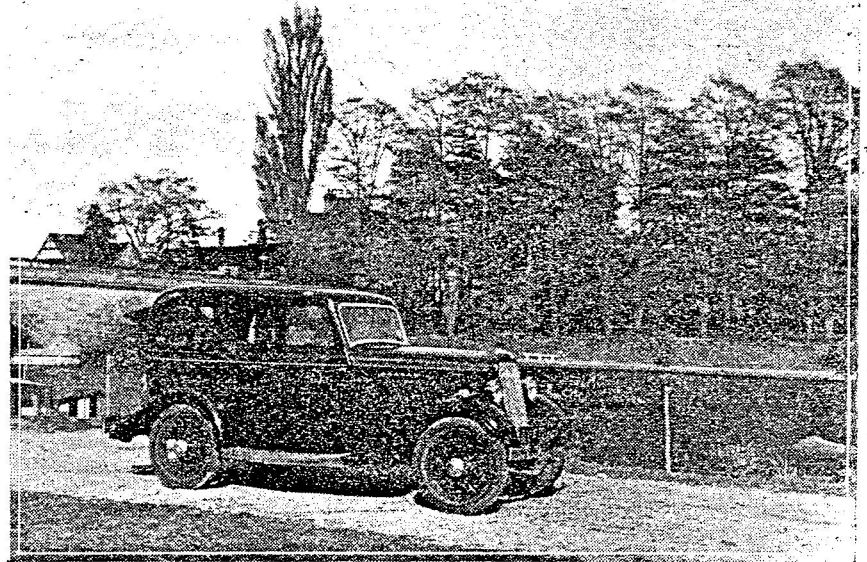
The suspension is by the famous Ford transverse-springing method, and incorporates four shock absorbers. The rear axle is pinion-driven and the propeller shaft is encased in a torque tube which is braced to the ends of the rear axle by radius rods.

Smooth-acting Clutch

The gear-box has three speeds, top and second being of synchromesh pattern. A clutch of special design which gives infallibly smooth take-up is used. The braking is by the now famous Ford system, in which the brake rods are connected direct from the cross-shaft to the drums, the shoes being adjustable by means of a ratchet device on the shoe pivot. The system does away with all the complications of wing nuts, thumb screws, universal joints and quick-wearing connections, and is cadmium-plated for resistance to rust.

An automatic pump driven from the camshaft conducts petrol to the engine from a tank of 6 gallons capacity, which is placed between the side members of the frame and shaped to fit in with the tail of the body, being protected by the spare wheel and rear bumper.

Another characteristic of Ford construction is found in the body mounting. A double-drop frame is employed and the pillars and panels are attached to the sides,



Another view of the Ford from which an idea of its commodious bodywork can be obtained.

instead of to the top, of the members, so that a low floor level is obtained without the sacrifice of headroom.

The chassis equipment includes a six-volt lighting set and wire wheels with 4.50-17in. tyres.

Well-designed Bodywork

The saloon has one of those well-designed bodies in which correct use is made of every available inch of space, so that it gives the impression of being larger than it actually is. The seating position, both for driver and passengers, is unusually comfortable, and there is an accentuated tilt

to the separate front seats which has a really restful effect, but does not at all interfere with the indispensable all-round vision from the interior.

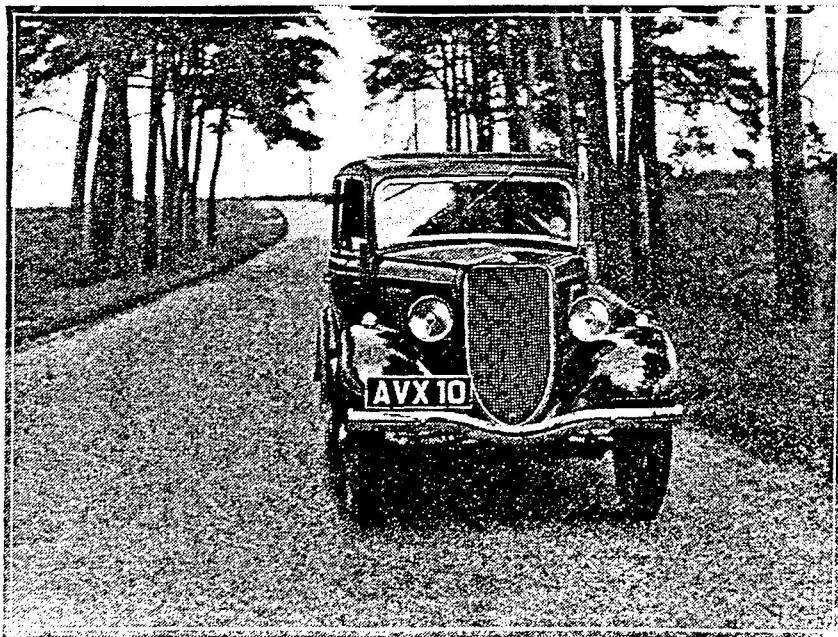
The equipment includes semaphore traffic signals, for which the control switch is mounted just below the instrument panel; a hinged sun visor, dual screen wiper, metal spare-wheel cover and a driving mirror incorporating a clock, the face of which lights up when the instrument panel, which carries a large dialled speedometer and fuel gauge, is illuminated. The horn button is mounted on the steering wheel, which is otherwise free of controls.

The car referred to here is, of course, the de luxe four-door model seen in the accompanying photographs. Its price is £145, but there is a two-door model available at £120.

The Ford's simplicity of design is equalled by its simplicity of control, yet it reaches a remarkably high performance standard. Its maximum of 60 m.p.h. is a very good one for a unit of only 8 h.p. hauling a full-sized saloon body, and at between 50 and 55 m.p.h. it will cruise tirelessly for as long as one cares. In the second gear, which is agreeably silent, it will do as much as 45 without undue strain.

There is no doubt that the transverse springing system is immensely effective. The comfortable suspension of the small Ford was to us one of its most pleasing features. The ease and rapidity of gear changing was another merit, and the smoothness of clutch operation bore witness to the cleverness of its special design. The steering is finger-light, but entirely steady, and the car grips the road in a way which gives the driver a pleasant sensation of security and complete control.

The acceleration is excellent, helped by the swift and efficient operation of the synchromesh gears, and one is able to maintain very useful average speeds with a degree of economy not found in many cars of comparable performance. On the score of petrol consumption alone, which during our test proved to be in the neighbourhood of 38 m.p.g., the economy was apparent.



The excellent head-on appearance of the 8 h.p. Ford can be judged from this illustration.

Ford

Bulletin

'Popular' and 'De Luxe' Models

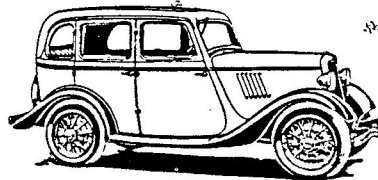
FORD MOTOR COMPANY LIMITED

The Customers' Viewpoint

TRY to examine your garage as would a customer who has brought his car to be repaired; you have a general idea of what is the trouble and you are prepared to pay for essential work well done.

When the mechanic has examined your car, does he explain and demonstrate what repairs or new parts will be necessary, thus giving you the satisfaction of knowing the work for which you will eventually pay, or does he vaguely state that the steering is slack or the brakes need adjusting?

Even though all the work performed may have been absolutely necessary, a general statement will leave the customer dubious and dissatisfied. Show him briefly what work is necessary at the commencement—you may in this way gain a permanent client, for a satisfied owner always comes back.



CARBURETTORS

The colder weather invariably introduces a number of factors which are antagonistic to the easy starting of an engine that has been idle throughout the whole day or night. While most dealers are aware that any trouble experienced in this direction might easily be due to the use of an incorrect grade of oil, petrol that has bad starting qualities, incorrectly adjusted ignition system or a partially charged battery, the blame for the engine failing to start after a few revolutions is by some people laid entirely on the carburettor.

While this conclusion may be justified in certain cases adjustment of the carburettor will not, in itself, produce the required ease in starting on account of the other conflicting factors already mentioned. If the instructions given in the *Model Y Bulletin*, Volume 2, Number 1, and Volume 3, Number 8, and in the pamphlet entitled "Winter Starting" are followed carefully the most satisfactory conditions of carburation will be produced.

The main trouble that arises due to the misapprehension that the carburettor is invariably the cause of difficult starting, is the fact that an attempt is often made by changing the sizes of the jets in the carburettor to overcome the difficulty experienced.

In one instance, mentioned in the "Popular" and "De Luxe" *Bulletin*, Volume 4, Number 4, where it was advised that a change in starting jet size from 130 to 115 could be made in the carburettor of the "De Luxe" model car if found to be more satisfactory, this procedure is justified, but an indiscriminate changing of jets will only upset the balance of petrol air mixture even to the extent of making starting impossible when factors other than the carburettor adjustment have been put right.

The jets and venturii in the carburettor may be segregated into two main classes; those which provide a suitable mixture for starting the engine, and those which govern the petrol air mixture over all engine speeds once the engine is in operation. The complete combination of jets and venturii used in the early "Popular" model carburettor, the current "Popular" model carburettor and the "De Luxe" model carburettor are detailed below.

It will be noted that the difference between the early "Popular" model carburettor and the current instrument for the same model is in the changes made in the starting jet and venturi combination. Each combination of calibrated orifices will be found to give a satisfactory starting mixture, but an alteration in any one of

these may upset the balance of the petrol air mixture completely and make starting difficult, if not impossible.

For instance, if the number 75 starting jet were removed from one of the early "Popular" model carburettors and a number 115 jet introduced in its place, in relation to the air valve and venturi an excessive amount of petrol would be allowed to pass through the jet orifice and produce an over rich starting mixture which would make any attempt at starting extremely difficult. Conversely, if a number 75 starting jet were used in place of the number 115 jet on the current "Popular" model carburettor a very lean mixture would ensue, and this again would cause trouble when starting.

In the event of a carburettor having been interfered with it is possible to distinguish between various parts which have slightly different characteristics. The most important of these is the carburettor barrel, as this part relegates the carburettor to one of the three instruments whose jets are detailed below. The "De Luxe" model barrel may be identified by the figures "22" embossed on the top of the main venturi throat; the "Popular" model carburettor barrels have "19" embossed in the same place. There are, however, two types of "Popular" model barrel; the early design, which has a 3.5 venturi, and the current design, which has a 4.0 venturi. If a carburettor emulsion block screw is taken from stock and the threaded end introduced into the starting venturi orifice (see "27" Fig. 10, Volume 1, Number 2), it will be found that the 3.5 venturi in the early design is not sufficiently large to allow the screw to be introduced, whereas the screw will fall easily into the 4.0 venturi of the current design.

In future, the carburettor barrel and automatic air control valve will be supplied as an assembly under the part number CE-9520 for the "De Luxe" model carburettor, and YE-9520 for the "Popular" model carburettor. It is very important that a number 115 starting jet be used in conjunction with the current design "Popular" model barrel, as supplied under the above part number, and should this barrel be used on a carburettor having a number 75 or 80 starting jet the conversion should be made.

If a new barrel is supplied from stock the part should be inspected as indicated above in order that the appropriate starting jet may be used. No confusion should arise concerning the size of the starting jet as this is stamped upon the head of the jet.

Two types of automatic air valve are available

for replacements: the current type (6×4.5) has these figures stamped on the head in addition to the spring tension (30GM), whereas the early type (5.5×5) has only the spring tension recorded. The correct air valve must be used to obtain satisfactory starting and the list tabulated below should be carefully studied.

The "De Luxe" model carburettor bowl has the figures "10" stamped on the outside whereas the "Popular" model bowl is un-stamped.

	Current "De Luxe" Carburettor	Original "Popular" Carburettor	Original "Popular" Carburettor
Main Jet ...	85	70	70
Compensating Jet	70	65	65
Idling Jet ...	55	60	60
Starting Jet ...	115 (130)	115	75 or 80
Venturi ...	4.5	4.0	3.5
Air Valve ...	6×4.5	6×4.5	5.5×5

ELECTRIC PETROL GAUGES

To avoid confusion between the types of instrument panel gauge and fuel tank unit that have been used on the "Popular" and "De Luxe" Model cars for electrically recording the quantity of petrol in the fuel tank, as distinct from gauges of the hydrostatic type, three types of instrument panel gauge are illustrated in Fig. 27 with their appropriate part numbers.

It is very important that the correct recording instrument be used in conjunction with each of the two designs of petrol tank unit as, owing to different calibration factors, a combination of both types will give an incorrect reading at the instrument panel.

The tank units may readily be differentiated by the fact that the unit CE-9275, which was originally fitted to the "De Luxe" model car has a body of pressed brass that is screwed to the petrol tank. Removal of this unit from the tank will reveal a *cork* float attached to the operating lever.

The other design unit YE-9275-B has a zinc die cast body that is screwed to the petrol tank

and removal of the unit will show the lever to be fitted with a *metal* float.

The instrument panel gauge CE-9280-A in which the recording needle points to the left, should only be used on the "De Luxe" model car in conjunction with the unit having a brass body and cork float.

The gauge CE-9280-B must only be used on the "De Luxe" model car in conjunction with the tank unit having a zinc body and metal float. The needle on this gauge points downwards when the part is correctly assembled on the instrument panel.

It will be noted on both the above gauges that the centreline joining the two mounting holes is set at an angle to the vertical. In the gauge YE-9280, the centreline of these mounting holes is vertical, but in other respects the gauge is similar to the previous instrument whose needle points downwards. For these reasons, this gauge should only be used on the "Popular" model car with the tank unit having a metal float.

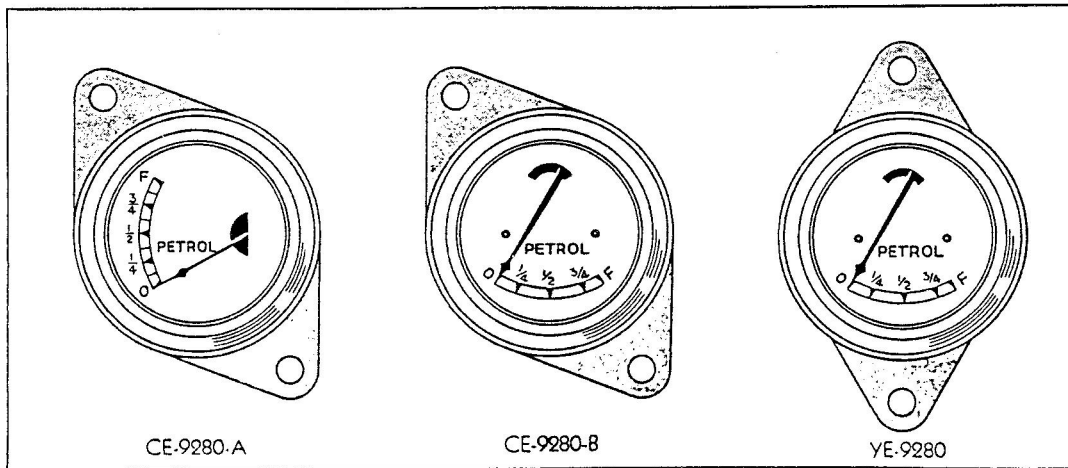


Fig. 27

FRONT WHEEL SPINDLE GAUGE

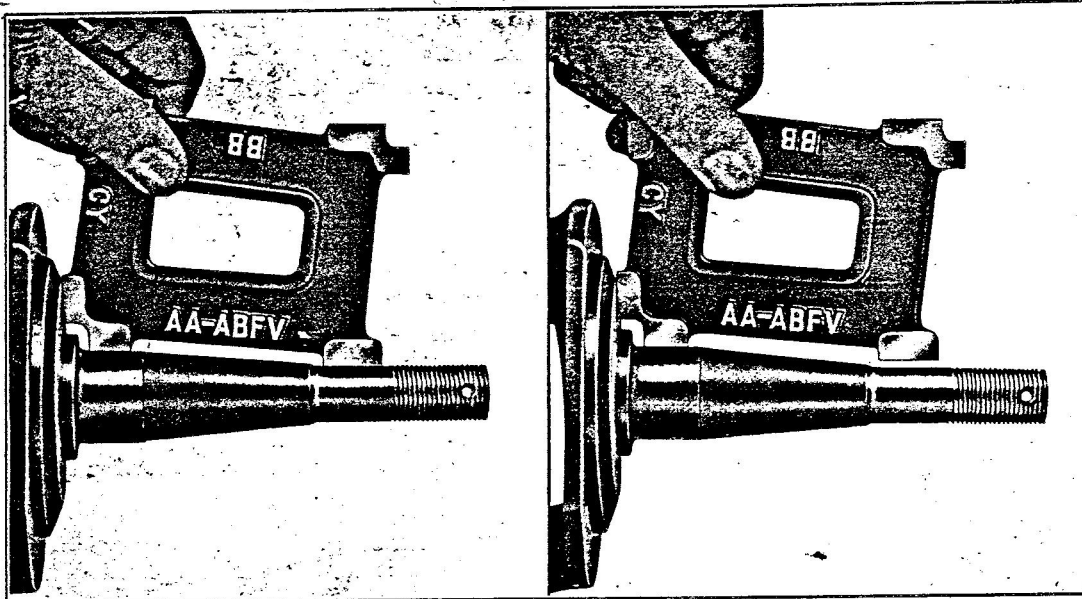


Fig. 28

A gauge, illustrated in Fig. 28, has been developed to enable dealers to check the set of a front spindle in relation to the base of the assembly and thus determine whether any distortion has occurred as a result of a collision or other abnormal usage.

To use the gauge, first remove the front wheel, hub and brake drum assembly and inner roller bearing cone, and clean the front spindle thoroughly, particularly around the three machined surfaces that the gauge is shown touching in the left hand illustration of Fig. 28.

The gauge should be held against the spindle in such a way that the two perpendicular faces lie flat along the two surfaces adjacent to the inner roller bearing cone when this part is in position. If the third face lies flat against the bearing for the outer roller bearing cone, as

shown in the left hand illustration, the spindle will be true on this plane. A further check should be made at right angles to this plane to determine whether any distortion in a lateral direction has occurred.

If the third face does not meet the surface of the spindle, as shown in the right hand illustration, or if it meets it in such a way that any of the faces fail to lie flat against their respective surfaces, distortion has occurred and the spindle should be replaced. **On no account should an attempt be made to re-set the spindle.** This may set up internal strains which may cause fatigue fracture.

The spindle gauge, which differs slightly from that shown in the illustration, is now available under the part number ABVY-313-G and may be obtained from Messrs. V. L. Churchill & Co., Ltd.

BATTERIES

A 15 plate, 63 ampere hour capacity battery CE-10655-B is now being fitted to "Popular" and "De Luxe" model cars and will in future be supplied for all complete battery replacements on these models.

When fitting the above battery to "Popular"

model cars equipped with an earlier type battery it will be necessary to drill fresh holes in the floor of the battery compartment, position the battery with the positive terminal on the off side of the car and use two battery clamping bolts C-110931 in place of the existing bolts.

April 6th, 1934.

The Autocar

585

NIPPY SMALL CAR

Bezzant Special 8 h.p. Ford Shows Good Acceleration

SPECIAL editions of the small Ford are commanding increased attention, as the lively little engine lends itself admirably to "hotting up." One of these recently tested by *The Autocar* is the car produced by J. W. Bezzant, the well-known racing driver, of the Povey Cross Motor Co., Horley, Surrey.

The car is available either as a two-seater or as a semi-four-seater, and may be had with independent springing at the front, since the transverse spring lends itself to the Bellamy divided axle system recently described in *The Autocar*. The radiator is 5 in. lower than standard, and has a deeper block to correspond, while a steam valve is fitted in the overflow pipe.

"Balancing"

The engine is assembled specially with balanced crankshaft and flywheel, and attention is also paid to balancing the connecting rods and big-end caps. The pistons are shortened and lightened by the expedient of taking 12 mm. off the skirt. A special induction and exhaust system is used, giving a straightforward exit for the gases, while two 22 mm. horizontal S.U. carburetters are fitted, with a balancing pipe between them, and fuel supply is by an S.U. electric pump. Stronger valve springs and a raised compression are also adopted. An oil pressure gauge is also a fitting not supplied on the standard model, as well as a special spring steering wheel.

The Bezzant Special Ford costs £190 either as a two-seater or as a semi-four-seater, or £210 with the independent front springing, and the important additions of a Scintilla Vertex magneto, a rev. counter as well as a speedometer, and a thermometer.

On a test run the car behaved well, revealing good acceleration, as the following figures show:—

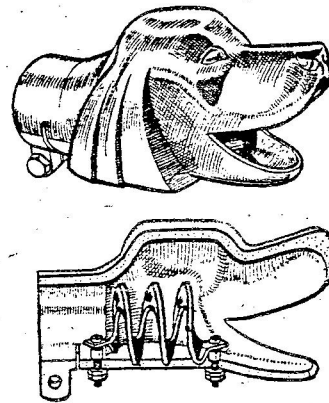
- 10-30 m.p.h.—5½sec. in second gear, 14sec. in top.
- 20-40 m.p.h.—7sec. in second, 11½sec. in top.
- 30-50 m.p.h.—12½sec. in top gear.
- 0-50 m.p.h.—17½sec.
- Maximum timed speed over ¼ mile: 68.18 m.p.h.

During these tests the screen was folded flat, and in the maximum speed test on Brooklands track there was a slight favourable wind.

The car, fitted with the independent front springing, cornered well at speed, though perhaps the rear springing would be a little harsh to one unaccustomed to a sports car. As regards weather protection, an excellent hood is fitted which disappears into a space behind the seats covered by a tonneau cover. There is a limited luggage accommodation with the hood folded, which becomes quite generous when the hood is erected.

The model tested had rather small independent front seats; but it is understood that later models will have a one-piece front seat and a tonneau cover to extend over either one or both of the seats. The wind cowls, though low enough to provide vision for the average man, are too high for the unobstructed view of a short occupant, such as a lady, although in this respect the car is no worse, in fact is rather better, than many other modern sports cars.

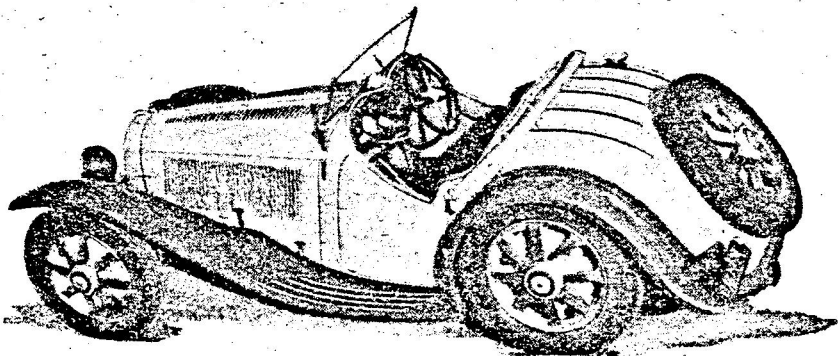
It is interesting to recall that this actual car performed with considerable success in the R.A.C. Rally, being placed ninth in its class, and in the entire entry of all three classes, only fourteen cars gained more marks.



An ornamental fishtail for the exhaust pipe, offered by A. M. Singer.

Fishtails As Mascots

A NEW and amusing idea is shown in the accompanying sketch, which is an ornamental end suitable for the exhaust pipe of a sports car and used in place of the now almost traditional fish-tail. Quite a number of different designs are available at £2 2s. each, either from S. Smith and Sons (M.A.), 185, Great Portland Street, W.1., or from A. M. Singer, 51, Gloucester Terrace, W.2, and with ingenuity something of this sort might be used with great effect as, for example, a dragon's head for cars with notably smoky exhausts, or a design symbolic of the car's type name!

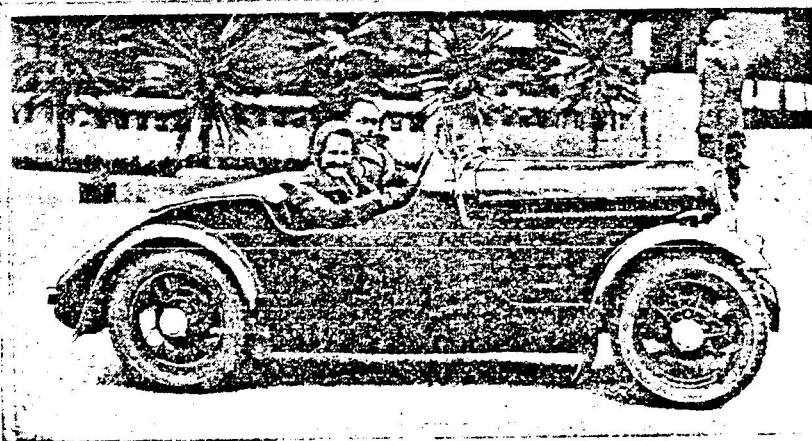


(Above) A two-litre Grand Prix Bugatti detuned and fitted with a sports body for ordinary use.

A Fine Touring Car

IT is always a thrilling experience to drive a racing car on the road, and often the performance in the original form is so great that the engine can be slightly detuned and still provide efficiency quite above the ordinary.

Mr. A. Marinho, of Portugal, has converted a 2-litre straight eight supercharged Grand Prix Bugatti for road use, and has fitted the very smart body shown in an illustration. The total weight of the car with full touring equipment is 20 cwt. The engine has been prepared to run on benzole mixture and has been fitted with full electrical equipment, including a starter motor. Even in road condition the car is capable of about 105 m.p.h.



Bezzant Special 8 h.p. Ford, the performance of which is referred to on this page.

MEMBERS PARTS WANTED

P103Y H. Parker 1.
Armstrong shock absorber rubber bushes,
top and bottom, both sides, rear only.
150 Woodlands Road, ditton, Maidstone,
Kent, ME20 6LZ.

B136Y K. Bridgman 1.
Rear n/side wing for L.R. 1937 Y
Tel. 0582 601692

D118Y D. P. Benson 1.
Four window winder excutcheon plates
Set of brake rod ends and standard clevis pins
Bottom hose with bend
Hub cap
Spare wheel strap
Tel. 0282 74768

B132C R. Benson 1.
C Model bumper bars
Tel. Eye (0379) 870968

L106Y R. Levett 1.
Windscreen complete in good order, for Y
L.R. model, 1937
Tel. 0423 880181

P110C Y. Precieux 1.
Fluid petrol gauge
C brake mechanism assembly
Rear brake springs
Front and rear shock absorber links
Tel. 01 291 1198

H126Y J. Hudson 1.
Four window rollers i.e. guides below glass line
43 Acredales, Linlithgow, W. Lothian, Scotland

G119C D. Gatenby 1.2.
Wanted for C model:
Glove box lid
Centre interior roof lamp
Gear lever knob (with indicator switch)
Interior mirror
Rear window blind
Number plate brackets
Rear light brackets
Tel. Darlington 486781

MEMBERS PARTS FOR SALE

W102Y B. Wallis 1.
Spares for 1936 Ford Y
Hub caps Handbrake
Dynamo Rocker shaft
Dip stick Cylinder head
Wheel nuts 12 Axle, fr. and r.
Heater parts Gear box and housing
Brake pedal Engine
Carb. Sump
Manifold Springs
Speedo Starter motor
Gaskets Steering box
Bonnet clip Shock absorbers
Wipers Brake rods
Wheel hubs and Brake shaft
brake shoes Battery
Wiper motor Many odds & ends
Pork pie light
Will accept £50.00
4 Nepean Close, Alverstoke, Gosport, Hants.

P108C D. Parker 1.2
Car for sale: Price £1,350 o.n.o.
1935 Model C, 4 door. New head lining and
carpets. All seats re-trimmed.
Looks nice and runs well.
Complete with original log book.
Tel. 0279 503565

T. Taylor 1.
Y bumper F/Cross member
Bumper brackets for Y
Tel. 021 378 0144 or 021 351 7673

J. Hodgkinson 1.
Y back axle
Y pistons
Y wheels and tyres
Danes Moss, Bawsworth, Maccelsfield

S119Y I. Smith 1.2.
Y model chassis frame, needs slight repair
to running board mounting area
Pair L.R. front wings, need slight repair
Model C wheels
Model Y wheels
L.R. late type bonnet
Many new and used small items
Y petrol tank (used)
Tel. 03943 7911

W107Y D. C. Watkins 1.2.
5 Ford C wheels (good condition)
1 Ford C hub cap (poor condition, scratched)
Tel. 061 789 4383

H. Pritchard 1.2.
Car for sale: Price £2,600
1937 Ford 8 Y type, 4 door model. Recently
professionally re-trimmed, 5 new tyres,
re-wired, totally rebuilt mechanically.
8 months M.O.T. Distinctive number
plates, CAD 519
Tel. 01 363 9029 (Enfield)

H101C R. P. Hamilton 1.2.
Car for sale: Price £575
1935 Ford C, original and complete.
Everything works. Chassis needs small weld.
REg. no. SE 4243. (Only one in Scotland)
Tel. 0294 214086 (Irvine)

R111Y B. Ruddock 1.2.
Car for sale:
1936 Model Y L.R., reg. no. DHK 107.
All running gear and engine overhauled.
Required trimming, paintwork, etc.
Tel. 0787 280336 (Suffolk)

W118Y B. Wilkinson 1.2.
Various publications, handbooks,
instruction books, etc., for Model Y's and C's.
Prices according to condition and type.
Tel. 0405 860836

O108C B. Durrant 1.2.
Car for sale: best offer around £2,000 secures
1936 Ford Model C. Rare 4 door saloon model.
Reupholstered and rebuilt by Graham Game to
conours standard, though now in need of some
engine attention and minor body tidying for
the season. Very practical and reliable
historic family car (40 mpg on 2 star!). One
parent family finances finally force much
regretted sale.
Tel. Chelmsford 260760

R. Catley 1.2
6 good wheels, 2 good tyres, from 1933 Y 4 dr.
For sale, or exchange for bonnet.
Tel. 0203 552353 (Coventry)

B. A. Crockford 1.2
4 doors for a Model Y 4 door.
(Knows of a restorable 1939 Prefect,
very cheap)
Tel. 098 682 347 (Halesworth, Suffolk)

B. Garlick 1.2
Y gear box lid
Y crown wheel and pinion
2 wheels £20.00 the lot
Tel. 0298 5972 (Buxton)

CLUB WEEKEND AT STANFORD HALL - MAKE SURE YOU ARE THERE!

The weekend is being arranged by Don malin, Events Organiser, so please reply to him direct, at 11 Woodford Close, Ash Green, Coventry, Warwickshire, CV7 9HQ.

Name Members. No.

Address

Car Registration No. Type

Saturday, 20th June, 1987

I wish to be sent barbeque tickets for evenine: YES / NO
No. required

Sunday, 21st June, 1987

I will be present: WITH / WITHOUT my Y / C car

I will wish to camp / caravan overnight on site: YES / NO

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.

Please return this form (or a copy) to Don Malin, Events Organiser, at the above address.

MEMBERSHIP FOR 1987-88 - RENEWAL SLIP

Please send this completed slip (or a copy) with your cheque (payable to FORD Y & C MODEL REGISTER, and in POUNDS STERLING), to Bob Wilkinson, Membership Secretary,, Castle Farm, Main Street, Pollington, Nr. Goole, Humberside, DN14 6DJ.

Name Members. No.

Address

Car - Y or C REg. No.

On road: YES / NO

Will be on road by

I enclose cheque for £.....

PLEASE RENEW YOUR MEMBERSHIP NOW

USEFUL CONTACTS, NAMES, ETC.STOCKIST, EARLY FORD PARTS

Mr. Bert Thomas, 59 Salsbury 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 Absorber 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

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

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

RE-CON SHOCK ABSORBERS

Pear shaped and Luvax undertaken, etc.
 N. Cousins, 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