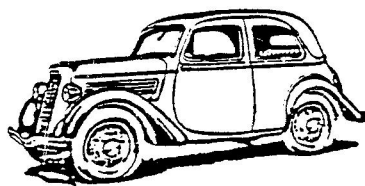
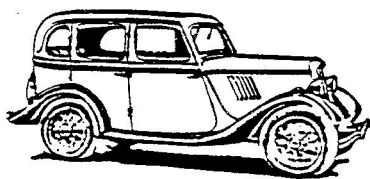


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO: 47 JUNE/JULY 1987

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JOHN GUY
5 WOOD LAND PLACE
TOTLEY RISE
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SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE

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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, Sheffield, S6 6RS. Tel: 0742 345417
Area 8)		
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 last Newsletter Editorial was a tribute to Graham Miles' success in establishing this Club. Let me this time start by wishing our new Chairman, Sam Roberts, every success in his new role. Careful readers will detect no less than three contributions from Sam and a determination to have a stronger Club presence in some of the larger National Events.

A more recent Club Event, namely the Club Weekend, appears to have again been a superb event despite the weather's attempts to convert it to a boat show. Your Editorial team regretfully had to miss the weekend when the domino effect of a tummy bug knocked the whole family out of action and bucketsful of a different kind were much in evidence!

Perhaps you will be reading this Newsletter on holiday, it certainly has a lively holiday feel to it with the show season in full swing and a number of delightful accounts to read. Don Malin is proving to be a keen observer of members as well as a superb event organiser.

Dry wit can be detected throughout this issue right from members letters to the Chairman's notes, must be that the cars generate a kind of stoic group therapy effect.

I hope members can support the Club presence at the Northern Classic Show. It is a good event and this year the venue has changed from the near dereliction of Belle Vue to the G-Mex Centre, a superb restoration and sensitive reworking of Manchester's magnificent Central Railway Station, which will form a superb background to the cars. For those who do make it, the nearby restoration of the earliest surviving railway station in the world is well worth a visit, exhibition halls also include planes and steam engines.

Some time ago now, our local organiser Bryan Dixon loaned me a copy of the 1931 Highway Code he had come across. It is a fascinating period piece, contemporary with our cars and full of delightful advice in such matters as how to overtake tram cars, horses and how to avoid splashing pedestrians, 'be ready to stop when meeting a flock of sheep or a herd of cattle or a pack of hounds'. Totalling 21 tiny pages, it was obviously excellent value at one old penny.

On the Letters front, Bob Hamilton writes in his inimitable style and Ian Wright tells of a nightmare we all dread but also includes a fascinating spares quotation from the early fifties. Jim Cassidy has a great picture of Graham Miles at the 1986 Stanford Hall gathering and we have a car history from a new member, Paul Dickinson.

Read on.

John Guy

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LETTERS

We start off with a letter received from John Hudson, who travelled to the Club weekend from Linlithgow, West Lothian:

Dear Don, just a note of thanks for your hospitality to a newcomer like me. Sorry I had to leave earlier than most but the drive back to Scotland took eleven hours with roadworks etc. on the M6.

The Ford V managed the journey no bother - 677 miles round trip - 36 mpg - 1 pint of oil. Not bad for a 51 year old! Hope to see you next year.

Our next letter is from Bob Hamilton, Ayrshire, who, like everyone else, looks forward to his Newsletter. He writes:

Dear Bob, it's me again, looking for the March/April Newsletter which has not as yet arrived, hoping to see my advert therein. I know you must be busy, what with house moving, etc., but can you help? I can assure you I am a paid up member (£10 real Scottish money).

I should mention my wife has been waiting at the Post Office for the past 48 hours, she dare not come home without the Newsletter. I must finish now and take her some soup.

(I did 'phone offering to organise meals on wheels for his wife and to apologise for recent publication delays! - Bob)

One of our regular letter-writers is Ian Wright, from Tyne and Wear:

Finally found some inspiration to put pen to paper, could be the activity going on up here in the rain drenched north. The rain always seems to appear on show days. Had my greatest dread come to reality last November when an Audi 80 crashed into the back of me when I stopped at a roundabout. Having restrained myself from removing his head, I inspected the damage, crushed wheel well, bumper irons and burst petrol tank; luckily he missed the rear wings. Having said this, I came off best, the front of his car being quite well crumpled up, it certainly proved the sound construction of the V type. Anyway, I soldered up the tank, jacked the rear valance out as best I could and fitted a borrowed bumper so at least CXC 850 hasn't been immobilised. In fact, it has been used all winter. Anyone who drives their V type in temperatures below freezing will appreciate the thrill??? of driving when you are 93% numb. There was one day when I gave in, and that was because it was -6°C with ten foot snow drifts.

I'm now just waiting for Graham to sort himself out after moving house to get new rear valance fitted, but it won't hold me back, have already turned out for a couple of rallies and hope to be going to the Northern Ford Gathering at Stockton, 5th July. There are several others in the pipeline so the next few weeks are going to be quite busy.

Had a chap call to see me at work recently and presented me with a well worn hub puller, telling me the saga of how his mother bought him a V type for his 21st birthday. I think he used it for eighteen years before selling it. Anyone heard of DVK 281, a 1936 2 door, he thinks it went to south east Scotland. have enclosed a copy of a letter he received when trying to purchase some new panels (I wonder if they have any left?).

By way of an enquiry, I have been trying to trace the origin of my 10 hp engine I am using at the moment, but the number doesn't seem to match any of the literature I have. It is a long block engine with number DA95442C, anyone any ideas?

In support of Bert Thomas' 6v argument, my starter had become decidedly lazy after the winter's work, so it was stripped and cleaned, especially the commutator,, re-assembled, to find remarkable improvement.

Anyway, enough for now, keep up the good work and good luck to Sam Roberts, as our new Chairman.

If anyone can help with the origin of Ian's engine, or knows the whereabouts of DVK 281, write in and let us know.

DVK 281

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 Ashington,
 Northumberland.*

15-11-54

Dear Sir(s),

Your enquiry re: *Wings for Ford 8/1936-7. Model 'Y'*

to hand, for which we thank you.

We have in stock for *immediate* delivery *the above*.

..... Fronts and Rears.

The price of these are:

Fronts £ *8-5-0* per pair
 Rears £ *5-5-0* per pair
 Running Boards £ per pair

They will be despatched, per Passenger Train, carriage free, upon receipt of cash, to the amount of your order.

We do not make the Spare wheel Boot.

Yours faithfully,

Alway
Manager.

P.S.

We should be pleased if you would mention us to any of your friends who may have difficulty in obtaining Mudguards for their cars. Thank you!

Special Offer. - 9 pence in the pound can be deducted by you from all Orders sent in November.

Our next letter is from Jim Cassidy, together with a photograph of Chairman Graham Miles taken at the 1986 Stanford Hall weeken



I enclose a photograph from last year's Stanford Hall meeting which the new chairman may learn a thing or two from. I've entitled it:

*Lessons for Chairmen No. 1
"First get their Attention"*

Keep up the good work.

New member, Paul Dickinson, has written in with a short history of his car:

Here is the known history of BYL 276.

Previous owners:	1. Mr. Potter	1935-1968
	2. Mr. Sweatman	1968-1984
	3. Mr. Jones	1984-1987

Little is known of the history of the car prior to 1968 as Mr. Potter is dead, but I have spoken to second owner, Mr. Sweatman. He used the car up until approximately 1974-75 when it was taken off the road for a rebuild that was never finished. However, during 1974-1984, new tyres were fitted and the engine rebuilt, but unfortunately the barn in which the car was being stored collapsed, damaging the roof.

When Mr. Jones acquired the vehicle a large sheet of clear plastic had been screwed in place of the fabric top but he did very little to the car other than ensure the condition did not deteriorate any further.

I purchased the vehicle in May of this year with the intention of completely restoring the vehicle. All the major units seem in good working order, the engine runs well and the car is complete. At the time of writing, the car is almost completely stripped and the structure found to be in remarkable condition with absolutely no rust, the only rot being woodworm in the floorboards and seat bases. All the upholstery is poor, though, and needs replacing along with the headlining and fabric top/sunroof. The intention is to have the car completed and back on the road by June, 1988, to compete in the Bristol to Weymouth classic car run.

I would very much like to purchase a handbook and any maintenance information for the car, the original and mint condition handbook was kept by Mr. Jones, pity! I would also like to know what colours the cars were painted as I don't like the original green colour very much, but would like something different to black.

I look forward to attending some Club meetings in 1988.

Perhaps we shall see you at the Club Weekend at Stanford Hall next year, Paul! If anyone can help with the handbook and maintenance information, and details of the car colours, Paul's address is in the list of new members this month. Perhaps Jim Miles or Jeff Cole could help with the colours.



Paul Dickinson's
Model Y

Perhaps I could remind members of Bob Wilkinson's request in Issue 44, page 9, for photographs of finished cars which might be of use to new members faced with a restoration.

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EVENTS

9-11th OCTOBER, 1987 - CIRCUIT OF IRELAND. A 600 mile tour of Ireland, which includes regularity, navigation and driving tests. Organised by Ulster Automobile Club Ltd. Closing date for entries 18th September, details from Rodney McComb, U.A.C.L., 3 Botanic Avenue, Belfast, BT17 1JG.

Bryan Dixon, Area Organiser for Areas 7 and 8, has notified us of the following:

12th September - ECKINGTON SHOW. Details from J. M. Buckley, 10 Queen Street, Eckington, Sheffield, S31 9FE. 'A really super trophy'

29th-31st August - HAREWOOD HOUSE STEAM RALLY 'A day for the family to enjoy'
Contact John Foter, 6 Coupland Street, Beaston Hill, Leeds, LS11 6QVY.
Tel. office hours Heckmondwike 409319

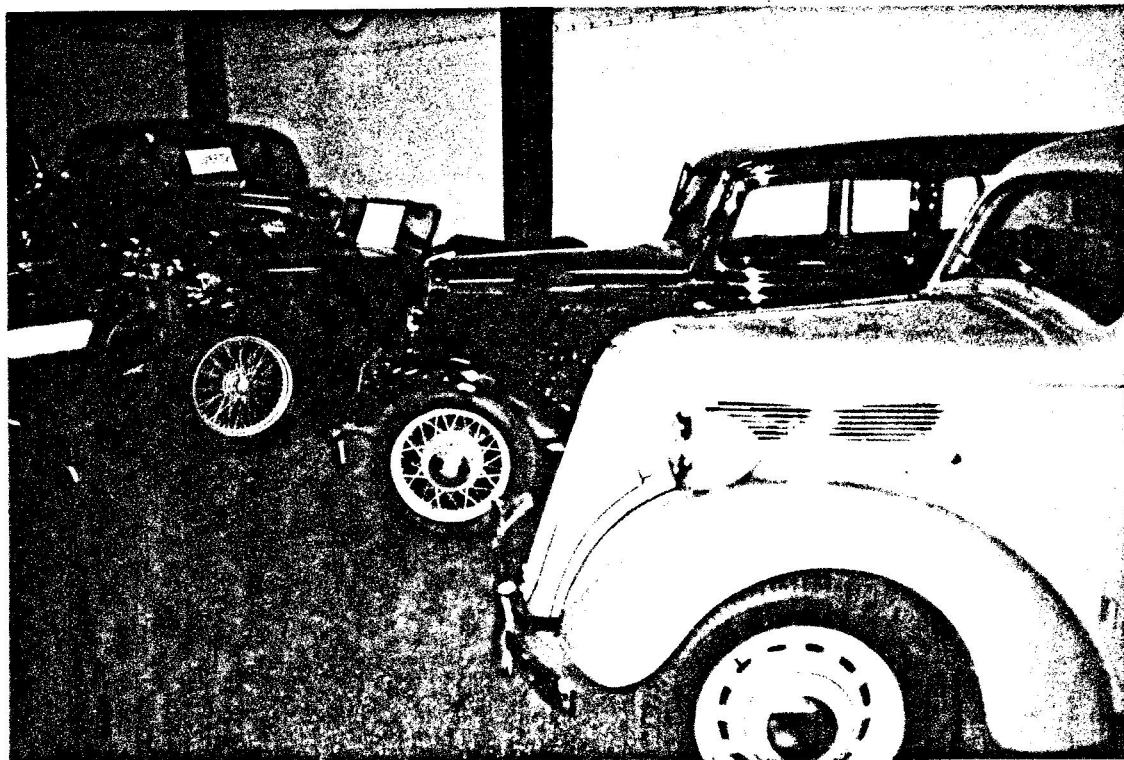
5th-6th September NOSTELPRIORY. Just write or go. It is a Bike-Farm-By one products museum, plus 'Hoe Down' and a barbecue on Saturday night.

15th-16th August - NOTTINGHAM STEAM SPECTACULAR. You name it, they have got it. Organiser is Mr. D. Hoyles, 81 Westwick Road, Bilborough, Nottingham.
Tel. Notts (0602) 289149.

9th August - SOUTHWELL SHOW, at Norwood park, Southwell. Lots of stalls, animals, cars, bikes, tractors, lorries, military vehicles. A well run show.

12th-13th September - CAPESTHORNE HALL STEAM EXTRAVAGANZA, Macclesfield.

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The museum in Lagan, Sweden, recently visited by David Gustard. (see last issue no. 46)

MEMBERSHIP REPORT

The following have joined since our last edition:-

Y Types

D110Y Paul Dickinson, 599 Wells Road, Knowle, Bristol, BS14 9BA.
 M114Y Glen Maskell, 'Green Hedges', Lincoln Road, Chalfont St. Peter,
 Bucks., SL9 9TQ.
 M128Y Leslie McDowell, 3A Upper Cairncastle Road, Larne, N. Ireland, BT40 2DU.
 P106Y Peter Pearson, 71 Covert Road, Northchurch, Berkhamstead, herts., HP4 3SS.
 S130Y Colin Shires, 39 Lydgate Drive, Lepton, Huddersfield, HD8 0EN.
 W123Y Martin Williams, 20 Fifth Avenue, Mount Drive, Wisbech, Cambs., PE13 2BL.

C Types

C107C Reg Cripps, 21A Gun lane, Knebworth, Herts., SG3 6BJ.
 O-D101C Michael Deichmann, Buddingevej 87C, DK 2800, Lyngby, Denmark.
 (Rejoined us again)

Change of Address

B132C Richard Bonson, The Hermitage, Snow Street, Roydon, Diss, Norfolk, IP22 3RZ.
 D120C Robert Donovan, 76 Station Road, Ditton, Maidstone, Kent, ME22 6AY.
 O-P101Y Neil Phillips, 15 Richmond Avenue, Colonel Light Gardens, Adelaide,
 S. Australia 5041.

Welcome to the Register. As usual, I ask near neighbours of these new members to make contact and give encouragement.

MEMBERSHIP CARDS, 1987-88

Membership cards should have reached you by now - if you have paid your subscription. I decided to post these direct this year, as last year's system of enclosing them with your Newsletter didn't work very well.

I will devise a new system for next year, but I may ask you to enclose a S.A.E. (or stamp) for prompt service when you send your cheque.

Some members forget to pay on the due date, 1st March, and need reminders and so it was quite gratifying recently to have to return the cheques of some members who tried to pay twice! Obviously satisfied customers.

Bob Wilkinson

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RUNNING-IN

You can protect the engine of your new car from undue wear by using **RUNNING-IN COMPOUND** and **UPPER CYLINDER LUBRICANT** containing **ACHESON'S COLLOIDAL GRAPHITE**. "dag" Brand. They minimize the possibility of seizure and give smooth and cool running.

Ask your garage for proprietary brands of these Special Lubricants. There are many of them to choose from and full instructions are given on the containers.

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HELP OFFERED!

Three members have indicated that they are able to help other members in their locality.

Dave Curtis (Hereford 56302) has a king pin reamer and valve refacer tool available.

Dave Tebb (Leeds area - (093781) 7410) has the equipment to rebore blocks and further equipment to machine valves. Dave runs his own garage business but offers special rates for our members. He would prefer you to contact him in advance if you wish to avail yourself of a 'boring whilst you wait' service.

Incidentally, Dave is obviously competing with James Brown in Belfast (he has six Ys) as he now has two C saloons, a C tourer and a Y saloon apart from several non-Ford pre-war cars. All are undergoing thorough restoration and he carried off the 'bravest restoration' prize at Stanford Hall. he is also saving up to Afford the chromework necessary on a Y show chassis which he has also acquired for restoration. he works in his spare time!

Bryan Dixon (Sheffield (0742) 345417) offers a rescue service for members (or their cars!) who break down in his area. He suggests that other members may like to offer the same service elsewhere.

Bob Wilkinson

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NEW MEMBERS

Mike Samuel (listed in the last issue) has a 1936 Y, DMY 73 which used to belong to ex-member Steve May. Martin Williams has bought ARY 377, a 1936 Y which used to belong to Leigh Birch in Notts. Martin also has another Y - a L.R. model partly dismantled for sale at about £220.

Both these members visited us at Stanford Hall and could hardly wait to get back home to continue restoration work. Mike Samuel is looking for a rear near side wing. Is there one on your parts car, Martin?

Glen Maskell's Y and Colin Shires' Y are also for restoration but Leslie McDowell's Y is on the road. Reg Cripps has a 1935 C 2 door, again for restoration.

Good luck to all of you - we hope to see you all on the road and at a Club event next year!

Bob Wilkinson

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Three views of a Fordson vehicle supplied to the London Salvage Corps by Dagenham Motors, Ltd.

CLUB WEEKEND AT STANFORD HALL, 20th/21st JUNE, 1987

On the Friday before the event, the Midlands had torrential rain for 24 hours, leaving everywhere water-logged and rivers overflowing. It's the first time anyone can remember the River Avon overflowing into the Hall grounds.

However, the Club Weekend was still on, albeit wet underfoot, and a marquee loaned by Lutterworth Boy Scouts for a small fee. And sure enough, these hardy Y and C owners from as far afield as Linlithgow (Glasgow and a bit east) and Andover (a spit and a chip from Southampton) started to arrive. Sigh of relief as I wasn't to spend the weekend alone!

Shortly after I arrived, about 10.00 a.m. Saturday, Chris and Owen Baldock arrived from Tonbridge, Kent, in their smart Y. 'How was the journey?' 'Great, no problems, as long as one of us kept the throttle going whilst the other went to the loo.' 'Would you move it over a bit, Owen, I want to put up my awning.' 'O.K.' Well, after 130 miles at 50 odd years of age, would you want to start going again without a rest?

Next to arrive was John Griffiths with his family and caravan, but unfortunately without his C. However, nice to see you, John, as it was the other members who could or couldn't get their vans there: John Durrant from Norwich, Mike Samuel, Pontypool, and Martin Williams, Wisbech, also Derek Birch, King's Norton, all made the journey to join in the Club Weekend without their Y's, but next year, lads, let's see your Ford in the Line-up!

Of special mention must be the intrepid 'Scot', John Hudson. Travelling via Newcastle on Tyne to Stanford Hall, 350 miles in 10 hours in a Y must be worthy of any endurance award, but this hardy 'Geordie' was 'only here for the beer', barbecue and Toast and Toast and Toast. We all decided around midnight it was time for some kip. So, after a few hours sleep, this man of spirit, guts and a good rump was, due to work commitments, pulling out at 7.00 a.m. on Sunday to face 11 hours on the M6 return journey and plagued with road works as usual. I'm happy, but not surprised, to be able to report - he made it and was at work the next day.

Dick Sterett, our American cousin, represented the overseas members. Living in Newbury, he coaxed his Y to the venue on Sunday and back, covering the 100 miles in about 2½ hours. Unfortunately, Dick is returning Stateside to Georgia and taking his beloved Y with him. It's been nice meeting you, Dick, have a safe journey and 'the best of British luck' goes with you. Keep in touch.

David Tebb from Yorkshire trailered his CX to the venue. As many will remember, this was presented last year as an immaculate rolling chassis, with obviously hours of love and labour lavished upon it. This year it was complete with partly restored body and again the same quality of workmanship is going to make this one of the best C's in the country. Keep up the good work, Dave.

Bob (12 volt) Wilkinson made it in his Y Mistral, 115 miles from Yorkshire, and thanks to his tinfoil heat shield - known as the Wilkshield - suffered no evaporation problems, but you'll have to contact Bob himself for details. Thinking back, no-one else mentioned this problem this year. Bob, never mind the critics though, keep up the experiments.

Graham Clarke arrived in his Y model (as seen on TV) Hovis van, complete with wife Chris, their 2 children for ballast and friendly woodworm.

Amongst the 31 vehicles assembled were 23 Ys, no less than 6 Cs, including Dave Curtis's Tourer, 1 van and Bob's Mistral (Y tourer). Oh yes, and how did that Model A squeeze in on the corner?

With this super array of Y and C steel displayed in a rare appearance of June sun, we received a visit from Rugby's very real Town Cryer, 'Oyez! Oyez!', who posed for photographs by members' cars, in full regalia and complete with hand bell, made the pic re complete. Hasn't that guy got a voice!!!?

Tony Butterworth turned up with his Autojumble to find some satisfied customers.

The rain stayed off on Saturday until the Barbecue was underway, then it started, but the marquee was on hand to provide shelter for members, all except the cooks that is. But a hardy chef and cook, namely your Chairman, Sam Roberts and his very pleasant wife, Paula, carried on regardless. Who was it that volunteered to take over? - when the rain had stopped!

Graham Miles, in the borrowed very original 1932 Y, made himself useful by moving the marquee from camp field to rally site, aided by Pete (When are we going to have breakfast?) Ketchell, who also doubled as Sunday chef, car park attendant, raffle ticket salesman, etc.

The rain provided a ready made car wash on the Sunday site, which was taken full advantage of by members to wash the mud off their prized possessions.

This just leaves me to thank all those who turned up, those who assisted with the chores and I'm sorry that space doesn't permit me to mention everyone. But thanks for a great weekend, hope you all enjoyed it. Let's do it again next year - and bring a Y model friend.

Plaques are being organised and will be sent out to each entrant with car. Why don't you come along and join us in 1988?

Don Malin

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SURVEY OF CLUB OWNED BULLETINS

We have:

Volume 1: No. 4 - 1932	Volume 2: Nos. 5,7,8,9,10,11 - 1933
Volume 3: Nos. 1 - 10 Year Complete - 1934	Volume 4: Nos. 1 - 10 Year Complete - 1935
Volume 5: Nos. 1,2,4,5,6,7,8 - 1936	Volume 6: Nos. 1,2,3,4,5,6 - 1937

The following are missing:

Volume 1: No. 1 September/No. 2 October/No. 3 November - 1932
Volume 2: No. 1 February/No. 2 March/No. 3 April/No. 4 May/No. 6 July - 1933
Volume 5: No. 3 May - 1936
After Volume 6 No. 5 we don't have any.

The following are duplicates:

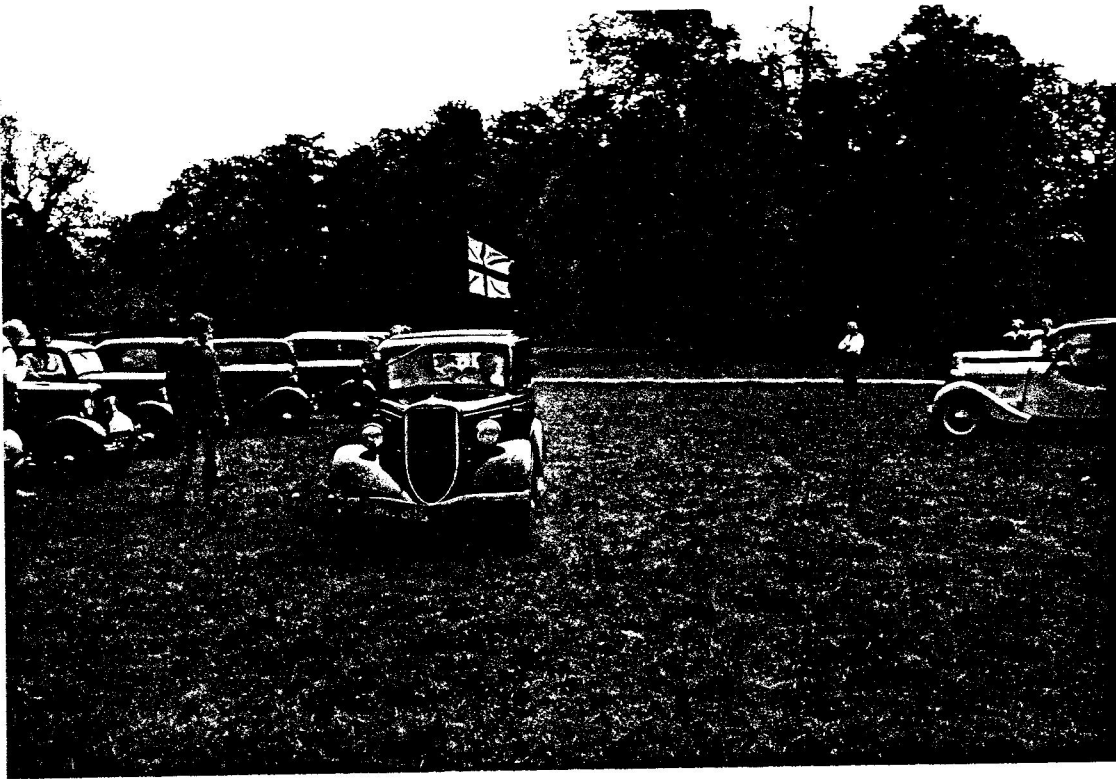
Volume 2: Nos. 8,10	Volume 3: Nos. 1,2,3,4,5,6,9,10
Volume 4: Nos. 1,6,7	Volume 5: Nos. 5,6,7
Volume 6: Nos. 2,3,4	

If any member can help make up the missing copies, please contact Graham Miles: as you can see, we have spares to swap with. If you have any spare copies please contact me as some of the copies I have are in poor condition.

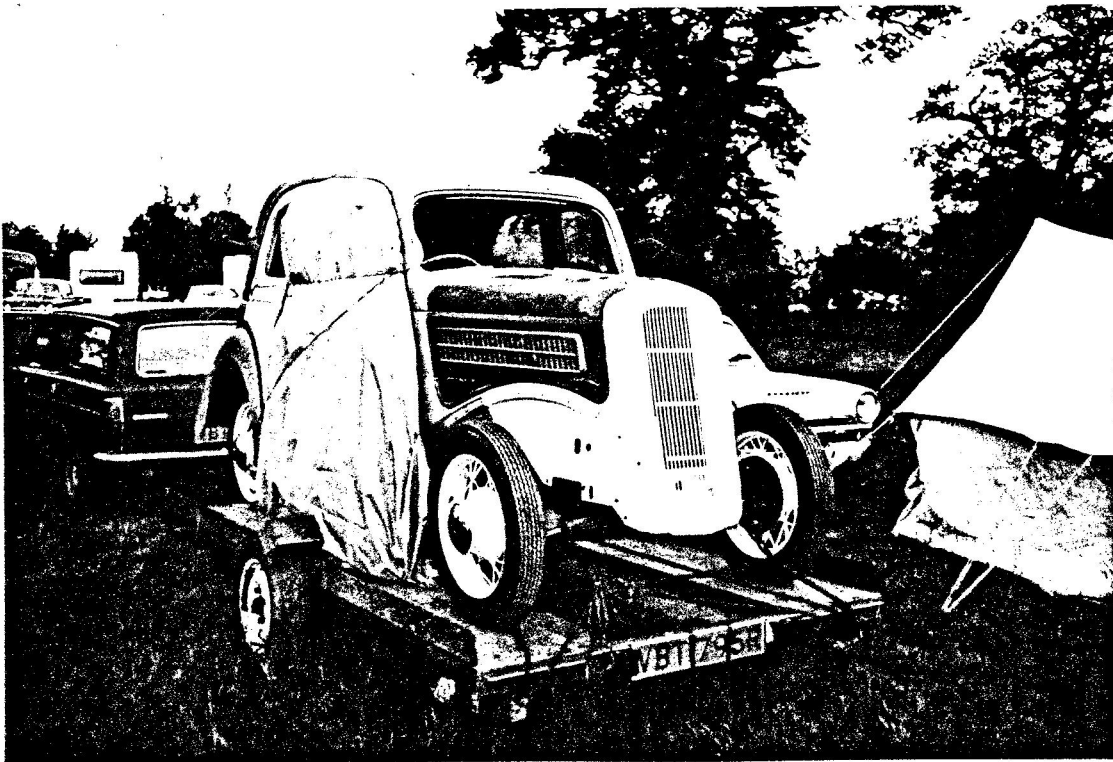
Graham

STANFORD HALL, 1987

FROM THE ALBUM OF BOB WILKINSON



Alan Ogden arrives from Leeds flying the flag. Alan won prize for most original Y.



David Tebb's C won Bravest Restoration award.
Does he really use plastic sheeting to mask-up when spraying?!



Liam Tomlinson's Y.
Was this an early alternative to the electric horn for audible warning of approach?



Graham Clarke - prize for Y van.
Presented by Chief Judge, Graham Miles. Sam Roberts (left), new Chairman, congratulates with other members.

CHAIRMAN'S LETTER

I write this in the aftermath of the Stanford Hall weekend, which is written up elsewhere in the Newsletter. However, I must say that despite the threat of rain (which only manifested itself during the barbeque!) there was a good turnout of cars and everybody present thoroughly enjoyed themselves. Well done, all those who braved the elements, especially John Hudson who drove the 350 miles from Linlithgow in Scotland to be there. Our thanks also to Don Malin, whose individual, stirring efforts were responsible for the success of the event. The site has been provisionally booked for 18th/19th June, 1988, so all of you, including the faint hearted, make a note now in your diaries to attend next year!

Well, the shake up of the Committee at the A.G.M. and the Miles/Wilkinson house moves are now history and the Register is sparking on all four cylinders once again. Graham Miles has still some sorting out to do in his various lock-up garages and garden shed but, having now settled in Kings Langley, is starting his spares service with a clean sheet. Those of you with outstanding orders, bear with us, and re-order as indicated in Graham's Spares Report in this issue of the Newsletter.

As I said at Stanford Hall, we now have a collection of superbly restored cars on the Register and should now start thinking in terms of projecting the Club more positively at the more prestigious shows. I and Don Malin will be calling for assistance from members through the Newsletter, so please help out where you can. We have a lot of talent and useful connections through our members and I'm sure we can build up a good network of administration and logistics to rival the other marque clubs. Any ideas at this stage would be helpful.

I have also re-drafted the Aims and Rules of the Register for initial comment by the Committee and formal submission to you, the members, at next year's A.G.M. The Rules remain basically the same as on the reverse of the Membership Card, but I feel that the main Aim of the Register should be to act as the acknowledged register of all surviving Models Y and C, whether or not the owners are members. (However, only members are to receive the Newsletter and reap the benefits of cheap spares, etc., offered through the Register). This Aim received the approval of all Committee members at Stanford Hall and I'm sure you, the members, will also agree to this extension. As such, I have asked Bob Wilkinson to be re-dubbed 'Membership Secretary and Registrar'. We now require you, the members, to inform Bob of any Model Y or C of which you are aware, which is not owned or on the present books of the Register. The name and address of the owner, registration number any other details on state of build, etc., would help build up a nationwide, or even worldwide, picture of the remaining Ys and Cs. Similarly, if you see a car advertised for sale, please forward the details to Bob. He is sitting back in his new home awaiting a flood of letters in response to this initiative! Incidentally, he won the prize at Stanford Hall for the best body. his wife Shirley refused to believe it was for his Mistral tourer when he arrived home! They say love is blind!

I end with another plea to Area Organisers to look to the needs of the members in their areas. By now, each of you should have received a wodge of the new look letterhead Register paper with which to communicate. Postage bills will be paid by Bob Wilkinson if your pocket is not that deep, so there's no excuse for not finding out what your members would like in the way of area activities. Members, on your part, please respond to the Area Organisers when they contact you - even if it is negatively!

Wishing you all happy motoring or enjoyable restoring.

Sam Roberts

THE TENTH ENFIELD PAGEANT OF MOTORING - 23RD-25TH MAY, 1987

I set out from Andover in my Model Y on the Sunday morning, initially in pullover gear, but soon put on a windcheater to keep out the cold. Taking the old London road to Basingstoke, through the beautiful villages of Hurstbourne Priors, Freefolk and Laverstoke. I joined the A30 and travelled up to London virtually traffic free as far as Heathrow. Then, passing under the flight take-off path and the concrete jungle flyovers of the M4, I met the traffic. On the North Circular an early 30's Austin appeared on my tail, but by a bit of judicious driving and using the good acceleration of the Model Y away from traffic lights (which I remember well from my first Y in the 50's), I managed to lose him. The entrance to the fields at Enfield was quite muddy, requiring low gear and little acceleration, it having rained for most of the previous day, but I was soon amongst the serried ranks of the pre-war 7, 8 and 10 h.p. cars.

I spotted two Model Y's and was able to persuade Jeff Cole and Ron Smith to widen the gap between them to let me in. It soon became clear that the Y & C Register was well represented at the event and it was a shame that we didn't have a Club stand - perhaps next year. I think I tracked down all the Ys and Cs at the show and left notes under windscreen wipers of any I thought were not members. My apologies to anyone who might have been offended, but I do not have, as yet, a list of the Register by registration numbers.

The Sterrett Fordor and the Model C belonging to Ray Garrett, a new members, were gracing the FSVOC Stand. Elsewhere, Jim Miles in his newly sprayed Y (black - no longer blue) was accompanied by Graham Tomlinson in his newly restored Tudor. Graham has done extremely well, the vehicle having appeared as a wreck atop a trailer at last year's show. The Graham family were driving a brace of Fords, Graham's son driving the C tourer accompanied by Mary during the arena parade. I came across an unhappy Chris Cheesman trying to find out from our Technical Adviser, Jeff Cole, why his Tudor is cutting out when it warms up. I also noticed that Mr. Crockford had deposited his Y (BPE 127) amongst the Models A and B, much to their chagrin. Two further saloons were in attendance, one Y Fordor in quite good condition (CAD 519) which was for sale, and a green Tudor with no registration was on display in a near complete stage of restoration. In the display of commercials was a Y van belonging to Mr. Clark, a member, who is looking for an original oil can and holder, and a green and yellow Model Y pick-up, ALR 230, which I had not seen before.

Two other familiar faces at the pageant were Philip Albers, who is restoring a Model Y among other things, and Yvon Precieux who reckons that next year we will see, at last, his Model C fully restored.

As is becoming increasingly common, there was little Y & C material on the autojumble stalls, although, with Jim Miles' help, Graham Tomlinson found a new carburetter. No wonder we didn't see Bert Thomas' smiling face this year. Walking round the stalls was definitely a 'welly' operation, although, as the sun came out and the weather turned rather summery in the afternoon, the ground dried out significantly.

The exit from the ground was much easier than the entrance. I decided, against my normal wishes, to travel back to Andover via the M25, M3 and A303, a boring journey of 93 miles. However, the car purred along like a sewing machine; oil pressure at a steady 20 lbs psi, 11 amps registering on the ammeter and the needle permanently hovering around the 40 mph mark. So ended my seventh annual pilgrimage to Enfield.

Sam Roberts

REPORT FROM SPARES SECRETARYSpares

I am still sorting myself out in my new dwelling, but I have managed to get together most of the spares into two or three different locations. Although they are not properly sorted, I know which cardboard box to find what sort of component in. Eventually, I shall have them spread out on racks, etc. I have no boarding in the loft and although I have started to board it, lately the weather has been far too hot to work up there. Now it is too cold! Consequently, my programme of setting out parts in the loft area has been curtailed and with summer holidays, etc., I will probably not be able to do anything more until September. A lot of stuff is, of course, stored in the lock-ups and I can put my hands on a lot of it, but a great deal is inaccessible due to the clutter in the lock-ups. Stuff has just been piled in there, partly my own equipment due to my house move. Therefore, I am inserting in this Newsletter an order form but asking members to use it ONLY if they are DESPERATE for the component. I do not yet wish to start general ordering and dispatching of goods as I have neither the facilities nor the time at present to do so.

On the subject of replacement spares, most of the items listed there are available. The additional items which I have ordered are REAR WINGS for the S.R. and L.R. Y model cars, and I already have in stock REAR VALANCE PANELS for the S.R. and L.R. Y models. Sheet metal work has changed camp, I am now in South Wales with a gentleman there who makes a better quality job than we have been getting in Manchester, and quality is really what we are looking for. Peter is still struggling with his BUMPER BARS. We thought we had got them right, but when we polished and plated the last initial batch, we were far from satisfied with them and so we have had to improve our existing method of manufacture of these items. All of which, of course, takes time when we are doing it on an amateur basis. Again, with the HUB CAPS, we are trying to perfect the method of manufacture in quantity.

Working Parties

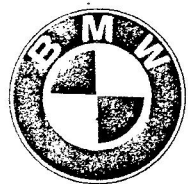
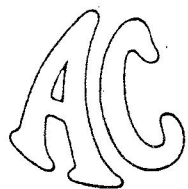
The situation with the lock-ups is that the next working party will be an all-day session on Sunday, 27th September. Will interested members please contact me before that date. This is essential as I have to go to Italy for a period of time in September and the date is unknown at this moment.

Beaulieu

Two complete stands have been booked in the name of the Club. Adjacent to us will be Vernon Morgan and his friend operating a stand, Jim Miles and his friend operating a stand, and Ken Powell with a friend also operating a stand, so there will be a block of 5 members together. I hope by then to be able to sort out a quantity of stuff to take with us, but it will be down on previous years simply because I can't get at it in time. Anyone specifically requiring items to be taken to Beaulieu, please contact me, so that they can be sorted out in good time. In the usual way, I shall be looking for members to help man the stands and help the Club operate at Beaulieu. Bearing in mind that with the standholders ticket one can gain access on the Friday, and having learnt last year that it pays to pack up early on Sunday, I shall be doing so again this year. I shall be ceasing trading, as far as the Club activity is concerned, by three o'clock in the afternoon, packed and hopefully pulling off the site by something like 4 p.m. I found this to be a considerable advantage last year, as I got home at a reasonable time, not 1 a.m. on Monday morning which has been the practice in previous years. Look forward to seeing some of you on that occasion, and any helpers who wish to volunteer, please contact me and I will see if our limited supply of Club standholders tickets will run to yourselves.

Graham Miles

STOP PRESS!!! - Please note the Club Stall Numbers
at Beaulieu will be C206, C207 Field C



6TH NORTHERN CLASSIC CAR SHOW



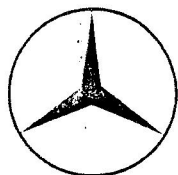
NOW AT
THE G-MEX CENTRE
CITY CENTRE, MANCHESTER
29th, 30th, 31st AUGUST 1987
SATURDAY, SUNDAY & BANK HOLIDAY MONDAY!



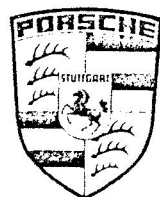
OPEN: 10am to 6pm
ADULTS £3.50 - CHILDREN/OAPS £2.00
AUCTION AT 1.PM ON SUNDAY

CAR CLUBS - TRADE STANDS
AUTOJUMBLE - CONCOURS D'ELEGANCE

**A NEW LANDMARQUE
FOR CLASSIC CAR ENTHUSIASTS**



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CLASSICS



AREA 11 MEETING - SUNDAY, 7TH JUNE - ANDOVER VINTAGE CLUB 1987 RALLY

There's life in Area 11! The proof was to be found in a field on Andover Downs at this year's Andover Vintage Club rally. I arrived in CNN 125 at 10.30 a.m. to find Julian Janiki and Peter Richardson already on site having driven for two hours from Horsham. Julian in his trusty Tudor and Peter, a recently joined member, in his beautiful blue 1933 Fordor. We were soon joined by Dick Sterret, Kathy and kids in his 1936 Fordor and were able to reserve a lengthy parking lot for any other arrivals. We were not to be disappointed. Malcolm Fraser-Cook, en famille, in his immaculate 1935 blue Tudor led Malcolm Grace's lovely 1933 burgundy Fordor short road onto site, closely followed by Herbert Wingate and tribe, who had driven from the Surrey/Sussex border in his newly restored 1936 Fordor. This was its first lengthy trip and it looked immaculate. Mike Nash from Pamber Down then arrived in his 1937 Tudor, still with its original black paintwork (and grey radiator we note!).

The ninth car to arrive made a spectacular entrance atop a trailer, where it stayed throughout the day. It was the recently acquired, unrestored, 1937 Tudor belonging to Stewart Spencer from Swindon. It was Stewart and sons first acquaintance with the Model Y fraternity and he was looking for advice on restoration. You can just imagine the scene. Eight instant Model Y 'experts' descended on the car and spent the day giving him conflicting advice on what should be done to what! I must admit the engine compartment was a bit untidy with a Model C engine on board and what appeared to be a 12 volt dynamo with remote voltage regulator, etc. However, he took it all in very good spirit and I think is a much wiser man as a result. We wish him and his sons good fortune. It did prove how little we, as individuals, know about the original specs of our cars. Jeff Cole, our technical adviser, will no doubt be co-opted into advising us through the Newsletter.

We were joined in spirit by a tenth car! Poor old Mr. Fletcher appeared on site and enthusiastically showed us the photographs of the chassis up restoration job he, at 79 years of age, has done on his 1932 Model Y. This is the car referred to in the last Newsletter as being the second oldest Model Y on the books with chassis number Y982 and date of registration 11th November, 1932. He even had a faded sepia photograph of the car when first bought, with himself, as a young blade, standing alongside with his family. But what was far more spectacular were the photographs of the fully restored vehicle. It looks immaculate and would have joined us at the rally had not a narrow minded insurance company refused to insure Mr. Fletcher on the grounds of his age! Needless to say, he left us with a fistful of addresses of more obliging companies and I hope that we soon shall be admiring the six hours a day of work he has put in on the restoration over the past year.

The day was most enjoyable. The rain held off and apart from Stewart Spencer and the Horsham twosome (who we suspect were in the beer tent at the appointed hour) we all paraded around the arena to an abysmal commentary from an announcer who hadn't a clue about our cars. But our finest hour was yet to come. At the close of play we were all summoned back into the arena for the prize giving by the Lady Mayor of Test Valley and, to our delight, Herbert Wingate's newly restored Fordor won the shield for the best pre-war car! It was a fitting end to a super day and, more so, a fitting memorial to Herbert's late brother, who had put so much work into the restoration of UD 7605.

Sam Roberts

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EVENTS

6th Northern Classic Car Show

Details of this are given on page 18. Peter Ketchell is organising a Club stand for the whole weekend, and is looking for members to man the stand. They will be required to be on the stand for about 4 hours on any one day. Peter will draw up a rota, so any member who is interested please contact Peter on Chester (0244) 676856 before mid August, to allow time to send out detailed arrangements and day tickets, which will be free for members working on the stand on that particular day. If no reply to the above telephone number, an alternative number is 051 648 4082

Area 11 Meeting

The next Area 11 extravaganza is to be held on Sunday, 20th September, 1987, at Alresford Station to coincide with the 10th Anniversary celebrations of the Mid Hants Watercress Line, when all engines will be in steam and a carnival atmosphere will pervade. A great day out for the family. Those outside Area 11 who wish to attend please write to Sam Roberts for entry forms.

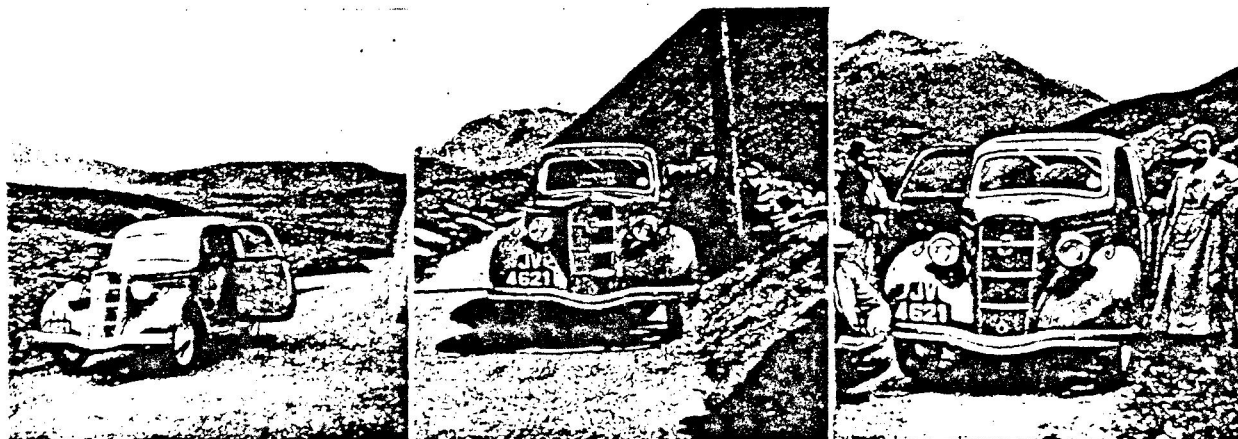
Exchange and Mart Malvern Motoring Event

This is to be held at Malvern Showground, Worcester (near the M5) on Sunday, 4th October, 1987. Dave Curtis is Club organiser for this event and is looking for at least 4 or 5 vehicles to attend. If you are interested, and can either bring your car or offer assistance, please contact Dave on 0432 56302

Hagley Hall

It has been agreed that we attend Hagley Hall in 1988, sometime in June, but not to clash with Stanford Hall. For this and other events, a portable Club stand would be useful. Can anyone help provide or manufacture? Ideally something after the market stall style. Dave Curtis is Club organiser at Hagley Hall, with assistance from Don Malin, and will be looking for up to 10 vehicles. If you have an immaculate Y, C, van or tourer or whatever, or can assist in any way to prepare or help on the day, please contact Dave at Hereford on 0432 56302, or if you have difficulty contact Don on Coventry (0203) 364217. The Register is looking for your support!

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Left: Mr. Hicks' De Luxe Ford in the Highlands, near Pitlochry Centre: On the summit of Kirkstone Pass
Right: A halt near Kinlochleven



Bulletin

'Popular' and 'De Luxe' Models

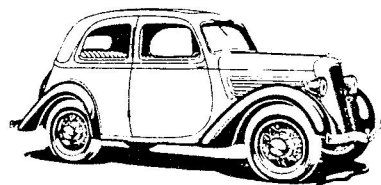
FORD MOTOR COMPANY LIMITED

False Economy

A NUMBER of owners are tempted to purchase for their cars parts which are listed at prices slightly lower than those prevailing on genuine Ford spares. The apparent initial saving is very small in comparison and in no way compensates for the real loss in quality.

Genuine Ford parts are manufactured to rigorous material and dimensional specifications to give the greatest efficiency when used in the Ford car and are the most satisfactory for this purpose.

Dealers should make a point of convincing owners that to save a small amount in the purchase of a cheap non-genuine part may easily cause an expenditure of many times this amount in the replacement and re-fitting of another part long before this should have been necessary.



FRONT BRAKE ROD SUPPORTS

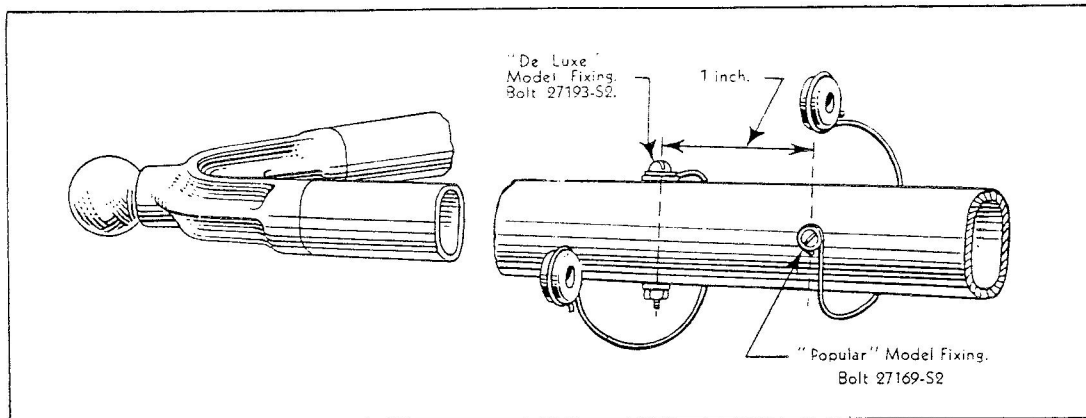


Fig. 23

The front brake rod supports YE-2502-B fitted to current "Popular" and "De Luxe" model cars are provided with a rubber grommet, illustrated in Fig. 23 which encircles the brake rod and prevents it rattling when the car is driven over uneven surfaces.

Should it be desired to incorporate the new design support on a "Popular" or "De Luxe" model car not so equipped, this may readily be done. The clevis should first be removed from the front end of the brake rod and the existing brake rod support removed.

Owing to the different locations of the brake rods relative to the radius rods on the two models,

the method of securing the brake rod supports is not the same. On the "Popular" model car the existing bolt holes in the radius rods may be used and the brake rod supports secured in the position shown in Fig. 23.

Before fitting the front brake rod support to the "De Luxe" model, it will be necessary to drill a $\frac{1}{16}$ inch diameter hole through the top and bottom of the radius rod at a distance of one inch from the original bolt hole towards the rear of the car, as shown in Fig. 23. A slightly longer bolt than that originally used will be required, this being carried under the part number 27193-S2.

GENERATOR SHAFT AND PULLEY

A modified design armature shaft and pulley is used in the generator assembly YE-10000-C now fitted to "Popular" and "De Luxe" model cars in production.

The armature shaft is provided with a parallel shank for fitment of the fan and generator pulley in place of the tapered shank on the previous type generator.

The current design pulley YE-8610-C has a parallel hole with keyway in the boss to conform with the new shaft fixing but the pulley diameter is the same as that of the previous design pulley YE-8610-BR. Dealers should note that it is not possible to fit the original parallel shaft pulley Y-8610 on the current generator armature shaft.

DISTRIBUTOR ATTENTION

It is apparent from inspection of a number of damaged distributors returned to the factory, that attempts are being made, either by owners or dealers' mechanics, to alter the timing of the current design distributor YE-12100-B by moving the cam, as may be done on the original distributor YE-12100-AR.

Should the cam be interfered with, there is every likelihood that the two studs on the governor control arm, illustrated by M in Fig. 7, of the "Popular" and "De Luxe" *Bulletin*, Volume 4, Number 2, will be withdrawn from their respective holes in the links N, the ignition advance mechanism rendered inoperative and, in many cases, the distributor badly damaged.

The cam and control arm can only be displaced by first loosening the screw C that prevents the cam moving upwards on the spigot of the shaft I. Once this screw has been removed, or unscrewed sufficiently, the cam may be raised on the shaft so that the studs in the control arm are lifted clear of the holes in the links. If this is done, it is practically impossible to replace the cam and control arm correctly without removing the distributor base plate H and re-locating the various parts.

If the engine is run with the ignition advance mechanism out of commission as a result of the cam and control arm being incorrectly replaced, the engine will not only run erratically but the springs may be damaged, the weight plate bent, the weights distorted, and the tongue on the lower end of the drive shaft broken off as a result of the parts jamming in the distributor body.

When the distributor is correctly assembled, the rotor may be turned in an anti-clockwise direction approximately $\frac{1}{4}$ inch, and will return to its original position by the action of the springs. If the rotor will not "rock" in this manner, the base plate must be removed and the working parts inspected to ensure that they are correctly assembled, free to move, and undamaged.

It is essential that all dealers' mechanics should be familiar with the proper method of timing the original and current design distributors, both of which have been fully dealt with in the *Bulletin*. Your clients should also be warned not to attempt

to move the cam of the current design distributor when altering the ignition timing of the engine. Instructions to this effect will be included in revised editions of the instruction books.

During the regular lubrication period of the car, the cam screw should be unscrewed not more than two full turns and a few drops of engine oil introduced between the cam screw washer and the cam to lubricate the spigot on the distributor shaft. When this is done, the cam should *not* be lifted and the screw must be tightened when the lubrication is complete. On no other occasion, apart from the complete dismantling of the distributor, should it be necessary to loosen this screw.

A point that may have been overlooked by a number of mechanics, and one which will materially affect the distribution timing, is that the contact breaker gap of the original distributor should be set at .018-.022", whereas the current design distributor gap is to be set at .010-.012".

When adjusting the ignition timing of a "Popular" or "De Luxe" model car, the contact breaker gap should first be checked with the special feeler gauge ABVY-45 before any attempt is made to set the time at which the points are to be broken by the cam. A gap larger or smaller than that specified will advance or retard the ignition appreciably if the adjustment is made after the distributor has been timed, and may upset the performance of the engine.

At the first inspection period it is of the utmost importance that the gap be checked and the cam smeared with vaseline or, alternatively, the lubrication pad supplied with oil. During the running-in period of the car, or at any time when a new distributor contact breaker arm has been fitted, the fibre heel that comes into contact with the cam "beds down" until a hard, smooth surface is produced on the face of the heel. For this reason the contact breaker gap will require to be adjusted after the car has completed a few hundred miles. After that, the gap setting should require little adjustment although the points should be periodically checked and examined for cleanliness.

DUST EXCLUSION

On some of the early model "De Luxe" cars it may be found that dust enters the body when the car is driven over dusty roads. Detailed below are various parts of the body through which dust could enter; these should be inspected when trouble of this nature is experienced and, if necessary, modified as suggested below.

Lift away the trim that covers the rear wheel arch and examine the joint between the side panel and the floor. If no stopping has been applied to the joint to fill any crevices that may exist between the two metal panels, a liberal supply of body deadener M-579-B should be spread along the joints on either side of the car from the front of the rear seat to the extreme end.

The rear end of the luggage compartment should also be examined to ensure that the joint made by the rear end panel and the floor is stopped up with felt. If this has not been done, a piece of felt, part number C-943555 should be tightly wedged between the two panels.

Underneath the rear seat at the corners of the two wells sunk in the floor there are four drainage holes that are used in preparation for painting the body. These should be covered up, if this has not already been done, a small patch of rexine stuck on with rubber solution will be quite satisfactory for this purpose.

Make sure that all mat fasteners are firmly pressed into their respective holes in the floor, otherwise an aperture will be left through which dust can enter.

At the corners of the front floorboards it sometimes happens that the anti-squeak around the edges does not extend to the corners, and when this is evident the board should be completely edged with anti-squeak or the gap filled in some convenient manner.

The rubber weatherstrips at the top and bottom of all doors should be inspected to make sure that they are fitting closely against the door openings. If they have become damaged or perished they should be replaced. At the same time the windcord around the door openings should be examined to see that this is pressing against the door when closed. If there is a gap between the two the cardboard trim should be prized away from the side and the windcord positioned so that there is no gap when the door is closed.

Apart from the above-mentioned points all joints and crevices in the floor and side panels should be carefully examined and any gaps stopped up with the most appropriate material for the job.

FRONT TIMING COVER AND ENGINE SUPPORT BOLTS

A modification has been made in the fit of the bolts used to secure the cylinder front cover and timing gear side cover to the cylinder block, and also the engine front support bolts on the "Popular" and "De Luxe" model cars. The object of the change is to obviate any possibility of these bolts working loose in service and prevent leakage of oil from the front timing cover.

Should the bolts originally fitted to the "Popular" and "De Luxe" models become loose after the car has been in use, the substitution of the bolts now used in production for the

original bolts will prevent further complaints of this nature, and when the parts are dismantled for any reason only the new bolts should be used.

The part numbers of the original and current type bolts are listed below for convenient reference.

<i>Original Bolts.</i>	<i>Name.</i>	<i>Current type Bolts.</i>
20346-S	Cylinder front cover to cylinder bolt (short).	20046-S
20326-S	Engine front support bolt (short).	20026-S