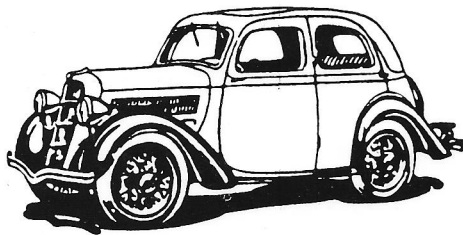
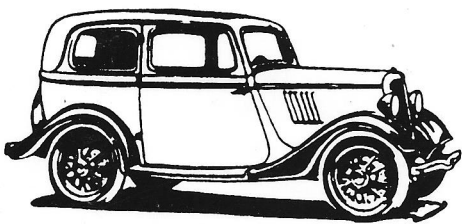


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 60 Aug/Sept 1989

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THE FORD Y & C MODEL REGISTER

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EDITORIAL

In this edition, your Club Officers have once again provided a splendid range of articles and information of both an historic and technical nature. It is of course a special pleasure to be able to be publishing the latter.

I have long believed that if those members and officers with long held knowledge and skills on the various components of our models can record this on the pages of this Newsletter, we will gradually build up information not only useful to current members, but for the future continued health of the vehicles. Many members, dare I say, are of an age which automatically encompassed these vehicles as a part of their working lives and thus a lot of knowledge and skill is assumed and possibly therefore undervalued. It is invaluable and I for one am extremely grateful for every useful word, hint and wrinkle. Please, those who are able, keep up the good work, and those of you who haven't put pen to paper yet, why not have a go.

This is the second issue to emerge from the new editorial 'office', which is proving to be a very satisfactory workbase enjoying a degree of isolation from the main living accommodation. (I was going to say house, but this will not apply for some years yet!)

During the course of our moves, the Model Y was neglected for a time. Unfortunately the dash light was left switched on and ruined a perfectly good battery, so I am going to rewire this onto the ignition side. Was mine correctly wired, I wonder? It is very easy to forget the dim glow and leave it on.

We haven't had time for many drives here yet, but the Ford fits the local dales scenery very well. Perhaps when the more immediate needs of survival are resolved, I can have a go at the transmission again. Oh well, over to Bob.

John Guy

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MEMBERSHIP CARDS

Your new-style membership card is enclosed with this Newsletter. Please add your name and membership number which is printed on your address label on the envelope you have just thrown away! Get it out of the waste bin now. Please use your membership number in correspondence and when ordering spares.

Bob Wilkinson

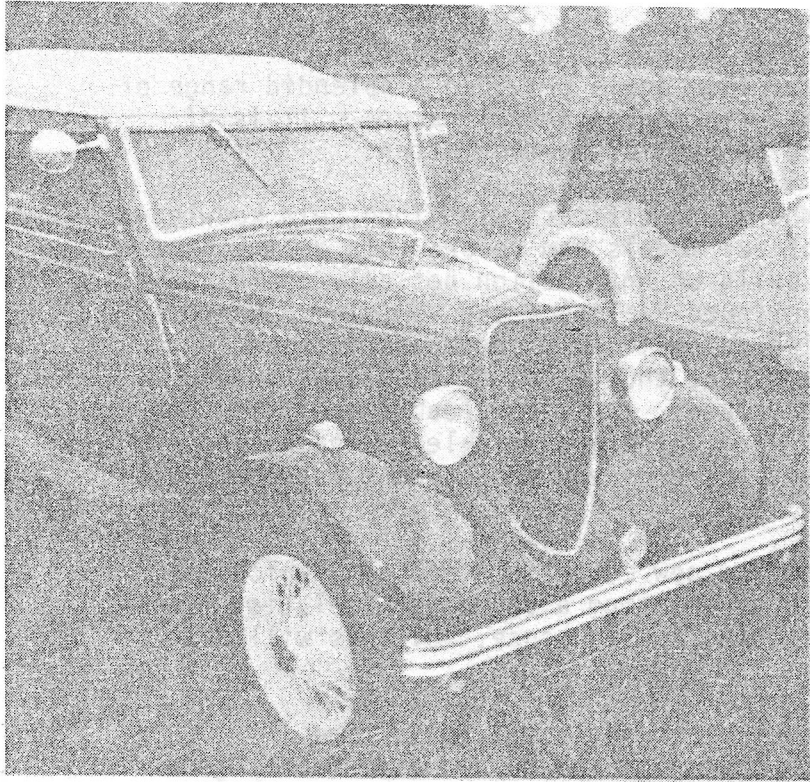
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RANDOM JOTTINGS NO. 16

I came across this article (see over) the other day. The large picture is, of course, Bob Wilkinson at the wheel of his Mistral, but on the original 8hp Y chassis, and not as printed. In the top left hand corner lurks my Cabriolet with the correct caption. But you have probably spotted the other deliberate mistakes i.e. 'Beautiful Ford Popular' is, of course, a 'Prefect' and the 1938 V8 is a 1936 model. The two Y pictures were taken at Stanford Hall in 1988. Many thanks to 'The Fiesta' magazine for their kind permission to reproduce their article.

Jim Miles

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Substitute Photograph

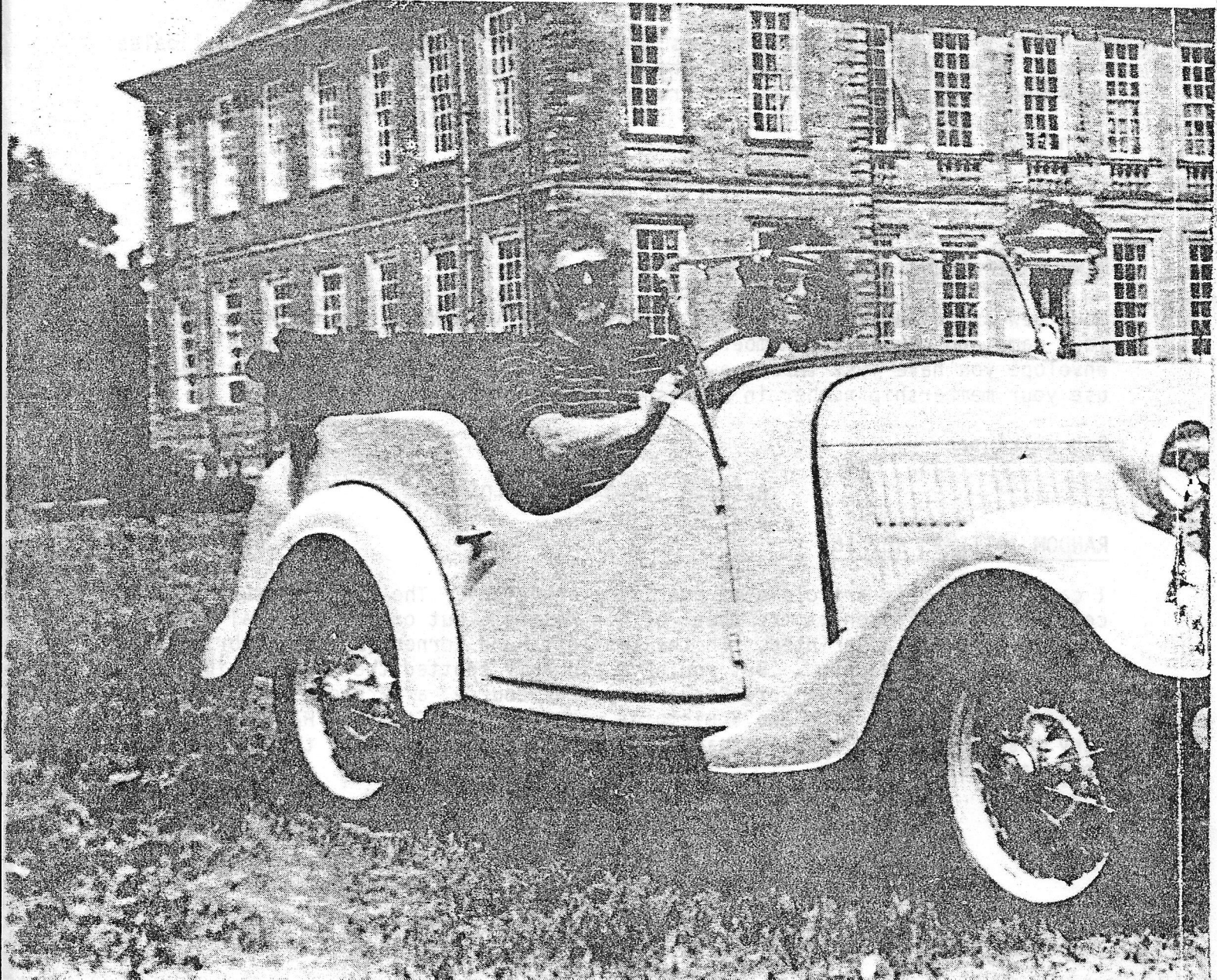
1935 Mistral Tourer on 10hp model C chassis.



1172cc engined Ford 100E.



Beautiful Ford Popular.



Ford has been making best-selling small cars for so long that you might think it all started that way.

Not so.

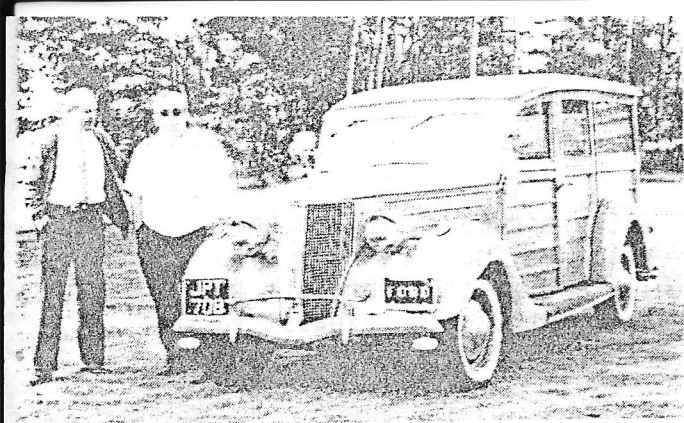
■ At first in the USA, and later in other countries, Ford made its mass-production name by building the Model T in huge quantities. Although the price was always sensationally low, the Model T was not a small car - for it had a 2.9-litre four-cylinder engine.

Britain was in the depths of industrial depression when Ford began to develop its first small car. Designed, styled, and mainly developed in Detroit, the 'Model 19' was originally launched here in February 1932, but it did not actually go on sale in Britain until later in the year.

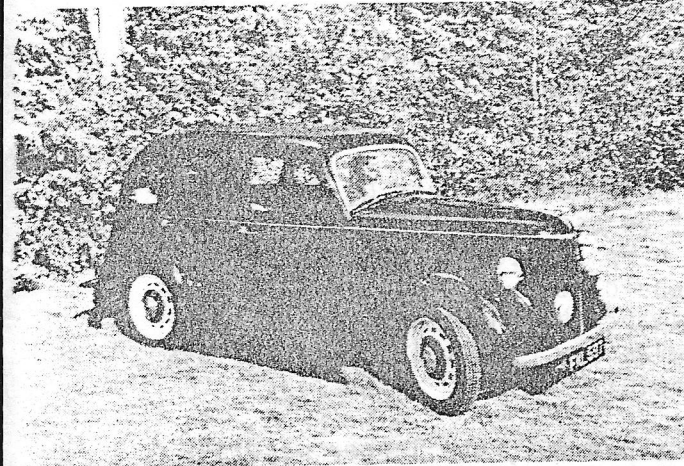
The trend-setter was merely called an '8hp' model when it was shown to the public, but in later years it became known as the Model Y. This was the car which brought instant prosperity to the new factory at Dagenham, and immediately catapulted Ford into the same sales league as the Austin Seven and Morris Minor models.

By any standards, the Model Y was a great car - but times have changed a lot since then. In 1932 the Model Y ran on a 90 inch wheelbase, with a separate chassis, beam axles at front and rear, a 22bhp side-valve engine driving the rear wheels, and a 55mph top speed. In 1989 the most humble new-generation Fiesta has a longer wheelbase, much more interior space in an advanced unit-construction shell, all-independent suspension, overhead-valve engine, and a top speed well into the 80s. By the way, the new cars are much more economical, much more comfortable, with well-ventilated interiors. ... need I go on?

For the next two decade, Ford's smallest cars were based on the original Model Y design, which featured transverse leaf spring suspension at front and rear. Most of the time they were the cheapest cars in the UK lists *and* among the best-selling elite.



1938 V8 Station Wagon.



Ford Prefect.



ANCESTORS

50 YEARS OF SMALL FORDS

UNLEADED

Lead was first introduced into petrol to increase the octane rating in the 1920's allowing the manufacture of higher compression engines. It was also discovered that the additional role played by this lead was to lubricate the high temperature areas within the combustion chamber, around the exhaust valve and seat, building up a cushioning effect of a graphite form, thus reducing erosion and prolonging their life.

Now, with the introduction of Unleaded Petrol, this protection does not exist.

Many of today's modern engines have specially hardened valve seat inserts, allowing the use of Unleaded Petrol. In fact, by October, 1990, all cars sold in the U.K. must be able to use unleaded.

The Sidevalve, flat head engine, fitted to the Ford Models Y and C, does not have hardened valve seats, therefore should not be used with Unleaded Petrol without a suitable additive. To have the Ford 8 hp and 10 hp engine block machined out and hardened inserts shrunk in would be a costly exercise. Now the environmentalists want the exhaust gas given off by the motor car to stop polluting the atmosphere, so it was that the three way Catalytic Converter was designed, to convert these gases to harmless vapour.

Not all the exhaust gas emission is by any means harmful, the larger majority being nitrogen, carbon dioxide and water vapour. It is the smaller content, carbon monoxide, oxide of nitrogen and hydrocarbons, which are the pollutants, not forgetting, of course, lead, which is the reason for Unleaded Petrol, because the catalyst cannot live with lead, it just clogs it up and destroys it.

At this moment of writing, I do not have the name of a proven additive to take the place of lead in petrol. I have written to several manufacturers on the subject and will notify the members as to any forthcoming replies from them in this Newsletter.

Jeff Cole

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BRIGGS BODY NUMBERS

Following the article by Sam Roberts (Newsletter no. 58) on identification of models, etc., we have decided to include this information on the vehicle register along with chassis and engine numbers, etc.

The number was stamped on a small brass plate (1.1/2 inches long) and rivetted to the chassis cross member in a position beneath the front passenger's legs. Sounds painful - but lift the carpet and search for it. On early Ys, it was fixed to the bulkhead under the bonnet.

Frequently the first digit of say 165/... is covered by the rivet thus members sometimes quote their number as 65/... . Please check your number now and forward this to me for inclusion in the register.

This will only take you a few minutes whereas if I write to all members seeking this information, a great deal of admin. time will be needed. Many thanks.

Bob Wilkinson

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MEMBERSHIP REPORT

Since our last publication, we have welcomed the following new members. As always I ask existing members to make contact with new members in your area.

B1046 Bob Barnard, 28 Birdbrook Close, Dagenham, Essex.
 B0547 Ian Buckler, 14 Fostall Road, Faversham, Kent.
 B1348 Tim Brandon, Manor Cottage, Dale Hill, Wetheringsett, Stowmarket, Suffolk.
 C0733 Alison Candlin, 32 Sheldon Park Road, Bevere, Worcs.
 C1434 Ron Catterick, Roundhill, Start Lane, Whaley Bridge, Stockport, Cheshire.
 C1435 Alan Curtis, 2 Cottam Croft, Lynwood Park, Clayton le Moors, Accrington, Lancs.
 E0601 Gerard Evans, 24 Parkland Road, Tonyrefail, Mid Glamorgan.
 E1209 David Edwardes, Mill Farm Cottage, Oundle Road, Barnwell, Peterborough.
 G1813 James Goodwin, 8 Macadam Place, Murray, East Kilbride, Glasgow.
 H0938 Garry Hall, 1 Graveley Avenue, Borehamwood, Herts.
 K1205 Roy Kendall, 32 Marina Drive, Gruby, Leicester.
 L0209 Mike Lee, 2 Hollis Way, Southwick, Trowbridge, Wilts.
 P0920 Tony Pattison, 14 Highgate Grove, Sawbridgeworth, Herts.
 S1422 Brian Saunders, 55 Market Street, Edenfield, Bury, Lancs.
 S1423 Dave Smart, 3 Hawkyard, Greenfield, Saddleworth, Oldham, Lancs.
 W0117 Colin Webber, Hoopers Croft, Highertown Park, Landrake, Cornwall.

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At the time of writing, Peter Ketchell informs me that 5 members joined as a result of discussion at our stand at the Northern Classic Car Show at G-Mex. I will include full details of these members and their vehicles in the next edition.

Model Cs are greatly outnumbered by Ys and so I give prominence in this edition to two new C members.

Alan Curtis has bought Don Malin's 1937 C and has started the restoration process and is keen to view a completed car to assist with details of panel fit, etc. DXA 656 has appeared in unrestored state at Stanford for several years - next year's appearance will show good progress, Alan (?).

Colin Webber has a lot of work to do on his 1935 2 door C saloon. He bought the car at an auction, the last tax disc expired in December, 1952, and has not turned a wheel since. Colin was told that the C was often referred to as the 'Mae West' model. This one is new to me - was it due to the curvaceous body or a leaking roof? Any older members recall this?

Ian Buckler has a rare Y pickup in regular use. It was converted from a van in 1938-9. Please send in a photo and the history, Ian.

Garry Hall is the new proud owner of the 1936 2 door Y which belonged to Keith Lorán. EMX 570 certainly looks in excellent order.

Tim Brandon is an old friend of the Club and is an expert on 'our' cars and has a 1936 Y in regular use.

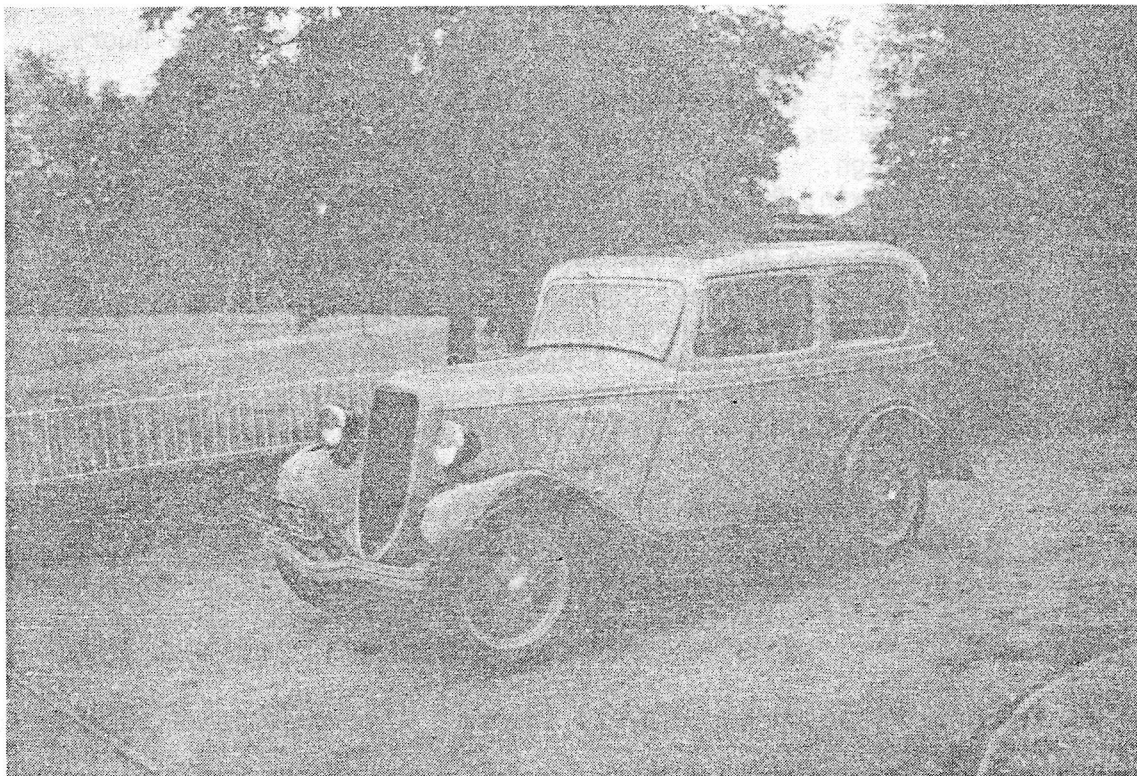
Ron Catterick has a very sound 1937 Y in regular use but will in due course have attention to the headlining and (non-genuine) front seats.

Similarly, David Edwardes has his 1936 Y on the road whilst giving attention to the interior trim.

Alison Candlin has a 1937 Y in regular use which was owned by Mike Goldsmith a year or two ago. She writes:

We bought the car locally three years ago and have needed to do very little work on it since. We use it fairly regularly during the summer and try to attend most of the local shows.

I passed my driving test in March and my first journey in the Y was the rather bumpy trip from Worcester to Stratford in June where I met Dave Curtis who introduced me to the Club. (A month of mixed blessings? - Bob)



Mike Lee is almost ready for the road with JL 1367, a 1934 Y. The car has the dealers plate still fixed - Bernard S. Cook, Engineer and Agent, Lincoln Road Garage, Horncastle. In addition, Mike has the names of the first 3 owners on the original log book. A good find, Mike. I hope we see your car at one of our shows next year.

Brian Saunders, too, is nearly on the road with his 1937 Y, GMC 517, but was having problems with the engine 'cutting out'. Incidentally, Mike Merry in Devon phoned with a problem - his Y would only run with 1 bolt on the carb. float chamber slacked! Life is far more interesting though with a Y or C than with a modern 'box'.

Bob Barnard is the first of a group of Y restorers (1936 Y). Roy Kendall is also undertaking a complete restoration on his 1935 Y, which he bought from ex-member John Lane. Tony Pattison, too, is undertaking a full restoration on his 1933 short rad Y, once owned by Ron Byng in Lincs. Gerald Evans is also restoring a 1936 Y but has a sound engine and gearbox.

James Goodwin owns a sound 1933 short rad saloon which would be on the road except that DVLC Swansea are not keen to allow him to keep the original registration mark. I have given James the Club support and hope his application is successful. Let us know the result, James.

Dave Smart has a full Y van rebuild on his hands - the vehicle has a sound chassis and transmission - but will still need much work. I know - I sold it to him. Dave hopes to have the van in his business colours by next year (?).

Out of 16 new members, only 4 of them were cars already known to us. Membership is now just over 400, let's hope more 'new' cars keep turning up!

MEMBERSHIP UPDATE

Tony Parker in Stockport who joined as an enthusiast has now bought a 1936 Y (via Graham Miles) which belonged to Bob Inwood who has emigrated from Hertfordshire. Send us photos of the restoration progress, Tony.

Bob Wilkinson

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SECOND YORKSHIRE AREA MEETING - 9TH JULY, 1989

Venue - Little Fenton Lodge, near Sherburn in Elmet, Leeds.
Hosts - Dave Tebb and Carol (who does all the hard work!).

It wa' another reet good do - after last year we dint think it cud get better - but it wa'.

We'd abaht 50 folk, aye, even sum from foreign parts like Lancashire, Cheshire, Nottingham and Whitley Bay - but in reet Yorkshire fashion we made 'em all welcome and med sure we took their brass for't barbecue!

Ye see we'd 'ad to change date 'cos we clashed wi't Church Fenton Air Display - t'awd commandin' officer wudn't swap 'is date even when I tow'd 'im that our colonel wa'nt reet impressed wi' 'is lack of flexibility - so we wa' worried in case sum fowk couldn't cum. Any road, rain 'eld off so they all turned up just to see t'marquee Dave'd put up just in case it wa' wet.

We'd abaht a dozen owd cars on display including a few of Tebb's 'eaps, a smart Sunbeam Talbot wi't original owner, ay, an even a 1936 Morris 8 tourer by gum! Tha sees we like to 'ave a look at t'competition.

On t'treasure 'unt them wi out an awd motor gorra ride from them that ud turned up wi one - and they reet enjoyed it. Gareth Topping (e's only abaht ten) won t'prize wi 19 points out o' 20 - 'is dad ses 'ell 'elp 'im drink t'bottle o' wine 'e won. We almost lost Paul Bainbridge who is well known for not bein able to 'owd a map and drive - mind you, them Model C's tek a bit o steerin'.

Carol and Dave 'ad dun us reet proud wi t'barbecue - there wa lashings o meat an it wa' well cooked cos t'barbecue wa' reet 'ot. Gordon Batchelor 'ad lit it an' I think e'd put too much unleaded fuel on to gerrit goin'. At one point, a crowd gathered round to see if t'house wa' goin' up an all for extra entertainment. We like to get good value for our brass, yer see, and it 'ud'a been too good to miss.

Any road, at abaht 6 o'clock, folk started to say cheerio (only after we wa' sure they'd paid for t'barbecue!) They'd had a good run in't owd cars, swapped ideas on restorations, showed good appreciation to t'lads driving from foreign parts in't owd Y's and C's (one C, actually) and all in all 'ad a reet good day out.

We're even talkin' about 'avin a similar do next year - get thi place booked, nah.

Bob Wilkinson
Co-ordinator - Regional Dialect Working Party

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THE ANDOVER SHOW

This is not the greatest show on earth but even with that warning, it was a pleasure to welcome seven cars to the Leckford Hut on the bright sunny Sunday that was the 16th July. The cars included some I had not seen before. David Love's Tudor, Kevan Ashcroft's Fordor and Paul Ellis' 1936 Tudor in an almost original condition. This is a particularly fascinating car as it is the first car I have seen without a vent, yet with the raised bodywork styling from the forward edge of the guttering down the windscreen pillars. It must have been one of the very first £100 models (Briggs Body No 165/37006). Jack and Evelyn Barnes were also present in their Mistral and I discovered that his replacement chassis has its number stamped on the nearside rather than the offside (Y12833) - a day full of surprises! David and Babs Lovering also had their Fordor on parade and Ray Garret flew the Model CX flag. Finally, CNN was there, still wearing her wedding tapes from her call to duty the previous day. The day's surprises were not yet over. A very frustrated Arthur Fletcher appeared, minus his short rad, which was suffering from the evaporating fuel disease. Having heard our remedies, he disappeared back to Fareham before I could find out how his second short rad restoration is progressing. Derek Havers also appeared from Tadley. He has a good stock of spares if any member is interested (tel: 0734 816538).

To round off a super day, Dick and Kathy Sterett arrived on holiday from Alabama, USA; delighted to be back amongst the Model Y & C fraternity and threatening us with another posting back to UK in the not too distant future - we will see. The only damper on the day was the fact that Malcolm Fraser-Cook could not be with us, as he has recently suffered a heart attack working in his garden and cannot get about much. Our best wishes go to him for a speedy recovery.

SAM ROBERTS

Dick and Kathy
Sterett
on holiday from
the States
alongside CNN
in her wedding
regalia at
Andover



CHAIRMAN'S NEWSLETTER

Why are we called a Register and not the Ford Y & C Model Club? The question was put to me by Jim Fitzgerald, the Regional Co-ordinator for Ireland. The dictionary definition of a club is "an association of people united in pursuance of a common interest", which described our membership concisely and superbly. However, you will note from the back of your membership card which is enclosed with this issue of the magazine, that the main aim of the organisation is to compile a register of surviving vehicles. The first rule is to restore or maintain the vehicles as closely as is possible to their original specification. Hence the survival of the vehicles is what our founding fathers were primarily concerned with and the word Register was chosen, probably because it conjures up that allegiance to the vehicles, rather than to the members, who come and go as time marches on. The vehicles hopefully remain. However, you may rest assured that, being members ourselves, the committee also provides a complete service to you, the owners and enthusiasts! Which reminds me, congratulations are in order to Bob Wilkinson and yourselves for lifting our membership total through the 400 barrier.

On a sadder note, I was very sorry to learn that Bert Thomas had suffered a heart attack in July. Thanks to the generosity of one Steve Stephens, he is now out of hospital, where he was bored to tears, and is hopefully well on the mend, in the company of Steve's family. We all wish you a speedy return to your Aladdin's cave, Bert, and a continued excellent service to all Ford lovers; a service I know you enjoy giving.

The Baldocks paid Paula and me a visit in Andover on their annual pilgrimage to the West Country and reported some eventful happens in the land of Regions 4 and 5 (Surrey, Sussex and Kent), which hopefully will be written up for the magazine when they return. I was delighted to hear that the Y & C Register had won second prize at the Ardingly show and had been out in force at the Polegate and Bentley meetings. Bob Wilkinson also reported that the Yorkshire "do" had been a success at Dave Tebb's house. The Northern Classic Car Show was another success. Peter Ketchell, Alan Oakes and Dave Gatenby were ably assisted at G-Mex in Manchester by John Griffiths, Roger Starmore, Karle Dillon, Ian Schofield and Ken Devine. At least five new potential members were found, plus some more unknown cars. Well done y'all.

The weather has been ideal for motoring our cars around the country over the Summer holiday period. Whilst Peter and the guys were enjoying themselves at G-Mex on the Bank Holiday Monday I was driving around in CNN. I made a trip to Frome in Somerset in the morning to see how the bodywork on the Terrier was coming on and then down to Winchester in the afternoon. At one stage whilst cruising across the Salisbury Plain, I dreamily wondered why a previous owner had fitted an oil pressure gauge to the car. It tells me that, when the engine is cold, the pressure is 40 psi and that, when I am motoring, it's between 15-20 psi! It doesn't tell me useful things such as when my oil level is low. The best indication I have of that is the expensive sounding chatter of the oil pump gear teeth as we go round a left hand bend. For those of you who haven't experienced that heart stopping sound, it is caused by the small amount of oil which remains in the engine being forced over to the offside of the sump, thus starving the oil pump of oil. On CNN I normally suffer the noise after about 100 miles of driving, when about one pint of oil has been consumed.

I read in the newspaper last week that a driver had been fined and two points had been docked on his driving licence for driving too slowly; thereby causing a bottleneck on the road and creating a hazardous situation. You will recall the Y & C Model highway code of a few issues ago, which helps to avoid our cars causing the same problems. You should always be aware of the effect you are having on other road users and react accordingly.

With only a few more gatherings remaining this year, I wish you enjoyable

motoring before the evenings start drawing in again. I have still the Great Dorset Steam Fair and the All Ford Rally at Abingdon to look forward to. I regret that we failed, for the first time for many years to have a stall at the Beaulieu Autojumble. I am aware that a number of our overseas members in particular do come to Beaulieu for spares, so it is even more regrettable that we were not present this year. If any overseas member does require spares, please do as I have suggested and work through one of the UK members as an agent.

A final apology for the late delivery of the last magazine. I hope it was worth waiting for. This issue should hopefully be with you on time. The next issue will be the last before Christmas. Look out for Liam Tomlinson's list of Y & C memorabilia for Christmas stocking fillers and the ordering details for the Y & C Christmas cards. Until then, happy motoring!

SAM ROBERTS

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MEMBERS PARTS FOR SALE

Ray Smith. Car for sale: Price ~~£~~5,000. Y Terrier Tourer. Restored 4 years ago, selling due to lack of use and car needs a good home. Reg. no. PV 1661, reg. Oct 34. Tel. 0380 86603 (Devizes)
Ivan Ford, F1913. 2 sets brand new Ford 8 'Welworthy' pistons +40 and +60 thou. 40 per set. Tel. 0846 673561 or 0762 337153 (work). (1)
Jan Palmer. One of the three known surviving Tugs in U.K. is for sale. Mechanically totally restored. A little work required on body, but complete. A good home is required for this light commercial vehicle based on Model Y. ~~£~~1,400 o.n.o. Tel. Romsey (0794) 523353. (1.2)
Car for sale: Sensible offers. 1936 C, original interior. Good sound order, but engine worn out. Garaged since last used, 1984. Tel. 0602 324762. (1)
S. E. Mann,, M1105. Car for Sale: Price ~~£~~2,100. 1936 Y saloon, 2 door, plus loads of spares. Good condition. 12 months M.O.T., 6 months Tax. Tel. 0952 (Telford) 615695. (1)
Don Malin. 2 x 4.50 x 17 new Avon tyres, ~~£~~15.00 each. 2 x 4.50 x 17 new Avon Tyres fitted to 2 good C wheels, ~~£~~20.00 each. 1 set of 0.030" o/s pistons for C, ~~£~~10.00, boxed. 1 x reset C front spring and 1 x reset rear spring, ~~£~~10.00 each. Tel. 0203 364217 (Coventry) (1.2)
Car for Sale: about ~~£~~100. 1936 Model C, in poor condition, restore or spares. Tel. 0227 721792, Canterbury area. (1.2)
Tyres, 4.50 x 17, new and used stock, reasonably priced. Tel. 0565 52462 (1.2)
Petrol tank sender units repaired. G. E. Middleton & Co., 359 City Road, Manchester M15 4DE. Tel. 061 8720923. (1.2)

MEMBERS PARTS WANTED

David Birch. Offside B.T.M. hinge both pieces; rear seats, just frames will do; compl. windscreen (1)
George Campion, C0520. Head lining pattern for 4 door Y, 1935; front and rear bumpers for 4 door Y, 1935. Tel. Erith (03224) 45718. (1)
David Hughes, H1635. Windscreen; rear seat. For 1936 2 door Model Y. Tel. 0904 795227. (1)
Front and rear bumpers and irons for long rad Y. Tel. 0705 267506. (1)
Bob Wilkinson. Front seats for Y, any condition. Tel. 0405 860836. (1)
Dave Crowther, C1626. Model Y wanted, long rad, 4 door. Tel. 0484 864482 (Huddersfield) (1.2)
P. Taggart. Ashtrays for rear of Y. Tel. 0662 42599. (1.2)
Graeme Duncan. Grille for 1936 Model C tourer; front and rear seats. Tel. 082 623 628. (1.2)
Ken Ley. Starting handle; 10 hp cylinder head; all black faced instruments for 1933 dashboard; distributor. Tel. 0268 785489. (1.2)
D. Birch. Rear seats or frames for 1936 Y; windscreen frame and glass. Tel. 021 459 6100. (1.2)

A PACK OF TERRIERS!

We now have 5 Kerry/Terrier tourers belonging to members currently. We know of at least one more in Nottinghamshire belonging to an ex-member. The basic difference between the Kerry and Terrier was the performance level of the engine, the Terrier being more highly tuned.

JN 3624 belonging to Ken Ley is the latest to turn up. The restoration project is now under way.

JN 2833 'emigrated' to Italy last year with Wolfgang Mazzitelli and now has a new owner Stanzione Aniello. This superb red tourer is used regularly.

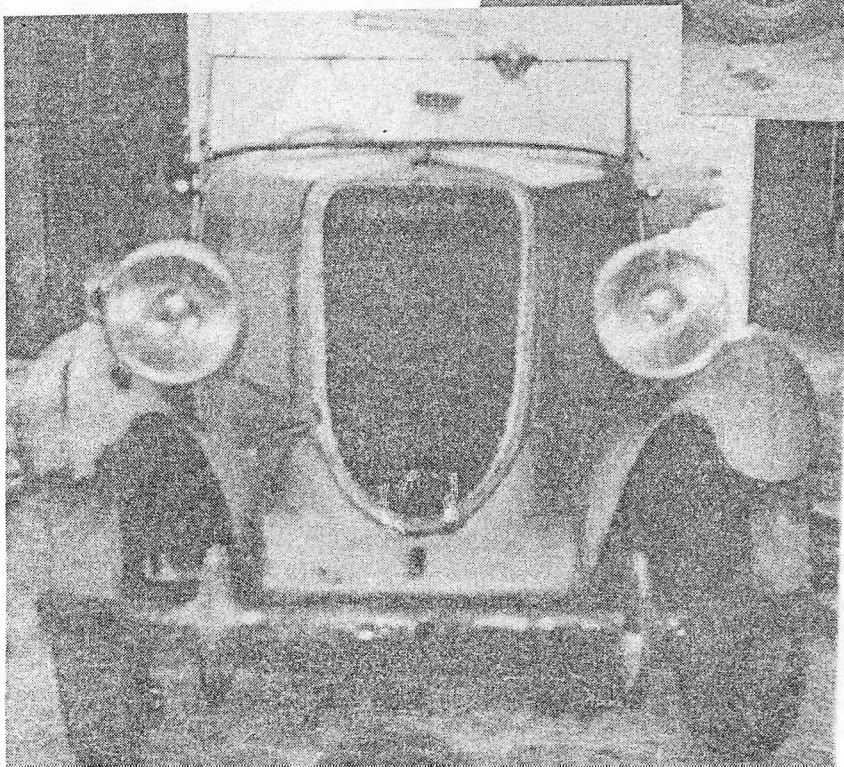
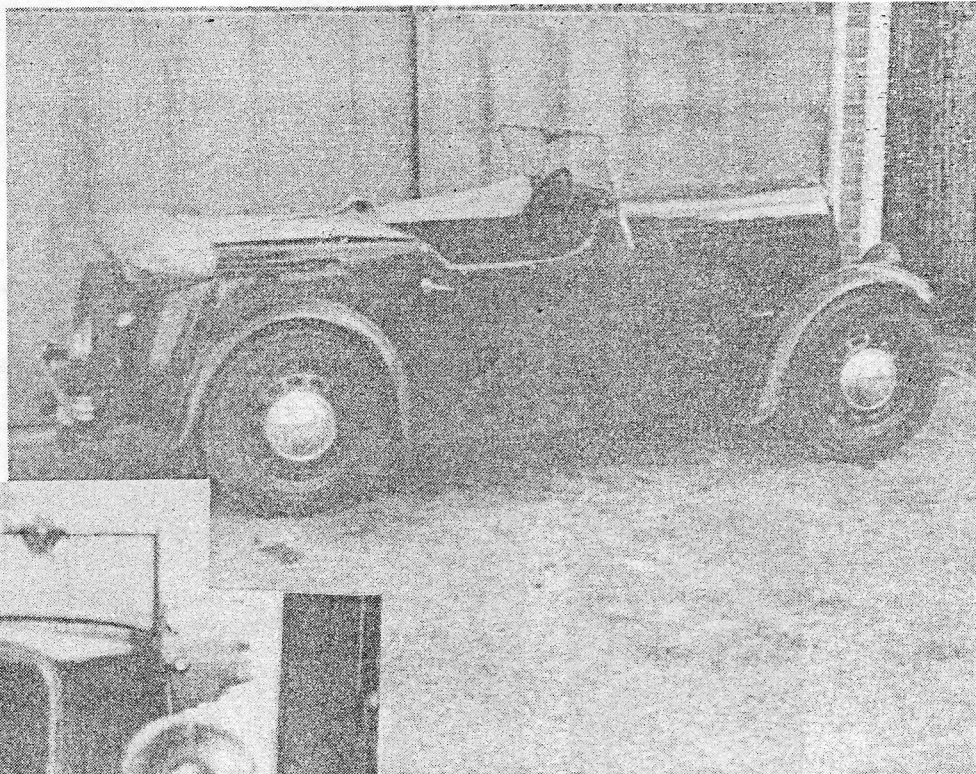
Brian Belcher in Norfolk has not yet started the restoration of OD 6420 and the picture shows a sad looking green tourer of 1933. When will we see OD on the road, Brian?

Ray Smith of Devizes is actually selling his 1934 Kerry, PV 1661. This car has been beautifully restored as the photograph shows.

Sam Roberts, our illustrious Chairman, hopes to have AYL 454, his 1934 Terrier, on show at Stanford Hall even though the restoration will not have been completed. (He did and it wasn't.)

Bob Wilkinson

Stanzione Aniello's JN 2833 in Roma



Ken Ley's JN 3624

1. Ray Smith's 1934 Kerry, PV 1661, up for sale in Devizes.
2. Brian Belcher's 1933 Terrier, OD 6420, awaiting refurbishment in Norfolk.
3. Sam Robert s' 1934 Terrier, AYL 454, back on four wheels in Andover.



THE TUG - PART II

Having described the Tug in Part I, I will now describe the four surviving vehicles known to me, out of the 111 manufactured. Hopefully, there are more hidden away in barns or factory sites which will come to light in the future. I will start with John White's Tug, as he is the only owner who is a member of the Register at present and hence takes pride of place.

John lives in Exmouth in Devon and bought his red painted Tug from a local farmer. It carried a number plate CHU 458, which means that in its former life it was registered to travel on the public roads. This was unusual for these vehicles as normally they had no need or reason to leave the premises of the factory or place of use. When he bought it, John had no idea of its history, but then one day, when driving his lorry, he happened upon a road sweeper from Bristol. They got into conversation and John mentioned his Tug and described it. To his astonishment the guy recognised it from his days with the British Aircraft Corporation in Bristol when the Tug, then painted in its standard bottle green, was used by BAC to tow aircraft parts and airframes around the factory on a 60 foot trailer. That was in 1961. Nowadays John gives it an occasional run around his orchard. Unfortunately John is unable to find a body number in the cab so we do not know its number off the line. It also has a replacement engine RY 169315 PC which again yields no clues.

The second Tug is that owned by Jan Palmer in Romsey. At the time of writing that is. His is the one which is appearing in the For Sale columns of various magazines at present. Quite rightly, and for good family sentimental reasons, he is keen that it should go to a good home where it will be well looked after, and is hence rather choosy about who the purchaser should be. This Tug has a recent registration number, Q 97 NTR, and a body number 161/38. So we know that this was the 38th to be manufactured. Again it has a replacement engine R603768. As far as can be established it was owned originally by a farmer near Truro in Cornwall, a Mr Sykes. Jan's father, Mr Palmer senior, bought it in 1970. He was an "old Ford" fanatic who was then living in Devon. Jan therefore spend his formative years with the Tug as part of the family. His father partially stripped it and then handed it onto Jan who stripped it down completely. He has done a magnificent job with the mechanics and I am grateful to him for showing me over the vehicle and letting me have copies of his photographs. The bodywork has yet to be restored and put onto the chassis. It is suffering from a little rust damage, but nothing serious. It has still its original bottle green paint on the majority of it. If any member is interested in completing Jan's project, he can be contacted on 0794 523353.

The third Tug is the one in the Ford collection which appeared at Enfield at the Pageant weekend in May last year. This again has a recent registration number, TUG 280 R. It was restored by the Ford apprentices in Swansea after being purchased by Ford in 1978 for £200. This one was the property of Fry's Chocolate factory (who would have bought it from Ford Motor Company for £185 in 1935, 36 or 37). Unfortunately, when I looked it over at Enfield, I failed to look for a body number so that remains a mystery for the present.* Talking to David Burgess-Wise, the Ford historian, recently, he tells me he has managed to get 35 mph out of this Tug, which with an advertised maximum speed of 24 mph is going some! I also gather that you have to concentrate very hard on the road conditions for, if the front wheel hits a pot hole, you are likely to have the steering wheel wrenched out of your hand as the front wheel completes an involuntary ninety degree turn!

Finally, the fourth Tug is somewhat a dark horse. It was last seen in the Southampton area and is now thought to be in a museum in Holland. Perhaps one of our Dutch members may be able to throw some light on its whereabouts. I have a couple of poor photographs of it, which unfortunately are too dark to reproduce in the magazine. It spent its working life with Pirelli Cables in Eastleigh, having been modified by the addition of a flat bed behind the cab to

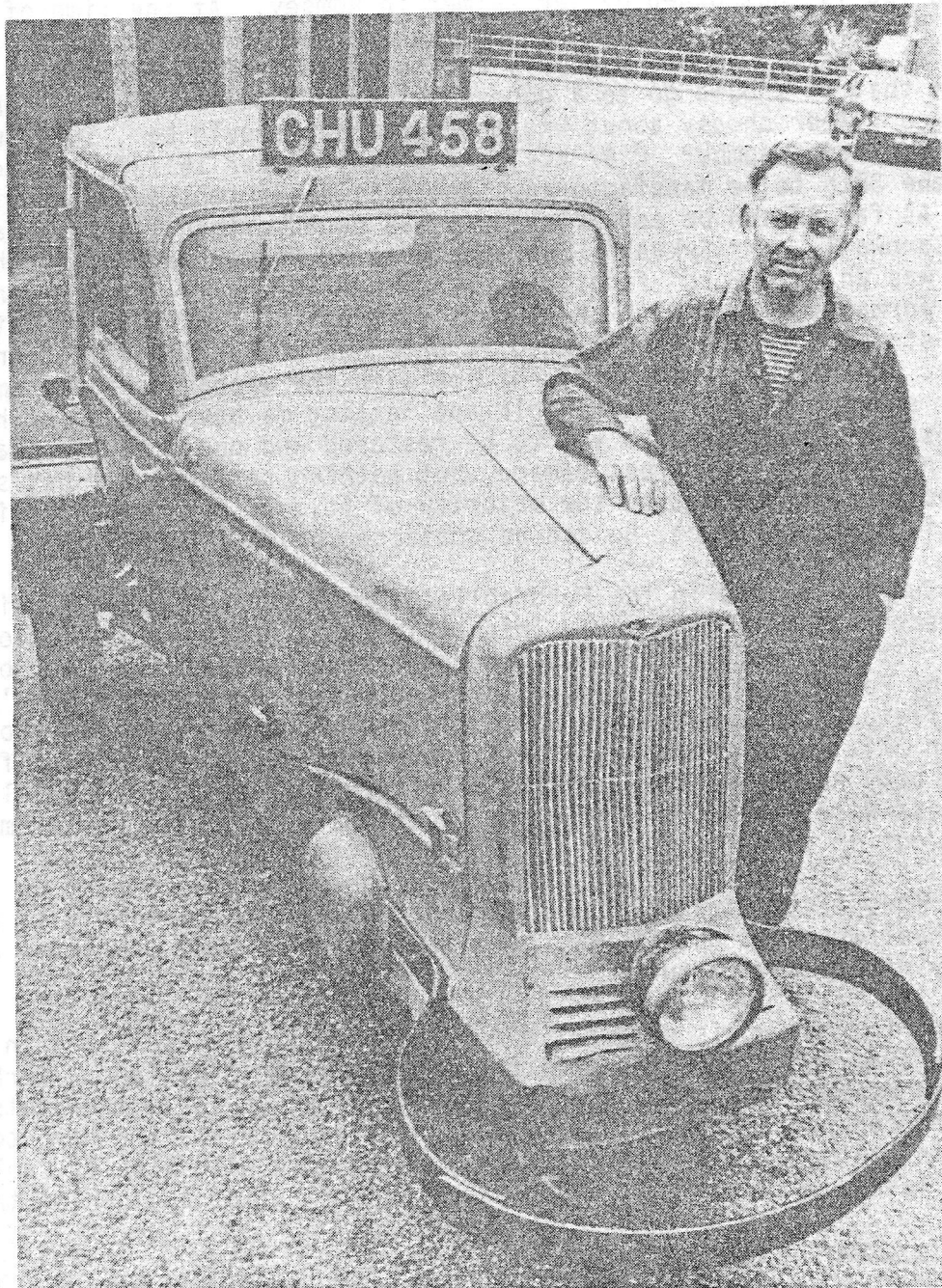
* Body number 161/40

carry cable drums. The wooden platform has steel protection strips and a wooden headboard to protect the cab in the event of a sudden stop (if that were possible!). The rear view window in the cab has external metal bars across it to protect it. In all other respects it appears to be a standard bottle green Tug, although I note from the photograph that its Fordson motif is missing from the radiator grille. It did not have a registration number at the time the photograph was taken (comparatively recently).

So ends the story of the Tug. It was obviously not a commercial success as far as the Ford Motor Company was concerned, but it helped to fill a gap in the market and a good number of companies benefitted from this little workhorse. It was not the only industrial tractor on the market, the Karrier Colt and Scammel 3-ton Mechanical Horse being two of the others around. Perhaps the competition was too great. As far as the known survivors are concerned, it is interesting to note that none comes from the Midlands or North, or more unexpectedly, from Essex, where there is the biggest concentration of 1930's Fords. If any member knows the whereabouts of others, or has any documented information on these vehicles which adds to my story, I would be pleased to hear from him or her.

SAM ROBERTS

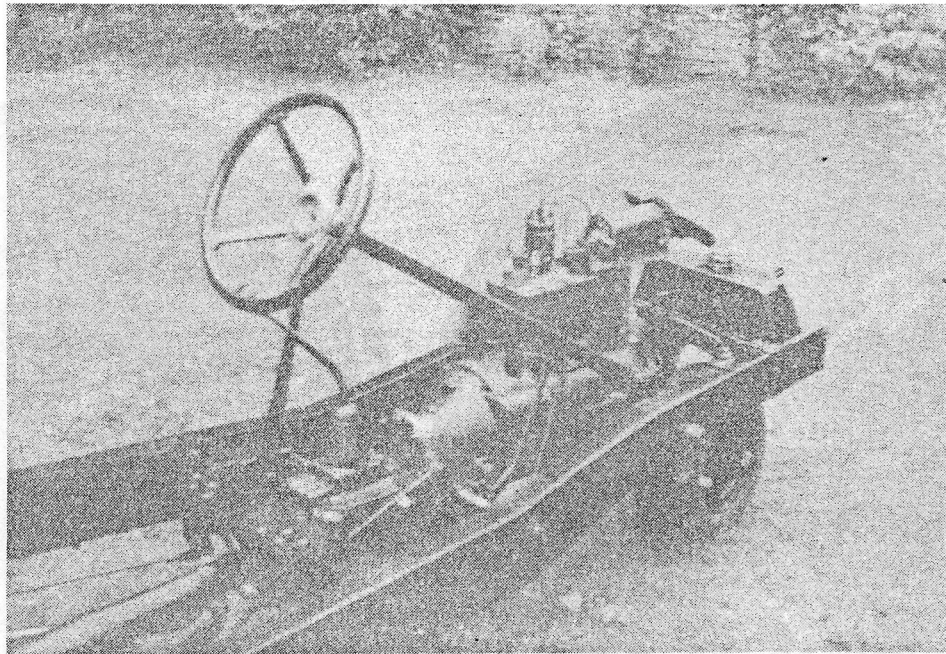
John White pats his ex BAC Bristol Tug in Exmouth



The Tug from the Ford collection at Enfield, May, 1988



Jan Palmer's Tug mechanically restored.
(Note steering drop arm external to chassis - hence bubble in bodywork.)
Model Y engine, reduction gearing and four speed gearbox.



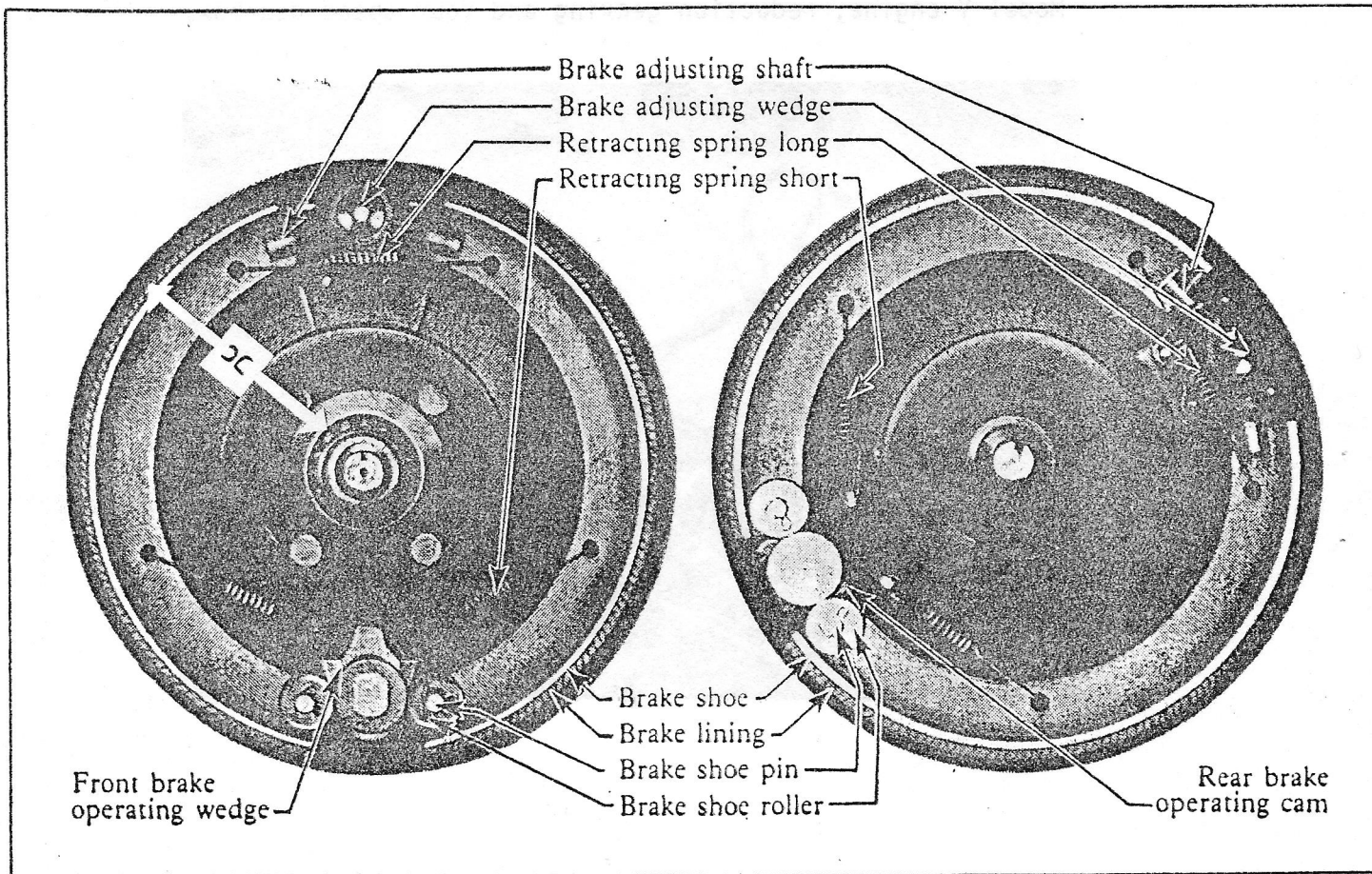
DR. FORD

The good doctor is continuing his study of the Short Rad braking systems. The 'C' and 'Long Rad' braking will be the subject of a further consultation. So for the moment, let us return to the early double roller braking system, which also found its way on to some the early L.R. models.

The sketch shows a pair of shoes mounted to a front back plate. The shoes front and rear are the same, although the front is expanded by the action of a double faced wedge, each face operating one of the two rollers. The rear shoes are expanded by a twisting action of the shaft which carries a double faced cam. To ensure effective operation of the rear cam, it is essential to make sure that this cam is free to move in the mounting shaft, and that this shaft is free of wear and fitted in tight bushes. The surface face of both this cam and front wedge must be free of worn grooves, as for that matter should be the rollers on the shoes. These rollers must be free to rotate and if necessary, shimmed to prevent spread when in contact with the wedge or cam.

The illustration shows that the measurement of the shoes to the stub axle or axle casing is equal in all directions; if the shoes are found to be low, adjust up by bending up the clevis pin support. Equal contact of lining to drum is essential.

Don't jeopardise your safety by make-shift adjustments or replacements.



Front Brake

Figure 20

Rear Brake

ENSURE MEASUREMENT FROM LINING TO STUB AXLE OR CASING IS EQUAL, ADJUST UP OR DOWN AS NECESSARY BY BENDING BRAKE SHOE PIN REST ON BACK PLATE? ENSURE ROLLERS AND PIN ROTATE FREELY.

SPARES REPORT

I am pleased to report that the sale of the HUB CAPS is proceeding as we had hoped, and although I have not actually counted, I would think at this moment in time we have sold approximately half of the quantity we purchased, which is very satisfactory. I am pleased to see that the members are taking advantage of this new item on offer. Now that Kevin and I have got beyond the business of spending every spare five minutes we have in packing five hub caps in a box, we are now into the situation of packing odd ones, and we could now begin to take orders for ones, twos, threes, fours or whatever the case may be. With respect to postage, I would think that £2.00 is sufficient for one to three hub caps and retain £3.00 for four or five hub caps. The hub caps as you have seen, those of you who have had them, are almost an exact copy of the originals even to the point that the steel that holds them on is purely steel and is untreated. This was the case with the originals made by Ford Motor Company and as some of us know, that, of course, can rust. I would therefore suggest that before you fit them, or even if you have fitted them, you treat this steel as best you can with paint, silver or aluminium, or if you want to be thorough, prime it and undercoat it, to protect it from the weather. Further to this, the criticism has always been that these hub caps are inclined to rattle. They are retained by ten tags, but in my opinion it is not necessary to use all ten and five is adequate. What I would suggest that the members do is, having treated the steel on the inside, if they wish to do so, run a mastic gun around the outer rim of the hub cap and when it is pressed up against the wheel, the mastic takes up the rattle that may or may not be there, and seals the hub cap from the ingress of water. At the same time you can bend the tags at this moment when the mastic is soft and with the combination of tags and mastic I feel quite certain the hub caps will not only not rattle, but will not fall off. As I said previously I think it is only necessary to use five of the tags, therefore you could retain five for future use should you find it necessary to take the hub cap off that wheel for any reason, perhaps painting or replacing the wheel should it become damaged. Here again, I do not see the need to bend the tags right over as some people seem to have done in the past but to simply bend them enough to retain them to the hub. This is a personal opinion with respect to painting and mastic but I think you will probably find it worthwhile and worth taking a little extra time to fit them.

We have now run out of EXHAUST SYSTEMS and the agent that handles the supply of these systems for us is having considerable difficulty with the supplier in as much as he has had on order for some months quantities of exhaust systems which are just not coming through. It is the old story, the people have got bigger and taken over other companies, they have expanded into the exhaust world and the net result is that they seem to have stepped backwards and not forwards. One sees this so often in business no matter what your line is. So if they don't come up with the goods shortly I will have to source the exhaust systems again and report to you in the next newsletter. In the meantime if you require them, please order them. A price cannot be quoted, but if you order them Kevin and I will record your order and supply the system as soon as we can. This only applies to Y systems, as we still have C exhaust systems in stock and I do have one of the original black steel C exhaust systems which I can sell for £35.00 (steel as opposed to stainless steel). This was returned by a member who had sold his car and never actually fitted it so I am able to offer one of those at the reduced price, should you be interested.

Other than that, things remain much as they were in the last Newsletter. Please bear with us, ladies and gentlemen, if you order parts, though I must admit most of the parts are ordered by gentlemen, we are struggling a bit to try and keep up with the demand. Bob may be celebrating the increase in membership as indeed I believe Sam is, but this means a tremendous work load for Kevin and myself. All the new members seem to jump in and want bits and pieces, which is proving to be something of a problem for us as we are possibly working two evenings a week other than the time we are getting the bits and pieces packed, but simply

compiling the orders is taking a great deal of our time. That doesn't include the time it takes to stock those parts in the first place. So all in all we are quite busy.

In the past I have requested various used parts to be kept and sent to me whenever possible and that request I will reiterate on this occasion: such things as worn out front brake drums, rear brake drums, old axle casings, old clutches, anything at all that is potentially refurbishable, please don't throw it away but let me have it. I am looking at a lot of items, steering components amongst them, brake components which will have to be made from start, but all the time I am building up a stock of used parts to make it feasible that at some time we can recondition them. One of the items we do exchange of course is front brake drums, pedals and engine mounts, king pins, unfortunately I don't always get back the required old king pins. Shortly I will have to start refurbishing old king pins as I am virtually now out of the original unsold new stock. The brake drums, as you know, we have refurbished and unfortunately the brake drums I have had back in the past few months have not only been dirty in some cases but are worn out and I cannot replace them. Once the drum gets too thin and in some cases rivets have actually penetrated the outer area of the drums, you can imagine what sort of condition they were in. These drums are scrap and I cannot do anything with them. If you return a drum in this condition, I will have to add on a surcharge of £5.00. We only accept the price of £23.00 providing the drum is re-serviceable and I do request that they are cleaned - and I do mean cleaned. The grease taken out of them and washed with a spirit so that they can be sent straight to the engineers and be worked on. I don't see why I should have to spend time cleaning someone else's dirty old brake drums. I am also considering rear brake drums, although they do not wear in quite the same way, principally because they seem to live in a constant bath of oil and therefore the brake liners don't wear to the same degree. They do wear quite drastically in the bearing support area and the whole drum must be refurbished not only from a lining point of view but from a bearing area point of view, along with axle casings. All these items I have in mind to offer in the future, time and money being our main restriction.

Graham Miles

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EVENTS

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
24th September	All Ford Rally, Abingdon Sutton Wick Farm Drayton Road	Bob Tredwell 0253 30720
7th-8th October	Malvern Motoring Event	Dave Curtis

Dave Curtis
Events Organiser

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LATE NEWS - OBITUARY - KEN LEY

I regret to announce that Ken Ley died in Southend hospital on Saturday 2nd September, having suffered from cancer. His brave fight to overcome the disease took the form of a determination to put both himself and the family Model Y Terrier back on the road together. Regrettably, neither Ken nor Kerry made it. Our deepest sympathy goes out to Mrs Ley and their sons John, Daniel and James.

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CLUB PARTS FOR SALEPLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Kevin Briggingshaw. The order will be handled as soon as possible. Payment is then to be made to Debrah Briggingshaw (address is on page 2) as she is the Treasurer for the Ford Y & C Spares Section. Cheques must be made payable to Ford Y & C Spares Section and must be in Sterling.

Postage will be added to the invoices as at its value and a modest charge will be made for packaging where materials are needed.

PLEASE NOTE The Register does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

Ford Y & C Model Register reserves the right to charge prices different from those quoted without prior notice.

Prices quoted are not negotiable.

U.K. only supplied.

REMEMBER! Exchange items with order for new or reconditioned parts.

Many, many various old, new and used items. Also have a large stock of used parts. Please use order form to detail requirements.

MECHANICAL

	<u>CLUB PRICE</u>
Rear shackles (pattern part)	£4.00 each
Front shackles (pattern part)	2.00 each
Bushes for shackles, front or rear	0.75 each
Y overhauled clutch/brake pedal assemblies - exchange and to order only	16.40 each
Rear hub bearings Y1225	10.00 each
Universal joint assembly Y7090	10.00 each
Rear hub seals (large - outer) Y1175	1.50 each
Engine valves - <u>send pattern</u> , exhaust or int.	3.00
Y & C king pins - 4 bushes, 2 thrusts - <u>exchange</u> , stocks permitting	per set 22.50
Engine pistons, various sizes - <u>send pattern</u> , non-returnable	per set from 20.00
Headlamp bulbs (wattage not stated)	2.00 each
Bulbs, various (if rear lamp, state straight or of set pins)	0.50 each
Engine pulleys	3.50 each
Late type distributor points (not early type)	2.00 each
Early distributor caps	2.50 each
Rotor Arms, early and late types	2.00 each
Gaskets - various types - ask for details - price on application	
C exhaust, with tail pipe - stainless, lifetime guarantee	64.50 each
Y exhaust, stainless, lifetime guarantee	54.00 each
Floor board screws	0.05 each
Engine top water outlet (head to hose)	6.00 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	2.25 each
Please note the Club does <u>not stock moulded hoses.</u>	
Oil can transfers, black only	3.00 each
Oil cans	10.00 each
Y speedo cables - inner and outer complete (C to order)	10.00 each
Hydrostatic fluid for petrol gauges - <u>NEW OUT OF STOCK - NIL RETURNED</u>	
because we can recharge that and use it again. The kits are not being returned.	
6 volt coils - not Ford	7.00 each
Front brake drums - <u>exchange only, remove bearing cones & IN CLEAN CONDITION</u>	23.00 each
Rear brake rod support bracket for L.R. Y, with double holes	24.00 each
Front road springs	15.00 each
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)	2.50 each
Y2096 Front brake lever return spring - Right Hand	2.50 each
Y2097 Front brake lever return spring - Left Hand	2.50 each
Y2220 Rear brake cam shaft lever spring - Right Hand	2.50 each
Y2221 Rear brake cam shaft lever spring - Left Hand	2.50 each
Fan belts - please specify whether 3in. or 4in. dynamo pulley	4.50 each
Clutch release bearings	9.00 each
Front inner and outer wheel bearings	22.00 per hub

THE "J W SPECIALS"

The John Whalley Garage in London Road, Bishops Stortford, was advertised in the late 20's as "the first bespoke garage in East Anglia". The garage is still there today with Lancias on display in the original showroom, with its bare lacquered plank flooring and original wooden framed doors. However, behind the old showroom is a modern complex ably run by John Wilfred Whalley's grandson, John Michael. Between these two proprietors the garage was run by John Michael's father, John Robert, whose memory was called into action when I telephoned John Michael to ask about the JW Specials. I subsequently visited the garage and was hosted by the youngest John, whose knowledge of these Model Y based sports cars is scant. However, between us, with the garage's second hand car register from the early thirties, we were able to piece together and trace the history of two cars, which would appear to be the sum total of JW Specials made.

But first let us consider the man, John Wilfred Whalley. He would seem to have been a tremendous character, living life to the full, completing many slightly shady deals, selling all makes of car and pouring his profits into competition driving throughout Europe. Although the second hand car register we viewed seemed to be in order, one practice he used to get up to was taking delivery of cars from the factory at Dagenham and shipping them to his contacts in Norway on fishing smacks. He was forced to stop this when finally the Ford agent in Oslo complained!

He drove a Model 40 V8 and a large V12 in competition, winning many class awards in the Monte Carlo rallies of the 30's, at Brooklands and throughout the country. When entering team competitions, he palled up with two competition Ford de Luxe (Model C) drivers, J. Harrison and J. McEvoy, to form an unofficial Ford team with his V8 as the third car. (You will recall Jack Harrison's description of competition driving in the article on the Mistral Tourer, Issue 51 Feb/Mar 88). With these two colleagues he also drove hotted up CX tourers for the Ford Works Team in the UK reliability trials at Brooklands. Regrettably, just before his death in 1950, thieves broke into John Whalley's house and stole his magnificent collection of trophies.

Always on the look out for a "nice little earner", in 1932 he joined a number of entrepreneurs in buying Ford 8 hp rolling chasses from the Ford Motor Company for only £87 and having attractive sports bodies put on them. To date, I have identified 16 different types of special bodied tourers, coupes or sports cars based on the Model Y chassis. They sold for under £200 and for a year or so were quite popular, until the major manufacturers produced better quality mass produced tourer models at lower prices.

The first chassis John Whalley bought was chassis number Y1839 on 19th October, 1932. He had designed a sports body and four days later, according to the garage register, he sold the chassis, and presumably his design, to Cyril Mann at the Derby Works in Finsbury Park, N4, where, we assume, the body was manufactured and put on the chassis. There was obviously a little underhand dealing going on between these two gentlemen as the garage register records this chassis, now in the form of a green sports car, registered YY8111, being purchased by John Whalley on 20th August, 1933, from Cyril Mann of 110 Alderman Hill! It is interesting to note that the garage telephone number was 181, which indicates that perhaps the car had a personalised number plate! However, not long after, on 1st December, 1933, the car was sold to a W. J. Wellsby in Whitchurch in Wales, and was not heard of again.

The second chassis John Whalley bought was chassis number Y2901, which he took delivery of on 1st November, 1932. A similar body was put on as before. Again the car was painted green but this time was registered JH3800, before being sold on 18th January, 1933, to Mrs. Peggy Streater for £175 plus £17 10s for extras. From the photograph of this car it would appear that the "extras" consisted of

the smart hard cover for the rear seats as an alternative to the hood. Mrs. Streater kept it for a year or so before selling it back to the John Whalley Garage. It was resold on 4th June, 1934, for £100 to a Mr. J. C. Wilson of 18 Albion Road, SW8.

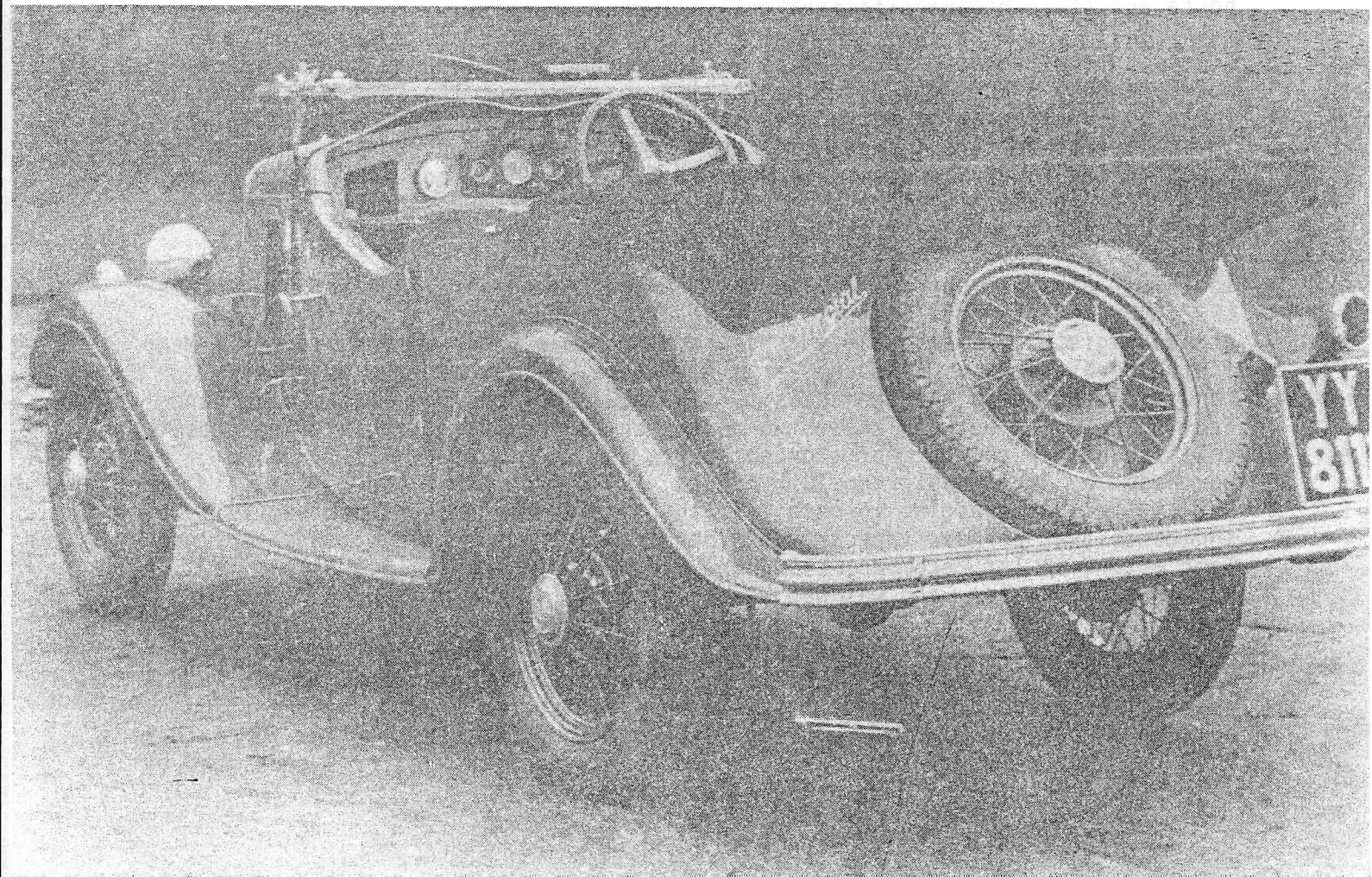
So, despite his love of competition driving and the sporty appearance of these cars, it would seem that they were never driven in competition, but were part of a straight commercial venture. The venture was obviously not a success as we find that the next chassis John Whalley buys is on 23rd May, 1934, on which is put a Mistral body manufactured by Jensen Motors. This car, JH8252, was sold for £162 10s, the standard Mistral price, which undercut the JW Special price by some £13. Perhaps his choice of the Mistral was influenced by the experiences of his Ford team-mate Jack Harrison.

That is not quite the end of the JW Special story. In the mid thirties John Wilfred's son, John Robert, was an apprentice at the Boys' Trade School of the Ford Motor Company in Dagenham. Whilst there he built his own special, which is referred to in the family as the "JRW Special". The photograph shows this 2 seater car, CVX 36, in 1938. John Robert recalls that the basic vehicle cost him £11. He converted it for £12 and it cost him £2 for painting. Total £25! He eventually sold it to one Duncan Hughes, who passed it on to some RAF pilots during the war, which presumably spelt the end of it!

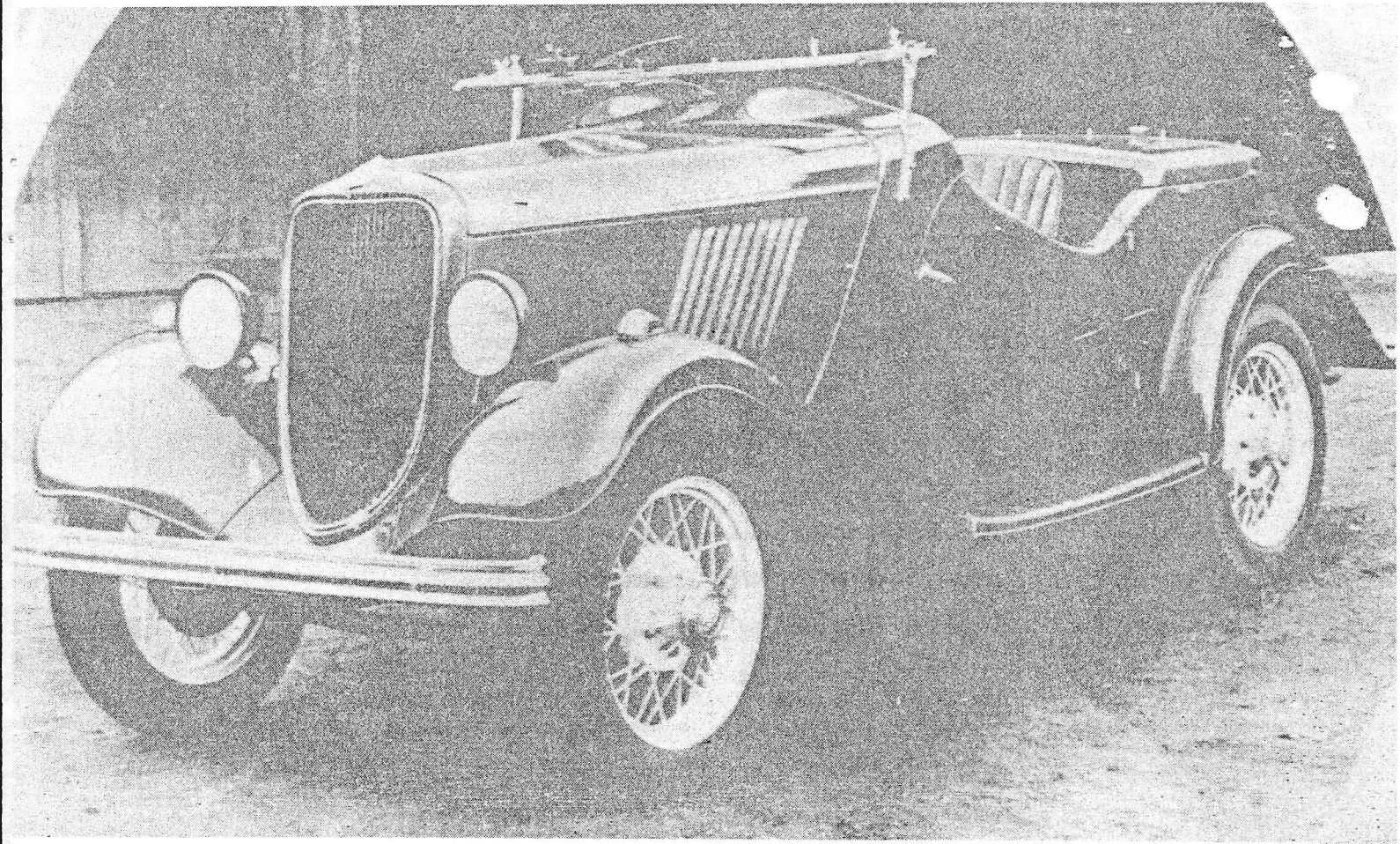
I am grateful to John M. Whalley for shedding some light on the story of these truly special little cars and for his hospitality in his office in which his grandfather, in oils, looks down on his likeness.

SAM ROBERTS

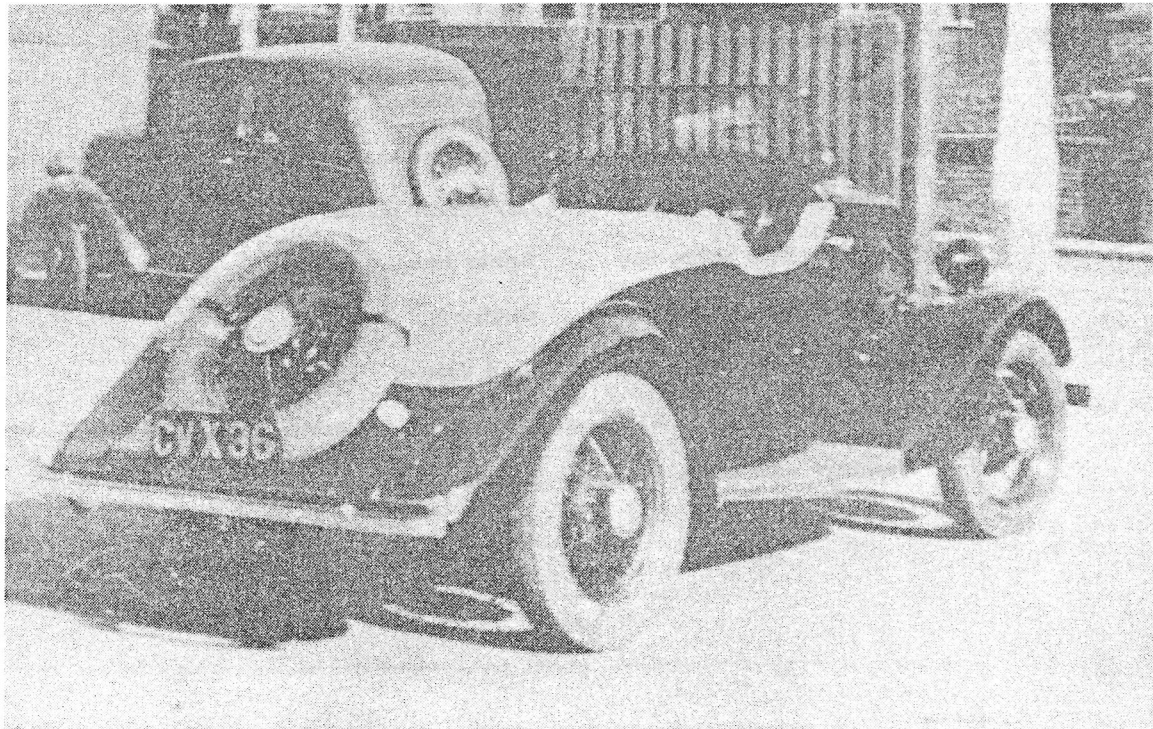
The first J. W. Special, Chassis No. 1839, Reg. YY 8111



The second J. W. Special, Chassis No. Y2901, Reg. JH 3800



The 'JRW Special' built in 1938



Finish of Standard Parts

The "S" suffix on numbers covering standard parts represents the finish of the part as shown by the following list:—

Numbers without a suffix	... Plain.
Numbers with suffix S1	... Black paint.
Numbers with suffix S2	... Raven finish.
Numbers with suffix S3	... Raven finish and black paint, head only.
Numbers with suffix S4	... Raven finish and black paint.
Numbers with suffix S5	... Copper plate.
Numbers with suffix S6	... Nickel plate.
Numbers with suffix S7	... Cadmium plate.
Numbers with suffix S8	... Zinc plate.
Numbers with suffix S9	... Blited steel.
Numbers with suffix S10	... Tinned.
Numbers with suffix S11	... Terne coated.
Numbers with suffix S12	... Lacquer to match trim.
Numbers with suffix S13	... Chromium plated.
Numbers with suffix S14	... Butler finish.
Numbers with suffix S15	... Oxidized.
Numbers with suffix S16	... Lead coated.
Numbers with suffix S17	... Raven finish and brown paint, head only.
Numbers with suffix S18	... Cyanide hardened.

NOTICES

Club year runs from 1st June to 31st May. Subscriptions:—

UK members £12, overseas £16, OAPs £8. Cheques payable to Ford Y & C Model Register to be sent to Membership Secretary who requires notification of change of address or cars. He also holds back issues of Newsletter at 50p per copy.

USEFUL CONTACTS

STOCKISTS, EARLY FORD PARTS

Mr Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey
Tel: 0252 543840

Mr Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds
Tel: 0359 50347

Mr Tony Butterfield, 2 Cockers Lance, Leyland, Lancs
PR5 3SU
Tel: 0772 424032

Mr Phillip Daintree, Whitefield, Manchester, M25 7PQ
Tel: 061-766 4487

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— Mail order and counter service Mon-Fri 9.00—5.00. General catalogue sent free of charge on receipt of s.a.e.

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Tel: 061 973 6755

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Test Valley Motor Components, 43 London Street, Andover,
Hants SP10 2NU
Tel: 0264 51862

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Paul Beck, Vintage Supplies Ltd., Folgate Road, North Walsham,
Norfolk NR28 0AJ
Tel: 0692 406343

Woolies (I&C Woolstenholmes Ltd.), off Belheim Way, Northfields
Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD
Tel: 0778 347347

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Tel: 0384 455011

Footman James and Company Ltd., Waterfall Industrial Estate,
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU
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