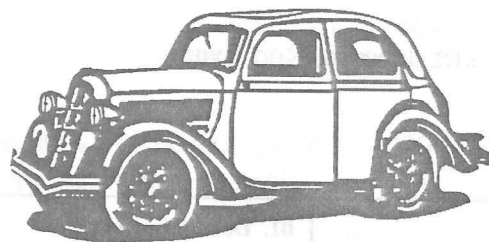
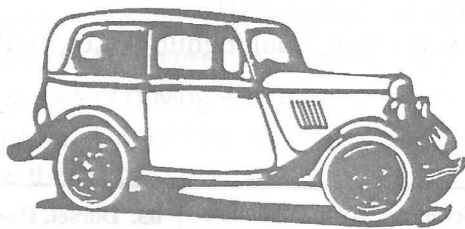


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 92

December 1994 / January 1995

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THE FORD Y & MODEL REGISTER

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Regalia Officer	Bob Hale	4 Garden City Villas, Mill Lane, New Bradwell, Milton Keynes, Bucks, MK13 7AB
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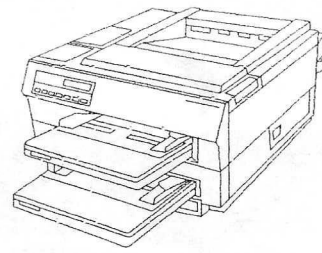
<u>REGIONAL COORDINATORS</u>			
	01. Devon, Cornwall David Ramon 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	02. Somerset, Avon, Wiltshire Robin Prebble Conduit Cottage Batcombe Nr Shepton Mallet Somerset BA4 6HF Tel: 0749 850667	03. Dorset, Hants, IoW Channel Isles Sam Roberts 16 Croye Close Andover SPIO 3AF Tel: 0264 365662
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08. Oxon, Bucks, Berks. Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0344 21800	09. Beds, Herts Kevin Briggins Shaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not' phone	10. London, Essex, Middx. Paul Tritton Haslers Farm Little Waltham, Chelmsford Essex CM3 3NH Tel: 0245 360138	11. Salop, Staffs, W. Midlands Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel: 021 459 6100
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Hope that you all had a good Christmas and that you are looking forward to a good 1995. Hopefully we will see a lot more of our cars restored and being driven out and about.

We once again have some very interesting articles in this issue especially the one on the Dagenham Motor Special Sports. When I first saw the photo of the front end of this car, my first thought was of Ken's Knibbs & Parkyn tourer but when I received the rest of the photos I could see the difference.

Sam mentions in his article about the air filled rubber cushion seats inside the Dagenham Motor Special, well some of you may remember that Ken also had those in his KP Tourer, I wonder if anybody else as come across them? It would be interesting to know if anyone knows of any stories of driving with them and possibly getting a puncture, it would be very awkward to just stop and blow them up.

The events diary (which I have included on this page as we have a very full newsletter this time) is beginning to fill up (Area 14 doing well again) but will all members organising an event please let me have details so that we can get the details in the diary and perhaps have good turnouts at the shows.



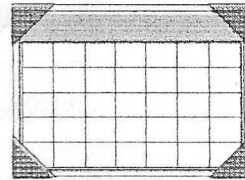
EDITORS REPORT

In the members letters section Glen Maskell writes about JP 1577 a car him and his grandfather worked on, does anyone know of anything about this car? I am sure he would love to know any history about it also DGN 18 and the Ford Prefect UD 9121.

The photos of the sliding roof for Model Y's look really smart and quite a neat job.

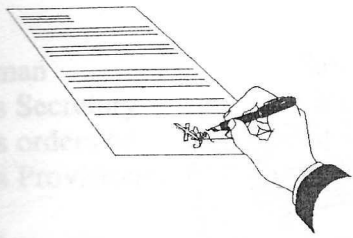
Hoping to seeing you all in the summer season.

Kath Devine



EVENTS DIARY

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>	<u>TEL NUMBER</u>
05 March 95	Ford Show & Spares Day, Stoneleigh, Nr Coventry.	Geoff Dee	01926-334780
02 April 95	AGM and Display, Willoughby Village Hall Nr Daventry	Sam Roberts	01264-365662
13/14 May 95	Chester Festival of Transport	Peter Ketchell	01244-676856
13/14 May 95	Bristol Classic Car Show		
20/21 May 95	Oulton Park, Cheshire	John Griffiths	01244-534194
27/29 May 95	Enfield Pageant of Motoring	Paul Tritton	01245-360138
03/04 June 95	Tatton Park, Cheshire	John Griffiths	01244-534194
10/11 June 95	Annual Gathering, Crich, Derbyshire	Bryan Dixon	01742-345417
2 July 95	Lover Rally, Salisbury	Bert Hopkins	01725-20228
15 July 95	Mersey Tunnel Rally	Peter Ketchell	01244-676856
16 July 95	Ruthin Rally, Chester.	Peter Ketchell	01244-676856
02/03 Sept 95	Tatton Park. Cheshire	John Griffiths	01244-534194
24 Sept 95	All Ford Rally, Abingdon	Rod Evans	01344-21800
7/8 Oct 95	G/Mex. Manchester	Peter Ketchell	01244-676856
15 Oct 95	Stoneleigh restoration Show	Geoff Dee	01926-334780



NEW MEMBERS

Since the last Newsletter we have welcomed the following new members:-

B0150 GEOFF BIGNELL 'LANTERN' RESCORLA,
ST AUSTELL, CORNWALL, PR26 8YT

C1241 ANDREW CARTER 'BRAMLEA' 92 HISTON RD.
COTTENHAM, CAMBRIDGE, CB4 4UD

O-D101 GEORGE DRAZINOS KASTRISIANAKI 3, 11524
ATHENS GREECE.

FI418 ALAN FLINTOFF 23 SCHOOL RD, THORNTON CLEVELEYS. BLACKPOOL FY5
5HW

HI528 R.D HADFIELD 7 DORCHESTER AVE, BOURNE, LINCS PE10 9HX

LI412 COLIN LIDDEL MEADOW END, MUDHOUSE LANE, BURTON, WIRRAL. L64
5TW

O-M102 BERNARD MARTINET CHEMIN DE LA PINSONNIERE 4, LES HOUVEAUX 78490
BAZOUCHE, S. GUYONNE, FRANCE.

MI631 DEREK MAGUIRE 11 MAYSTER GROVE, RASTRICK, BRIGHOUSE, W.YORKS HD6
3NU

S0423 CHRIS SLATER 49 DEER PARK, HARLOW, ESSEX CM19 4LE

121 OFFINGTON DRIVE, WORTHING, W.SUSSEX BN14 9PT

As always I ask 'old' members living close to new members to make contact with their Regional Coordinator and 'old hands' to contact any new member in their area.

NOTES ON NEW MEMBERS

It is always good to welcome 'new' cars to the register as well as new owners for cars already listed. This month we have an interesting varied group.

Starting with the rare C models we have 2 to report on this time. Geoff Bignell has rejoined us after a move to Cornwall. He has now commenced restoration on his 4 door model C and with the support of the Register has managed to retain AHP 393 the original registration mark

Bob Hadfield owns a very early model C with chassis no C00576 - potentially the oldest model known to the club. Incidentally Lincolnshire claims a few C or CX models since Brian Gurney and his son own 2 within a few miles of Bob.

Chris Slater in Worthing is a glutton for punishment! his quest for a model Y ended with him taking home 2, which "seemed like a good idea at the time to go for the 'job lot' My idea is to restore the 'box of bits' one (BGU 512) using the other Y as a pattern, even though that one isn't complete, then eventually restore that one too. I have a bit of a soft spot for the old model Y as my first job from leaving school in 1966 was working in a local Ford Main Dealers, and one of my first jobs in the garage was a service and clutch on a Y. The car seemed old then! around 105E Anglias and MK1 Cortinas/ So with the help of the club, a lot of luck and an "easy life" from 'her indoors' maybe one more model Y will be back on the road in a couple of years.

Good luck Chris, I am very lucky, like so many members, since 'her indoors' is very understanding and indeed keenly supportive of my hobby. The fact that many wives read this Newsletter in no way affects the sentiment expressed above! Bob

Bernard Martinet lives near Paris and has recently purchased a 1933 left-hand drive short rad model Y. Apparently this is one of many cars assembled at the Ford factory near Paris. No doubt our intrepid Chairman will have some history on Y & C Fords produced across the Channel for a future edition.



PHOTO - BERNARD MARTINET'S MODEL Y ON TRAILER

Derek Maguire is no stranger to old vehicle restoration having refurbished a Commer lorry. He was looking for a 1930's Humber when he was offered EFC 48 a 1937 model Y for restoration. The is 'new' to the Register where coincidentally we already have EFC 45 listed! Derek is keen to make progress and purchased the club's Bulletin - the nearest we can get to a workshop manual.

Andrew Carter is preparing to restore a very rare model Y tourer last used in 1962. first impressions from the photos indicate that it is likely to be a Dagenham motor produced model -Sam Roberts has called on Andrew and reports on this rare find elsewhere in this issue.

Continuing the theme of model Y's abroad George Drazinos in Athens has exported the 4 door 1933 SR model Y - AGF 701 which won the best car award at our annual club meet at Stanford Hall in 1989 (I think) when owned by Andy Stanley. It goes without saying that this is a splendidly well restored car; Let us know about the 'old car scene' in Greece, George.

Nearer home John Morrish is giving some general refurbishment to his approximately registered 1937 model Y FMC 628 This car if I remember rightly, was previously owned by Roy White, a near neighbour of Jeff Cole, our Y technical Adviser, in Harlow.

Finally this month a well known car is back with us with a new owner. Chris Liddel in Cheshire is the owner of OW 2570 the 1932 SR Y previously owned from new by the late Arthur Fletcher. You may recall that at the age of eighty years Arthur decided to restore his two model Y's which had been stored in his garden shed for about 40 years. He completed both and I recall him driving to the All Ford Rally in 1989(?) in CG2698, the first one to be completed, The oldest Y on the road which is now in Cheshire with Reg Hunt. Colin's car is probably the 3rd oldest Y on the road. Keep us on posted on progress Colin

Good luck to all of you.

Bob Wilkinson



PHOTO - DEREK MAGUIRE 1937 MODEL Y EFC 48

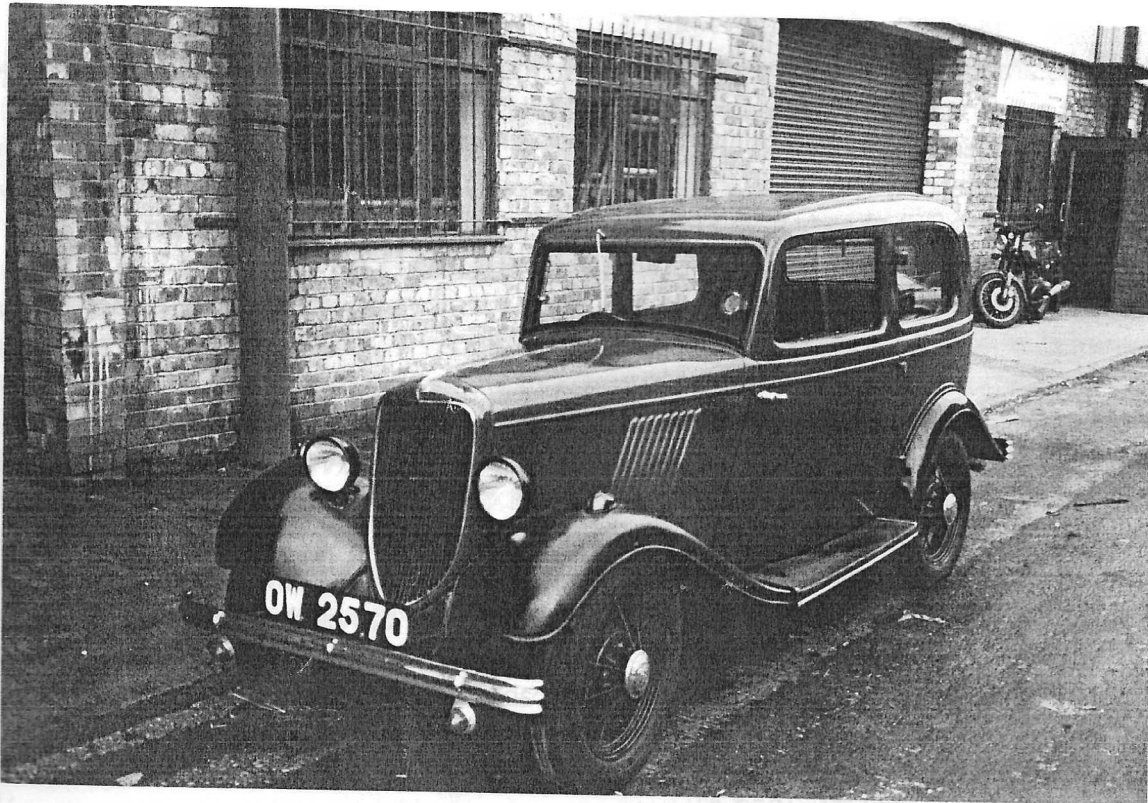


PHOTO - COLIN LIDDEL 1932 MODEL Y - EX ARTHUR FLETCHER

'FORD DAY'

STONELEIGH SHOW GROUND
(NR COVENTRY)

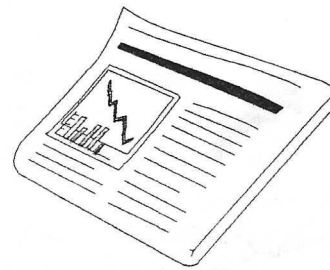
SUNDAY MARCH 5TH

At time of going to press we had just received details of this event at which we will have a club stand.

Why not come along - see the show and buy (or sell) some parts. See advert for tickets in this issue.

Mike Welham quite rightly called on the services of the club and a local old car buff before buying OFF 507 (previously DL 9064) a 1934 2 door model Y. Mike reports that he is enjoying local runs in the car and is sorting out minor problems/renovations as he gains more confidence and knowledge.

He has sent us a copy of an early advertisement for the model Y - one I haven't personally seen before



SECRETARY COMMENTS

KEEP YOUR EYES OPEN!

Paul Bainbridge, our former model C Technical adviser, when on a recent journey through Blackpool spotted a very sound model CX tourer residing in a large garage. "Where taxis were being serviced and repaired", he told my wife Shirley on the phone in my absence.

On being told I knew immediately he had spotted member Don Kings car - a tourer he has owned for many years. Well spotted Paul - we hope you will spot this tourer FK 7393 on the road in 1995. How about it Don?

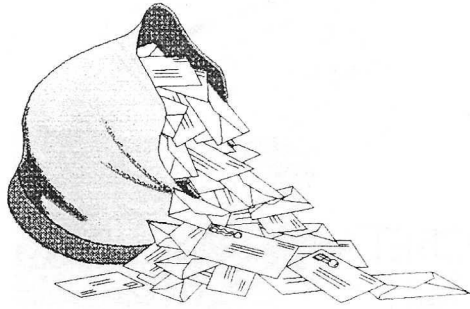
Bob Wilkinson

Christmas Shopping

CHRISTMAS SHOPPING furnishes one of the best illustrations of the utility, the sheer utility, apart from any question of comfort or pleasure, of a motor-car.

The shopper who uses an 8 h.p. Ford buys what is wanted and gets what is bought—not always the same thing. She or he can take home the article selected, actually purchased, getting it home undamaged, just as purchased.





MEMBERS LETTERS

Once again we have a varied selection of letters from the members, keep it up as it is your Newsletter not just the Committee's

First comes a letter from Glen Maskell in Bucks.

Glen from Chalfont St Peter. sent a update on his Y restoration and recalls some early memories of 'our cars'. "Having bought the car in 1987 after being off the road for 20 years restoration has been progressing slowly on EGC 351. An interesting thing I discovered during the strip down related to the roof. This had been replaced at some time by thin metal which had since rusted through. The heading had also been bodged by a classic means of white rexin. Removing this I discovered an old army greatcoat between the roof and the heading, presumably put there as some sort of sound insulation.

As I continued to work on this delightful little car I kept thinking of the other Ford Y's that I was weaned on as a child. During the last war my grandfather owned a mint 1936 Y which he had purchased when it was only two years old from a man who had bought it new. This car was kept on blocks in a nearby lockup as petrol was unobtainable and the car could not be used on the road.

However every Sunday morning my Grandfather and I would walk to the lockup and he would tinker with the car for hours. This car was always a job to start I recall and he would often get blisters on his hands through cranking the starting handle for hours. This car was registered JP 1577 and I often wonder what happened to it as it was in mint condition when it was sold after the war in exchange for a Ford Prefect UD 9121.

In about 1948 my father bought a 1936 Y from a friend who was a glazier. This car was registered DGN 18 and had been used as a delivery vehicle, and as it had not been too carefully looked after you can imagine the state of the interior. My father and I spent many hours working on this car and gradually it was brought back to good condition. It gave sterling service for many years before being sold, and I remember being terribly upset upon seeing the new owner driving away with the Y.

I will keep you posted as to the progress"

Glen

Next comes a article from Bill Ballard.

Although it is some time since I made a contribution to the Y & C Register, I can assure you that I've not been idle: As you will appreciate, new discoveries of Y's and C's are becoming rarer and rarer, and it can take a long time to obtain full details about them, especially if they are overseas. The latest crop of "discoveries" comes from Western Australia (there being no news of these models from correspondents in other States "down under"). I'm sorry if "hard facts" are a bit thin on the ground, but nevertheless I think your readers and (Bob Wilkinson) will still be interested!

4 DOOR MODEL "C" IN WESTERN AUSTRALIA.
Howard Ashdown, Treasurer of the Classic English Ford Club purchased an off white (or cream) 1935 model "C" 4 door saloon, body number 20 S 122, in mid 1994. After purchasing it he discovered that the car needed a "ground upward" restoration, and as he already owned two more vehicles in a similar condition - a "7W" saloon and an "A493A" saloon (an E493A with extended boot) - he didn't think he would ever be able to get round to restoring the model "C", so he sold it back to its original owner in September.

A PAIR OF Y'S DISCOVERED IN W. AUSTRALIA
I believe you may have already been informed about Chris Newman's exciting "find". He paid A\$70 for what is now believed to be a cut-down "Y" 5cwt panel van, as its body number (19 PD 46) would bear out. At some stage the SR Y seems to have been converted into a tourer.

As the original chassis had disintegrated, Chris who hails from 75 Norwood Rd., Maida Vale, Australia (a very Londonish address!) had considered utilising an E493A type chassis and turning it into a "Special" but I have told him of a potential source of a suitable "Y" chassis in Victoria and am trying to persuade him to restore it as a van (with help from John Hampton), if not a Model Y tourer. Chris has just informed me about another Model "Y" to surface in western Australia - this time a 4 door saloon in apparently "perfect condition" (his words!) It had languished in a farm shed, on blocks, for 30 years. The new owner paid A\$1,000 for it, trailered it home, blew out the carbie, fitted it with petrol and it started straightaway! some people are lucky, aren't they? Further details of this vehicle - and hopefully a photograph - have been requested.

A "CX" IN WESTERN AUSTRALIA

Finally, news of a "CX" 'down under' which did not appear in the 1994 edition of the Y & C Register's List of Surviving Vehicles" It is a 1936 4 door saloon, bears the registration plate "8MT.629", is mid-blue with black wings and cream wheels, and has the body number 20 BS 1287. The car belongs to Mr Giulio Tagliaferri, President of the Classic English Ford Club of W.A., who resides at Lot 8, Born Road Casuarina 6167, Western Australia. The car is fully roadworthy.

Bill Ballard

Next a short item of news from Phil Prosser in Gloucester. "Just to let you know my new address and to inform you that I have just got married to a wonderful woman called Brenda'

Congratulations Phil lets hope you find time to keep your other promise - to get your car finished in 1995.

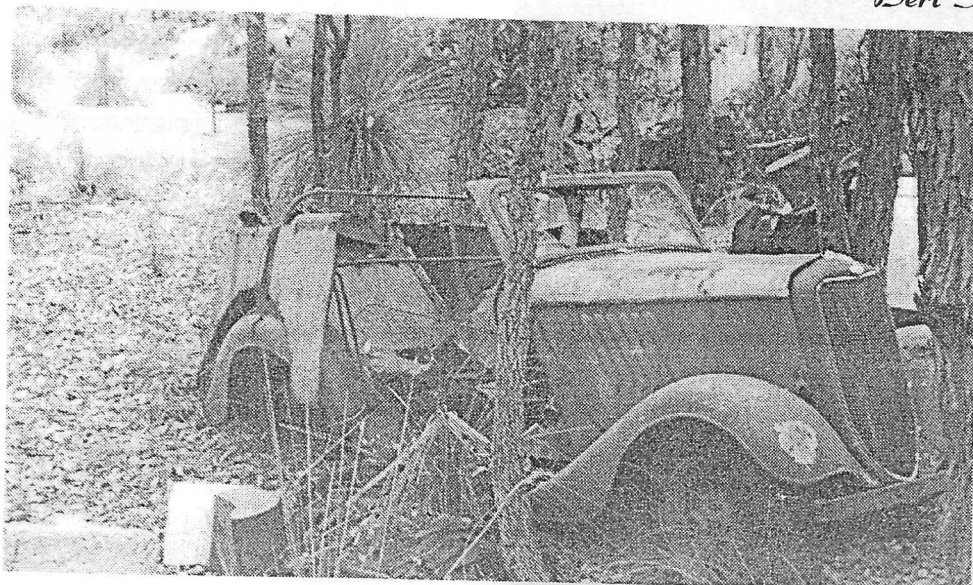
Finally from Bert Thomas in response to the query raised by the Chairman's Newsletter in the last issue:- THE SINGAPORE STORY.

"I can give you some enlightenment on the Singapore operations and tell you a bit about the surrender to the Japs in the Ford factory there. As you know, the Japs made the English and Australian prisoners line the road from the factory into Singapore - they then drove down in a convoy of cars. This has been shown twice on "The World at War" series on TV. In the convoy, the second car was the '41 Mercury that I owned and restored a few years ago. It was brought back to England by a Major in the Royal Artillery, who was recently living in east Anglia. It stood out in the open in Brighton for 13 years before I bought in it bits and eventually restored and used it. This car was Canadian and was the only right hand drive Mercury in existence over here in the sixties.

Model Ys and Cs were manufactured in Dagenham and shipped to Singapore, South Africa, India, Australia and New Zealand. They were invoiced by the Ford Motor Company of Canada, as they had the franchise for exports to these countries. Money was not exchanged between Canada and Dagenham - the cost was offset by the V8 cars and their spares, imported from Canada to England. It is not generally known that Dagenham did not build V8 engines until the foundry was in full operation in 1935. I once had a parts list, which was an exact copy of the English parts list - printed in London, but ostensibly referring to Canadian Model Ys

Model Ys and Cs were also exported to South America and credited to the USA in the same way, as South America was exclusive Dearborn territory for both right hand and left hand drive cars"

Bert Thomas

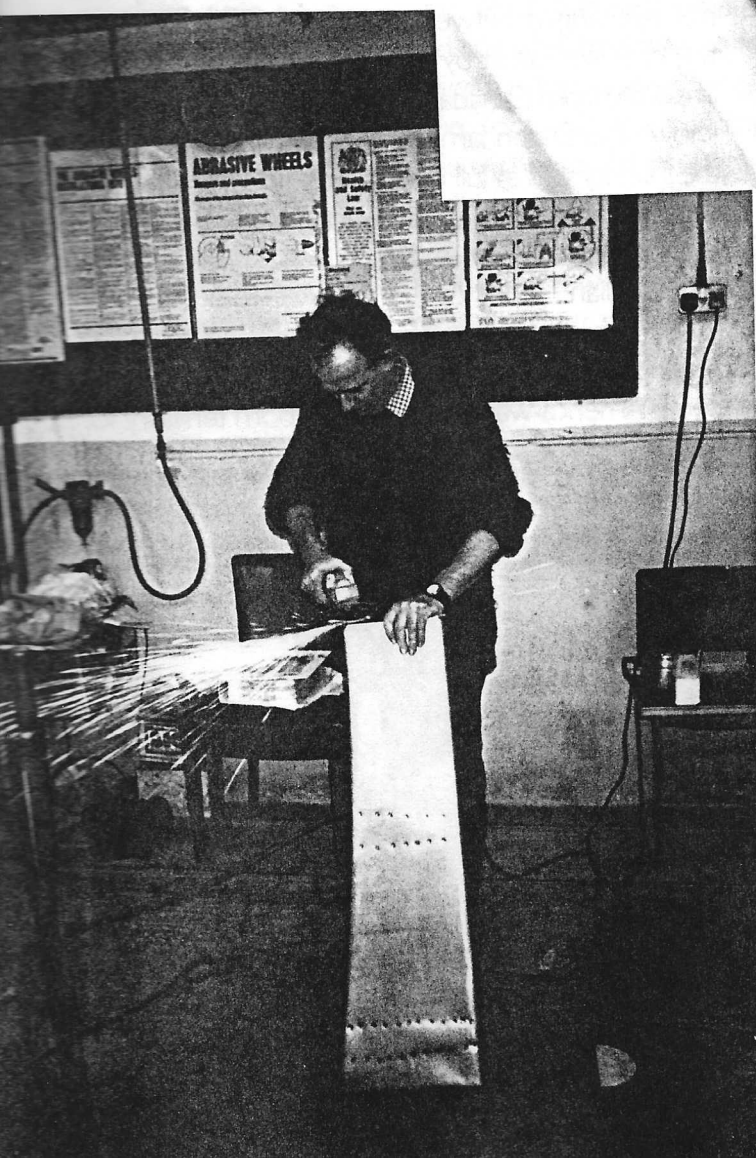
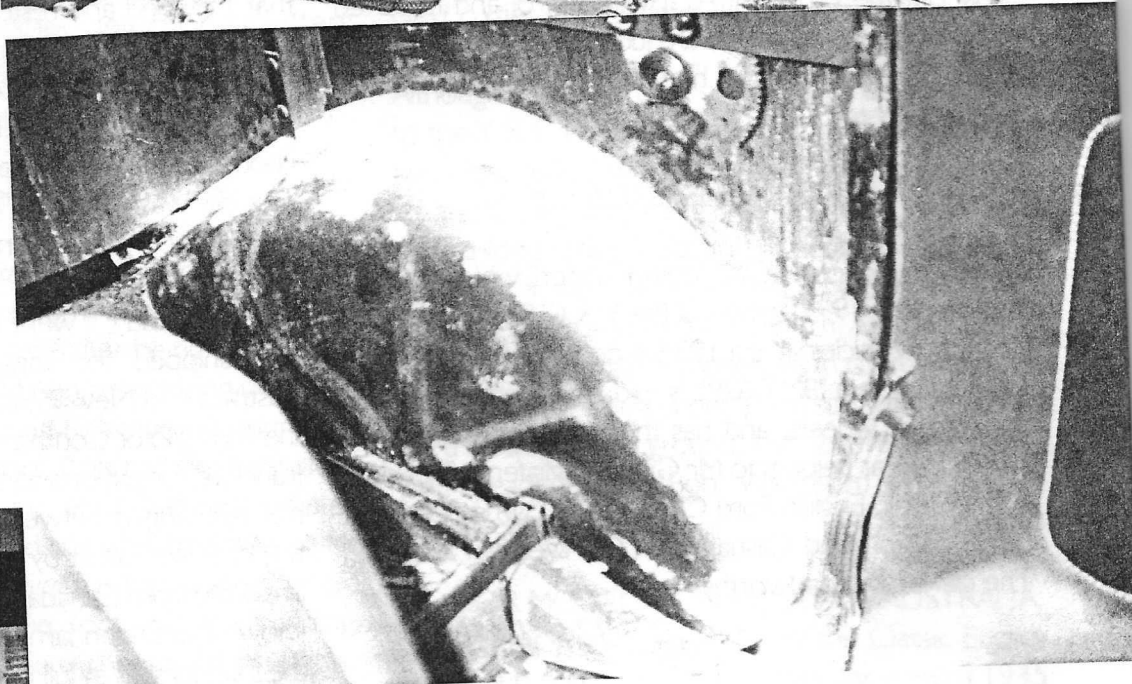


PHOTOS - SAM ROBERTS

Ken Arthur's minor surgery on CNN 125 The Chairman's model Y



Metal replaced on wheel arch wing and door.



Ken Arthur puts finishing touches to a long rad Model Y running board. This is a trial running board to attempt to bond rubber for register spares stock.

CHAIRMAN'S NEWS

I am writing this at the tail end of 1994 and wish all members an enjoyable and trouble-free 1995. 1994 has been a good year for the Register. We have seen the base membership rise through the 400 barrier and an increase in the number of known surviving Model Ys and, more surprisingly, Model Cs. The spare's team have done a tremendous job; arranging the manufacture and buying more items for the preservation of our vehicles. The ordering and provision of spares to you, the members, have been relatively smooth, considering the pressures of the recession that the volunteer team members have been under from their employers. The spares account has been diligently kept by Jean Hunt. On the Secretarial front, we have all admired the fortitude of Bob Wilkinson, who is bouncing back from a long illness. To quote him at the November committee meeting, his first since February, "A lot of people sent messages - but I still got better": That's the old Bob! Editorially, we have been very fortunate in Kath Devine, who despite problems on the domestic front, has been significantly improving the family removal and storage business and editing and typing the copy for each issue of the magazine. We are grateful for the continued support of the Neuromuscular Centre at Winsford, in Cheshire, for printing and distributing the finished product.

What will 1995 bring? Two events will be of interest to you. Firstly, on Sunday, 5th March, at Stoneleigh, just south of Coventry, is to be held the first "Ford Show and Spares Day", which is billed as equivalent to the All Ford Rally. Geoff Dee is organising the Register stand at the show. It is expected that we should be able to show up to 10 vehicles, so would those who are interested in the first show of the year, please give Geoff a ring on 01926-334780. This show replaces, on our calendar, the Bristol and Classic Car Show, which is not being held this year. The second event for your diary is the annual gathering of the Register's members and cars, which we have arranged for the National Tramways Museum at Crich, near Matlock, in Derbyshire, for the weekend 10th/11th June. The main day, as always, will be on the Sunday, so put the date(s) in your diary now. There will be more details on this in the next issue.



Poop! Poop!

Could we please make resolutions, in 1995, to pay our subs. on time? The administrative headache of chasing members and adjusting the membership list for late payers is not funny and takes up time and postage costs, which could be used more profitably for the Register. Hopefully, the subscription will once again, not increase, due to excellent budgeting and bookkeeping by your Committee, but we will have to wait for the year end balancing of the books and the AGM to confirm this. The AGM is to be a higher profile event this year, with a number of cars present for newer members and restorers to look over, a full range of regalia on show for purchase and videos of period films. The date is Sunday, 2nd April, which is well clear of Easter, yet in the summer tax period. The venue is the Willoughby Village Hall, just north of Daventry off the A45. Another "must" for your diary!

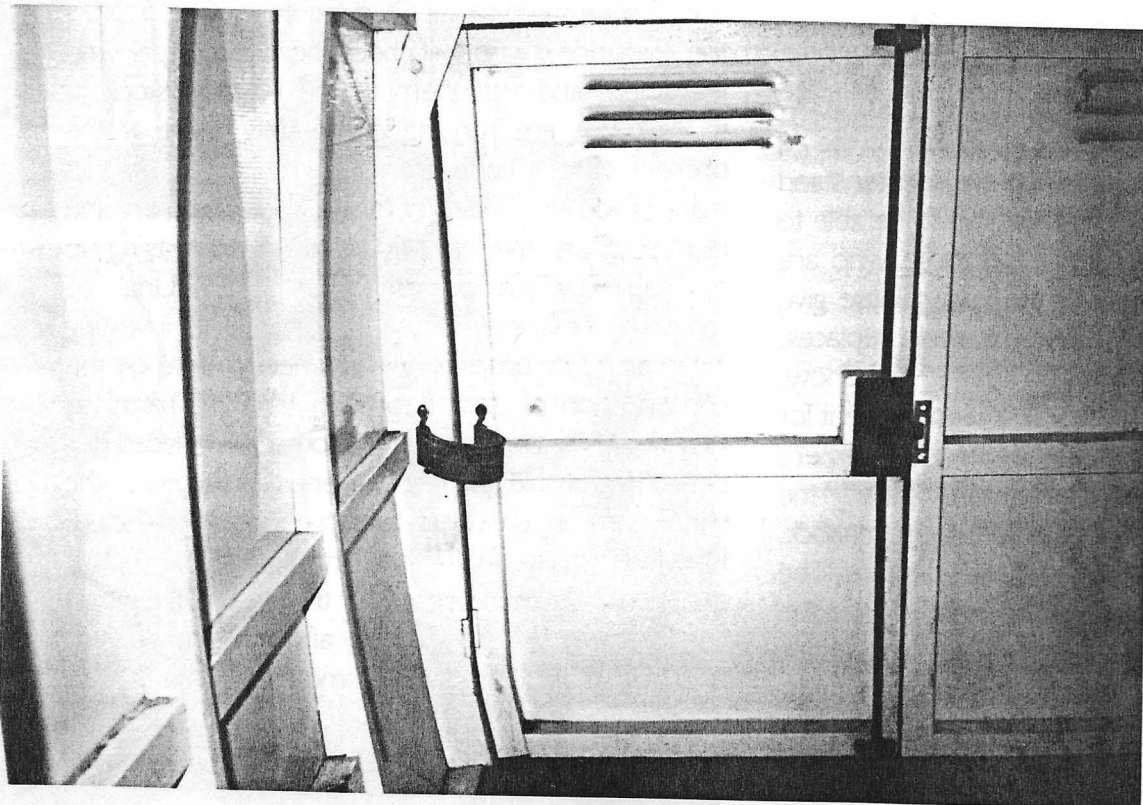
At the November Committee meeting, apart from discussing the events for 1995, the accounts and restocking the regalia, we went through the spares, which are of concern to members. Could I put out a plea to those, who have boxes and drawers of odds and ends for our cars, to turf out any old condensers and to send them to Jeff Cole (address at the front of the magazine), who will check them out, repair and test them and add them to the Register stock of spares? We are running desperately short at the present. Also, I know from your photographs, that many of you are in need of Model Y longrad front and rear bumpers. We have an excellent stock, tying up our capital, which is waiting your orders. Until we move some of these, we cannot contemplate investing in other major projects. We are nearly there on the reproduction of glass headlamp lenses. Thanks to Graham Miles, we have found a source and placed our order. Regrettably, the first deliveries had a concentric shrink ring in the glass and have been rejected. However, apart from that, they were of superb quality, so watch this space for the diamond centred headlamp lenses. Graham is also on the way to providing us with a stock of chromed curved headlamp rims for the later model Ys.

The next committee meeting is to be held in the Willoughby village hall on Sunday 19th February, by which time I hope you will have received this issue. All members are invited to attend this next meeting and contribute. So, if you have a point to raise, or would just like to witness your Committee at work, then please give me a call or drop me a line. We need to know numbers attending so that we can arrange the catering.

In my last Newsletter, I mentioned that I had visited Colin Ware in Portsmouth and had been shown over his recently refurbished van. Here are a couple of photographs of the interior showing the carpentry.

Perhaps John Hampton may wish to comment?

The interior of Colin Wares recently restored Model Y van (Note the unorthodox location of the spare wheel, which was normally carried on the outside of the driver's door)

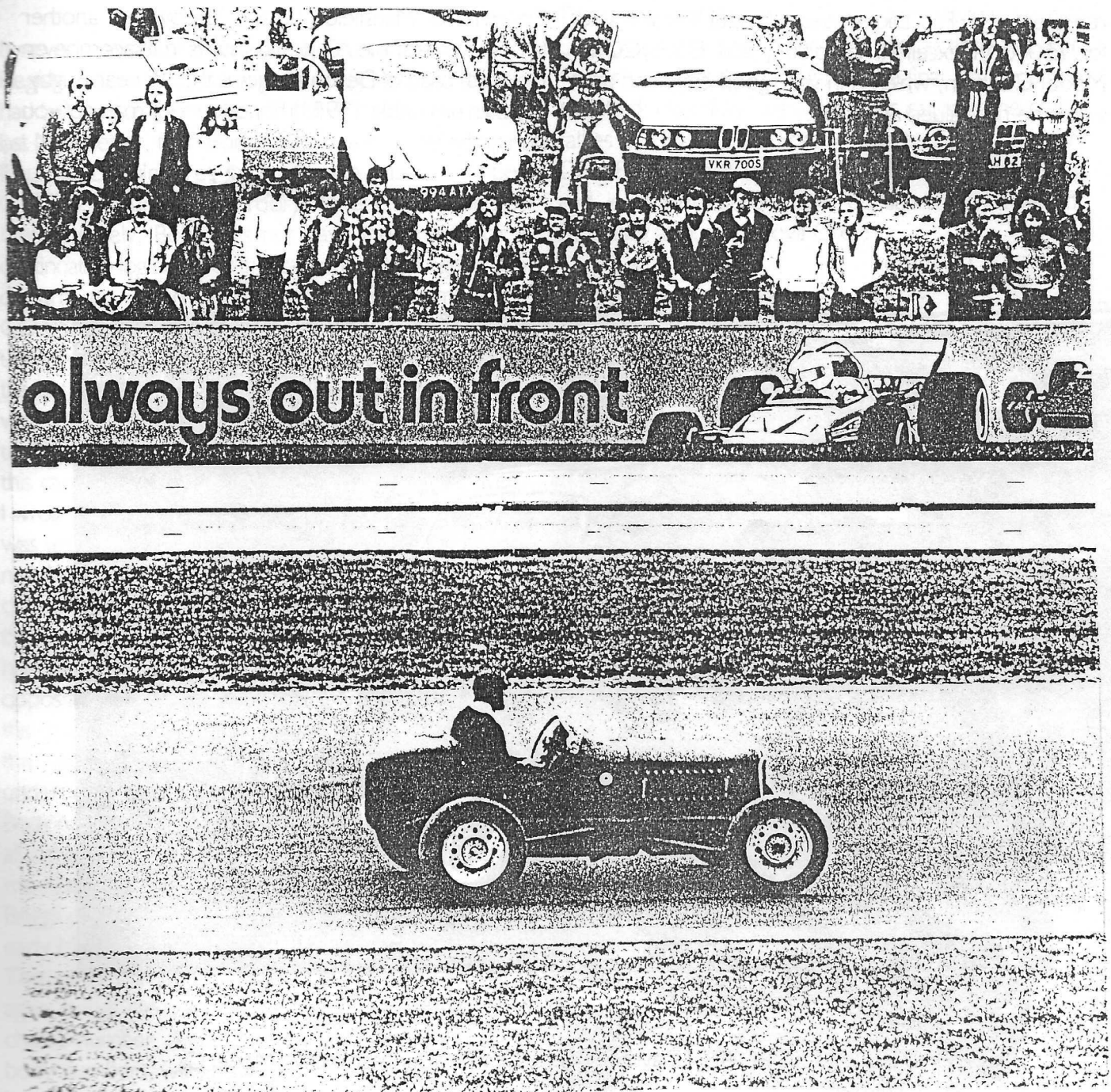


Another view of the interior of Colin Wares van.

Elsewhere in this issue, I have mentioned Peter Millican's 1937 Model Y being refurbished. I was surprised to hear that, on removing the wings and panels on the car, Ken Arthur had found the Ford logo stamped on each. As the bodywork was manufactured by Briggs Bodies Ltd., a different company, and as I have not seen or heard of this before, I found this surprising.

Can anyone shed light on this practice?

It was a pleasure to see Don Faulkner's photo of the little racing car in the last issue - the, so-called "Model Y" racing car. I hope somebody responded to Don's request for information. If not there was a complete write-up on the car and its history in Issue 56 of the magazine (Dec 88/Jan 89). The request for a photo of it racing is more difficult, as they (there were originally two) were not built to race; although it is thought in some circles that the idea for Formula Ford came as a result of them. I have a photo of it being driven at Brands Hatch in a handicap race, in 1978, by its present owner Paul Foulkes-Halbard.



I've had a few dealings with Tom Tomlin over the past two months following his purchase of the Model C, which appeared locally. Tom appeared at the Ardingly show last Summer in his other Model C, much to the delight of Owen Baldock, who had organised the Register participation and was not aware of a Model C on his patch (Region 5). Coincidentally, Brian Boden, from Brierley Hill, telephoned me to say he was breaking a Model C and did I know anyone wanting parts. He was able to supply Tom with front seats for his new purchase. If anyone else is after Model C bits, Brian can be contacted on 01384-573538.

If you treat yourselves to Millers Collectors' Cars price Guide this year, you will see that the Register is represented by Paul Dickson's ex - Model Y which sold for £5000 in excellent condition, and Dave Curtis' Model C saloon, which is in very good condition and which he has valued at £4000.

Your Committee is looking for someone who can assist with the magazine. Despite regular pleas to the membership to submit articles for the magazine, the bulk of the copy still emanates from the Committee members. There has got to be snippets of information, technical tips, restoration stories and other news out there. We need someone, who can keep his/her ear to the ground and encourage members and other to part with the information. Any takers?

Finally, my passion for studying maps, and road maps in particular, did not seem to stir any of you to write in with your favourite road in response to my article "What happened to the A42?" in issue 84. In that I invited you to follow the A38 as it meanders from Bodmin to Mansfield. I have discovered another fascinating road; the A361. This starts in Ilfracombe on the north coast of Devon and joins the A5 near Rugby. Have an enjoyable 1995. I hope to meet many of you during the year.

Sam Roberts

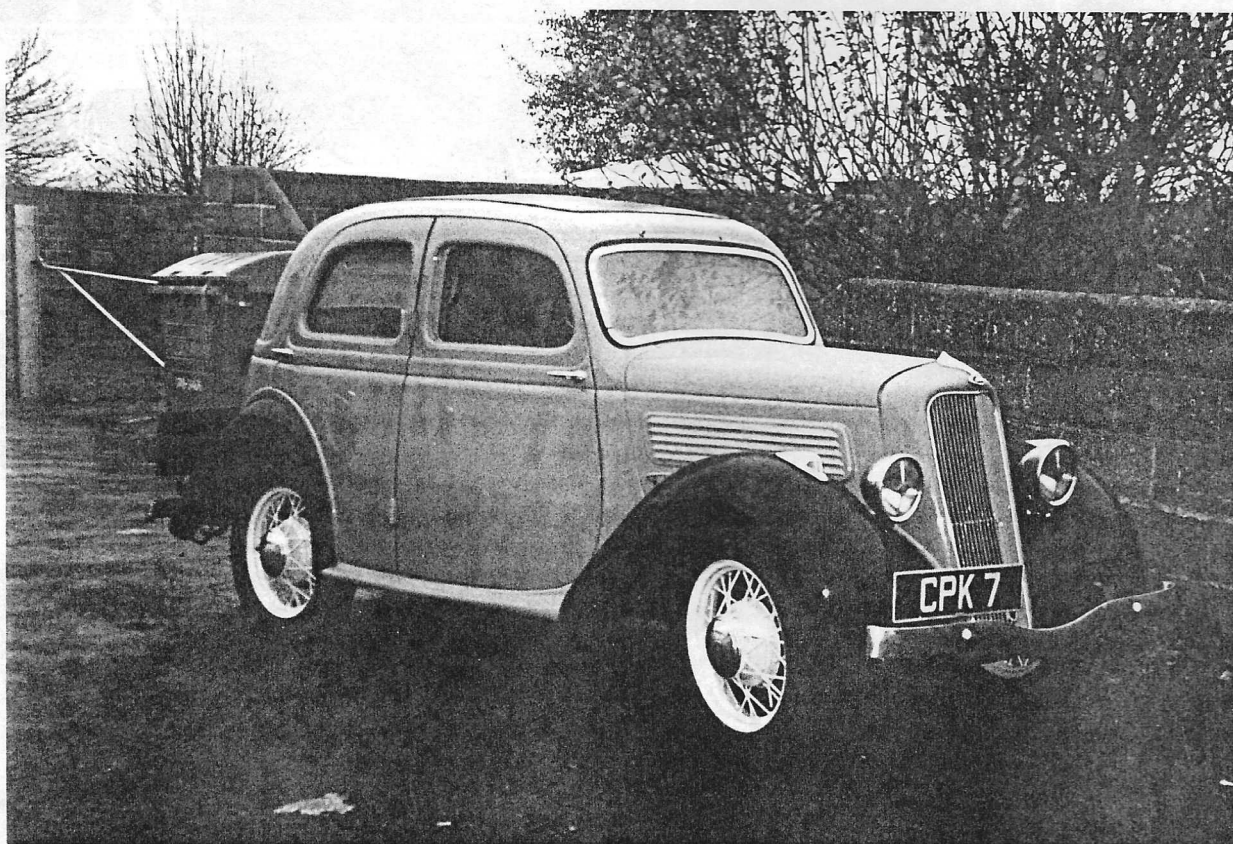


PHOTO SAM ROBERTS - David & Valerie Leach's youngest known Model C.

MODEL Cs - THE YOUNGEST AND THE OLDEST

In the last issue, I reported on the earliest known surviving two-door (Tudor) Model C, which was languishing not six miles from my home here in Andover. The car, BAF 400, has a chassis number C1515 and is now owned by Tom Tomlin in Dover, who was delighted with his purchase and who is well into its restoration. He has promised to write up the restoration for the magazine; in particular, the details of the conversion of Morris 1100 sills to Model C sills, which apparently is not too difficult. He is also checking the joins of the body to the chassis, as the Briggs Body number, 365/3514, suggests that the body was replaced early in the life of the car. I'll leave those of you, who understand body numbers, to work out why!

It never ceases to amaze me how "finds" in the Y & C Register seem to come in twos or threes. No sooner had I written up the earliest Tudor Model C find in my last Newsletter, than Bob Hadfield, a new member in Bourne, Lincolnshire, pops up with chassis number C00576, a four-door (Fordor) Model C. (see photo) Unfortunately, Bob does not have the original or a continuation log book for the car; only a V5 registration document, which gives the Chassis number as CO.0576 and tells the sorry tale of the transfer of the unknown, original registration number, probably when the car was owned by Manchester Registrations Ltd. It was allocated AFA 894A, which Bob has had changed to OFF 198. If correct, the number C00576, makes this car the earliest Model C known to have survived. I wrote to Bob to question him further on the car. He was very quick to respond and told me that "the chassis number is on a nice alloy plate on the top of the o.s. chassis rail" and asks if this is original. I have answered that it was normal practice for the engine number to be hand stamped on top of the off-side chassis member, opposite the starter motor; this is what we refer to as the chassis number. I have suggested that he removes the "nice alloy plate" to see if the number is visible underneath it. He also said that he found the Briggs Body number, not on the side of the tool box, as with all other surviving Model Cs, but on the body cross member in front of the passenger seat. This is where Briggs put their Model Y body number. Did the very early Model Cs follow this practice?

The body number on Bob's car is 364/733, which again, brings into question the authenticity of the stated chassis number. Again, those of you, who understand body numbers, will know why!

It was about the same time that Mr Keltie, from Fife in

Scotland, joined the Register, with a Model CX, claiming a chassis number of C78492, which would make it the youngest Model CX on the register. One glance at your List of Known Surviving Vehicles (the register), will tell you that, according to the few records that the Ford Motor Company kept, production of the Model CX ceased on 17th March 1937, with chassis number C70533. I have yet to receive a reply to my letter to Mr Keltie, asking him for the Briggs Body number, a photocopy of the log book and a photograph of the car. The quoted chassis number should, by rights, belong to a Model 7W, the 10hp successor to the Model CX. (Note; the C in the chassis number indicates 10hp)

The youngest Model C, David and Valerie Leach's Cordova Grey and black car, has recently left Ken Arthur's workshop, having had the final bits chromed and fitted. Hopefully, we will see this car at some of the rallies in 1995. It is a Fordor with a chassis number, C18888 and registration CPK 7. It sounds interesting and is. It will cause a few questions to be asked; especially about Cordova Grey!

Sam Roberts

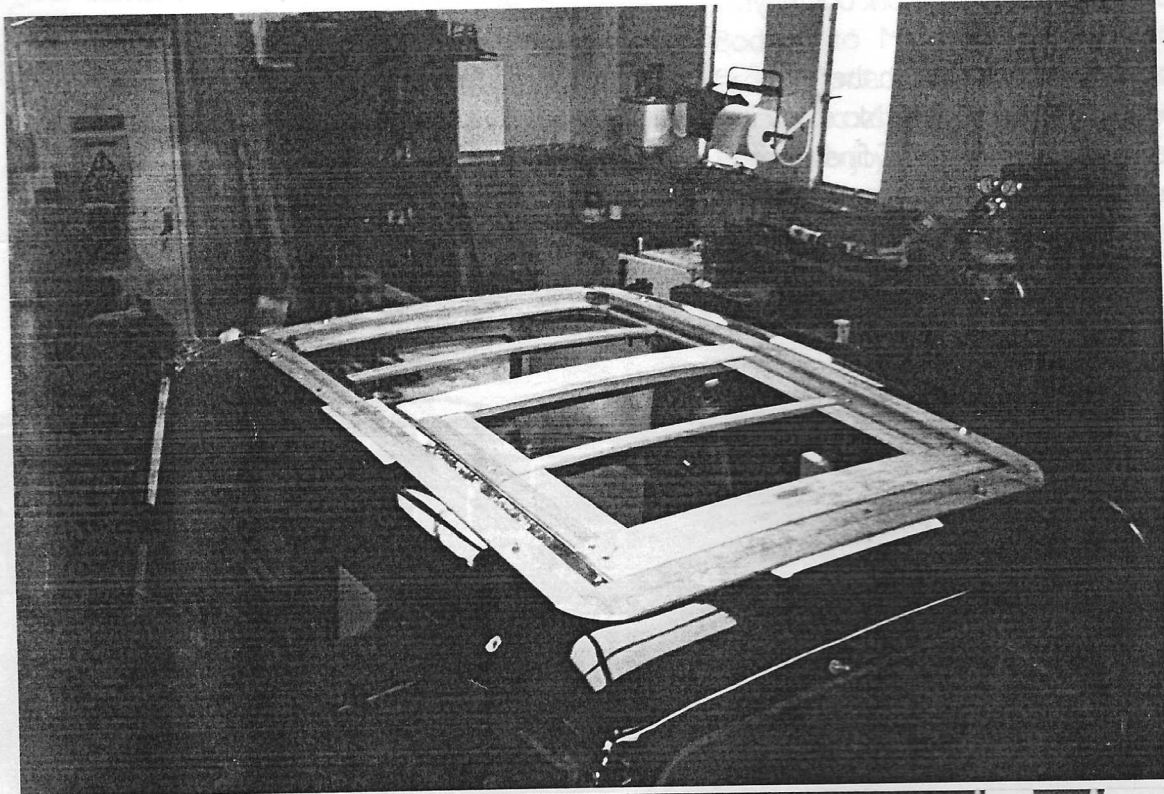


MODEL Y SLIDING ROOF

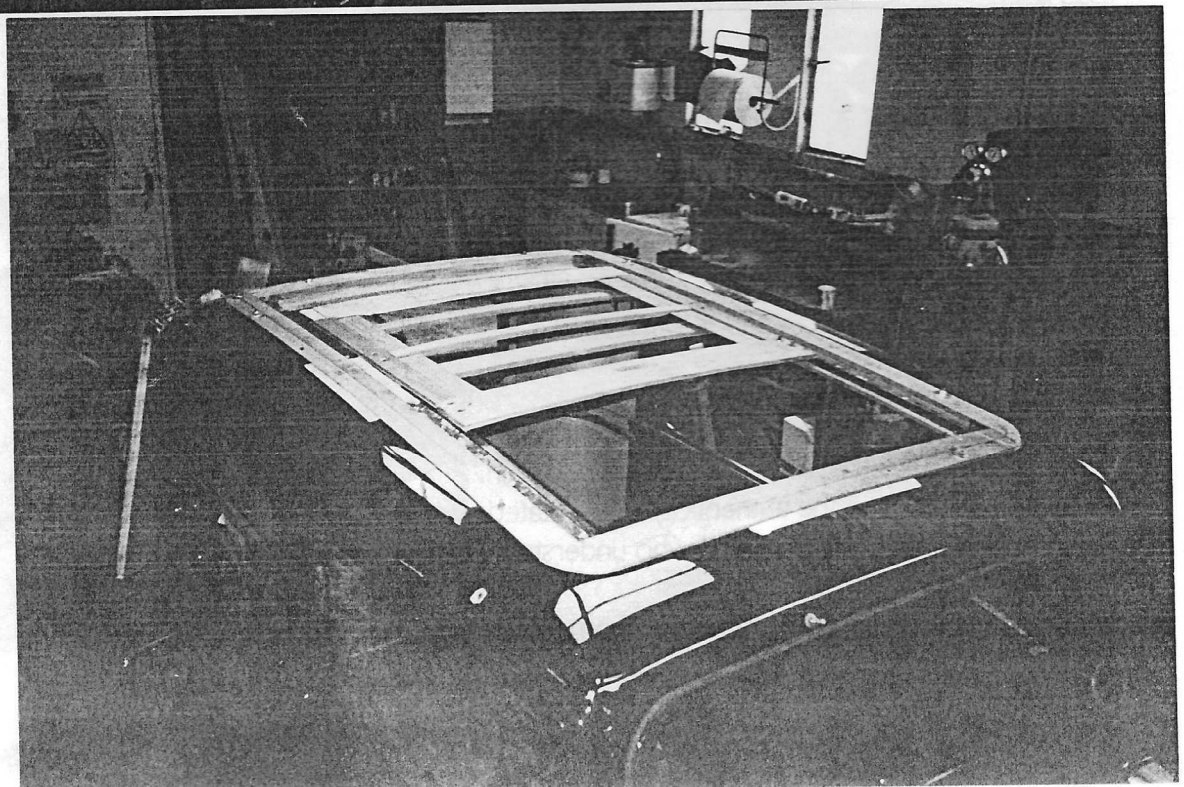
Whilst at Ken Arthur's workshop collecting CNN after her minor surgery, I had a look over Peter Millican's Tudor 1937 Model Y, which was in for major refurbishment. Ken was fitting a sliding roof, which had been made using the rotten old sliding roof as a pattern. A carpenter mate had made an excellent job of the woodwork and Ken was in the process of remanufacturing the metal bits, which were then to be chromed where appropriate. We costed out the roof and bits and it was estimated that each complete kit would cost approximately £380, if a batch of five was made. This includes VAT. The bits include the slides, four corner brackets,

the water run-off tubes (in copper rather than the original lead), external outlet cowlings (chromed), internal handles (chromed) and the clamping down bolts and nuts. If a kit was purchased, the member would have to cover the roof parts with chicken wire, hessian and vinyl and fit it to his or her car.

I know that there are a number of members wanting sliding roofs for their Model Ys. However, I need a commitment from five of you before asking Ken to go ahead with the first batch. Do I have five members, who are prepared to commit themselves to £380? Please write to me and let me know if you would like one of the five kits.



Sam Roberts



PARTS ORDER FORM - ISSUE 92

To be returned to KEVIN BRIGGINSHAW,
102 HADRIAN AVENUE,
DUNSTABLE
BEDFORDSHIRE. LU5 4SP

MEMBER'S NAME:-

NUMBER

MODEL/YEAR

TEL NO: DAY

DATE

EVENING

PARTS WANTED FROM FORD Y & C SPARES

USED OR NONE LISTED ITEMS
PRICE ON APPLICATION

NEW ITEMS

PRICE

TOTAL

OVERHEAD CHARGE £ 3-00

TOTAL DUE

£

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____ TOWN _____

COUNTY _____ POST CODE _____

PLEASE SEND YOUR CHEQUES AND A STAMPED ADDRESSED ENVELOPE PAYABLE TO
"FORD Y & C MODEL SPARES SECTION"

(PLEASE ALLOW 28 DAYS DELIVERY)

TO:- KEVIN BRIGGINSHAW AT THE ABOVE ADDRESS

PLEASE PRINT CLEARLY

REMEMBER: FOR NEW OR RECONDITIONED PARTS SEND CLEAN EXCHANGE ITEMS.

REGALIA ORDER FORM ISSUE 92

To be returned to BOB HALE,
4 GADEN CITY VILLAS,
MILL LANE NEW BRADWELL,
MILTON KEYNES, BUCKS. MK13 7AB

<u>DESCRIPTION</u>	<u>SIZE</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>TOTAL</u>
Y & C NOTELETS			£0-50	
Y & C. T SHIRT NOW IN BLUE SIZES:- XL, L, M, S.			£ 5-75	
Y & C SWEATSHIRT SIZES:- XL, L, M, S.			£12-50	
CAR BADGE RADIATOR			£ 8-25	
CAR BADGE BAR			£ 8-25	
KEY CASE WITH Y & C LOGO			£ 2-25	
MUG WITH Y & C LOGO			£ 3-00	
PATCH BADGE			£ 3-75	
ENAMEL PLAQUE			£12-00	
TAX DISC HOLDER			£ 0-55	
MAGAZINE HOLDER HOLDS APPROX 10 ISSUES			£ 3-50	
MAGAZINE MOUNTS (10)			£ 1-00	
COASTERS X 4			£ 1-00	
CHRISTMAS CARDS PACK			£ 1-00	
POSTAGE AND PACKING (ALL ORDERS)				£ 1-75
TOTAL PAYMENT ENCLOSED				£
NAME _____			NUMBER _____	
ADDRESS. _____				

PLEASE MAKE CHEQUES PAYABLE TO FORD Y & C MODEL REGISTER
AND SEND TO MR BOB HALE AT THE ABOVE ADDRESS.

DAGENHAM MOTORS SPECIAL SPORTS 4-SEATER

It is always difficult to identify the origin of the less well known Model Y based sports, tourer and coupé bodied cars; especially when there is no sign of a plate indicating the supplier or manufacturer. One such has appeared in Cambridgeshire. Andrew Carter joined the Register in November and sent in some photos of the restoration project he has taken over from his father. The tourer is complete, but different to all those which have come to light so far. I reached for my collection of advertisements, photographs and data on the Model Y tourers and set about identifying the manufacturer.

You will recall from the article on "Another Terrier" in the last issue, that I have got it wrong in the past. However, this time, I am 99% certain that what Andrew has is a Dagenham Motors Special 4-Seater; The only one known to the Register to be in existence. There are certain features to look at when comparing the unknown with contemporary photographs:- The shape of the tail; the spare wheel mounting; the line of the bulkhead and door tops; the bonnet louvres; the design of the dashboard etc. All provide clues to the peculiar whims of particular designers

Dagenham Motors Ltd., advertised themselves as "Ford Distributors for County of London - Specialising exclusively in Ford Service, Sales Spares and D.M. Special Coachwork". Their main offices and showrooms were in Balderton Street, in Mayfair, and in Oxford Street. However, their workshop and spare parts department were at 327-329 Harrow Road, which is where, I presume, they fabricated the special bodies for the rolling chassis, which they purchased from the Ford Motor Company at Dagenham. Unfortunately for those of us, who try to identify the manufacturer, Dagenham Motors Ltd., prided themselves in the range of special bodies they could supply: "Our draughtsmen will gladly submit designs and quotations..." Consequently, there was a wide variety of body styles shown at various Ford Motor Exhibitions and illustrated for sale in advertisements; ranging from coupés, through sports coupés to tourers (two and four seater) and some rather snazzy looking sports cars. Bodies were supplied on the 8hp Model Y chassis and the V8 chassis. Commercial bodies were also available to your own specification.

Andrew Carter's tourer is a shortrad, chassis number Y20361, which dates its production at April 1933.

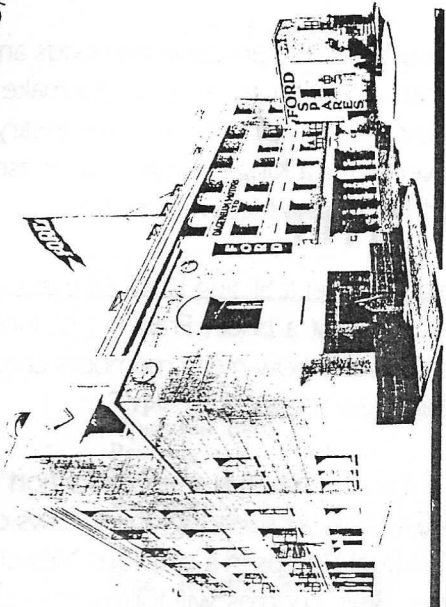
However, as it took time to manufacture and fit the body and to sell the "special", it was not registered until 24th March 1934. It has been in Andrew's family for fifteen years, waiting restoration. Its previous owner seems to have run out of road on a left hand bend at some stage and written off the offside wings and running board. He didn't do the ash frame around the door much good either. Shortrad body parts were obviously not available to him, as he replaced the damaged ones with longrad wings and decided to do without a running board on that side. It would seem that at this time, 1957 according to the Continuation Log Book, he also changed the colour of the car from its original blue to its present red.

The identification points, which tally with contemporary photographs are the lines of the bulkhead and door tops; the sloping back with the spare wheel sunken into a circular recess and 10 bonnet louvres with reducing lengths as they approach the radiator (which appeared on a Dagenham Motors fixed head coupé at the 1932 Ford Motor Exhibition). I was also fortunate enough to receive a letter from a non-member, Mr W.L. Lloyd, in 1989, telling me about his Dagenham Motors 2-Seater sports car, which he owned as a young man. He enclosed some black and white photographs of the car, AMM 224, which he took in Anglesey in 1946. Apart from showing the recessed spare wheel and a 10 louvred bonnet (unfortunately you cannot see the truncation of the louvres, as the front wing is in the way), there was a good view of the dashboard, which was obviously a Dagenham Motors special with an oval glove compartment on the passenger side and a distinctive curved shaping along its lower length.

It just so happened that the weekend before Christmas, Paula and I were visiting friends near Cambridge, so I took the opportunity to call in to see Andrew and the car. Sure enough the dashboard was identical to Mr Lloyd's. So, as I stated I am 99% certain of my verdict.

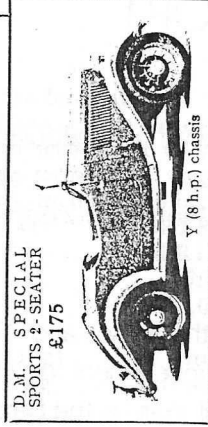
In Mr Lloyd's letter, he says "The car had a beautiful ash frame - like a classy dingy. It had a stretched alloy skin. It cost £175 new in April 1933. The seats were leather - inside the leather were air filled rubber cushions - they had a valve and could be hardened or softened at will.

DAGENHAM MOTORS LTD.
 FORD DISTRIBUTORS FOR COUNTY OF LONDON



Specialising exclusively in
FORD
 SERVICE
 SALES
 SPARES

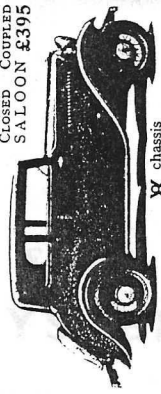
**D.M. SPECIAL
 COACHWORK**



D.M. SPECIAL
 SPORTS 2-SEATER
 £175

Y (8 h.p.) chassis

D.M. SPECIAL
 CLOSED COUPLED
 SALOON £395



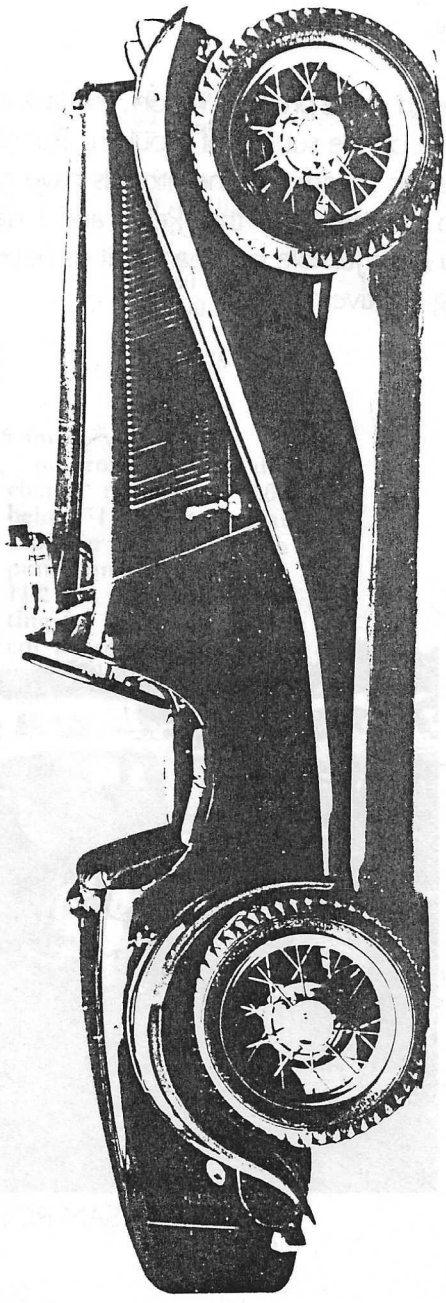
W chassis

on **FORD Y &
 CHASSIS**

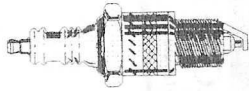
BALDERTON ST., OXFORD ST., W.1
Opposite Main Entrance to Selfridge.



A photograph of Mr Lloyd's DM 2-seater, showing the recessed spare wheel and the distinct curvature of the lower edge of the dashboard.



A snazzy Dagenham Motors sports 2-seater, spoilt by the petrol tank protruding either side of the "boat tail"



SPARES REPORT

At the next spares meeting, which is scheduled to take place on Sunday 19th February, I hope to be able to show the first Head Lamp Rim produced from our newly produced tooling.

This, in conjunction with the lenses and Magnaflex Bars represents considerable investment in this area of the car, not that I've finished at that, as the next project is to reproduce the two seals that are either side of the glass, along with the clips that hold the whole lot as an assembly.

As promised in the previous report, the lack of positive movement on the subject of moulding Running Board Rubbers has meant that the moulds have now been taken to another man that Peter and I met at the Beaulieu Auto Jumble last year. Let us hope that this will bring positive results.

On an ongoing basis, we produce little odds and ends which deserve a mention as they all go to make up kits etc., the most recent being the Pins necessary when the brake levers after a King Pin overhaul, these will in future be added to sets that we wend out.

Sam has reported on a Sliding Roof Kit that has been offered to us, but at a price. Frankly I cannot afford one, and I'm not sure how many members can, please report to Sam your views.

Included in the Newsletter is an extraction from a manual on Carburetter servicing, this follows on from the report on Fuel Pumps in a previous Newsletter. It is hoped that Bert Thomas will follow this up with a magnificent report as he did on pumps.

THOUGHT STARTER FOR TEN!

Got a big fat zero! To say the very least, somewhat disappointing. So I will turn my attention to Europe again, I've asked Jim Miles to let me know the dates of the Belguim Ford club event, normally held in May.

If any of you are interested please contact me at this stage. I also intend to write to members, within a 20 mile radius, in order to arrange local pub meetings in my local. If you would like to be included and live just out of the radius, let me hear from you.

Graham Miles



PHOTO - SAM ROBERTS Register line-up at Enfield May 1994.

(Fuel System)—I

SECTION E

THE FUEL SYSTEM

Fuel Pump

Type .....	.....	.....	.....	Mechanical.
Operated by .....	.....	.....	.....	Rocker arm on camshaft.
Priming time .....	.....	.....	.....	36 seconds at 60 r.p.m.
Delivery pressure .....	.....	.....	.....	1½ to 2 lbs.
Vacuum .....	.....	.....	.....	8½ inches of mercury.
		DIAPHRAGM	OIL SEAL	ROCKER ARM
		SPRING	SPRING	SPRING
Free length, Standard		1.13	.38	.75
Special		2.0	.75	1.0
Number of coils,				
Standard	5 (3 working)	4 (2 working)	9 (7 working)	
Special	6 (4 working)	6 (5 working)	12 (10 working)	
Test length, Standard	.47 at 3 lbs.	.14 at 12 to 14	.44 at 5½ lbs.	
	±2 ozs.	ozs.	±4 ozs.	
Special	.64 at 5½ lbs.	.39 to 7 lbs.	.65 at 6½ lbs.	
	±4 ozs.	±2 ozs.	±2 ozs.	

Carburetter

Type: Dowdraught.		8 H.P.	10 H.P.
Choke .....	.....	19 mm.	22 mm.
Idling jet .....	.....	*55 or 60	55
Control jet or dip tube .....	.....	140	140
Progression jet .....	.....	*105 or 110	*100 or 105
Starter jet (petrol) .....	.....	*100 or 105	105
Starter venturi .....	.....		4.5 mm.
Main jet .....	.....	†62	†80
		*70-80	*85-90
Compensating jet .....	.....	†60	†65
(Air correction)		*65 or 75	*70 or 75

* According to climatic conditions.

† For high altitude conditions.

Needle valve .....	.....	1.5 mm.
Float level .....	.....	¼ (approx.) below discharge nozzle, or .669 below face of float chamber bowl with pump cut off pressure of 1½-2 lbs. Alternative setting for use when different jet combinations are used—¾ below face of bowl.

CARBURETTER.

When a carburetter is dismantled for servicing and inspection, this operation should be carried out with care and in a systematic manner.

The carburetter is of the single venturi dowdraught type with a separate starting device.

All air entering the carburetter, except that used

for starting, passes through the air filter, which is dealt with in this section.

References apply to Figures 1, 2, 3 and 4.

Starting Device.

The starting device is, in fact, a small auxiliary carburetter complete with its own jet and air venturi.

2—(Fuel System)

The air venturi is cast on the right-hand side of the carburettor body, which also houses the starting control valve.

This provides a suitably enriched mixture of fuel and air for starting from cold.

The starter is provided with two jets, the starter jet located in the base of the float chamber at the right-hand side, a dip tube vertically above it, and an air bleed drilled in the carburettor body slightly to the side of the connecting hole, to the passage "A" above the dip tube.

When the instrument panel control is pulled out, it moves the control valve off its seat so that the depression in the induction manifold is communicated to the starter air venturi, causing air to be drawn through it. This induces a depression in the passage "A" which communicates directly with the top of the dip tube, from which fuel is drawn.

(It should be noted that the air bleed in the passage "A" will give the initial bleeding).

Fuel lifted from the top of the dip tube passes down the passage "A" into the starter venturi, where it mixes with the air before passing into the engine.

When the engine is started, its speed increases and in consequence, so does the quantity of air drawn through the starter venturi.

The fuel supply, however, increases less rapidly, for once the contents of the dip tube and starter jet wells above the starter jet are exhausted, the rapidity of replenishment is controlled by the jet. The air inlet "B" in the dip tube well relieves the depression on the starter jet, so that the fuel is metered by the jet and not sucked through it by the depression.

Thus, a progressively weakened mixture is obtained once the engine is started.

As soon as the control valve is released, the control valve spring forces the valve back on to its seat in the venturi and cuts off the supply of fuel.

It is essential that the accelerator pedal is not depressed when starting the engine, otherwise the manifold depression will not be concentrated on the starter air venturi.

Idling and Slow Running.

Under normal running, fuel flows through the main jet, along the main jet passage "C" into the base of the emulsion block, which is directly connected to the idling jet well by the passage "D". It should be noted that the compensating jet passage "E" is connected to the main jet passage "C", through a drilling "F" in the emulsion block.

The drilling "G" connects the main jet passage to the idling jet well, so that fuel may be drawn from any of these sources.

When the throttle plate is closed, the depression in the inlet manifold is concentrated on to the discharge hole "H" below the throttle plate, along the idling passage "I", past the progression jet on to the top of the idling jet.

Fuel is therefore metered by the idling jet, when the initial bleeding is provided by the drilling "K" located just above the emulsion block, before passing into passage "I". The fuel then mixes with air drawn through the air inlet "J" controlled by the air adjusting screw before passing down the passage "I", when the progression jet acts as a final air bleed before the fuel passes to the discharge hole "H" into the manifold.

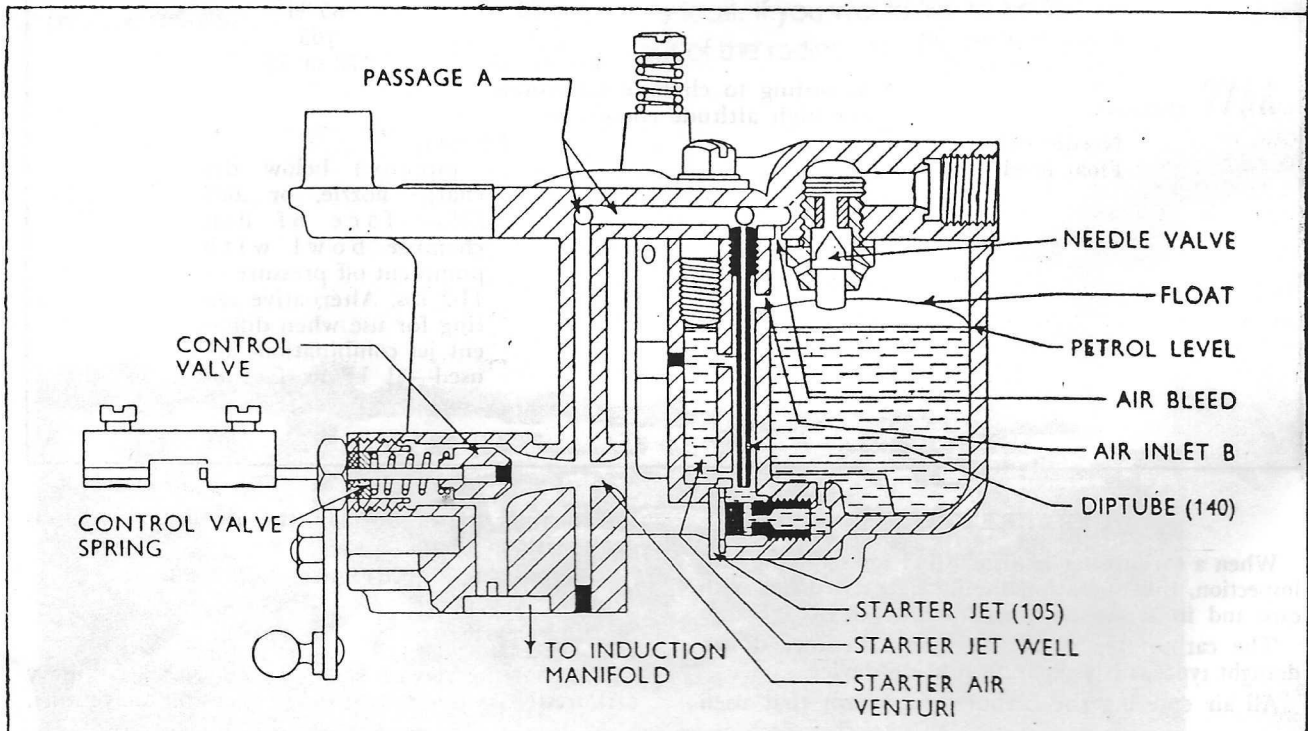


FIG. 1.—Section of the carburettor showing the starting control valve.

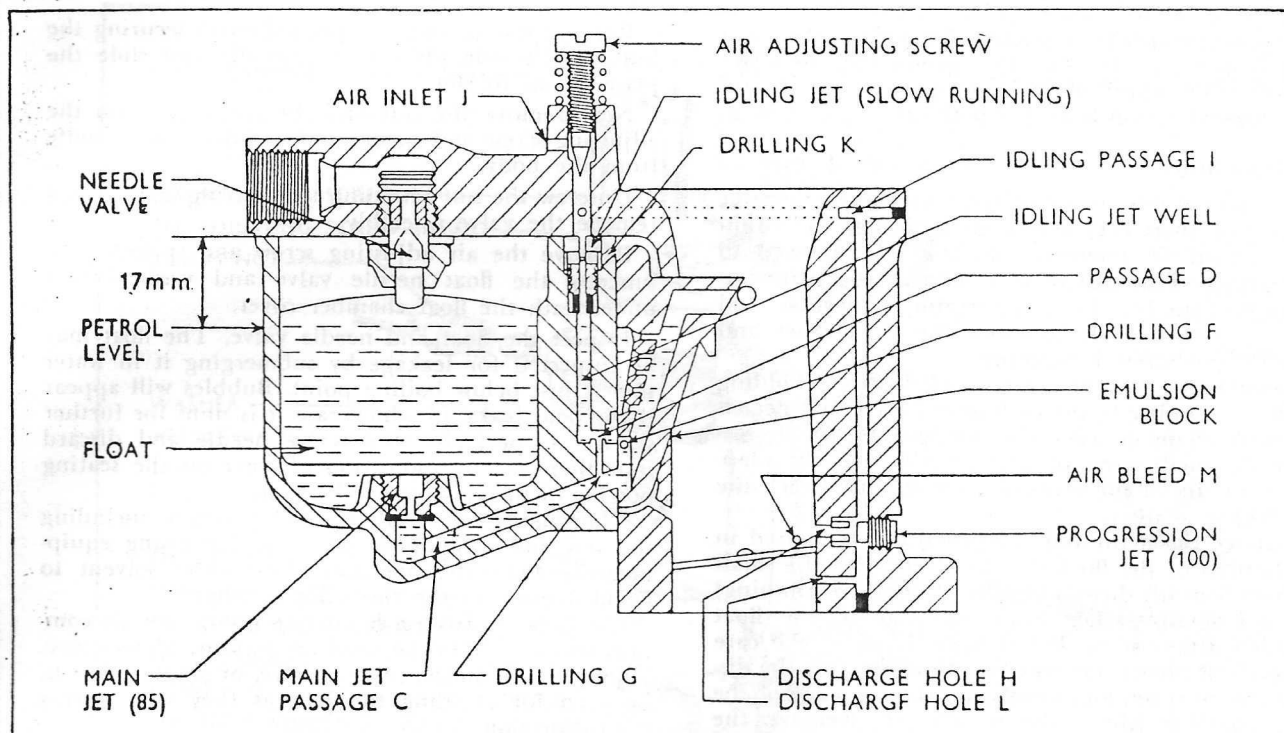
(Fuel System)—3

FIG. 2.—Carburettor section showing fuel level.

The further the air adjusting screw is off its seat, the greater will be the quantity of air mixing with the fuel and hence the weaker the mixture strength.

As the throttle is opened and the engine speed increases, the discharge hole "L" is subjected to the manifold depression and fuel also will be drawn through this hole, metered by the progression jet in addition to the lower discharge hole "H", so that a progressively increasing volume of mixture is provided, as transfer on to the main and compensator jets takes place.

The two air bleeds "M" at each side of the progression jet serve to reduce the mixture strength at small throttle openings.

The wider the throttle is opened, the less is the effect of the lower discharge hole "H" and the greater is the effect of the upper discharge hole "L" until full main jet operation takes place.

Main and Compensator Jet.

As the throttle is opened still further, the idling system becomes less effective until the whole of the fuel supply is taken from the emulsion block.

Fuel passes through the main jet from the float chamber into the main jet passage "C", which is connected to the emulsion block. The discharge hole in the emulsion block is level with the nozzle bar in the smallest diameter of the venturi and fuel is distributed along the underside of the nozzle bar, where a depression is induced due to the rush of air past the bar, to ensure even distribution and atomisation of the fuel at all times.

The compensator jet is complementary to the main jet and is necessary to give correct mixture strength at all speeds.

Fuel passes through the compensator jet from the float chamber into the compensator jet passage "E", which is connected to the emulsion block and connects the main and compensator jet passages together.

Fuel also flows from the compensator jet passage into the compensator jet well via the passage "H", which is open to atmospheric pressure through the air inlet "O".

The compensator jet is the main source of supply at speeds a little above idling speed. As the speed increases, the main jet supplies the fuel, while the compensator supply remains constant.

As the level of the fuel falls in the emulsion block and the compensator jet well, the bleed holes "P" are progressively open to atmospheric pressure via the compensator jet well air inlet "O" and passage "Q" and so progressively reduces the mixture strength.

Finally, the fuel in the main and compensator jet passages is exhausted and fuel is metered direct from the jets. The drilling "G" also comes into action and acts as an air bleed via the idling jet to further reduce the mixture strength at high speeds.

Acceleration.

During normal acceleration, a quantity of fuel is still present in the emulsion block passages and is readily sucked into the venturi and atomised; the

4—(Fuel System)

Fuel in the compensator jet well flows slowly through the passages "Q" and "H", thus prolonging the effect of this extra supply of fuel and giving a quick and smooth acceleration from any position of the throttle.

To Dismantle.

Sediment tends to accumulate in the carburettor bowl, and therefore, before dismantling, the drain plug should be removed and the fuel allowed to drain away. This will remove most of the sediment. Disconnect the fuel lines, accelerator connections and starting control cable. Remove the air cleaner and then the carburettor assembly.

Remove the two hexagon headed screws holding the float chamber to the carburettor body and detach the float chamber assembly. Remove the float. Remove the small screw retaining the air cleaner adapter to the top of the venturi assembly and detach the air cleaner adapter.

Remove the main and compensator jets located in the bottom of the float chamber, retaining the small washers beneath them, then the idling (slow running) jet and small washer from the edge of the float chamber adjacent to the emulsion block. Take care the small washer is not mislaid. Next unscrew the dip tube (control) jet, also located on the top edge of the float chamber above the starter jet. Remove the starter jet and washer.

The emulsion block and gasket may be removed by unscrewing the five screws.

Remove the progression jet located on the opposite side of the venturi assembly to the "choke", just above the manifold to carburettor retainer stud.

Remove the two screws (peened over) securing the butterfly throttle plate to its spindle and slide the plate out of its slot.

Next remove the nut and throttle lever, also the adjusting screw and spring and withdraw the spindle from the body.

Unscrew the nut retaining the starting control and remove the valve assembly.

Remove the air adjusting screw and spring, then unscrew the float needle valve and washer from underneath the float chamber cover.

Inspect the float and needle valve. The float may be inspected for leakage by submerging it in water that is just below boiling point. Bubbles will appear if the float leaks, in which case it is unfit for further service. Inspect the float valve needle and discard it if there is any indication of wear on the seating portion of the valve and valve seat.

Thoroughly clean all internal passages, including the jets and component parts. If degreasing equipment is available, use only the correct solvent to avoid damage to the zinc alloy castings.

Use only air from a hand tyre pump. An air compressor must NOT be used on account of moisture. Under no circumstances may wire, or similar objects, be used for cleaning the jets, as they will destroy the calibration.

To Assemble.

Install the throttle plate spindle so that the threaded end is adjacent to the abutment for the adjusting screw.

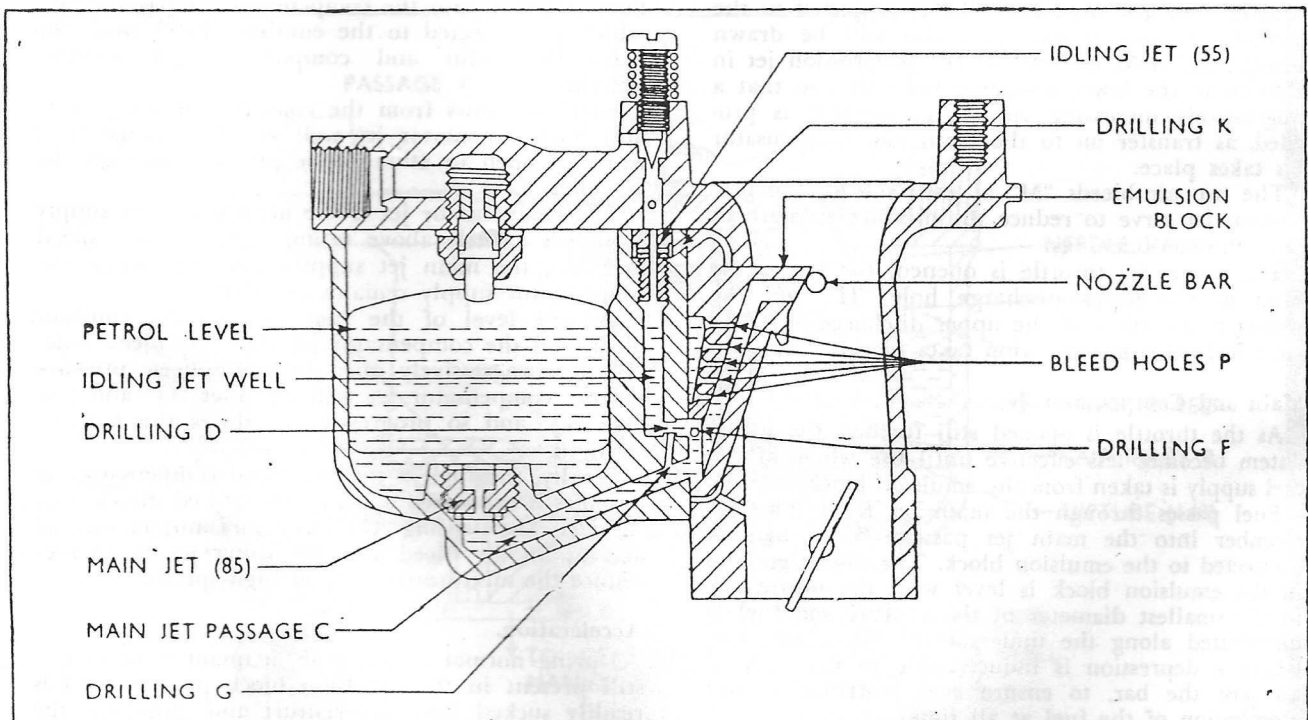


FIG. 3.—This view of the carburettor shows the venturi and is sectioned through the main jet.

6—(Fuel System)

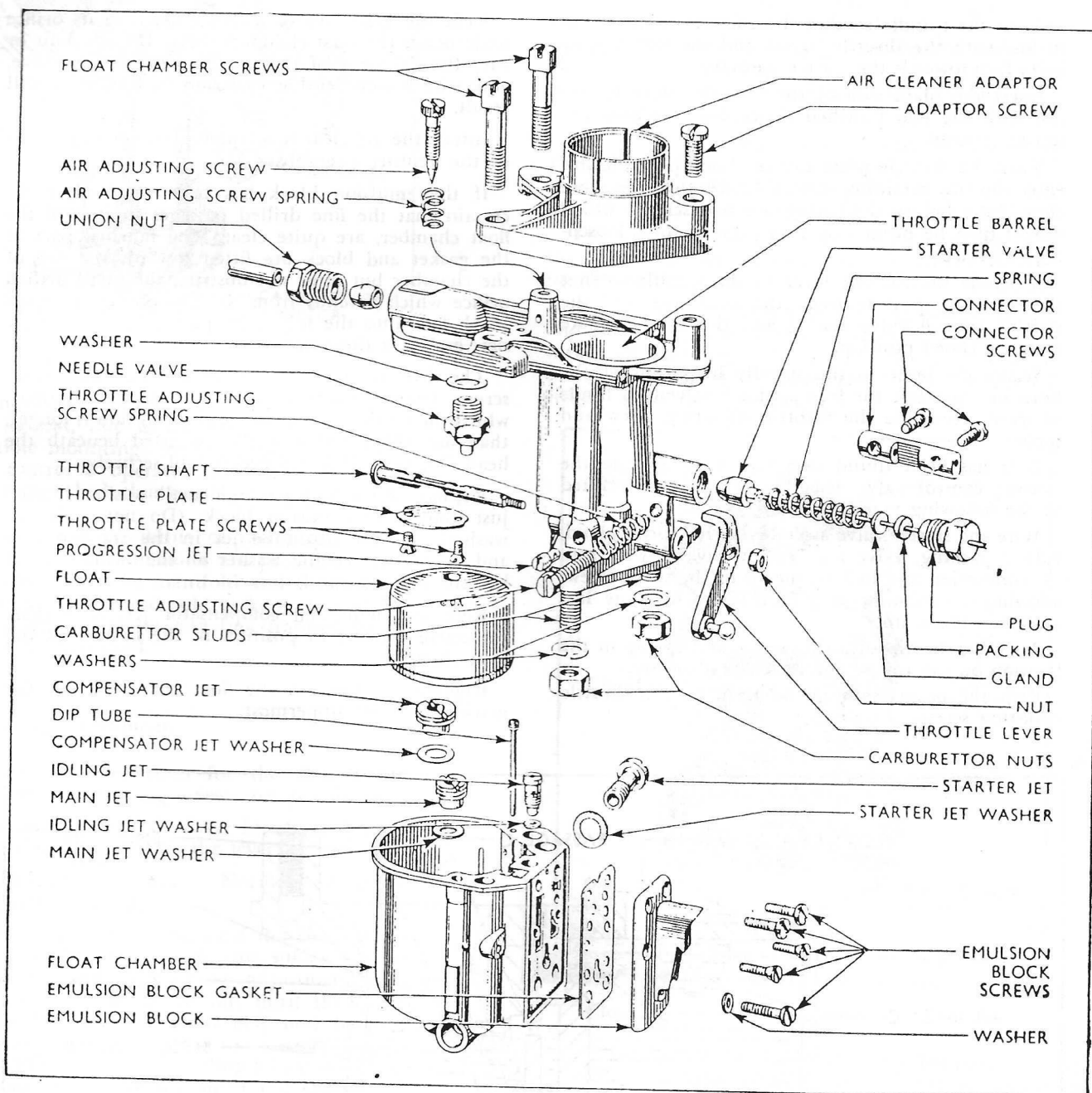


FIG. 5.—Exploded view of the carburettor.

When reassembling the float and needle valve into position, make sure that the float is free to rise and fall and that the needle seats correctly when closed.

Assemble the float chamber to the carburettor body, taking care to avoid damage to the beak of the emulsion block.

Secure the float chamber in position by means of the two hexagon headed screws, which must be tightened up tightly.

Be sure that the drain plug is firmly screwed in position and that the washers are in good condition.

When installing the carburettor to the inlet manifold of the engine, use a new flange gasket, making sure that the surfaces are quite clean, and flat. Bolt the carburettor firmly in position, so that no leakage can occur between the carburettor flange and the manifold.

Connect the pump to the float chamber fuel line carefully, so that no leaks can exist at the joints, and making certain that the fuel pump will deliver fuel in the correct manner.

When securing the starter control cable, ensure that when it is in the fully released position there

(Fuel System)—5

Turn the spindle so that the throttle plate slot is in line with the throttle barrel and the two tapped holes face towards the starter passage.

Insert the plain side of the throttle plate in the slot with the two punched depressions towards the starter passage.

Turn the throttle plate to the closed position and enter the two retaining screws. Check that the plate closes fully before tightening the two screws, which should then be peened over to prevent their loosening in service.

Assemble the throttle lever to the spindle so that the curved stop is between the abutment and the starting control valve orifice, and the throttle plate is in the closed position.

Secure the lever to the spindle by means of the brass nut and test for free action between its limits of travel. Assemble the throttle adjusting screw and spring.

If it has been found necessary to dismantle the starting control valve assembly, it must be refitted in the following manner:—

Wire and starter valve assembly spring, brass gland, rubber packing, valve nut. Pass the valve wire into the connection and lock by means of the small screw, allowing a minimum of $\frac{1}{8}$ clearance when any lost motion is taken up.

Assemble the air adjusting screw and spring in the location on the top of the float chamber cover.

Refit the progression jet adjacent to the throttle adjusting screw.

Refit the needle valve with washer into its orifice underneath the float chamber cover. Do not omit or vary the thickness of this washer beneath the valve, otherwise a considerable variation in fuel level will result.

Install the air cleaner adapter plate on to the top of the venturi assembly.

If the emulsion block has been removed, make certain that the fine drilled passages in it, and the float chamber, are quite clear. The notched part of the gasket and block are fitted towards the top of the chamber but must not obstruct the small drilled orifice which extends from the top of the emulsion block face into the idling jet passage. Always use a new gasket of the correct type.

The five securing screws differ, the two centre screws being smaller in diameter than the others, whilst the single screw at the lowest position is longer, than any other and a washer is fitted beneath the head. Tighten all screws evenly and securely.

Replace the idling jet and small washer located just above the emulsion block. (Do not omit the washer). Fit the dip tube jet in the starting well and the starter jet and washer on the outside at the bottom of this well.

Refit the main and compensator jets with their respective washers in position in the bottom of the float chamber.

Replace the float in the float chamber with the marking "TOP" uppermost.

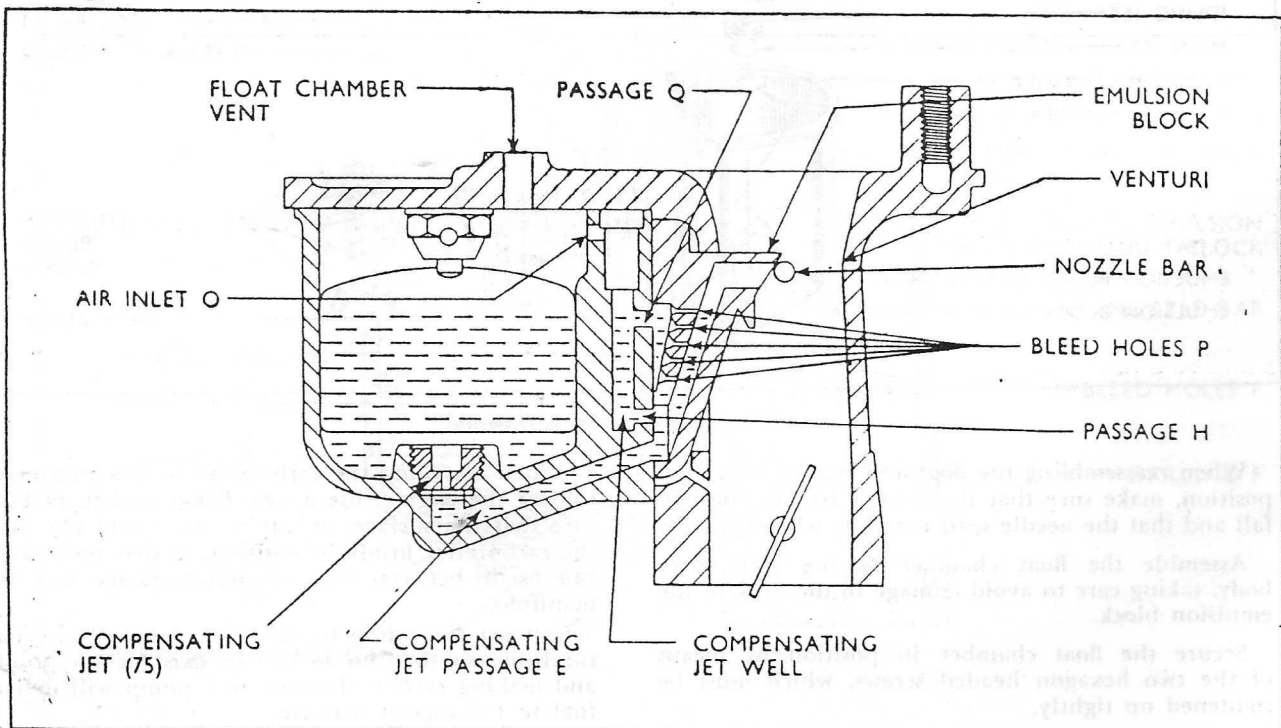


FIG. 4.—This view of the carburettor is taken through the compensating jet.

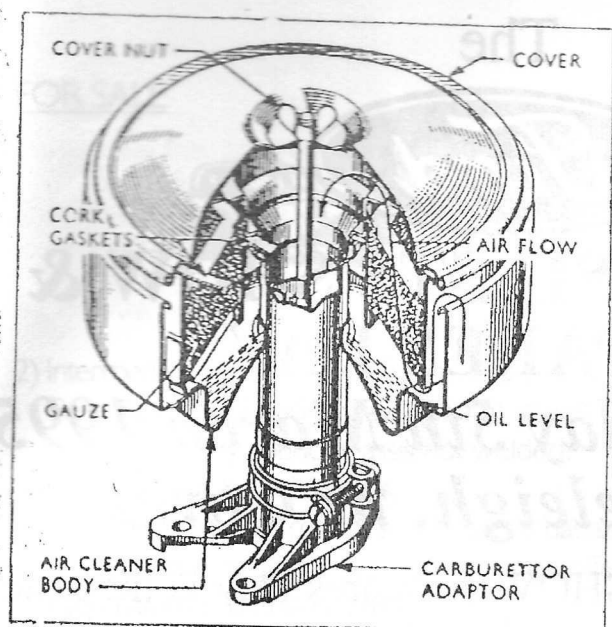


FIG. 6.—Sectioned view of the air cleaner.

is sufficient slack to obviate the starter valve being lifted off its seat, due to movement of the engine on its flexible mountings. At the same time ensure, when the control is operated, that the wire is not too slack, or stretched, thus causing the valve to open only partially.

To minimise the possibility of raw fuel entering the cylinders, small drain holes are provided at the joint between the intake manifold and the cylinder block. (See Fig. 8). These should be kept clear of dirt to ensure a free outlet for any fuel trapped in the low part of the manifold.

Slow Running Adjustment.

The approximate settings for the throttle stop screw and idling adjusting screws are as follows:—

Throttle Stop Screw: Screwed in about $\frac{1}{2}$ to $1\frac{1}{2}$ turns after the screw touches the lever.

Idling Adjustment Screw. Normal adjustment within 3 turns open.

When the engine is warm, turn the throttle stop screw so that the engine will run sufficiently fast to prevent stalling. The idling adjustment screw should then be turned in or out until the engine runs evenly. The throttle screw may now be re-adjusted if the engine is running too fast. Follow this by further adjustment of the idling adjustment screw and continue this procedure until the engine runs evenly and smoothly.

AIR CLEANER.

Should an air cleaner be fitted, remove this and wash the gauze in petrol to remove all dust and foreign matter. When clean and dry, dip the gauze in engine oil and replace it in the body of the cleaner; do not wash or oil the felt that is located on the underside of the cover. With the perforated part of the frame, that is positioned round the gauze, facing towards the rear of the engine, secure the cover in position by means of the nut.

A dirty air cleaner gauze offers considerable restriction to the air entering the carburettor and results in an excessively rich fuel mixture.

In the case of an oil bath type air cleaner, care must be taken to use engine oil only for the oil bath, as any thicker oil will cause restriction to the air flow.

Description and Operation.

Air enters the cleaner through the opening between the body and the top cover and passes downwards through the annular passage between the body and the cover and then upwards into the filter element and through the opening in the centre of the body. (See Fig. 6).

All dirt precipitated in the oil when the air passes through the filter is caught on the metal mesh filter gauze and is washed back into the bowl, where it gravitates out of circulation in the form of sludge.

The oil level extends to about $\frac{1}{4}$ above the shelf on which the filter element rests, as clearly marked on the inside of the body of the cleaner.

A proportion of oil is picked up by the air stream and carried up into the filter element, providing a means of cleaning the air. The filter element is therefore automatically oiled and washed by the oil picked up by the incoming air.

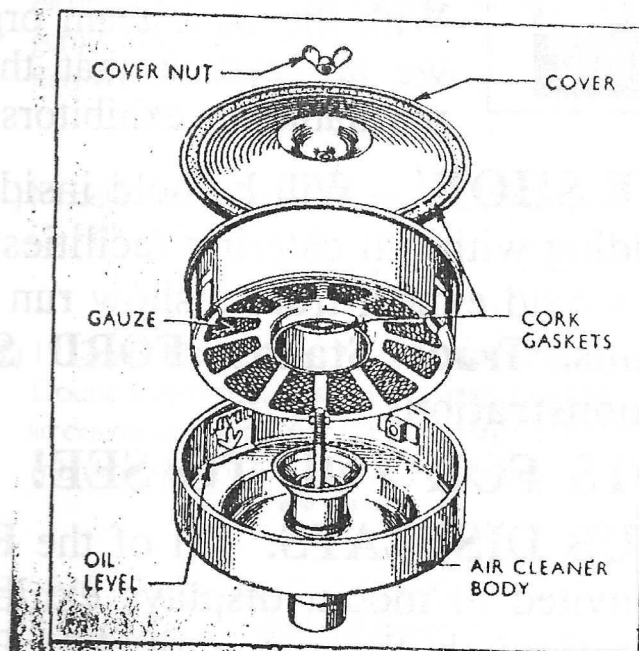


FIG. 7.—Exploded view of the air cleaner.

Cleaning.

The period at which cleaning becomes necessary will vary according to the operating conditions. Under adverse conditions, every 1,000 miles will be found desirable.

Normally, cleaning and oil renewal, should be carried out every time the engine oil is changed, the operations being as follows:—

Unscrew the cover retaining wing nut and remove the cover.

Lift the air filter element out of the body of the cleaner (see Fig. 7).

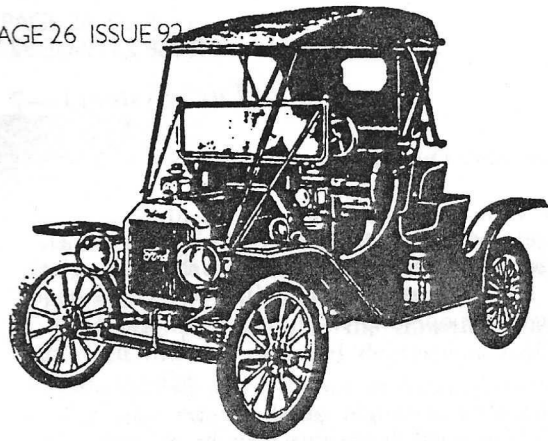
Empty the oil from the oil bath and clean out any accumulation of sludge. Wash the filter element in kerosene which should then be drained off.

Preferably install the unit before filling the oil bath to avoid a misleading level.

Ensure that the cork gaskets in the centre sleeve of the filter element and around the cover face are in good condition before assembly.

FUEL PUMP.

The correct servicing and maintenance of the fuel pump is important to ensure the satisfactory operation of the vehicle, which depends primarily upon the proper supply of fuel to the carburettor.



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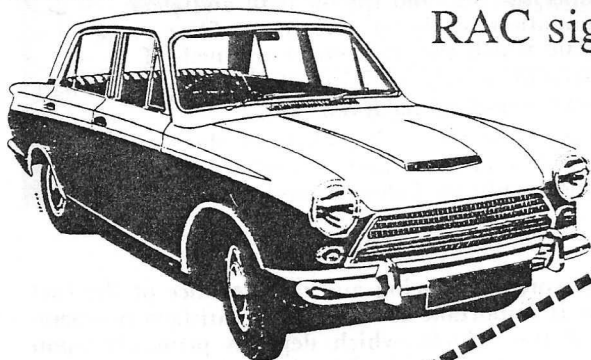
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2) Handbook for Model Y 8hp. The book cover is orange and headed Ford 8hp Instruction Book. Publication No. (on last page of book) E4991/134/D If any member can make good use of it I can forward it to them for £7 including packing & postage.

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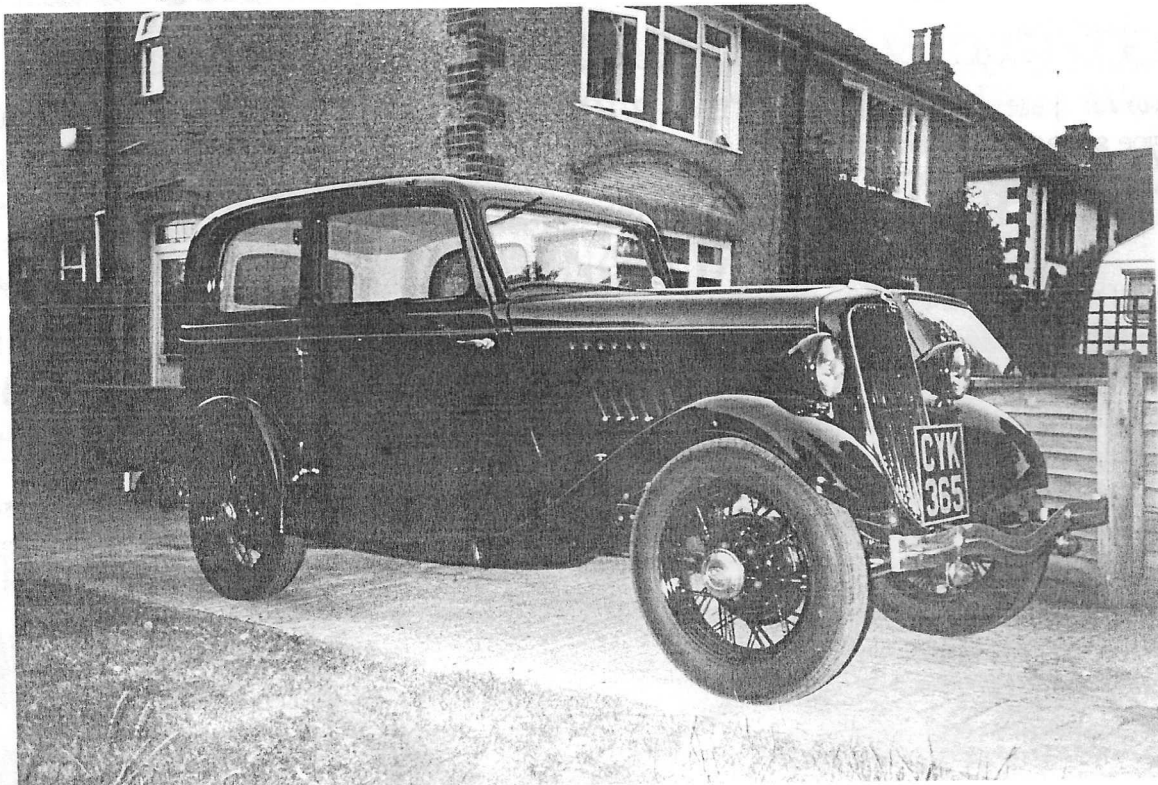


PHOTO - JOHN SIMKIN'S 1936 MODEL Y

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