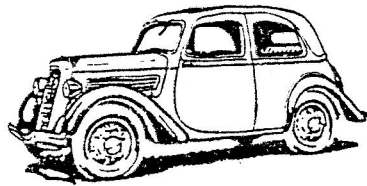
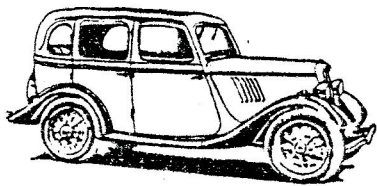


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 19 Aug/Sept. 82

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THE CLUB YEAR COMMENCES ON 1ST APRIL AND RUNS THRU TO 31 MARCH.
ANNUAL SUBSCRIPTION PER MEMBER IS £5.00 DUE ON 1ST APRIL EACH YEAR.

STANFORD'S HAUL

Well, after a mad scramble stripping and rebuilding my back axle to replace a sheared pinion shear pin (leave it good and loose), we were about the last to arrive at Stanford Hall.

It was a beautiful sunny day, perfect for the occasion. Perhaps this was the biggest gathering of Y's in one place since they rolled off the production line - just over 30 cars in one place! Not quite the fifty we wanted, but still a very impressive gathering.

Immediately, I was struck by the wonderful chance to study colour schemes and minor differences in detailing, chances to study sun roofs, interior trim, luggage racks, etc. Maroons, beiges, blues and greens, all having a dignified restraint common to pre-war colour schemes.

One or two cars I noticed were sporting exterior mirrors on the windscreen side pillar, period pieces; gleaned from auto jumbles and very handy for defeating those blind rear quarters.

Everyone appeared to be actively moving between auto jumble stalls, competitions and cars on display. Chairman Graham seemed to disappear totally under a constant following of parts hungry members.

Of course, models Y and C weren't the only things to see. This was mainly a side valve event with an abundance of the Y's descendants, a Pilot and a sprinkling of Zephyrs. Both the Model C saloon and drophead present were immaculately turned out as were the other minority representatives, Models T and A. I'm not quite sure how all the MG's, Hillman's and Austin's came to be here, but all added to the interest. I was interested to see the interior of the only Mark II Zephyr present. The owner had by coincidence driven to the event, not entered his car, but fortunately had been persuaded to put it on display. I found it very refreshing to look at the chrome and red plastic 'juke box' interior, something which I found much more enjoyable than the current moulded plastic binnacle approach to car interiors.

Halfway through the afternoon, I was quite shocked to find two judges prodding and probing my Y. It seemed all cars were looked at. Unfortunately, I estimated that my car's return to immaculate condition should occur sometime in the 1990's and even so the items I did first will be ready for doing again. How do you achieve concours condition? Perhaps I'm just not built that way. I couldn't keep a shirt in concours condition let alone a car!

However, plenty of other people obviously knew how, so prizes could duly be awarded. Things were so busy that it was not possible to record who won what, but no doubt this will be published in the side valve magazine.

It was marvellous to see such a variety of Fords, but once again it must be said - a great shame that Fords themselves take so little interest. Each car of theirs still on the road is free publicity so it is entirely a one way situation at the moment.

The other part of my contribution this month should have been in the last newsletter, but got lost somewhere in the reproduction process, so that a little of that letter may not have made total sense, as for example, Graham Miles' article on his own background interest in Y's was in response to one of the suggestions, but here it is this time (I hope!)

This month sees a new effort to bring in more involvement to the club newsletter.

I am sure that when I am pondering, in the oily depths of my garage, on the mysteries of the Y braking system or getting cramp trying to fasten up the torque tube, someone somewhere has gone through, is going through and will go through the same problems.

So if you out there know how to do something, please write it down and let everyone else know. Perhaps we could call this section 'The Bleeding Knuckle'.

Whilst I'm thinking about this one, it also crossed my mind to question whether this sort of article i.e. on specific restoration items, should be file-able separately from the newsletter, or perhaps most of us will just leave them in the newsletter.

I personally would like to hear from anyone who has tried to fit an original sunshine roof to his/her car or restore an original, as I should like a replica for mine.

Another item I would find of interest would be the matter of car insurance and in particular agreed value type. Are the 'Y's worth enough yet for this to be worthwhile? What does an engineer's inspection cost?

Some time ago, I wrote a brief article about my early experiences with the 'Y'. The Club is a register and, I would think, not a bad place to put on record any known histories of a particular car. If your car has such a history, why not write it down for the Club's benefit and publish it in the Transverse Torque.

Similarly, new finds are always exciting, a kind of discovery of treasure trove. I know there are members who have achieved the impossible with such barn discoveries. Tell us of your achievements. We all need encouragement and there is nothing quite like a good Before and After story.

Perhaps it would also be useful to keep an eye on cars not in the Register and let the Club know if you have a definite 'whereabouts' address.

Being a little on the inquisitive side, I am interested to know what other people are up to. I have seen various items of strange machinery lurking in our illustrious Chairman's multifarious lock ups. Is he really restoring two Y's and a lawnmower as well as running the Club? If so I'll have to sit down for a while as the thought makes me feel quite exhausted.

Actually, what I'm trying to say in my ignorant way is that I think Club 'officials' should be the first to let us know what they are doing on their own vehicles and to what use they are put and even, dare I suggest, what their stable mates are, or worse still, what we fantasise they ought to be.

Peter Fawcett for one is always nipping off to covet strange vehicles ranging from Austins to Ford Zephyr hearses. Peter will also be able to tell us how to re-upholster the Y roof as their charming fat pussy recently jumped onto and through his roof.

However, I think this is enough from the Newsletter Editors for the time being. There are a few more items to come but those will keep for a future edition.

So, here again is part of the new format being suggested. Please chip in with further suggestions or risk being bored with more of mine.

1. The 'Bleeding Knuckle' - let us know how you do it.
2. Out on The Road - insurance advice, please.
3. Individual Car Histories for the Register.
4. Treasure Trove - new finds.
5. Before and After - or nearly after'
6. Our Cars - dare we expose all?
7. Your Suggestions.

John Guy

Well, Ladies and Gentlemen, once again it is News Letter time. It seems to me that this bi-monthly task that I set myself comes around more quickly than ever. Here we are at the end of the summer and at the moment, the weather is considerably better than when I was on my holidays.

I think this is the time to look back over what we have achieved during this year and perhaps even over the last three years since the Club's inception. Three years ago it would have been thought impossible to get in excess of 30 Y Models in one place at any one time but this summer, thanks to your efforts, we did just that. I am told by the people who were sitting on the wall at Stanford Hall that we reached a total of 32 cars and I think we can congratulate ourselves on this achievement. I feel certain that when the C Model has its 50th Anniversary in two years time we can reach the magic figure of 52 Y Models present in one place at the same time. That is to say one Y for each year since it was first produced. However, I think we would be over-optimistic if we expect to gather together 50 C Models. Let us therefore look at a more realistic target for the C's and say that we would like to see 25 C's assembled together in two years time. C's owners - you have got two years to do it in! I think if we pull our socks up we could do this. With the present growth of restoration on these vehicles 52 Y's and 25 C's should not be impossible. Members, let us all go all out and really try to reach these magic numbers two years from now.

Some members who have Y's on the road did not take the trouble to come, a pity because a 50th anniversary for these grand old ladies really is special. Many of the members who did attend had travelled from all points of the compass and it does seem a shame that those living comparatively short distances from Stanford Hall did not take the trouble to come along. What was particularly pleasing was to see Michael Mitchell from Northern Ireland win first prize for the best restored car.

To briefly recap on earlier meetings this year -

Enfield saw a goodly gathering of vehicles although I understand the figures were down on previous years.

Knebworth Hall was poorly attended with only 5 Y's present and no C's at all.

Hope Valley in Derby was also rather a blank. It amazes me that the members present mainly come from the south and travel a far greater distance than members living nearby.* Only John Guy, together with his wife, Siobhan, our assistant secretary, represented the area local to Hope Valley. Wendy Grace has suggested that we hold the meeting in her home town next year but this is even further north and, frankly, the response from our northern members is so disappointing that I cannot see my way to organising this. If one of you would like to take on the task of organising a gathering in that area, then I will be only too delighted to attend. (*Attended with their car)

At the beginning of the Club year last April, we held the London Run. This was quite well attended and, so far as I can recall, about a dozen cars were present. Even this could have been better attended though, when you look at the map and see how many members in the south could have come along if they had wished to do so. I know that in a 50 mile radius of central London there were a number of road-taxed cars standing in their garages that day.

Next year I shall be looking for someone in the south to organise a similar event together with other events for members to attend. This is one task I do not wish to take on yet again next year as I have more than enough to do for the Club with the general administration and the sorting and packing of a constant flow of spares etc. As John Guy has said, in Abbots Langley there are a number of vehicles languishing in garages awaiting my attention - four to be exact.

The Photographic Sheet this month shows my latest challenge which is a very sad 1933 Short Rad Van discovered, well, not so much discovered as re-found, still owned by it's original owners, having spent the past 25 years or so in an outbuilding. Unfortunately, the roof of the building had gone and a concentrated flow of water had completely rotted out the bulk-head and chassis. All that was holding the front to the back was, basically, the gear-box. This itself had suffered badly being full of water until I drained it. I am now in the process of re-building the chassis and the bulk-head, with the help of parts from another vehicle Vernon Morgan found for me in Swansea. The rolling gear of the chassis is already done and shortly I hope to have the chassis refurbished. Through the coming winter months I intend to work on the van bodywork and, providing I don't get stuck for parts, by this time next year the vehicle should be on the road again - but somehow I doubt it! This restoration will be followed by my 4-door Short Rad. Incidentally, my intention is to use the van to transport Club spares to meetings. At the moment these spares usually travel in Tom Morgan's car and that really isn't on for too long. This van is an interesting vehicle and I should like to see more in the Club as we have only a very few and one of these is owned by a member yet to pay his subs for this year.

Some time ago we had a vehicle, a 1933 Van Short Rad, owned by a member named Anscombe. My first impressions of this vehicle was that it was a converted saloon car but certain facts have since come to light that has made me think again. The vehicle may be a very early production van and, once again, I should like to have more information. If any members know anything about the Ford Vans I should like to hear from you to enable us to build up our knowledge of these particular vehicles. My own van had, as I have already said, been stored for many years and had probably not been used since the mid-50's as it has the original lighting equipment on the back.

Whilst on the subject of vans, I know that Vernon Morgan would like to have a van if one can be found cheaply as Vernon, like myself, is fond of repairing old wrecks, rather than buy a restored vehicle. If anyone knows of a Y Van for sale perhaps they would let either Vernon Morgan or I know about it.

The subject of winter pub meetings has been thrashed out several times over the past years but they have never really got off the ground. Ian Smith in Suffolk is the only man I know who manages to get a local pub meeting going. I am convinced that there are sufficient members in and around London for us to have a regular monthly pub meeting in the area and, again, I would welcome suggestions on this. As for the members based in other parts of the country, I would like to have suggestions from you as to where such meetings could take place in your own particular areas. It seems a pity that we should all hibernate in the winter and not meet each other. Your ideas to John Guy if you please.

Referring once more to our Photographic Sheet this month, you will see that it contains a photograph of the Stanford Hall Meeting and one or two other interesting photographs, including a picture of Brian Clarke's car, an Alpine '34. Included in the News Letter, although not on the sheet, you will see a picture of the Perry Terrier.

I have asked Jim Miles to specialise in these non-standard bodied vehicles, that is to say, vehicles whose bodies were not made by Ford Motor Company. Please contact Jim, direct, with any information and photographs you have of these vehicles so that Jim can build up a sound knowledge of these vehicles and so become our Club expert on them.

Jim Miles has included Part 4 of his History of the Ford Motor Company in this month's letter and in this article the Y makes its appearance. Next time we shall be seeing the C Model.

On to the subject of spares - as you have seen over the last few years we have slowly built up our stock of reproduction parts. At Beaulieu this year, Tom Morgan was delighted to experience his first 'find' in parts, namely a Rear Lamp Bracket which supports the number-plate. The bracket was in quite good condition and I have now sent it away to a tool-maker to have it costed for reproduction.

Oil Cans- again we return to this subject which is one I had simply shelved for a time because of the costs involved. One of our members has kindly drawn up the Transfer art work and I am now hoping to shortly be able to have this printed., This will be directly on to the sheet-metal. Do any of our members know of a can manufacturer please? This is still some way off but hopefully we should have the proto-type by the Spring. The Support Bracket, although not in very short supply, will also be reproduced.

A new batch of Locking Door Handles for the outside of the Y have been ordered and a batch of Inner Door Handles for the Y and the C have also been ordered.

I should be happy to have C components manufactured provided there is a demand. At present I need a Radiator Badge Mount pattern - can any one of you help here? Remember that manufacturers will only undertake a batch of 30 or so of any part and with only about 30 C's in the Club it does make things difficult

I am also stuck for the Cill which is below the doors of the C Model and I need a good pattern to work from, again help me if you can please.

We have a number of vehicles for sale this month and I am particularly interested to know exactly what it is the lady has in Bournemouth as she describes it as being a 7Y and yet indicated that it looks like a C Model (as shown on our letter heading). Is there a member in the Bournemouth area who would contact Mrs Pointer and then report back to me as to exactly what it is she has for sale? The vehicle promises to be in good condition and I only hope that it is a C Model and not a 7Y as she has suggested.

It is now several days later, Ladies and Gentlemen, and I have been able to proof read the News Letter typed so far and there are one or two points I would like to go back over....

As I have previously stated, I have included a sheet showing a few vehicles for sale this month - the one in Bournemouth would seem to be good value? and I would say again that I should very much like a local member to go take a look for me.

I have also included Harvey Russell's vehicle which is a '34 Van - I believe he is asking £3,000 for this but I won't comment on that.

Another one for sale is the one advertised by Martin Crostan as Martin has decided against continuing with the restoration work on this vehicle and has decided to sell it. This is a 'C' Model Tourer and as you will see the asking price is in the region of £1,500.

One other 'Y' Model for sale by our member Mr Mike Rolph

Referring back to my comments on the Hope Valley Meeting, I did not intend to give the impression that only John Guy and his wife were there from the Norther part of the country, he was the only member there with his car.. also present, and very welcome, was Alan Oakes and Alan Ogden although not able to bring there cars at this time. However I do reiterate my comment that it is a long way to travel for those members living in the South and as these made up the greater part of members present, I have to think that they could meet easier in London.

Other items have come to my mind since starting the Letter this time

Back copies of the News Letter are now just about exhausted as we gave many of these away when at Beaulieu and I will therefore be obliged to send new members what I can and not a complete set. I intend eventually to publish the relevant articles from these back copies, such as Jim Miles 'History of the Ford Motor Co' when complete - also the Volumes for a year of the 'Bulletin' again when complete.

Next month I should be able to issue the last of the Bulletins of the Vol. No.2. - No.3 yet to follow. Vol.1. I shall re-issue shortly, probably about the time the next News Letter comes out and these will be a separate purchase for those who want them

The Tug - amazingly we had a member join us who has a Tug, probably this is either a '36 or '37 because they were, I believe, the only years that they were made.

I have also been offered a Tug, this is not complete and it is not 100% certain that it has the correct back-axle. The vehicle has no cab and so any member who is interested in this vehicle will need to be fairly skilled. Such a member will require a Y Model bulk-head -

(Y Model doors are offered with the vehicle) but you would then have to fabricate for yourself, the back of the cab and the roof area and I think would need to copy from another vehicle. Possibly this could be arranged with our member owning a Tug already, living in Exmouth. The asking price is £100 and the vehicle can be seen, situated in the Maidenhead area. If you are interested please contact me please.

Incidentally, I am after another Tug which I believe is based in the Midlands and yet another one has come to light in the Kent area. There is, of course, another one owned by the Ford Motor Co. This makes a total of 5 known Tugs which if a very high rate when you consider that there were only about 70 manufactured to begin with.

Probably the best preserved Y Model yet to come to light, although I have not yet actually seen it but have seen photographs it is a very early '32 and one built without a gutting. It has come to light in Berlin. Our new member living in Berlin, Eric Famulicki, has sent me some photographs which he believes to be a '33 but from the photographs I can tell that it is a '32 and is a Dagenham built vehicle. This was probably built within the first three months of production at Dagenham, i e prior to November '32. The condition of this vehicle really is excellent. I hope to get to see this vehicle at some future date.

To talk for a moment about the proposed trip to Berlin. This was cancelled by the German car club because they only received six entrance cheques arrive which, of course, meant that they just could not hope to get it off the ground. So it would seem that we are not the only club with the problem of lack of attendance at meetings.

There is another trip in the air which I have put Jim Miles in touch with as Jim was the only member who had been willing to go to Berlin and this is to Milan. By the time this News Letter reaches you, Jim will be in Milan with an Italian motoring club and will no doubt come back to us with a report of the trip. It seems that there will be a similar trip next year and if any of you think you would be interested in a run to Milan, let me know. However, it is held late in the year, i e October.

As mentioned earlier in the letter, the Shepherds Grove Engineering Co. (Belcher Engineering Co) are now coming up with kits to pound shock absorbers for the Y Model and as they have far more engineering facilities than I will ever have, quite frankly I intend this to them from now on. I lost money in my attempt to undertake these kits.

George Shearer, our Controller for Scotland, together with his wife Rita and in conjunction with another of our members, Douglas Dickson, are arranging, together with a local Ford Dealer, to do a test drive around Knockhill Racing Circuit. Douglas will drive his '36 Y and the Ford people will drive an '82 Fiesta. Both vehicles will have exactly two gallons of petrol and will be driven at 30 miles per hour. This is to take place on Sunday, October 10th. This is a charity event organised by the Mobile Staff of the Scottish Ambulance Service, Kirkcaldy and District (George is an ambulance man) People have been asked to have two guesses (at the enormous cost of 20p) as to what distances the two vehicles will travel. All monies to go for the purchase of Nebulisers for use by Asthmatic children. The results of the drive should be interesting and I will tell you more about this in our next letter.

Returning for a moment to the subject of Beaulieu. As you know, I try to organise as many stalls there as I can together with as many stall holders tickets, these being obtained from various contacts. It is an amazing fact though, that out of over 200 members my only constant help comes from Ken and Sheila Perio, George and Rita Shearer my sister, Jill, and Tom Morgan. Other members operate stalls alongside of ours and are always prepared to help, i e Vernon Morgan, Tim Brandon and Jim Miles and, this year, Roy Sales and Chris Cheesman. I should very much appreciate having a few more members coming forward to help run the stalls, thereby taking the pressure off those few who help now. It is, remember, a Club stall.

I should also like to hear from anyone who could help us get more stall-holders tickets next year as these are always in great demand.

It was most noticeable this year that there was a complete lack of Y. C Model components. I did manage to obtain one or two items with various members in mind as well as one or two items for myself, i e an unused 1933 Hunts Trafficator, an amazing find! The remains of a Mirror Clock also came to light, although very sad.

Will you all please submit the form for Spare Parts Wanted as due to the fact that this form was not included in the last News Letter, I have really nothing to enter this time. It is obvious that the form is essential if we are to keep the exchange of parts flowing.

I am now holding various odd items in stock and can often supply from the Club stocks, or point you in the right direction. For instance, Flywheel Ring Gears and Shock Absorber Mounting Kits are re-manufactured by Belcher Engineering. Address: Shepherds Grove, Stanton. Telephone: Stanton (0359) 50347. Note: Rings Gears are at £10.00. Shock Absorber Kits prices depend on model and requirements. Clutch Centure, Pressure Plates from Wally Wheatley Telephone: White Roding (027-976) 351.

Car Insurance - As you will have seen in the last News Letter, on Page 14, we printed an advertisement for 'Cherished Car Insurance'. This company pays us a modest fee that is, £5.00 per annum in order to advertise in our News Letter. I have no idea what is godd value for money for insurance and would like some of you to let me know what you pay for your vehicle insurance, how much you get for guaranteed value, etc. so that we can begin to see if we are getting good value for money or not. As the cost of running these vehicles gets higher all the time, if we can save some money on insurance then let us do just that. Perhaps this is another subject for some of you to talk over with John.

Club Library - to-date, this has not been a roaring success and I should like to see more use made of this as it was asked for by our members and now that it has been set up does not seem to be in very great demand. I appreciate that the cost of postage is a killer and makes nonsense of borrowing a book in some instances but bear in mind that often the postage for, say, 3 books in one parcel will be less than the cost of postage for those 3 books mailed separately. Heavier parcels, pro-rata, are often cheaper than three smaller and lighter parcels.

If there are any particular publications that you would like to see and are not on our list, then please let me know. If you have not got a list of the books from the last News Letter, please send me a stamped addressed envelope and I will see that a list is returned to you.

You will see that once again I have included the Information Sheet for your Vehicles. I have not received many of these back from members so far and would ask you to let me have them as it is the only way to get any sort of record of the vehicles we have.

Hopefully over this winter, a friend and I, using his computer, will be able to feed in this information on to a cassette and will be available as a print out to any members interested next year. But of course it does come back to first getting the facts together from you members. When collating this information for the form I would say that most of you will be obliged to go to your V.5. the Car Log Book, in order to get the Chassis Number but please do not take any notice of the given details of the engine because the engine itself carries in the engine number stamped on just by the valve chamber and it is this number that I am interested in.

On the subject of chassis numbers, it is easy when you own a T, B or A Model, whichever, to work out the year or month the vehicle was built as this information is all published but it is very difficult to get information from the Ford Motor Co here in Britain and I constantly ask them for the Chassis numbers relating to a particular month without success but I am trying yet again.

Glass Tankards, etched with a Y Model, are available from David Laxton of the Side Valve Club. David has 100 of these left over following the meeting at Stanford Hall and they can be posted to you direct for the sum of £5.00. Please make your cheque payable to David and send it direct to him, his address is as published in the last News Letter.

The Side Valve Club also had a brass plaque manufactured to celebrate the event at Stanford Hall. These are excellent, good casting and very well polished and David has a number of these left too. Cost is £2.00 inc postage and packing. Again make your cheques payable to David Laxton. It may be they should go to the Ford Side Valve Club, I am not sure on this point, but David can always endorse them if this is the case. Incidentally, whilst talking about cheques, please do not make your cheques payable to me, personally, they should always be made payable to the Club. I have to endorse them when made out to me, sometimes I forget to do so and that means another trip back to do so. So, please, when dealing with me, all cheques payable to the name of the Club and not me personally. If dealing with another member then, of course, you need to make your cheque payable to that individual.

Manufacturing - a chappie that has done a lot of lathe work for me in the past, such as Shackle Bushes and Wheel Nuts, has, unfortunately, been taken seriously ill and it is doubtful that he will ever be able to return to work. I am therefore looking for a new contact for this type of work and if anyone of you knows of such a person, please contact me.

In the meantime I have purchased all of Phillip Albers remaining stock of wheel nuts and these can be purchased from me at 75p each or £15.00 for a set of 20. These are plated nuts and I have something like 8 sets left. Once these have gone I cannot be sure what can be offered.

Referring back to Shackles, I have purchased a number of these recently and can now offer both Front and Rear Shackles. I am still using the Nobby front shackles purchased a few years back when at Beaulieu, which are very good quality.

The second quantity of these are not what I would have chosen but it was 'Hobson's Choice' as it is these days and you will be obliged to rise up these Shackles in order to make them solid but I will explain that to you individually when you purchase them. All Shackles are £1 each and Bushes, as you have seen in the News Letter are 75p each.

I have in the past, issued free of charge, the use of a Reamer but unfortunately my generosity is being abused by one member in particular who has now held on to this Reamer for several months. They are not cheap and if this particular member does not return it by the time of the next News Letter I shall be sending him a bill for £15.00 and ask for his resignation from the Club. I am sorry to have to say this but I will not tolerate mis-use of Club tools or the Club's generosity. There is normally no charge made for these £15.00 Reamers so please be fair about their loan otherwise I shall have to start making a £15.00 deposit and take care as to whom I loan them out to.

I am now able to obtain Rubber, Running Board Rubbers for L.R.'s and please contact me if you are interested so that I may gauge the amount of interest here.

Well, Ladies and Gentlemen, (yes, we do have a few Lady members) I must close and hope to see at least some of you before next year.

I would say to any of you who may have thought me off-handed at some of our meetings such as Stanford Hall but, quite honestly, these meetings are usually a very tense time for me as for several hours non-stop I am bombarded with questions and queries and after a while faces become a sea to me and, although some of you were kind enough to come up to me to say, hello, I'm John Smith or whoever I may have appeared somewhat vacant. It is not intentional I assure you it is just that I become totally bogged down over those hours. This really is the idea of the Club Weekend as there I have time to sit, natter, relax and I would so like more members making use of this pleasant meeting. Let us hope that next year we can get a Club meeting together which will be worthwhile.

I have included a sheet of information which Keith Button has drawn up in an attempt to know the difference between the various years of Y Models. Perhaps someone would like to have a go at this for the C Model please. I do not personally have enough knowledge of the C Model to do so myself. There is a difference between the early and late C Models.

The photographic sheet will, hopefully, be with this News Letter but I don't have it yet and can only hope it reaches me in time. If not, then of course we will include it in the next letter.

Don't forget those Winter Club Pub Meetings -

Don't forget to write to John Guy - he has given you a lot of titles - a lot of ideas, let us see if we can't now help John.

P.S. I have now got a quantity of Bumper Bar Bolts I purchased at Beaulieu at £2.00 each. Whether I will get anymore at this price is to be seen at a later date.

Y Model L.R. Rear Wings - I have a quantity of new ones - Alan Oakes has a pair, as previously advertised. Sound but some surface rust on them. I also have one pair of these left. at £30. a pair as opposed to the new price.

Trevor Methvan has a pair that he can release. These are priced at the previous price of £35.00. Also Ray Woodhead at Newark has a pair of Club L.R. Wings - these are his own property incidentally. If any of you are interested in the wings with either Trevor Methvan or Ray Woodhead then of course your cheques should be made payable to those individuals and not the Club. As you can see somehow the L.R. Read Wings have become spread around the country but then perhaps that is not a bad thing.

Don't forget, members, we have two members who are Trimmers - Ron Mudge and Ken Cooper (see member's list issued in last issue for their addresses.

Finally, and I think this really has to be the last thing I can possibly add, regardless of what I suddenly remember... I am sure members would like to know which of our members won prizes at the Stanford Hall Meeting - these are: Class 9 - 1st W Mitchell - 2nd J Cole - 3rd K J Cooper - 4th J Miles

STOP PRESS!!!

King Pings - Perch Bolts ; Various Brake Mechanical Parts - Brake Rod Ends and, possibly, Rear Hub Seals - all due in very soon. Let me know if any of you are in need of these. Graham G Miles, Chairman
and now for Ro Milles article on Restoration

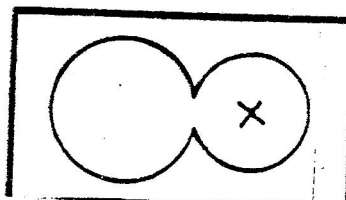
This month we are going to take a look at the door interior panels. These are probably the original ones that came out of Dagenham when your pride and joy was new. Considering that these panels have been around for about as long as I have, it's no wonder that they have warped out of shape. (I know Ed, just like me!)

These panels can easily be reproduced at a very modest cost. The first thing to do is to remove the door trims from your car. Then strip the old materials from the old panels. You need to do this on one pair of panels, i.e. o/s or n/s. The next step is to take a trip to your local D.I.Y. shop and purchase some sheets of hardboard. Next step is to lay your old trims onto the sheets of hardboard and mark out new ones by drawing around the edge of the old ones. You will have to remove the old trim clips so that the panels will lay flat. You can mark all holes including door handle and clip holes. Turn your old panels over and mark out again on the hardboard sheets. These ones will then fit the opposite doors. Cut out the new panels with an electric jigsaw. Now comes the tricky part, try and find an old trim panel from a late car MK I Escort will do. You will find that modern cars have plastic clips to hold the trim panels in place and you can use them on your Pilot. These clips can also be bought from your local motor factors or Ford stockists. Once you have your Escort trim, cut around one of the clip holes to make a template to lay on your new hardboard panels, positioning them so that the center of the hole marked X is directly in line with the original clip hole. Draw around the inside of this template, cut this area out with a tank cutter in an electric drill.

You will then be able to fit late type plastic clips to your new panels. You may have to enlarge the holes in your doors, but try a clip in your door first to see how it fits.

When you have done all this, go along to your local car trimmers and have them covered in your choice of materials, you will probably be suprised at how little this will cost you, as you will have done the most difficult part yourself.

template cut from old Escort door panel ➔



* * * * RO MILLS * * * *

The 1920 Motor Car Act which imposed a tax of £1 per horsepower made the 22 H.P. model T cheap to buy but costly to operate. When the model A appeared in 1927, Ford attempted to boost sales in Britain by bringing out a small bore version, the AF of only 14.9 H.P.

Obviously, this reduction of engine size had an adverse effect on the AF's performance. Demand for model A cars in Britain was poor to say the least - in the last quarter of 1931 only five cars were built, the rest of production consisting of lorries and vans.

American and European markets were beginning to diverge. The £1 per horsepower tax had an immediate effect on engine design. In the first place it tended to spur development of small, high-efficiency engines. In Britain during the twenties, the most popular engine rating was 11.9 RAC hp implying a displacement of $1\frac{1}{2}$ litres and about 30 bhp. In 1926 there were some 45 different makes of British cars in this category, led by the famous Morris Cowley.

Smaller engines developed during the twenties, including the Humber 8 and 9, the Talbot and Rover 8. The most well known of them all was the Austin 7 with only 10.5 hp from 747 cc, first introduced in 1922.

A second development in engine design spurred by the RAC tax was a reduction in bore size and a lengthening of stroke. Since stroke did not affect the taxable rating, designers were free to indulge themselves, so the typical British long-stroke/small bore engine appeared. The first 3 litre Bentley had dimensions of 80mm x 149mm for three litres, producing 65 bhp at 3500 rpm. Piston speeds were high in such engines, reaching speeds of 3500 feet per minute, which is quite modern. The model A on the other hand had a typically Ford bore/stroke ratio of 1:1.1. Thus we had a situation that a 3 litre Bentley was taxed at 16 hp while the Model A came in at 24 hp, the brake hp of the Bentley being approximately twice that of the A.

It was in response to this situation that AF Model was announced, but the AF response to both Austin and Morris was clearly inadequate, and Henry Ford had at least realised that there was a need for a small Ford specifically designed for Europe. As early as 1928 Henry had shown Sir Percival Perry drawings for such a car. At the time however, Perry had been unwilling, fearing that the launch of an all-new model would prove too costly. However in 1930 Perry shipped 15 British and French light cars to Dearborn, the site of Ford's huge new River Rouge plant, so that Henry could gauge the opposition. Continued falling sales figures in the early part of 1931 changed Perry's mind and bought on a quick road-to-Damascus conversion:

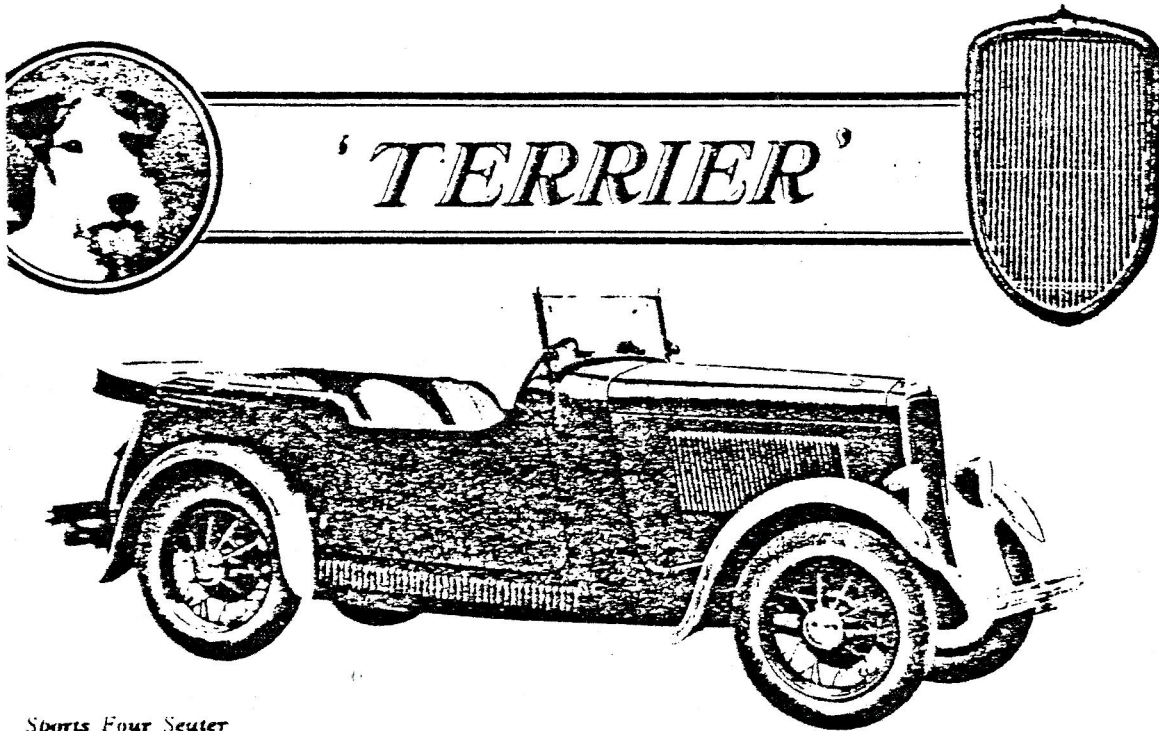
"Everyone in this country is agreed", he wrote to Edsel Ford, "that the only path out of the present intense industrial depression is one of economy, and as this reacts upon the motor industry, it means that the tendency everywhere is to buy smaller and cheaper motor cars".

Perry insisted that a Ford for the British market must be truly small; that is with a wheel-base well under 100 ins., and an engine only slightly larger than the Austin 7. On October 19th, 1931, work on Project 19 (headed by Laurence Sheldrick) was begun in earnest, and working round the clock, holidays and weekends, the Dearborn design staff completed 14 prototypes of a new 8 hp model, codenamed Mercury in time of the Ford show at the Albert Hall on February 19th, 1932.

The new car was in appearance a scaled down replica of the American Model B. It was powered by a 933 cc (56.6 x 92.5 mm) side-valve four-cylinder engine. The first engines had two-bearing cranks, though after some three or four prototypes, the new engine adopted a three bearing crank quite like the Model A. In fact the engine was almost a precise scale-down of Model A, including the familiar timing pin, Mr. Ford characteristically insisted on non-adjustable tappets. Drive to the 5.42:1 spiral-bevel rear axle was transmitted via a single dry plate clutch and a three speed gearbox. Wheelbase was 7ft. 6ins., track 3ft. 5ins. Early production had 4.00-18 tyres. Suspension was of course by transverse semi-elliptic leaf springs.

The prototypes were redesigned by Eugene T. Gregorie in the U.S. The importance of Gregorie's work on the small Ford cannot be underestimated, for it was no one less than Edsel Ford who upon seeing the new prototype (now called Model Y) gave immediate orders for Gregorie to proceed with the development of the design for the 1933 Model 40. The windshield of the Y had been angled back to 20 degrees. Bonnet louvers were reduced in number, and the petrol tank was moved from the front bulkhead to the rear.

Production started in August, 1932, and the new car was built at Barcelona and at Asnieres, near Paris as well as Dagenham and Cologne. To be continued...



Sports Four Seater

THIS body is a smaller replica of the "Greyhound" body fitted to the "V-Eight" and 14.9 h.p. Chassis. Two doors are fitted, with cut-away portions at the top, giving additional room for driver's and passengers' arms. Large pockets are provided in each door.

Front seats are of the bucket type, adjustable for leg-room, deep wells being provided at the rear for passengers' feet.

The windscreen folds forward flat on the scuttle and is fitted with safety glass and dual-electric wiper.

The bonnet is of special lengthened design, with close fitted louvres in the sides, giving a very sporting appearance.

The four-stick hood is covered in three-ply waterproof twill to tone with the upholstery, and when folded lies flat with the top of the body. A hood envelope is provided.

Side screens are arranged to open with the doors, whilst extended valances on the rear screens extending to the windscreen, provide complete protection from draughts and rain.

Wings are of helmet cycle type, in 20-gauge silver steel, with special aluminium splash panels to the fronts of the rear wings, and leather mud-flaps to the front wings.

EQUIPMENT

Electrical equipment includes head and side lamps, and combined stop and tail lamp in rustless steel, dipping beam arrangement to headlamps with steering-wheel control. Dual-electric screen wiper. Mirror, speedometer, petrol gauge and tool kit. Spare wheel mounted at rear.

PRICE

£185

Additional Model with standard Wings and Bonnet . . . £168 10



14.9 H.P.

8 H.P.

PLEASE NOTE: All orders in total when despatched, please add 25p for packing. Postage extra.

REPRODUCTION PARTS

Rubber Parts

	£
AL Engine Front Mountings (exchange)	2.20 ea + Postage
AL Front Radius Ball	1.00 " "
AL Steering Dust Covers	0.60 " "
AL Under Bonnet Rubber Sets - 9 items	4.40 " "
AL Brake and Clutch Pedals - exchange	2.20 " "
AL L.R. and C Rear Brake Rod Support Ends Rubber	1.60 " "
AL Gear Box Mounts	7.50 Postage included

Body Fittings

M/AL Front Bumper Bars single groove for early C's and L.R. Y's (will fit late C's)	47.00 each + Carriage
M/AL Rear Bumper Bars, single groove for early C's and L.R. Y's	Taking orders
M/AL L.R. Bonnet Chrome Badge Mounts	11.50 each + Postage
AL Bumper Bar Bolts for above (Temporary stock)	2.00 " "
M/AL Door Handles for L.R. Y's - exterior offside - front.	11.00 " "
M/AL Door Handles for L.R. Y's - exterior nearside - front (now on order - last price).	16.50 " "
Both above - Lock Barrel and Base Excursion (Plates not supplied)	
Windscreen Frames for L.R. Y's being offered by Chris Glover, 1 Percy Road, Guildford, Tel. 0483 505199 after 8 p.m. Don't have full details of specification but understand a	
Basic Frame in Brass is	85.00
Basic Frame, Glazed, is	95.00
Chromium Plate version, Glazed, is	120.00 - as a P.S. to last
If interested, contact Chris Glover direct.	
M/AL Club Radiator Badges or Bar Mounted	3.75 posted
Y Ford Pattern Luggage Carriers to order (unpainted)	28.00 + 3.00 P & P
Y Type domed wheel nuts plated	75p each + carriage.
Front and rear shackles	1.00 " "
Bushes for same	75p " "

REPRODUCTION PARTS

Mechanical

M/AL S.R. and L.R. C Rear Brake Rod Support Carrier arms	4.75 each + postage
Speedo Cables - contact direct from: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W.1. Tel. 01 935 0402	
Speedo Cable K27 at 5ft 8in long - Y)	3.78 " + P & P
K28 at 5ft 1in long - C)	(where necessary)
	+ 0.73 VAT
Total cost of one cable	5.63
C Model Exhausts - taking orders pattern now with maker.	
M/AL Y exhausts - stock	35.50 + carriage
AL Floor Board Screws	5p each + postage
Floor Board No.2 Taps	1.20 " "

REPRODUCTION PARTS

Body Panels - We are now charged VAT on all Body Parts.

M/AL	Rear Valances i.e. below spare wheel L.R. Y's and S.R. Y's.	58.60 ea.	+ Postage or Carriage
M/AL	Rear Wings for L.R. Y's and S.R. Y's	39.50 ea	" " "
M/AL	Front Wings for L.R. and S.R. Y's	67.30 ea	" " "
M/AL	Running Boards for L.R. and S.R. Y's	21.50 ea	" " "
M/AL	Inner Rear Wheel Arches Y	26.00 ea	" " "
M/AL	Chase Rails on Chassis inside door, beside carpet (state 2 or 4 door)	13.50 pair	
	C Front Wings (To order only)	92.00 ea	
	C Rear Wings "	42.30	
	Rear Wing Arch "	36.00	
M/AL	Y Van Chassis side panels	7.30 ea	
	Y Van Chassis rear panels (delay on these)	7.30 ea	
M/AL	S.R. Y Inner front wing engine compartment	16.00 ea	
	Engine splash guard kits - 2 parts	33.00 pr.	
	2D Y Door, make good kit - still being considered		
AL/M	Y Front Valances S.R. & L.R.	25.00	

NEW CLUB PARTS -- Please return the form in this letter requesting your parts as they are now too numerous. Please enclose S.A.E.

19 mm Choke Carbs. i.e. 8 H.P. Some left with Jim Fitzgerald £22.00 sterling. Allow time for delivery. Customs for obvious reasons examine all small heavy parcels from Ireland with great respect.

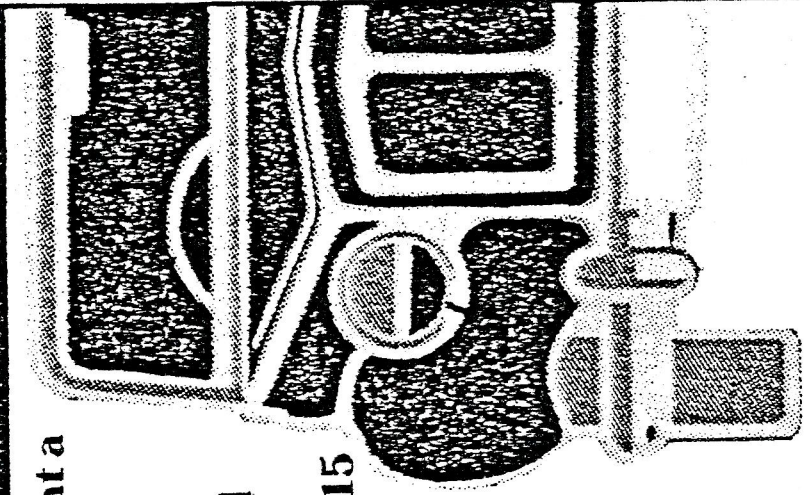
TONY ETHERIDGE FOR TYRES Telephone Watford 31699 (for tyres only) 24 hour answering service - please record your message and Tony will get back to you.

4.50 x 17 tyres	19.00 + carriage + VAT
4.50 x 17 tubes	4.50 " "
Rim Tapes	0.80p

At present moment I am low on many body parts but let me have your orders.

Allan and I each have one pair of L.R. Y rear wings to clear - some storage rust on surface £30.00 each

CHERISHED CAR
INSURANCE

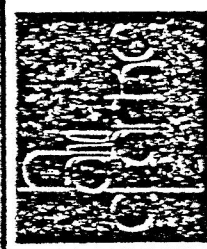


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FOR SALE

Mrs B M Poynter of 13 Donnelly Road, Tucton, Southbourne, Bournemouth
1938 Green Ford 8 '7Y'. Sun Roof - One Owner - Mileage 19,000
Reconditioned Engine. Needs Restoring, recently valued by A.A. at £1,000
Log Book - Full Service Records. Please write to Mrs Poynter if
interested. (This car may be a 'C' Model, but I think not.)

1934 'Y' Van - Good Condition - Running order - Asking Price in region
of £3,000. Contact Harvey Russell- Green Lane Farm, Chertsey, Surrey.
Telephone Chertsey 63253.

1935 'C' Tourer - Sound Condition - not on the road. Asking Price is
£1,500.00 O.N.O. Contact Martin Croston, 39 Charlotte Street, Rochdale,
Lancs. Telephone Rochdale 0706 50478.

1936 'Y' Ford - Four Door Saloon - Slight attention is needed -
All Original Parts - £1,750.00. O.N.O. Contact Alan Jarrott on
Telephone Dover (0304) 203234

(Handed in at Beaulieu) - details that is -
1934 'Y' Ford - Four Door Saloon (No further details are known)
Contact Richard Grogan, 27 Lashmere, Cranleigh; Surrey.
Telephone Guildford 304 907 (Members, I have tried this number but it will
not ring out - you may have to write to Richard).

1937 Two Door 'Y' Ford - Mostly Restored. Shot Blasted - Resprayed
- Re-upholstered Seats - £700.00 (Buying another 'Y' Model)
Contact Mike Rolph B.91 at 1 Chestnut Road, High Point, Stradishall,
Near Newmarket.

Richard Adcock G.5
New Address is 11 Nursery Lane
Danbury
Essex

Frank Bennett G.38
New Address is 13 Lang Lands Plac
Newton St Bodswell
Roxburghshire

Members please change these two addresses on the member's list issued
in the last News Letter

and, delete: Mr M Craven G.67
45 Silverswood
Calmore
Southampton

Add New Members as listed on Pages 20 and 21

<p>B. 57</p> <p>Page 21</p> <p>Mr. J. Newton, 15, Birch Crescent, Holt Wood, Atlesford, Kent.</p>	<p>B. 72</p> <p>Mr. C. Prew, 24, Ellison Road, Streatham, London. S.W.16.</p>	<p>G. 10</p> <p>Mr. B. Ackland, 100A, Durnford Street, Stonehouse, Plymouth, Devon.</p>
<p>B. 70</p> <p>Mr. K. Power, 20A, Wakefield Road, Midanbury, Southampton.</p>	<p>B. 69</p> <p>Mr. E. J. Pearce, Ridings, 4, Willow Walk, Englefield Green, Surrey.</p>	<p>G. 24</p> <p>Mr. B. Barnes, 'JY Newydd'; The Grove, Silvermere Park, Shifnal, TF11 9BW</p>
<p>B. 132</p> <p>Mr. J. Vize, Hamewyth, School Hill, Newnham, Nr. Daventry, Northants.</p>	<p>G. 141</p> <p>Mr. J. White, 28, St. Johns Road, Exmouth, Devon.</p>	<p>G. 22</p> <p>Mr. D. Bond, Jeda, Southgate, Hornsea, E. Yorks.</p>
<p>B. 158</p> <p>Mr. R. Yarwood, 35, Cator Lane, Chilwell, Nottingham.</p>	<p>G. 142</p> <p>Mr. K. Wood, 149, Albany Road, Gillingham, Kent.</p>	<p>G. 20</p> <p>Mr. M. Beakhuist, 63, Chadacre Road, Stoneleigh, Epsom, Surrey.</p>
<p>B. 4</p> <p>3 NEW MEMBERS FROM JIM FITZGERALD</p> <p>Mr. A. P. Kavanagh, 18, Upper Gerald Griffen Street, Limerick, Ireland.</p>	<p>B. 56</p> <p>Mr. J. Navghton, Hill View, Newtownsaandrum, Charleville, Co. Cork, Ireland.</p>	<p>G. 92</p> <p>Mr. W. Dunkeld, 44, Dunmuir Road, Castle Douglas, Scotland.</p>
<p>G. 67</p> <p>Mr. T. O Callaghan, 6, Bishop Browns Terrace, Charleville, Co. Cork, Ireland.</p>	<p>G. 91</p> <p>Mr. T. H. Durrant, 32, Merley Lane, Wimborne, Dorset.</p>	<p>G. 112</p> <p>Mr. J. Faulkner, 27, Church Road, Horley, Surrey.</p>
<p>B. 29</p> <p>Mr. N. Martin, St. Thomas Priory Farm House, Baswich, Stafford. ST18 0YD.</p>	<p>G. 111</p> <p>Mr. J. Foxon, 12, Main Street, Flexney, Leicester. LE8. 0AM.</p>	<p>G. 110</p> <p>Mr. E. Famulicki, D-1000 Berlin 47, Druckerkehre 6.</p>
<p>B. 28</p> <p>Mr. P. Millican, 10, Fleming Street, Maryport, Cumbria CA15. 6HJ.</p>		

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Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

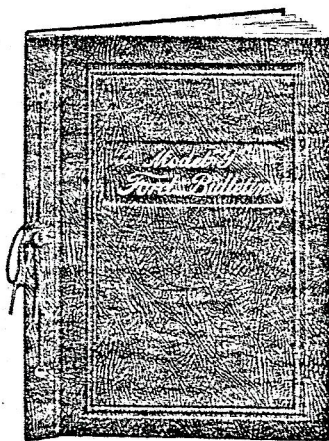
Model "Y" Bulletin Binders

THE very considerable time and expense involved in the production and publishing of the Model "Y" Bulletin, is only justified if it is read and thoroughly understood by all concerned, and if it is properly looked after so that it can be referred to whenever the need arises.

A binder should be available for every copy you receive, and it should be put into it as soon as it arrives.

Everyone to whom the Bulletin is circulated should be given strict instructions to keep it clean, and should be made responsible for returning it in the same condition as when it was received.

Special Binders for the Model "Y" Bulletin are now available from the Factory, price 2/- each nett.



THE REAR AXLE

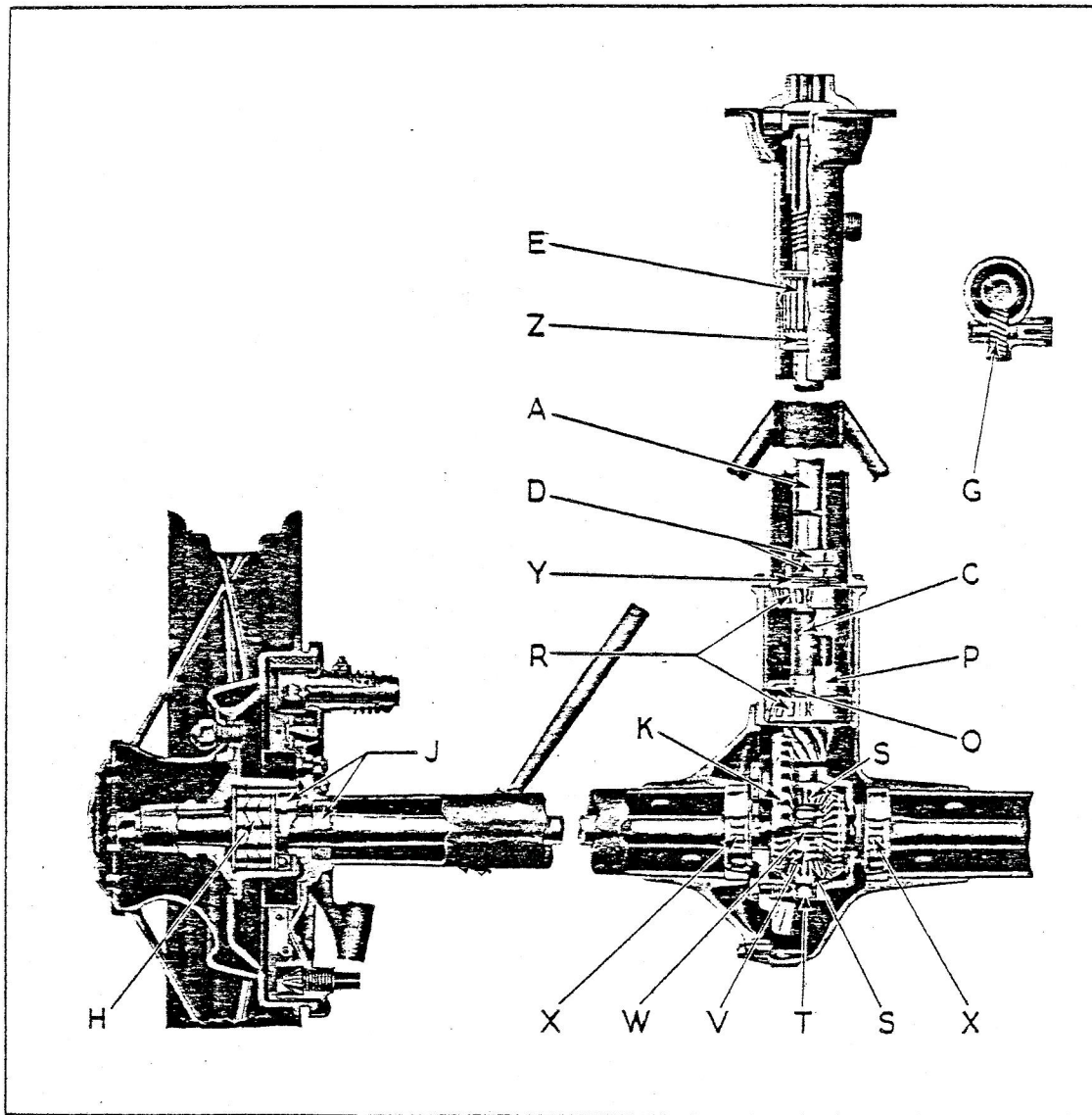


FIG. 1.

Rear Axle and Drive Shaft Assembly.

The rear axle fitted to the Model "Y" Cars, illustrated in Fig. 1 is of the $\frac{3}{4}$ floating type, with spiral bevel drive pinion and gear, ensuring quiet operation.

The drive pinion shaft "C" is supported by two taper roller bearings "R," adjustment of these being effected by the adjusting nuts "D."

In earlier models these two bearings were

placed close together; on current production they are separated by the bearing spacer "P" Fig. 1, which is approximately $2\frac{1}{2}$ inches long, giving increased support and rigidity to the drive.

The forward end of the propeller shaft "A" is splined into the universal joint behind the gearbox, and is supported by a roller bearing "E" as shown in Fig. 1, a grease retainer "Z" also being provided at this point.

Helical teeth formed on the propeller shaft immediately in front of the bearing "E," engage with the gear "G," and operates the speedometer through a flexible cable.

The load on the road wheels is carried on the axle housings by means of parallel roller bearings "H," the axle shafts transmitting the drive only.

The road wheels are secured to the axle shafts by a keyed taper and nut, while grease retainers "J" prevent oil, or grease, leaking through into the brake drums.

The driving gear "K," when revolving, picks up oil from the axle casing and throws it through the channel "L," cast in the top of the casing into the pinion drive shaft bearings housing, as shown in Fig. 2, thus efficiently lubricating these bearings.

As the propeller shaft, and torque tube, under normal conditions, work at a slight angle to the horizontal, a baffle "O" is welded inside the bearing spacer "P" in the position shown in Fig. 1 to retain sufficient oil in the space between the two bearings to lubricate the foremost of these bearings. Any oil that may work past the front pinion shaft bearing, is returned to the axle casing through the oil return passage "M" Fig. 2.

The differential is of the two, pinion type: the bevel pinions "S" run on, and are retained in the differential casing by, the differential pinion shaft "T," and are held in their correct position on the shaft by the spacer "V" which is secured to the differential pinion shaft by the pin "W."

The differential and driving gear assembly is supported in the rear axle casing by the taper roller bearings "X," which are positioned by the shoulders formed in the axle casing as shown in Fig. 1.

Dismantling the Rear Axle

Jack up the rear of the car and remove the rear wheels, disconnect the rear brake rods at the brake plates, and remove the rubber anti-rattle grommets from the anti-rattle support (which is secured to the radius rod lug on the torque tube), to permit the brake rod to be withdrawn.

Detach the shock absorbers from their anchorage on the axle housings, unscrew the speedometer drive connection at the forward end of the torque tube, and disconnect the torque tube from the chassis cross member by undoing the nuts round the universal joint housing.

The rear spring should now be disconnected from the axle by removing the spring shackles from the spring hangers.

To facilitate the removal of the spring shackles, and to prevent damage when reassembling, the spring spreader Y-321 should be used to expand the spring sufficiently to allow of the easy withdrawal of the shackles.

Care should be taken that the "lip" formed on each end of the tool **bears on the forward face of each spring eye.**

This is important, as if this precaution is not taken, there is great danger of the tool slipping off the spring, owing to the inclination of the spring eyes, and causing injury or damage.

Having disconnected the rear spring, the axle complete with torque tube, and propeller shaft, may be drawn rearwards away from the car; the forward end of the propeller shaft slipping out of the splines in the universal joint.

Support the axle assembly on a suitable stand, and remove the wheel hubs by means of the rear wheel puller Y-115.

Next, release the radius rods from their lug on the torque tube, and remove the brake rod anti-

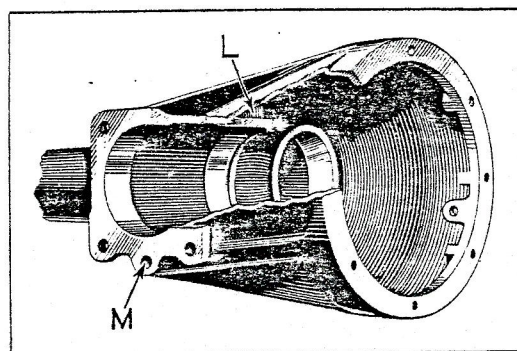


FIG. 2.

rattle support, then unscrew the set screws that hold the two halves of the axle casing together, and withdraw the left-hand half of the axle casing from off the axle shaft.

The two axle shafts complete with driving gear and differential assembly may now be drawn away from the other half of the axle casing.

Remove the speedometer drive gear assembly from the torque tube, disconnect the four bolts that secure the torque tube to the axle casing and remove the torque tube.

Turn down the ears on the lock washer between the adjusting nuts "D," and remove the adjusting nuts, and bearing thrust washer "Y"; the propeller shaft complete with driving pinion and bearing assembly may now be drawn from the axle casing by means of the tool Y-329.

The forward roller bearing "R" may now be drawn off the shaft, the bearing spacer "P" lifted off, and the other roller bearing drawn off the shaft.

To dismantle the differential, unscrew the bolts that hold the differential casing to the driving gear, and remove the driving gear and left-hand axle shaft: this will permit the retaining pin "W," (which is a loose fit in the shaft "T,") and the spacer "V," to be withdrawn, allowing the pinion shaft "T" to be pushed out of the differential casing, thereby releasing the differential pinions "S."

The two axle shafts may now be removed from the differential casing, and driving gear respectively, and the two roller bearings "X" drawn off if necessary, by means of the bearing puller Y-330.

Reassembling the Rear Axle

Replace the taper roller bearings "X," making sure that the radius on the inner race, fits into the radius on the crown wheel, and differential casing, bearing supports.

Insert the offside axle half shaft into the differential casing from the inside after smearing a light film of gear oil over the bearing surface immediately behind the axle pinion.

The differential pinions should now be assembled in the casing by passing the shaft "T" through the differential casing, differential pinions, and pinion spacer, **making sure to lock the pinion shaft and spacer in position by the pin "W."**

Next, enter the near side axle half shaft into the driving gear from the inside after oiling the bearing surface immediately behind the axle shaft pinion.

The driving gear may now be bolted on to the differential casing, **making sure to lock the bolts by means of a piece of wire passed through their heads.**

Next, assemble the bearings on to the drive pinion shaft as follows.

Press the rear inner bearing race and rollers into position behind the pinion on the pinion shaft, with the rollers tapering towards the front of the car. Place the outer race of this bearing in position followed by the bearing spacer "P," making sure that the baffle "O" welded inside the spacer, is facing the drive pinion.

The outer race of the front bearing should then be placed over the shaft, followed by the inner race with the rollers tapering towards the rear of the car, the bearing thrust washer "Y," the first adjusting nut "D," the tongued lock washer, which fits into a groove cut in the end of the driving shaft, and the second adjusting nut "D"; in the order named.

An aligning and adjusting jig will shortly be available into which this assembly should now be placed, and the first adjusting nut screwed down

until the bearings are correctly adjusted. Lock this nut by means of the second adjusting nut "D," and secure the two nuts by the tongued lock washer.

The bearings are correctly adjusted when it is possible to turn the outer race of the bearings, and the spacer which is clamped between them, freely, but without end play.

Take care not to adjust the bearings too tight, as the wedging action of the tapered rollers may cause damage.

If it is found that the adjusting nut has been screwed down too far, so as to make the bearings stiff to turn, the nut should be turned well back, and the bearings freed; then re-adjust more carefully.

The drive pinion bearing housing should now be immersed in hot oil for two or three minutes to expand the housing sufficient to permit the bearing assembly to be pressed into place.

The drive pinion bearing assembly may now be pressed into its housing in the rear axle casing, and the rear axle shafts, with differential assembly, placed into position in the offside rear axle housing, after making sure that the grease retainers "J" inside the axle housings, are in good condition: if not, they should be replaced.

Next, place the near side rear axle housing, over the near side axle half shaft, and bolt the two axle housings together in their correct position.

The torque tube should now be placed over the propeller shaft and bolted on to the rear axle housing, after ascertaining that the grease retainer "Z," and the bearing "E," is in good condition, and the speedometer drive gear assembly secured in its correct position on the forward end of the torque tube.

The radius rods, and the brake rod anti-rattle support, may now be secured to the lug on the torque tube, and the rear hubs replaced on the axle shafts.

The rear axle and torque tube assembly is now ready for assembling to the car.

Thread the brake rods through the anti-rattle support, and replace the rubber anti-rattle grommets; then insert the splines on the forward end of the propeller shaft into the universal joint, and secure the universal joint housing to the chassis cross member.

Re-connect the rear spring to the spring hangers, expanding the spring by means of the tool Y-321 as described previously, and connect up the brake control rods, secure the shock absorbers to their axle housing anchorage, and replace the rear wheels.

Before using the car, do not omit to refill the rear axle casing to the correct level, with the recommended lubricant, and the universal joint with the correct grease.

The above instructions also apply to the earlier type axles with the following exceptions.

The puller to withdraw the driving pinion shaft and bearings from their housing, is slightly different to the puller designed for the later types, and should on no account be used on the present type axles.

The early type puller is designed to clamp on to the drive pinion shaft above the bearings and may be used without first removing the lock nuts "D."

The later type puller is designed to screw over the thread on the drive pinion shaft normally occupied by the adjusting nuts "D."

The earlier type drive pinion shaft bearing is of the double taper roller type, with a single outer race, and should be drawn off the shaft as a complete unit after removing the locknuts "D," and the thrust washer "Y."

These early type bearings should be assembled in a similar manner to the later type: the rearmost inner race and rollers being pressed on to the pinion drive shaft, with the rollers tapering towards the front of the car, followed by the double outer race, and the front inner race with rollers.

Adjustment of this bearing is the same as for the later type with the exception that it is not necessary to use the aligning and adjusting jig.

THE CARBURETTOR

Should a case of difficulty in starting be reported, make sure that the automatic starting device is being used in the proper manner, as described in the October Issue of the Model "Y" *Bulletin*, page 16.

Impress upon owners that the **accelerator pedal must not be touched when starting the engine** as this will throw the starting device out of action; also that it is important to depress the clutch pedal when starting a cold engine, as this relieves the drain on the battery, and will permit the engine to be "turned over" more rapidly.

If difficulty in starting is still experienced, the following points should be checked over.

Make sure that the accelerator pedal is not fouling the floorboard, or carpet, thus holding open the throttle.

Check that the starting device valve is being held fully open when the control button is held out by the slot in its bracket, by pulling on the control button.

If it is possible to open the valve further, take up the slack in the wire by loosening the rearmost screw in the adjuster at the carburettor end of the control wire, and draw the control wire further through the adjuster, tightening the screw when all the "slack" is taken up.

After taking up all the slack, make sure that the starting device valve is not held off its seat when the control button is released, as this will keep the starting device in operation causing excessive petrol consumption.

Check that the ignition timing is correctly set as described on page 8 of this issue, and correct if necessary.

See that the sparking plugs are clean, both externally, and internally, and that the points are set to the correct gap of .022 inch.

Check that the carburettor is set correctly as follows:—

The throttle adjusting screw should not be screwed in more than one and a half turns (preferably $\frac{3}{4}$ turn) after the screw just touches the throttle lever. If the throttle is open more than this amount, the operation of the starting jet will be affected.

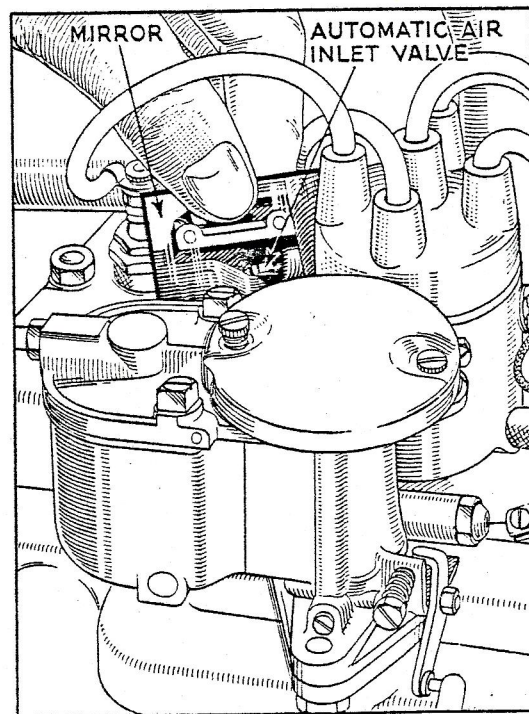


FIG. 3.

The air adjusting screw should be from one half, to one full turn open, for the best results.

Make sure that the automatic air inlet valve is operating correctly, as it is possible for this valve to be held inoperative by frozen moisture.

This inlet valve is located on the right hand side of the carburettor, (i.e. facing the engine) and may be easily examined by means of a small mirror held at a slight angle between the carburettor and Nos. 1 and 2 sparking plugs as shown in Fig. 3.

Hold the mirror so that the automatic air inlet valve may be seen, and with the starting device in operation, i.e. with the control pulled out, crank the engine by means of the starter, when the air valve should oscillate in and out.

Free the valve if no movement is apparent.

Several slight modifications have been carried out in the carburettor and induction manifold, used on current models of the Y Car.

The modifications to the carburettor consist of certain slight alterations to the internal passages, and the use of a modified automatic air inlet valve (31, Fig. 10 on page 13 in the October Issue of the Model "Y" Bulletin) with a different size starting jet.

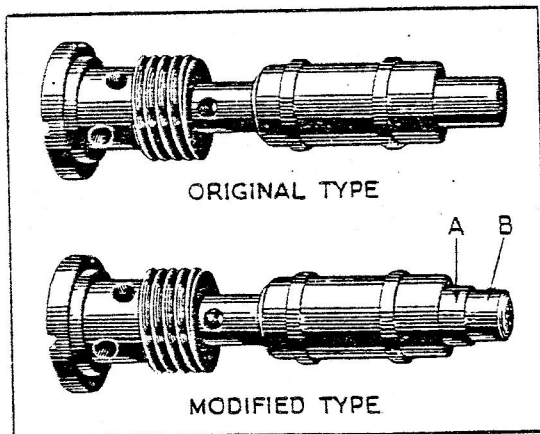


FIG. 4.

The modified form of automatic air inlet valve assembly is shown in Fig. 4 while the later type of carburettor may be identified by the starting passage (30, Fig. 10 of the October issue of the model "Y" Bulletin) being 1 m/m larger; also the portion of the carburettor flange that has been cut away to clear the starting passage, has been considerably increased in size in the later type carburettors.

Two combinations of air inlet valve and starting jet have been used as follows: a No. 100 starting jet with a 4.5 m/m-5.5 m/m air valve, and a No. 75 starting jet with a 5.0 m/m-5.5 m/m air valve.

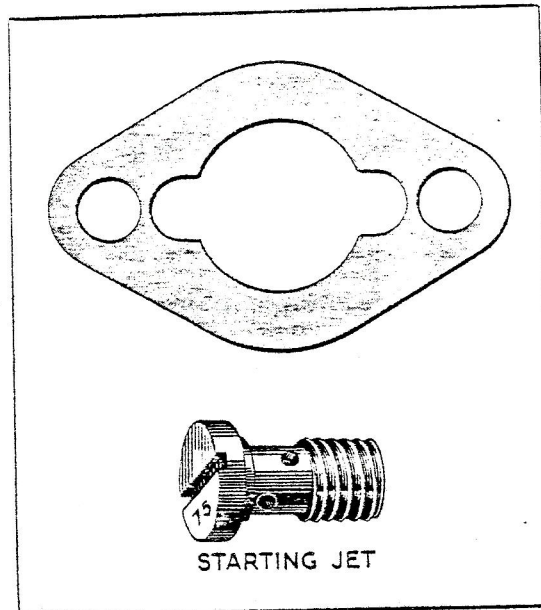


FIG. 5.

When either of these parts require replacement, only the No. 75 starting jet and the 5.0 m/m-5.5 m/m air valve will be supplied, and it is extremely important that these be used together for all normal requirements.

The figure first mentioned in the air valve size refers to the diameter of that portion of the valve marked "A" in Fig. 4, while the second figure mentioned, refers to the diameter of that portion of the valve marked B. The air valve assembly may be removed and replaced by means of a screwdriver as shown in Fig. 7.

The above combination will give satisfactory starting under all normal conditions, but for exceptional circumstances a No. 90 starting jet is available for use with the 5.0 m/m-5.5 m/m air valve.

Before installing this larger jet, make sure that all the points mentioned above are satisfactory, and

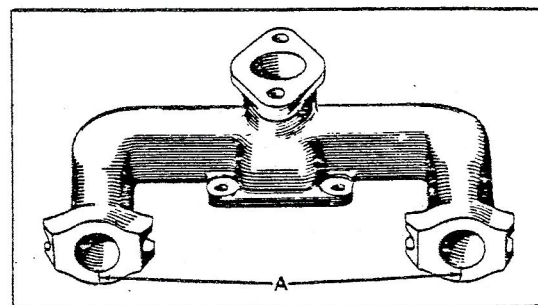


FIG. 6.

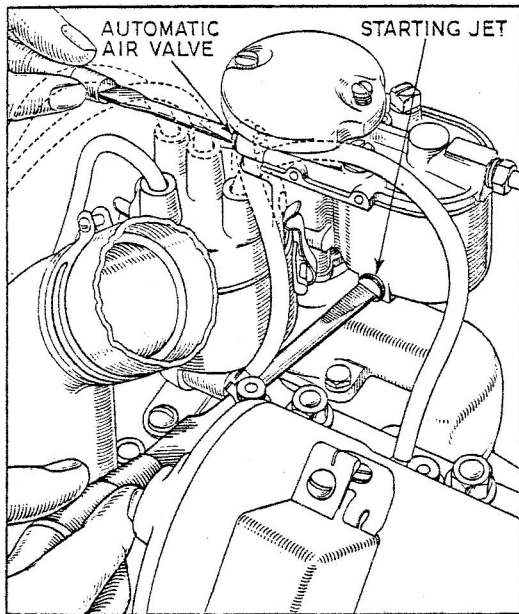


FIG. 7.

if a larger jet is still considered necessary, run the engine for several minutes with the large jet fitted, and with the starting device control pulled out (i.e. starting device in operation), to make sure the engine does not "choke" with too rich a mixture as it warms up.

If this happens, it is an indication that the larger jet is unnecessary, and that the various adjustments mentioned above have not been correctly carried out.

The starting jet is situated on the off-side of the carburettor, i.e. facing the engine, at the bottom of the float chamber, and should be removed by means of a screwdriver as shown in Fig. 7.

The size of the starting jet is stamped on the slotted head as shown in Fig. 5.

Two slots are now being machined in the intake manifold as shown at "A," Fig. 6, to permit any condensation which may take place in the manifold, when starting under extremely cold conditions, to drain away.

Owing to the accuracy necessary in cutting these slots it is essential to return any manifolds requiring this operation to the factory.

It is also important that when these manifolds are fitted to an engine, to see that the slots are clear, and that jointing compound is not used, as this will squeeze into the slots and effectively block them.

Whenever it is necessary to replace an induction manifold, make sure that only the later slotted type is fitted.

The carburettor to manifold gasket is now cut away as shown in Fig. 5 to eliminate the possibility of the starting passage (30, Fig. 10 in the October Issue of the model "Y" Bulletin) becoming masked by the gasket.

GENERATOR AND CRANKSHAFT PULLEYS

To assist in the removal of the fan belt, the generator, and crankshaft pulleys have been modified allowing them to be set back $\frac{1}{4}$ inch thus giving greater clearance between the crankshaft pulley and the front cross member.

The original, and modified type of generator pulley, and crankshaft pulley is shown in Fig. 8, and it will be noticed that in the later type of generator pulley the boss for securing the pulley to the armature shaft has a tapered hole machined in it; whereas in the original type the hole is parallel. Other differences to also serve as a means of identification are shown in the illustration.

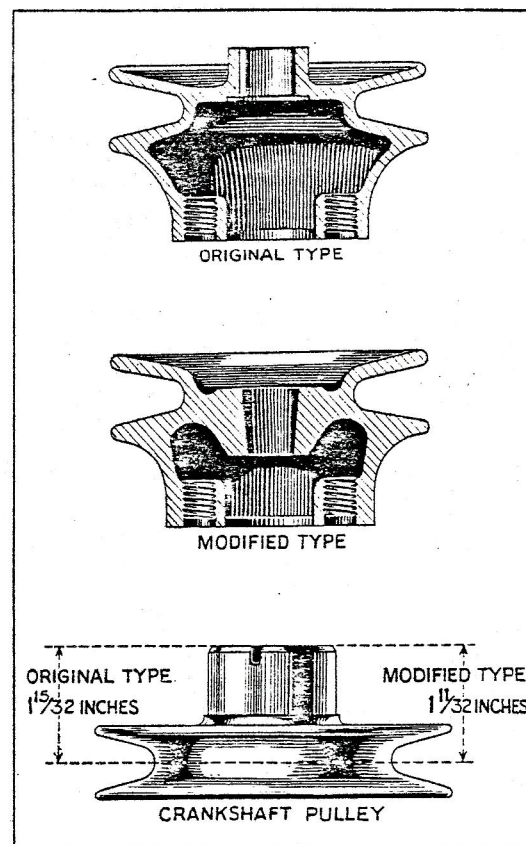


FIG. 8.

The shape of the modified type of crankshaft pulley is similar to the original design, but may be identified by the distance between the centre line of the belt groove, and the face of the shaft boss being $\frac{1}{4}$ inch less than this distance on the original type as shown in Fig. 8.

This distance on the modified type is $1-11/32$ inches, and on the original type $1-15/32$ inches.

Care should be taken when replacing a crankshaft pulley that the correct type is used, as the

fitting of an incorrect type will result in excessive belt wear and possible breakage.

It is impossible to fit the modified type of generator pulley in place of the original pattern pulley, unless the generator armature and shaft is replaced by one having a shaft with a tapered end; but if the generator is changed to one having the modified pulley fitted, it is essential to fit the modified crankshaft pulley as well.

IGNITION TIMING

The ignition timing of the Model "Y" cars has been slightly modified; the spark now being timed to occur when the crankshaft is 8 degrees before top dead centre, at which time the piston is .029 inch from the top of the stroke.

To determine the exact firing point, a dial gauge Fig. 9 graduated in thousandths of an inch, is available.

Remove No. 1 Sparking Plug, and turn the crankshaft until No. 1 piston is rising on the compression stroke; i.e. on the up stroke with both valves closed.

Screw the gauge into the vacant sparking plug hole in No. 1 cylinder, making sure that the offset plunger "A," Fig. 9 has entered the cylinder bore. If it is possible to move the plunger freely by means of the handle "C" at its top end, the offset of the plunger is in the cylinder bore. The plunger should be in the cylinder bore when the handle "C" points towards the off side of the car.

Turn the crankshaft until No. 1 piston is at the top of the compression stroke, which will be indicated by the hand on the dial of the gauge, then loosen the lock nut "B," and turn the dial face until the zero mark registers with the indicator hand, and tighten the dial lock nut.

The crankshaft should now be turned to the commencement of the next compression stroke of No. 1 piston, i.e. $1\frac{1}{2}$ complete turns.

Next, carefully turn the crankshaft until the indicator hand reads .029 inch before the zero mark.

The distributor should now be set as described on page 10 of the September Issue of the Model "Y" Bulletin.

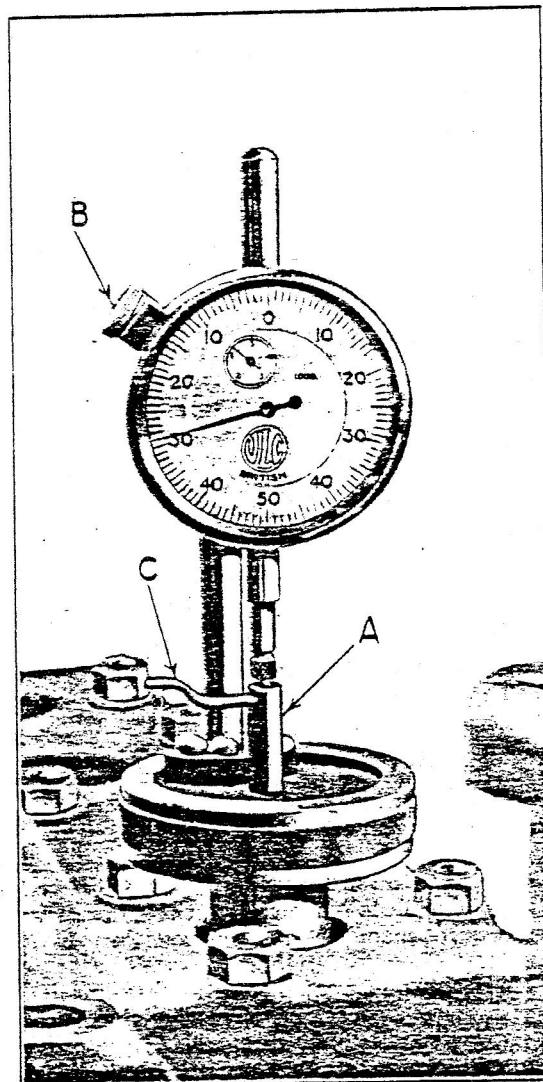


FIG. 9.

Gauge for timing Ignition.

PLEASE COMPLETE AND RETURN TO GRAHAM MILES
HOPEFULLY THE INFORMATION WILL BE PUT ON A WORD PROCESSOR THIS
YEAR, SO THAT MEMBERS CAN CALL UP COMPLETE COPIES FOR THEIR USE.

NAME: FORENAME: MEMBERSHIP NO.
(see envelope)

FULL POSTAL ADDRESS:

POST CODE:

DETAILS OF CAR YEAR OF REGISTRATION:

MODEL Y OR C REGISTRATION NUMBER

TYPE OF BODY

CHASSIS NUMBER (see this newsletter)

ENGINE NUMBER:

TYPE OF ENGINE -

Tick Box

Has Block one or two water outlets? (more correctly 'inlets')

ONE		TWO	
YES		NO	

If Engine has two, can main bearing bolt heads be seen externally ?

GENERAL CONDITION OF BODY - (this information to assist in stock levels of body panel parts)

i.e. very sound - sound - rather poor - very poor

Which spares depot will you call on ?

Abbots Langley (Miles)		Manchester (Oakes)	
---------------------------	--	-----------------------	--

IS YOUR VEHICLE ON THE ROAD ?

YES		NO	
YES		NO	
YES		NO	

UNDER RESTORATION ?

BEING STORED ?

If not on road, which year is your aim to be ?

If on the road, are you prepared to take it to meetings next year ?

FORM TO BE COMPLETED AND RETURNED TO:

Page 31

Graham G. Miles
Y & C Ford Register
61 Gallows Hill Lane
Abbots Langley, Herts.

NEWS LETTER NO. 19

DATE:

MEMBERS NAME

TOWN

MEMBERS NO.

What would you like to see manufactured? Please list here :

Manufacture -
What Support? L.R. Running Board imitation rubbers in fibreglass.

Parts for Sale:

Parts Wanted: (use also for Club
Reproduction parts)

If you wish your phone number to be published, please quote number here:

I would like to attend Winter Pub Meetings.

YES

NO

Please add here any other remarks, comments you may wish. Also, use for above requirements if insufficient room has been given for you.