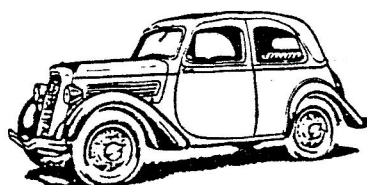
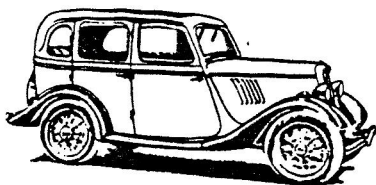


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 20 Oct/Nov/Dec '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.

Dear Father Christmas,

I am writing to tell you that I have been a good boy for a whole year, spending almost every spare minute thinking about what I am going to restore next on my Ford Model Y. Sometimes, I even got round to restoring real bits of it, so I am now writing to you to see if you would send me a completely re-upholstered interior for it. If you can't manage that, an apple and an orange will do.

Well, you have to explore all possibilities.

Many thanks to all those of you who have responded to our suggestions. We have quite a full mail bag this time, so I will first list the information we have on insurance and then move straight on to more of your letters.

1. INSURANCE AND VALUATIONS

We have a variety of sources of information here, starting with quotes Graham received from Hall and Clarke, who advertise in our letter.

1936 - £2,000 agreed value	London	£81.50	unlimited
		£48.90	2,500 miles
1936 - £2,000 value	Yorkshire	£45.00	unlimited *
		£30.00	2,500 miles *

\*These amounts being the minimum for a policy.

Bruce Palmer writes from Croydon, Surrey,

"The 'Sidevalve Club' have tried a couple of brokers and I can recommend one in particular as giving a good deal. This is Llewellyn Kelly, 21 Algitha Road, Skegness, Lincs. They have a 'classic car' policy arranged via these people and Lloyds Brokers. This is based on pre-1956 vehicles, less than 2,000 miles per year, evidence of engineer's report (although a valid MOT will do) and an agreed value. The latter is acceptable in the form of a letter on headed notepaper from the relevant Club."

Bruce has a 1953 493A Prefect and 1959 (!) 103E Popular, London Area, 3 years no claim for £59 last year. This year, they are combined with a Fiesta 1100, fully comprehensive, for £150.

My own 1934 Model Y is insured with Sun Alliance, £1,700 agreed value, comprehensive with certain conditions, full no claims, 2,000 miles per annum, Yorkshire Area, and costing £34.40 per annum.

Obviously it is hard to make accurate comparisons between these variables (a normal state of affairs in the insurance world) but at least it gives a few pointers. Also it would seem that more companies are now formulating special policies for older classics.

Regarding vehicle engineers' reports, R. P. Snape writes from Walsall,

"I am employed by the A.A. as a Field Staff Engineer, and we carry out a wide variety of inspections/reports to meet any motoring needs. Over recent years, we have been asked more and more to issue reports and anticipated values for vintage and post-vintage vehicles. This is unfortunately a members-only service but no doubt a number of Y & C owners are A.A. members and if required, by contacting their local office, can arrange an inspection (and engineer's report) for a fee of £22.00. This is a 1982 price and may be increased in the new year.

Due to my long personal involvement with vehicle restorations, most such inspections, certainly within the Midlands, fall on my desk, which, from our Club's point of view, is helpful, as I own a Model Y Fordor and obviously know their ins and outs.

It is also worth mentioning that the inspections can be carried out at owners' home addresses (provided there is off road hard-standing) so there is no need to drive miles or leave your prized car in someone else's hands."

## 2. FUTURE TRIPS

Bruce Palmer goes further in his letter than matters of insurance, with what seems to be a splendid idea for a Cross Channel trip next year. If you would like to participate, please let me know so that we can assess what response we can give to his idea.

Bruce wrote,

"I noticed the picture of John Jardine's Y and that he is a Hovercraft Captain. The idea of a trip to France is one I have been thinking about for the F.S.O.C. for a while, and if John could be persuaded to organise transport (at a discount from group or off-peak booking) a French weekend could be rather fun!

A suitable destination would be the little steam railway that runs from Le Crotoy to Noyelles - about 45 miles south of Boulogne so not far to drive on the continent. Not very crowded - Le Crotoy is a nice little 'port' town and the railway could run us a 'special' on the Saturday with perhaps a group booking in a hotel for the Saturday night. Back early Sunday afternoon via the Hovercraft ..... I'm not prepared to run it but we can get names and addresses of contacts - two of the F.S.O.C. Committee members are also railway enthusiasts! At least some members would appreciate the 'duty free'!"

(Bruce is the Registrar, 'Popular Register', Ford Sidevalve Owners Club)

I know at least two people who would enjoy this trip, including myself. Allons enfants de la old car, old train, old wine, new wine, wine, francophiles, R.S.V.P.

### 3. CAR HISTORIES

Richard Wakefield has taken the trouble to uncover the history of his Y type, BTA 828, so that we have great pleasure in publishing this fascinating story.

"It all started in July when I had the 'bright' idea of obtaining a North Devon telephone directory from the main Post Office here in Brighton, to find out if there was anyone by the name of Gammon, in the village of Morteheo, near Woolacombe, which was also the name of the person who had it brand new. As luck would have it, there was one such name, and when I contacted the number, I spoke to a nephew of the old lady who owned it (Miss Alice Mary Gammon) who knew all about this car from the word go and could verify its entire history. As you could well imagine, I was elated to say the least!

The nephew, a Mr. Ivor Gammon, forwarded to me the following items: the last MOT and Insurance Certificate before it was laid up in 1965 (it never turned a wheel for the next 15 years!), a 1934 edition of the Highway Code, all her driving licences from 1936 to 1965, various bill headings, good quality photographs of a Model T and a Model A which the family owned in the 20's and 30's, plus a photograph taken in September, 1980, of the car before it was restored - about an hour after it was towed out of the garage and before it went to the auction, where incidentally it fetched £775.00, the proceeds went to the Jimmy Saville Stoke Mandeville Appeal Fund.

Also, a copy of a cutting which appeared in the North Devon Chronicle in September, 1980, at the time of the auction.

At the time of writing the mileage has just passed 40,000 miles, and the man who restored it in Ilfracombe whom I bought it off actually only drove it for 5 miles, believe it or not, the rest by me and this summer I have had certain 'teething' problems to sort out, but happily these now are of the past.

There is one other small thing I am curious to know, that in the original log book of BTA 828, the cc is stated as 885, whereas I had always understood that all 8 hp engines were 933 cc. When I saw Jim Miles at Penshurst, near Tonbridge, on 26th September, I mentioned this fact to him, but this one was new to him. Also, as you know, Steve Day's S.R. has been up for sale for some time and I have been to look at it, that also states 885 cc in the Swansea document. Of course, I realise that this question may well have been answered in earlier bulletins before I became a member."

The cutting from the North Devon Chronicle, September, 1980, reads:

#### HOW AMY AND MARY SHOCKED SEDATE MORTEHOE

There was a definite glint in the eyes of Aunt Mary and Aunt Amy on their Friday visit to Barnstaple market, by courtesy of brother Walter's taxi service. As much as they loved Walter - and appreciated his workmanlike transport - they were yearning for independence; a motor of their own. And at Mr. Annendale's Ford depot, they found it, a shining black

8 Y type four-door saloon, with drop windscreen washers and spoke wheels. It was brand new and they bought it for £100. Back home, at Morteheo, it caused a village sensation, with Mary at the wheel and Amy poised in the front passenger seat. For this was 1934, and the spinster Gammon sisters were taking women's lib a bit far.

Aunt Amy, after three lessons, abandoned driving for the equally important role of front seat advisor. "Not too fast, Mary, my dear." Mary, on the other hand, progressed well, double de-clutching with the best of them, with a hand still free to press the electric horn! For the next 31 years, the Y type took them everywhere, to Barnstaple market, to Ilfracombe, and on occasional bold excursions to Exeter. They never had a crash but admitted to breaking down a few times, and getting stuck once in a snowdrift. Brother Walter was always ready to rescue them. The spinsters clocked up 34,000 miles and then, because of advancing years, laid up the old Ford in 1965. Walter died 20 years ago, but another brother, Tom, remembers their joy on the road. "I don't know how they got around, but they did," he chuckled. Both aunties reached a grand old age - 90 each - and steadfastly refused to part with the Y type locked away in the yard shed of their former boarding house.

Mary was the last to go, earlier this year, and she left the old Ford to their voluntary chauffeur, nephew Ivor. "Lots of people have inquired about it" said Ivor, "knowing its history and my two aunts. But how best could I part with it?" Ivor has asked Fox and Son to auction it on site on September 18, and the proceeds will go to Jimmy Saville's Stoke Mandeville Appeal. "I haven't a clue what it will make," said Ivor. "There is some rust in the old motor now and I can't remember when the engine was last started. But I'm told it will restore to perfection." Aunt Amy and Aunt Mary, veterans of 34,000 independent miles and one and only ownership, would have approved!

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Perhaps not all our cars will have such a history, but I suspect a good many will have had substantial roles within one family's life. No-one in the Club so far has any answer to the strange cubic capacity rating of 885 cc. We can only assume that it was a clerk's error, perhaps the same clerk in each case.

Thank you again for your contributions.

Have a good Christmas,

John Guy

## NEWSLETTER

Our thanks this month is extended to John Guy for his efforts and Richard Wakefield for his article on the history of his vehicle and once again to Jim Miles this time for two articles one related to the history of the Ford Motor Company and the other article to the trip he recently made to Milan with his wife, a very interesting run. The trip could be a regular basis if other members are interested in coming forward please come in contact and I will let you know what details I have. Mr. Snape who would have guessed we had an A.A. Engineer. Well as you can see we have an article from Bruce Palmer who is in actual fact one of the leading lights of the F.S.O.C., he has written us up an article on Insurance. I will continue my researches in Insurance and as you have seen, I have two fictitious Mr. Miles living in different parts of the country and the Insurance rates. It is self evident that one must ask for a quotation as the area in which you reside makes a considerable difference to the premium you pay. If I recall correctly London, Manchester and Liverpool are the dearest areas and Yorkshire for example is one of the lowest areas. Referring back to last month's newsletter I am sorry it arrived rather late, the letter was actually printed more or less on time but I was delayed by the photographs and I think it was worth waiting for as I am sure they made an interesting aspect of the letter. The sheet this time is of course available and therefore the letters hopefully, are going to get out something like on time. It has been suggested by John Guy that we try not to make the dates so retrospective therefore, this letter actually covers 3 months and brings us up to the end of this year. In future the letter will come out hopefully, in the middle of the period of the months that it claims to represent. Again referring back to last month's letter as you can see that Jim Miles has actually volunteered his services but by the time the letter was printed the photographers were at a different stage. Jim has volunteered his services to become the specialist on the non standard bodied Ford vehicles as made by the various coach builders of that period. It is hoped that Jim will be able to build up quite a good knowledge of these vehicles and as you can see owned a rather unique vehicle, I have done my best to produce a photograph of that type of vehicle later in the letter. It is believed that this vehicle is perhaps the only one in existence, funny enough it was discovered in the South of England with German number plates (I think I have mentioned this point in previous letters). Please do come back with facts and figures about your own vehicles and if you know people who own such a vehicle who are members of the club you should encourage them to write to Jim simply to build up our knowledge of this vehicle.

### FORTHCOMING EVENTS

We have two events for the 'Y' and 'C' looming in the horizon next year. The first will take place in the month of April and as last year will be described as the 'London Run', hopefully attracting members from the home counties and thereabouts. Exact arrangements are yet to be made again we have the idea of bringing in three groups and perhaps assembling at Hyde Park and then driving in convey. At the moment Syon Park has been suggested where there is a Transport Museum, this is not arranged in detail yet but hopefully, we will have more facts in the next newsletter. I am pleased to say that David Laxton has offered his services to organise the club event which was formally held in the Derbyshire area. Last year we had a good success at Stanford Hall when we joined the Side Valve club so we have decided to go there again, we will of course have to hire the use of the grounds although the sum is quite modest they may be an admittance charge of something in the region of 50p - £1.00 to pay for these costs. The weekend selected is that of August 20th and 21st, please make note of this in your diaries nice and early so hopefully, it will not clash with your Summer holiday arrangements. Camping Caravans on site can be arranged but you would have to bring your own equipment we intend to have a Barbecue on the Saturday evening and we will probably hold a committee meeting in a local Hotel on the Saturday afternoon. I intend to invite all members who anticipate actively in the club as well as those who are formal members of the committee. These names appear on the inside of the fly sheet of the newsletter. A general discussion will take place in this meeting on how to improve our club. Hopefully, we will have a good practise run on collecting 25 C's in the last few weeks and there are arrangements in hand for despatching four sets of wings to various 'C' owners so movement is taking place on the 'C' front. I have another member saying as soon as the money is in he will be buying some front wings so we could well make that 25 for 1984. 'Y' models show up and see if we can make the magic 51 lets have a good go at Stanford Hall on the 20th August of next year.

Plagues have been made by various people for events that we attended last year and I am holding Plagues for the Ford day held in July last year at Hope Valley. If you would like to obtain these Plagues gentlemen for those present please send me an s.a.e. and I will gladly forward them on to you.

### ORDER PROCEEDURE

I have changed the ordering proceedure slightly due to the fact that I have incurred one or two bad debts. I am still chasing the members who owe money but I really do have something else to do with my time, I do enough of that at work chasing money that is - so I'am quite an expert at it! So in order to stop the situation arising again, if you are interested in obtaining club parts please complete the form in the newsletter returning a s.a.e. I will then send you out an proforma invoice advising you what is obtainable and at what price. On receipt of your cheque I will make arrangements to get the goods to you, unfortunately, this has become necessary as one member in particular owes the club £20 and I see little chance of us getting it.

### SUBSCRIPTION LEVEL FOR 1983/4.

The subscription presently set at £5.00. As it has been suggested that this amount should be increased, I have a difficult job here in deciding what we should charge. If we charge too much we will lose some members if I do not charge enough then we are under capitalised. The last few weeks alone I have been writing out cheques for £800 odd pounds - which leaves us down on ready capital. We have a £500 offer of new spares so I am hoping gentlemen you can keep them until you can offer the asking price. We have also been offered four to five 'Y' models, these are residing in a scrap yard. I hope there will be a party of members who will be desending on these on the Sunday, December 5th. The gentleman who owns the scrap yard will be looking for cash, but I feel it essential that we take the opportunity of taking these parts while they are available. So all and all it does not take a mathematician to work out that if we have something in the region of 250 members paying £5 a year and newsletter and storage locker costing something like £500 - £600 a year we do not have a great deal of money in order to play with. Obviously, the surplus money that I have comes by trading amongst ourselves and by ploughing back into the club to buy more spares. Due to the recent purchases I have once again deferred production on the Oil Can as this is really a luxury item and I must concentrate on the basic bones of getting the vehicles put together once again which means spare parts. So on the return form itself there are some figures suggested if you would like to tick what you consider as a suitable figure. We will then take the average and submit this comment in the next newsletter. Other clubs subscriptions I have heard of run from: £7.00 - £13.00 Per Annum

### SHEET METAL WORK

We are now virtually self financing the sheet metal work side and I am holding in stock at Abbots Langley virtually every component we offer. It is essential that this material is turned over quite quickly as we have found that it would deteriorate if kept too long. Hence I only keep enough and not too much. It is heavily waxed oiled and in this manner is quite preserved. Of course this would mean that when you collect them I would advise you to bring something to wrap the items in, in the interests of your vehicle. Alan for the moment is not holding a great deal of stock as it is made local to him, therefore it can be called up. When he moves house he may well solve the storage problem, so Alan is running down his stock of sheet metal work at present. However, I must ask once again for anybody who can give us help on the 'C' model side sills if somebody lives near Manchester with a 'C' model and can take it to the sheet metal company perhaps they can take a pattern from the actual vehicle, but there are a number of owners asking for sills and I have'nt a hope in hell of getting one. I believe that in our scrap yard we may find one 'C' but I think it will be completely rotted out.

### CLEVIS PINS

Three times since the last newsletter members have asked for the Clevis pins I think I can have them manufactured or buy in bulk, as I have looked into them before. But I am probably asked to buy something in the region of 1000 the question that really arises is what size should I buy? If I buy the original size i.e. 9/32 second pins they may well be loose in the various attachments simply due to the wear of the vehicle over the years. If I buy 5/16 pins which is the next size up these are still available from Ford Motor Co., as they fit later vehicles. The advantage of buying from Ford Motor Co., is that you can buy them cheaper then from stockists. So, if I am to buy a quantity of Clevis pins I put it to you which size should I buy, the original size at 9/32 second over size? Which would mean to say that you would have to reamer out or drill out all your linkages before you could insert



### RUNNING BOARD RUBBERS

Mentioned in a previous newsletter I had ideas of obtaining these but as the tooling costs were indicated to us in the region of: £2,000, this is obviously not possible for us to proceed with. Diamond rubbers can be obtained from companies such as Woolies and members simply obtain this rubber and carefully cut into shape. If you are interested in fibreglass running board covers gentlemen, please indicate on your return. As to date this idea has not received sufficient backing.

### KINGPINS

You will see hopefully in next months photograph a picture of my van as it progresses beyond the rolling Chassis stage but in the foreground of the photograph there is a huge case of Kingpins we have recently purchased. Unfortunately, they are all offside but it does give me hope to looking into the aspect of having manufactured the nearside or certainly refurbishing nearside pins. The Bushes and Thrusts used in these Kingpins were common in much later Fords so hopefully I can come to some arrangement with the Side Valve club who have a large quantity of these Bushes and Thrusts manufactured so it looks possible that we will crack the Kingpin problem. I am also working on the Perch Bolt as a project hopefully we will look into manufacturing these at a later date, probably sometime next year. Back to the subject of money. Other items that will have ideas on and I should be able to solve is the Water Hoses for the engine, bare in mind our engine uses a straight hose, moulded are applicable only to later engines and are not the correct engine for our cars. Therefore, I am working on straight hoses only, if anybody is desperate for hoses I could probably help them. Similarly I hope to have the name of supply engine fan belts. On the subject to manufacturing Tom Morgan has organised a basket a durable basket to suit the rear carrier and these baskets are being ordered in small quantities. If you would like to speak to me about these, I will know about them in 1 - 2 weeks time. Tom has also put in hand the fluid kits for the fuel gauges again I will know about these in 1 - 2 weeks time.

### PACKING NEWSLETTER

I have asked previously for help, but to date have only managed to coerce my wife, my sister and Graham Forbes into assisting. I would like to see some volunteers amongst our members who will reliably show up on the dates that are agreeable, it still takes me two or three evenings even with help if we can get five people together the project will be of course a very straight forward one. So a little help please from you on packing the newsletters it doesn't require any effort on your part just 6 evenings per year obviously, this comment is addressed to local members only.

### COLOUR SCHEMES

You will see I have included again the write up on the car and trim scheme for the 'Y' model and 'C's as a lot of people asked about this. Remember we do have two trimmers in the club, we have Ron Mudge living in the London area. Tele. No: 01 573 6699 or Ken Cooper (Droitwich) 0905 770796

### MEMBERS NUMBERS

An number of you have written to me recently saying that you have got the wrong number you have not, the numbers have all being changed as the lower end of the alphabet was becoming too heavily congested namely the A, B and C, people were over lapping so I have had to push all the numbers higher along the chain so please note that your membership number is correct and is as per your envelope that this letter came to you.

That's about it for now Ladies and Gentlemen, please remember the 20TH/21ST AUGUST week end at Stamford Hall. Camping Barbecue on the Saturday evening. Please try and remember that date we have already paid a deposit cheque to the Hall, since the letter was begun so that date is now confirmed. Jim Miles will be organising the early London run in April. Reverting back to one other thing I recall on the subject of pub meetings the odd members who suggest they would like to come are too far apart. Perhaps we should think of a combined effort with other Ford clubs? Those of you near Ian Smith, remember his meeting which still takes place in the Suffolk Poacher. Your comments on this one please.

Well I hope this letter reaches you in time for me to say Merry Christmas and a Happy New Year. All the best.

Graham Miles.

At the beginning of October Jill (The Club Secretary) received a fragmented telephone call from Milan. "Can you send us old English cars for an exhibition we are having here on the 15/16/17th October, 1982?". Jill enquired "Oh no in two weeks time" came the reply completely nonchalant. "We will provide £200 travelling expenses, plus Hotel and Insurance for the Driver and one passenger". Jill knew that I was very disappointed that the Berlin trip had fallen through so she rang me straight away. It was all rather vague so I wrote off Express Mail for details. It was a long way to go on the promise of expenses which barely covered the cost of the journey.

Still we had not had a holiday, I wanted to visit Germany which was across the channel as well, if I could combine a visit to a old Ford friend in Frank Furt for information regarding my German Cabrolet, it would not be so bad if we ended up out of pocket. Yvonne was insistant - Where was my sense of adventure, if we take it slowly, allowing for a gentle journey making the trip in itself pleasurable.

First an appointment with Tim Brandon for a service and to have flashers fitted. The only other modification was a large Convex Clip on mirror which proved invaluable for blind spots which are pronounced when driving a 'Y'. I packed every spare I could lay my hands on including half shafts, gaskets, fan belt, distributor and tow rope!. We received confirmation of the Italians intentions in writing only two days before we were due to leave.

However Monday night 11th we left England cold and raining on the Ferry from Dover to Ostend. The mileage on the 'Y' was 92860 from Waltham Abbey.

Tuesday 12th: 5 a.m. start E5 to Brussels, my impeccable timing enabled us to catch the rush hour traffic on the ring road, there the drivers turning right just came without signals in most cases and proceeded to cut straight in front and at the very last moment turning off. It was quite unnerving because it is all done at high speed. Just keep going which we did, Belguims motorways are superb, straight, flat and fast, so we speed down the A.40 to Bastogne, scene of the Battle of the Bulge! Here we stopped for lunch in a 'Router'. There are tanks mounted on street corners and lots of American tourists - after all it was their great battle not ours. The sun shone as we crossed through the Ardenne Forest, a huge brown eagle flew leisurely over the 'Y' and by now the almost empty motorway.

Luxembourg came and went as quickly then E9 into France as the weather and the light was favourable we decided to drive on until dusk and then look for a hotel. We noticed just how near the motorway took us to the towns on route yet when amalgamated with the ring roads managed the local traffic without any undue hold-ups. Another very obvious factor in France - the French buy French cars, seldom does a foreign import appear, maybe a Mini or a Mercedes, the absence of Japanese cars was refreshing. Surprisingly too very few cars under five years old, this was born out throughout the entire trip. Superb views from the road of Metz Cathedral. Selected at random Pont-à Mousson little town on the Moselle for night stop. The hotel was so cheap 69 Francs for double room. Fell into bed at eight-thirty and slept until 7 a.m.

Wednesday 13th: Turned off motorway at Nancy to local highway which follows the Moselle through a rural backwater down the Alsace so tranquil, we drove through village after village scarcely seeing a person let alone another car. We stopped for lunch at a hamlet not even on the map and were served the local dishes of Pate, rabbit casserole and french apple tart for around £3 a head with wine. Arrived early afternoon in Mulhouse, the home of the Shlump museum now the national car museum of France, this merits a write up on its own. It takes away your breath. 122 Bugatte's alone, the world's rarest cars all housed in splendour under hundreds of ornate lamp posts. There is also a Railway museum around the corner. I thought perhaps this could be the venue of a Club trip in the future. Anyone interested? However after a lightening trip we wanted to cross into Swizerland for the night which we did and stayed at a rural hotel again cheap and clean with a superb breakfast. Here we were fortunitous as we were looking at our map, the old lady serving us, interrupted and told us that our map bought the week before in London was out of date that where the road was shown to stop (outside Luceme) a new tunnel 9250 metres 10 miles or so long had been completed earlier in the year, saving us about sixty miles.

Continued /

Thursday 14th: This tunnel proved to be the first of the amazing Civil Engineering feats we saw in Swizerland. We marvelled at the flat granite roads and tunnels cut out of sheer rock. Where were the steep climbs through the Alps? We were in awe of the scenery and courtesy shown by other drivers. The absence of heavy lorries - the freight was being carried along side us on the railways. St Gothard itself was a series of tunnels by this route, the only high climb, in our case a windy drop was the other side which was being relieved as a new four lane motorway was well under construction. Yvonne said it looked like a wonder of the world as it was being built on a series of huge stilts. We drove 100 miles in 2½ hours to confirm our disbelief.

We crossed the border into Italy around 4 p.m. then 50 yds ahead our only breakdown. The Condensor packed up. I had three new spares but two were dud and the third was O.K. Phew! Stayed Thursday night with a friend near Milan.

Friday 15th: The standard of driving had by now degenerated a full circle. The ring road into Milan was a free for all race track. We were hooted at, waved at and figures of interest. I suppose it is so rare to see an old car, the car just does not live long in Italy. The breakers yards are evident, every few miles without exaggeration wrecked cars are piled a dozen high and 10 dozen wide for all to see. They have the highest accident rate I believe but few fatalities in relation to these figures. Pedestrians are not immune. Noone ever stops at crossings Yvonne said she felt as if she was in the middle of a space invader game. They come at you from all ways.

It was a relief to park at the Exhibition Hall. Here we met three other cars driven from Britain. These were a Gordon Keeble, a Gilbern (They had gone over the top of St Gothard behind snow ploughs because of an out of date map). A rapier bodied Lagonda the other G.B. made cars were Italian registered. The Historic Car Club of Italy had a large stand with two Fiat Ballinas on display. People kept pointing to the simalarity to the 'Y'. The range of cars on display went from the 1930's up to present day. Lots of photographs were taken some of which we hope to reproduce in the mag when we receive them.

Saturday 16th: The organisers held a luncheon for the British contingent. The mayor welcomed us and the British consul told us we were doing a good job for Italian-British Cultural Relations.

Yvonne and I were presented with a Parchment certificate of attendance with 'Ford Y & C Register' inscribed upon it.

Sunday 17th: We managed a little sightseeing in Milan and were pleasantly surprised. We rode on trams at little cost, these were clean and plentiful. We returned to the exhibition where more photos were taken.

Monday 18th: Left Italy early in the day, the weather was warm and sunny as it was the entire journey. We turned East out of Milan as our intention was to return via Germany, again a straight motorway which was a charge of £5 or so was made, we continued then to turn North and started to climb gently. The Lombardy district of Italy is well worth a visit. old churches, ornate architecture, mountain slopes covered with grape vines and fruit trees. The scenery was so beautiful, the motor way again almost empty we soon sped into Austria via St Bernard where a toll was payable this time eighteen german marks. (They take all currencies). We spent the night in the Austrian Tyrol near Innsbruck in a Pension which is bed and breakfast in a private home infact the room was like a five star hotel.

Tuesday 19th: As we wanted to visit 'Neuschanstien' we had to turn off the motorway and go over and through the Tyrol itself. We went up, yes up 'Lechtales Alpen' 2,200 metres high on a bendy road to say the least hair raising. What goes up has to come down a toss up which was the greater challenge for man and 'Y' type. No place for phobias. Still the Autumn colours and the painted houses and the warm sunshine and not to forget the fortitude of the 'Y' They made them tough.

After the castle we sped onto German Autobans and slept in Stuttgart.

Wednesday 20th : Visited the Bosch factory in Stuttgart and bought a new Condensor just in case, then through the Rure then on to Oberustel near Frankfurt to meet Hans Thudt who merits an article alone. He has 8000 photos of old Ford cars. He collects sales literature, press cuttings and books. We learnt from him that the 'Y' Koln

Cabriolet of mine is probably 'Glazer' bodied from Dresden, also in his files are photos of Jeff Cole in his 'Y' and myself and the 'Y' at one of John Carter's Ford Rallies in the early seventies. Another interesting set of photographs were of a 10 HP 7W car with tyres removed, being driven on railway tracks by German soldiers in Russia, through snow. Hans informed us that the 7W was made under licence in Poland before the war!

Thursday 21st: We stayed the night with Hans then next morning after looking at more pictures we reluctantly said goodbye and started rather late for the longest punch of the whole journey. Frankfurt-Bonn-Köln-Aachen-Brussels-Ostend. We had booked passage on the 11 p.m. Ferry to Dover. We reached the Docks at 10 p.m. and believe me had no difficulty in sleeping.

Friday 22nd : Early morning saw us driving back past the birth place of our 'Y' at Dagenham which was ablaze with light like a shrine!! The rain we left behind 1,852 miles and seven countries ago was still pouring down, we were told it had not stopped the entire time we had been away. The organisers in Milan are hoping to invite more British cars in two years time, in the meantime we have a Belgium Rally coming up in May. Perhaps our experiences will tempt a convoy to attend. The interest stirred and the kindness and courtesy shown to us were well worth the trip.

sincerely, Jim & Yvonne Miles.

#### VINTAGE PERFORMANCE FOR CHARITY

In our last News Letter we told you how George Shearer, our Regional Controller for Scotland, together with his wife Rita, were helping to organise a run between a 'Y' Model Ford, owned by another of our members, Douglas Dickson, and a Ford Fiesta owned by a local car dealer, Laidlaw Ltd.

The idea was thought up by George and his colleagues, all ambulance men in the Kirkcaldy area, to collect money for the purchase of Nebulisers for use by asthmatic children. These men know only too well how distressing this complaint can be.

Friends and colleagues were asked to give 20p for two guesses as to how far the Y and Fiesta would travel, both travelling at 30 miles per hour and both with two gallons of petrol in their tanks.

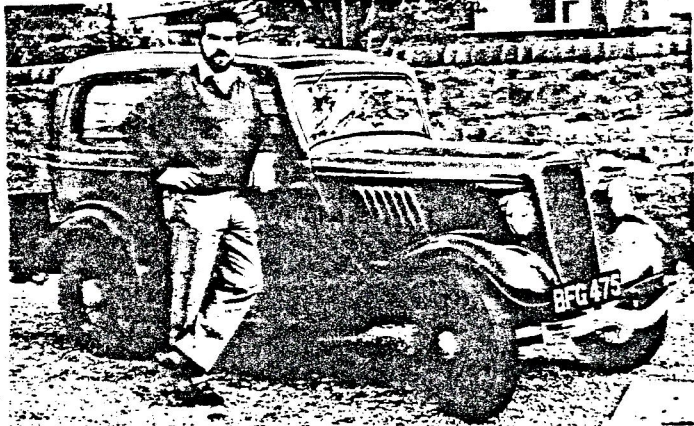
The event took place one Sunday in October at the Knockhill Racing Circuit in Scotland. The following page was sent to us by George and Rita and is a collection of Press cuttings about the event. I hope you can read it but newsprint is small and, of course, this page has had to be reproduced for the News Letter.

The important items are that in total they collected £600.00!

The Y Model Ford travelled for 68 miles and 805 yards before stopping and the Ford Fiesta continued for another 1½ hours clocking up 119 miles 890 yards.

Our congratulations to all concerned and it is nice to know that our dear old Y Model can still perform and for such a worthy cause too.

Jill, your Club Secretary.



# VINTAGE PERFORMANCE FOR CHARITY

VISITORS to Knockhill Racing Circuit, near Dunfermline, on Sunday could be forgiven for thinking the clock had been turned back almost half a century.

Making its way round the track was a 46-year-old Model Y Ford car. The car is owned by Lochgelly newsagent, Mr Douglas Dickson, and its presence at the track was helping to raise money for the Region's asthmatic sufferers.

Mr Dickson had agreed to take part in a mileage test against a "Y" registered 1100 cc Ford Fiesta to raise money for nebulisers — a hand-held device which helps breathing — for asthmatics.

The Fiesta was supplied by Laidlaw Ltd., Kirkcaldy, and was driven round the circuit by Mr John McGovern of the Lions Club, Kirkcaldy.

At the start of the test, each car was filled with a measured two gallons of petrol, then they set off to see how far they could go.

Sponsors were asked to estimate what distances each car would cover.

The cars were looked over at the start by Dunfermline Provost, Les Wood, and then they started their marathon, which was to be run at a steady 30 mph.

After 68 miles and 305 yards, Mr Dickson's vintage car ran out of fuel, but the Fiesta kept on running for another hour and a half, clocking up a total distance of 119 miles 890 yards.

Those who had guessed the nearest mileages were given prizes which had been donated by local traders.

At the end of the day, almost £450 was raised, with further donations of £130 from a

Thornton public house and £24 from the Model Y Club in England bringing the total up to around £600.

The nebulisers cost in the region of £70 each, and when all of the money has been collected, a cheque will be presented to Dr Blair of the Victoria Hospital, Kirkcaldy.

The idea to raise the money

for nebulisers was the brain-child of a group of ambulancemen from the Kirkcaldy area.

They set the money-raising wheels in motion after the mother of an eight-year-old boy from Kirkcaldy told of her fears that her son would have to return to the nebuliser he had on loan if it was needed by a child with a worse condition.

Now the boy — Patrick Higgins, 120 Templehall Avenue — is to have a nebuliser device of his own.

Asthmatic children received a helping hand on Tuesday when a group of ambulancemen presented a cheque to buy equipment for their benefit to the Paediatric Department of Victoria Hospital, Kirkcaldy.



The men of the Scottish Ambulance Service, Kirkcaldy District, raised the sum of £420 by organising a fuel economy run at Knockhill racing circuit, Dunfermline, and this amount was further boosted by £210 — the proceeds of a raffle for the same cause held at the Ship and Stern public house in Thornton.

money to buy only one nebuliser — a mobile machine which assists with breathing — for eight-year-old Patrick Higgins who suffers from the complaint. But such was the success of the double venture that approximately nine nebulisers, costing about £70 each, can be provided. Our picture shows Mr George Shearer, of the

Ambulance Service, Kirkcaldy District, and Ann Hird (extreme left), manager of the Ship and Stern, presenting their cheque to Senior Nursing Officer Maria McGregor, who accepted on behalf of the hospital at a ceremony in the Feuar's Arms, Kirkcaldy. Also pictured is Mrs Margaret Higgins, Patrick's mother, with one of the nebulisers.

Advertising — for fast results ring Kirkcaldy 52311

# Model 'Y' run raises £415

A group of ambulancemen got more than they bargained for when they organised a charity event to buy a device for an asthmatic child.

But the men are not complaining. Thanks to the success of the projects they will be buying not one, but eight nebulisers — hand-held inhalers which help asthmatics with their breathing.

The men of the Scottish Ambulance Service, Kirkcaldy District, raised the princely sum of £415 from a fuel economy run at Knockhill Racing Circuit, Dunfermline, a further £165 from a

raffle organised by the Ship and Stern public house in Thornton, and received a donation of £24 from the Model Y Club in England.

They organised the Knockhill event — involving a 1936 Model Y Ford and a 1982 Ford Fiesta — after hearing of the worries of Mrs Margaret Higgins, 120 Templehall Avenue, Kirkcaldy, the mother of eight-year-old Patrick, who suffers from asthma.

Patrick had a nebuliser on loan from Victoria Hospital, but Mrs Higgins was always concerned that he might have to return it.

The ambulancemen set

out to raise enough money to buy Patrick his own nebuliser.

One of them, Mr George Shearer, 139 Ravensraig, is a vintage car buff, and he contacted a fellow enthusiast, newsagent Mr Douglas Dickson of Lochgelly, who offered to lend his 933cc Model Y for a charity event.

Laidlaw, Kirkcaldy, were equally obliging, loaning a Fiesta 1100, and the public were asked to guess just how far each car would travel round Knockhill on a measured two gallons of petrol, at a constant 30 m.p.h.

After being started by Provost Les Wood of Dunfermline on Saturday, the two cars set off.

The Ford Y covered 68 miles 805 yards, while the Fiesta, driven by Mr John McGovern of the Lions Club, Kirkcaldy, carried on for another one-and-a-half hours before running dry, having covered 119 miles 890 yards.

Prizes for those who guessed came closest included bottles of whisky, parcels of meat and groceries, a soft toy and a pair of slippers, all provided by local merchants. The track was loaned free of charge.

Now Patrick and other children in the area will have their vital equipment whenever they need it.

# Fiesta to take on Model 'Y'

Knockhill race circuit is the venue for a most unusual challenge to be held tomorrow (1.30 p.m.), the aim of which is to raise money to help asthmatic children.

Laidlaw, Ford dealers of Kirkcaldy, are pitting the latest "Y" registered Fiesta against a 1936 model "Y" Ford, owned by Mr Dickson of Lochgelly, in a test of fuel economy. Both cars will be filled with 2 gallons of petrol, and they will be driven around the circuit at a constant 30 m.p.h. until they run out of petrol.

The Laidlaw Fiesta has an 1100 c.c. engine, and Mr Dickson's Model "Y" a 933 c.c. engine.

The challenge has been organised by the Scottish Ambulance Service and members of the public have been asked to pay 20p per guess as to how far both cars will travel.

The proceeds will be used to buy nebulisers, hand-held devices which assist asthmatic children to breathe more easily.

Prizes will be given to members of the public who guess accurately the distances each car will travel.

So far the challenge has raised enough money to buy 12 nebulisers for local children, and the organisers are hoping that even more money will come in before the challenge is completed — and "Y" not!

A spokesman for the Ambulance Service in Kirkcaldy said: "Each portable nebuliser costs £70 and children who are lucky enough to be provided with them only have them on loan from the hospital."

"We set out to buy one but already we have raised over £30 from 20 guesses and we also have quite a large sum from the proceeds of a raffle at a local pub."

"We should like to welcome everyone to come along, and bring their family to Knockhill on Saturday, and, of course, to have a guess."

# Aid for Fife asthmatics

Eight or nine young asthma sufferers in the Kirkcaldy area should soon be getting relief from the distressing effects of their condition thanks to the efforts of a group of ambulancemen.

They learned of the fears of Mrs Margaret Higgins, 120 Templehall Avenue, that her eight-year-old son Patrick might have to return the nebuliser — a hand-held device which assists breathing — he has on loan should another child with a worse condition require it.

With the help of the Ford dealers Laidlaw Ltd., Kirkcaldy, and Lochgelly newsagent Douglas Dickson, they organised an unusual fuel economy run.

Laidlaw supplied a Y-registered 1100 c.c. Ford Fiesta and Mr Dickson brought his 1936 Model Y Ford to the Knockhill racing circuit near Dunfermline on Saturday.

After both cars had a measured two gallons of petrol put in their tanks, they were sent off by Dunfermline Provost Les Wood to see which would run farthest at a constant 30 m.p.h.

Mr Dickson's 46-year-old Ford covered 68 miles and 805 yards, but the Fiesta, with Mr John McGovern of the Lions Club, Kirkcaldy, at the wheel, kept on going for another 1½ hours before it ran out after 119 miles 890 yards.

Local traders provided bottles

of whisky, parcels of meat and groceries, a soft toy, and a pair of slippers as prizes for the people who were nearest with their estimates and the Knockhill circuit was made available free of charge.

Around £447 was raised in this way, topped up with a further £130 from a raffle organised by the Ship and Stern public house, Thornton, and a donation of £24 from the Model Y Club in England.

As the nebulisers cost in the region of £70 each, the ambulancemen's effort should provide enough money to buy at least another seven after ensuring that Patrick will always have one at his disposal.

Once all the money has been collected in, a cheque will be presented on October 19 to Dr Blair, of Victoria Hospital, who is particularly interested in this field.

# Cash drive

KNOCKHILL Racing Circuit, near Dunfermline, will be the venue for a novel fund-raising event tomorrow (Saturday).

Two cars — one a 1936 model Y Ford and the other a 1982 Ford Fiesta — will tour the circuit at a steady 30 mph on a measured two gallons of petrol. On a raffle-type basis, money will be raised through "sponsored guesses" of how far each vehicle will travel.

Saturday's event — which will be launched by Provost Les Wood, Dunfermline — is being organised by the mobile staff of the Scottish Ambulance Service (Kirkcaldy and District).

The group hope their efforts will be rewarded by a big turnout at the track tomorrow for the 1 pm start. All money raised towards the event will go towards the purchase of nebulisers — machines used by asthmatic children.

The cars for the 'drive' are being donated by Mr Doug Dickson, newsagent, Lochgelly (1936 Ford), and Laidlaw (Fife) Ltd., Forth Avenue, Kirkcaldy.

Mr Allan Duffus, owner of the Knockhill Circuit, is also allowing the use of the track free of charge.

# THANK YOU

Sir, — May I, on behalf of the mobile staff of the Scottish Ambulance Service, Kirkcaldy and District, thank everyone who made possible our donation of £630 to Victoria Hospital.

Special thanks go to Ann, the manageress, staff and customers of the Ship and Stern, Thornton.

A big thank you also to the various traders and friends who donated prizes: — Alex Burgess, butcher, Mitchell Place, Kirkcaldy; P. Weepers, butcher, Commercial Street, Kirkcaldy; Kirsty and Friends; Ena and the Ambulancemen who gave prizes; Mr J. Mathieson, shoe trader, High Street, Kirkcaldy. — Yours, etc.

G. SHEARER  
139 Ravens Craig,  
Kirkcaldy.  
24/10/82.

# Which of the Y's have it?

MEMBERS of the Scottish Ambulance Service, Kirkcaldy, have raised £580, following a sponsored race at Knockhill on Saturday.

The money, raised in two ways, will go towards buying nebulisers, to assist the breathing of asthmatic children.

There were two cars involved in Saturday's race — a 1936 Model Y Ford, provided by Lochgelly newsagent, Mr Doug Dickson; and a 1982 Ford Fiesta, supplied by Laidlaw's Fife Ltd., Forth Avenue, Kirkcaldy. The free use of the track was allowed by owner, Mr Allan Duffus.

The money was raised from sponsored guesses — costing 20p each — which allowed the public to estimate the completed mileage each car would make after lurching the circuit for 10 mph on two gallons of petrol. An additional £165 was raised following a raffle in a local public house.

At the end of the race, each car was refilled with petrol. The Fiesta was recorded with 119 miles and 890 yards, compared with the Model Y Ford's 68 miles and 805 yards.

There to see the beginning of Saturday's race was Provost Les Wood, who has also been invited to the cheque presentation on Tuesday, 19th October, in Victoria Hospital, Kirkcaldy.

The challenge has been organised by the Scottish Ambulance Service.

Members of the public have been asked to pay 20p per guess as to how far both cars will travel. Those who guess accurately will receive prizes.

The proceeds will be used to buy nebulisers, hand-held devices which assist asthmatic children to breathe more easily.

So far the challenge has raised enough money to buy 12 nebulisers for local children. The organisers are hoping that even more money will come in before the challenge is completed.

Both cars will receive two gallons of petrol and will be driven around the circuit at a constant 30 m.p.h. until they run out of fuel.

The Laidlaw Fiesta has an 1100c.c. engine and Mr Dickson's Model Y a 933c.c. engine.

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"Picture a Ford" (1980) Autocar Special 75 years of Ford History.

Ford 8 and 10 Service Manual. Workshop Manual for 32/51.

"THE LIGHT CAR" (weekly publications)

These magazines not only give information of "our cars" but a nostalgic "look back" at motoring in the 30's.

FEB.	5th	1932	No. 1000	"New Ford 8 Announced"
JAN.	26th	1934	No. 1103	"Road Test 8 h.p. 'Y' Four Door"
DEC.	21st	1934	No. 1150	"Road Test 8 h.p. 'Y' Two Door"
FEB.	8th	1935	No. 1157	"Road Test 1935 Deluxe 'C'"
DEC.	13th	1935	No. 1201	"Road Test 1936 Ten Tourer 'C'"
JAN.	17th	1936	No. 1206	"Road Test 1936 8 h.p. Popular at £100"
MAY	8th	1936	No. 1222	"Road Test 1936 Deluxe Saloon 'C'"

"THE PRACTICAL MOTORIST" (weekly publications)

Then, as today the Practical Motorist offers useful hints and tips.

Very interesting ideas.

JUNE	30th	1934	Vol-1 No.8	"Road Test 8 h.p. Saloon 'Y'"
OCT.	20th	1934	Vol-1 No.24	"New Seasons Models 'Y & C' Pre-Albert Hall View"
FEB.	2nd	1935	Vol-2 No.39	"Road Test Deluxe Ford 'C'"
MAY	30th	1936	Vol-5 No.108	"Running adjustments for the Ford 8"

"THE MOTOR" (Weekly publications)

Many other interesting items in this publications.

JAN.	9th	1934		"Road Test 8 h.p. Ford Deluxe Saloon"
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"THE AUTOCAR" (weekly publication)

OCT.	14th	1932		"Complete Motor Show Report"
MAR.	30th	1934		"Road Test Ford 8 h.p. 'Y'"
DEC.	21st	1934		"The New Ford 10 'C' Road Test"
OCT.	16th	1936		"Complete Motor Show Report"
DEC.	25th	1936		"Road Test 10 h.p. Deluxe Four Door Saloon"

"PITMANS MOTORIST LIBRARY". (small handbooks)

The Ford 8 Handbook

The Deluxe Ford Handbook

The Ford 10 and Prefect Handbook

"ELLISON HAWKES HANDBOOKS"

The Book of the Popular Ford (and 8 h.p. Ford)

The Book of the Deluxe Ford (10 h.p.)

"FORD MOTOR COMPANY PUBLICATION"

\* The Ford 8 h.p. Chassis (Instructions for Dismantling and Reassembling)

"FORD SIDEVALVES OWNERS CLUB PUBLICATIONS"

A History of Small Sidevalve Fords.

#### CONDITIONS OF HIRE

Two weeks loan period - cost 20p plus cost of postage outward and return together with £10.00 cheque as deposit.

One clear week after the two week loan period allowed for return of book, thereafter, £1.00 per week fine.

Exception to above is \*because of cost of this book the charge for a two week loan period will be double, i e 40p and postage plus a £20 cheque deposit. Otherwise conditions remain the same.

On March 9th 1932 the new Ford V8 was announced in Detroit amid a blaze of publicity, "The greatest thrill in 'Motoring' was one of the truest statements!" Now at last sports-car performance was offered in a low priced sizable car. In May 1932 the Model 'B' was introduced. It was made in Dagenham in two basic forms: Model 'B' (4 cyl., 24 h.p. until October 1934). Model 'BF' (4 cyl., 14.9 h.p. until 1935). The V8 version was known as the Model '18' (V8 cyl., 30 h.p. until September 1933). The Model '18' units were imported from Canada, and sales in Britain were rather slow.

The next V8 was imported as well, this was the Model '40', 30 h.p., considered by some to be the most beautiful V8 of all, not so surprising when one remembers that its designer Eugene T. Gregorie was a former designer of yachts. A small number of Model '40's were fitted with four cylinder engines, both in Britain and in the States. To make things even more confusing there was also the V8 'Imperial Limousine' for the 1934 season. It was more or less a long wheelbase Model '18'.

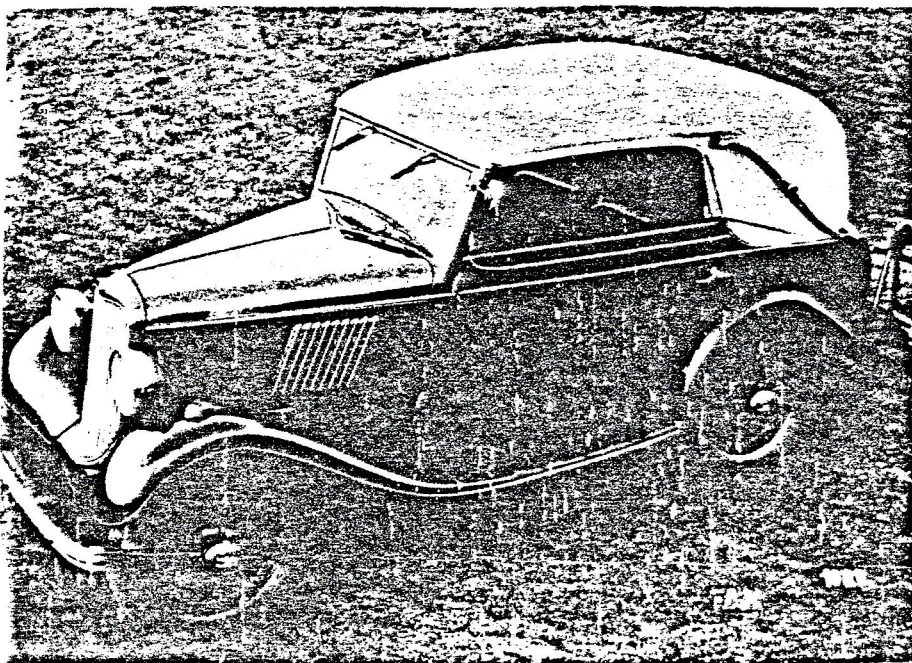
Actual home production of V8's, as opposed to assembling of imported parts began in late 1935 with the Model '48' and '60'. The former was similar to the U.S. 1935 Ford, powered by the V8 cyl., 30 h.p. 3622 c.c. engine. The Model '60' was similar externally but was fitted with a small bore 22 h.p. 'Absace' V8 engine, these engines were originally developed for Matford of France. The lower H.P. resulted in a Road Tax reduction from £22.10s to £16.10s.

In 1936 the Model '62' was unveiled and was entirely British made, and used the same body pressings as the Matford. The engine was a 22 h.p. of 2226.9 c.c. The new saloon cost £210. Its stable mate was the Model '68' Fordor Saloon with 30 h.p. 3621.5 c.c. V.8 engine, this model was more or less the same as the U.S. model. Next to appear was the 30 h.p. V8 Model '78' in 1937, and was available in a number of body styles. Most were imported from North America. The Model '68' was dropped in 1937, but the 22 h.p. Model '62' carried on until the outbreak of the war. The '62' chassis was available for special bodywork and cost £160.

In 1938 for one reason only the 30 h.p. V8 Model 81A, this was basically the U.S. Model. Many were delivered to the British Army.

The first Ford car to have hydraulic brakes was the V8 30 h.p. Model 91A, four-door Saloon, introduced in 1939, it was assembled using components imported from Canada. It has a beetle type back with a split rear window, and headlights faired into the front wings.

Meanwhile, back in 1932 the car that was to be Dagenhams salvation was becoming a great success. But you will have to bite your nails again until the Postman drops your next newsletter through your door!



Like the Model Y (or Popular in Britain, the Koln often appeared with special coachwork by outside firms. Soft-top two and four seaters were most popular. This is a 1933 short-radiator cabriolet of typical German pattern.

<u>Colour</u>	<u>Seats, etc.,</u>	<u>Wheels</u>
Thorn Brown	Cloth	Black
Thorn Brown	Brown Leather	Cream
Orient Blue	Cloth	Black
Orient Blue	Brown Leather	Cream
Orient Blue	Cloth	Cream
Maroon	Red Leather	Red
Maroon	Cloth	Red or Black
Orient Blue	Blue Leather	Cream
Vineyard Green	Green Rexine	Black
Cordoba Grey	Red Rexine	Black
Electric Blue	Cloth	Cream or Black
Black	Green Leather	Green
Black	Red Leather	Red
Black	Cloth	Cream or Black

In December 34, cloth was dropped altogether, rexine was fitted as standard but leather was always an optional extra and came in the same colours as the rexine. As I mentioned, data on the 'C' is scarce so the list below is only a rough guide.

<u>Model 'C'</u>	<u>Body Colour</u>	<u>Seats, etc.,</u>	<u>Wheels</u>
Maroon	Maroon	Brown Leather	Cream
Maroon	Maroon	Cloth	Cream or Black
Orient Blue	Orient Blue	Brown Leather	Cream
Orient Blue	Orient Blue	Cloth	Cream or Black
Vineyard Green	Vineyard Green	Green Leather	Black, Cream or Apple Green
Cordoba Grey	Cordoba Grey	Brown or Red Leather	Red or Black
Gunmetal Grey	Gunmetal Grey	Brown Leather	Body Colour
Gunmetal Grey	Gunmetal Grey	Cloth	Silver
Black	Black	Brown Leather	Cream or Black
Black	Black	Red Leather	Red
Black	Black	Green Leather	Green
Black	Black	Cloth	Cream or Black

Radiator Grill Bars up to late '34 were painted French Grey (pale tone) but after were just body colour except on Black cars when they were sometimes Red or Green to match the wheels. In all cases the coach line matched the colour of the wheels.

This might all look very confusing but if you read through carefully it is quite straightforward. The main changes were around 1933-34 with the dropping of the short rad. and the introduction of the 'intermediate' model (long rad with side lamps).

Any other information in addition to this would be more useful if anyone has any.

"Y' & 'C' BODY COLOURS"

Newsletter of the 'Y' & 'C' Ford Register  
February - March 1980

Here are details of the 'Y' & 'C' body colours and upholstery combinations with the dates as to when certain materials started and discontinued

<u>'Model 'Y'</u>	<u>Colour</u>	<u>Dates Used</u>	<u>Description of Shade</u>
Thorn Brown	Thorn Brown	1932 - 33	very dark maroon brown
Orient Blue	Orient Blue	32 - 37	dark blue
Electric Blue	Electric Blue	33 - late 34	bright blue
Maroon	Maroon	33 - 37 (inc short rad)	dark red
Vineyard Green	Vineyard Green	34 - 37	drab olive green
Cordoba Grey	Cordoba Grey	late 32 - 37	medium tan brown
Black	Black	32 - 37	as dark as possible! on 'Y's

Information on the Model 'C' is very thin, but what I can gather is the 'C' used the same colours as the 'Y' with a few extras.

'Model 'C'

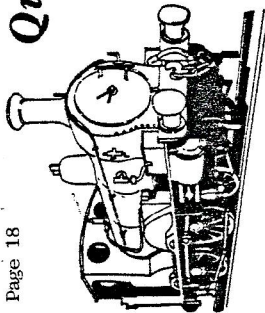
<u>Colour</u>	<u>Dates Used</u>	<u>Description of Shade</u>
Maroon	1934 - 37	dark red
Orient Blue	34 - 37	dark blue
Vineyard Green	34 - 37	drab olive green
Cordoba Grey	late 35 - 37	medium tan brown
Gunmetal Grey	34 - 37	colourless medium tone grey
Black	34 - 37	what does black look like!

All these colours except Cordoba Grey were supplied with Black wings up until mid-'35 and then the whole car was in one colour. The only addition I have seen in the flesh was a very original 'C' in Gunmetal Grey with dark grey wings, but it is like all these 'odd' colours in those days you could have your Ford dealer paint your car any colour you liked.



# Quainton Railway Society Ltd

(Incorporating The London Railway Preservation Society)



QUAINTON ROAD STATION  
QUAINTON, AYLESBURY  
BUCKS. HP22 4BY

MEMBER OF THE ASSOCIATION OF RAILWAY PRESERVATION SOCIETIES  
AFFILIATED TO THE TRANSPORT TRUST

Department: Publicity

G. Miles Esq.,  
Ford Y & C Registrar,  
61, Gallowhill Lane,  
Abbotts Langley,  
Herts WD5 0DD

Please reply to:-

16, Cherry Tree Way,  
Tylers Green,  
High Wycombe,  
Bucks.

November 3rd 1982

Dear Sir, QUAINTON PRE-65 ALL-FORD RALLY 1982


I am pleased to advise you that the Quainton Railway Centre will again be holding an All-Ford rally at their Buckinghamshire site.

The date has been fixed for Sunday September 25th, so make a note in your diary NOW. The rally will again be open to all types of Ford-built vehicle built before 1965 and there will be 10 separate trophies to be won. The 1982 rally was a great success with almost 200 entrants and a much larger turnout is expected in 1983 now that the date has been moved back two weeks to avoid clashing with other events.

We should be obliged if you would let your members know of the date - further details and entry forms can be obtained by sending an SAE to the organiser, Gary Tredwell, at 20, Old Marston Road, Oxford (Tel: Oxford(0865) 243415).

Thank you in advance of any assistance that you are able to give us.

Yours faithfully,

  
P.J. Hoskings,  
QRS Publicity.

7, Deer Park Road,  
Wellington,  
Telford,  
Shropshire.

25th October, 1982.

Dear Mr Miles,

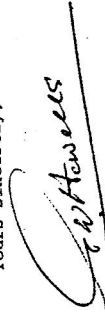
As a lover of the old Ford "y" Model, I feel that I just had to write and tell you that whilst on holiday in Wales this summer, I discovered a "y" model rusting away in a field.

The engine and gearbox are missing but both the front and back axels are intact, also the wheels, maybe the steering box etc is still there, I cannot remember exactly.

It certainly brought back memories for myself and my wife. We did our courting in one in 1946!

So if any of your members are interested, if they would write to me, I will send them the map reference. They would then have to make their own arrangements with the owner of the property.

Yours sincerely,



G.W. Howells

Mr G. Miles,  
61, Gallowhill Lane,  
Abbotts Langley,  
Hertfordshire.

Dear Graham,

13th. November, 1982.

Today I had a look at Mr. Jarrott's 1936 Fordor which is for sale. This has been kept for about seven years in a lock-up garage and the effects of storage are to be seen. Tyres deflated, surface rust on the paintwork and chrome and in need of a complete interior retrim.

The car appears to be complete and sound apart from the nearside headlamp glass, the result of vandalism when the garage was broken into; other damage was a cracked windscreen and roof canvas ripped. The car was on the road until 1975 when the owners wife insisted on more modern transport. He assures me that there are no mechanical problems and that there was six months still to run on the MOT when the car fell into disuse.

My inspection, which due to an abundance of cobwebs and dust, was fairly cursory, did not reveal any rotted bodywork though I imagine that the front ends of the rear mudguards would not stand up to inspection once dismantled. The running board rubbers are original and complete and not very worn, which is indicative of the general state of the car when it was put to bed.

As already stated, the interior is passé, Rexine seat covers in tatters, headlining falling down and carpets not exactly growing toadstools, but almost. The roof is not sunshine, well, just a little bit now!

On the plus side the car is almost complete. It has an original wireless, reel luggage rack and, would you believe, OVAL OIL CAN! (That has to be worth fifteen quid.) Semaphore arms are there. (And wing mounted flashers, ....ughh!)

My view is that, at the right price, this car would be an ideal restoration project for someone of limited mechanical skills; and I speak from experience. All in all it could be put on the road in reasonable order for £300-400. I told Mr. Jarrott that at £1750 the car is unrealistically priced, which he seemed to accept. At around £1000 it would seem an attractive buy. Mr. Jarrott is open to offers.

With best wishes, Yours sincerely, John C Jardine. Dover.

*John Jardine*

# The Automobile

PPG Publishing Limited: Editorial & Advertising Sales, 90 Wickham Road, Beckenham, Kent BR3 2QH. Tel: 01-858 3533  
Production & Accounts, 5 Fleecy Road, Beckenham, Kent BR3 1HL. Tel: 01-858 3531/2  
Registered in England. Registration No. 12791/4.

TR/RA/PW  
26th November 1982

Dear *M. Mills,*

In case you haven't seen it already, I am enclosing a copy of the first issue of our new magazine. I hope you will find it both enjoyable and informative.

Pre-publication response from the news trade was so favourable that the initial print order was increased from 35,000 to 48,000 and this, together with the enthusiastic reception given to the magazine at the Brighton Classic Car Show, and the many complimentary comments we have already received from readers and advertisers, indicates that the magazine will be a huge success.

As you know an important aspect of our editorial policy will be to maintain a close dialogue with and give active support to the enthusiast clubs concerned with the veteran, vintage and pre-1940 periods and I hope you will keep our Editor, Michael Brisby, regularly supplied with information and photographs on your Club activities.

If you haven't yet replied to our offer about an exchange of ads. between your publication and ours, we hope you will do so as soon as possible so that we can insert your first advertisement in the next issue of 'The Automobile', which will be on sale in February. I think you will agree that such an exchange is to our mutual benefit, especially as no cost is involved - and we will be glad to assist you in typesetting and making up artwork for your advertisement, if necessary.

I look forward to hearing from you.

Yours sincerely,

*Bob Ashby*

Bob Ashby  
Advertisement Manager

VEHICLES FOR SALE

1934 'Y' Van - good condition - running order. Asking price in region of £3,000. Contact Harvey Russell, Green Lane Farm, Chertsey, Surrey. Tele. 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. Tele 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 - Tele Dover (0304) 203234

see John Jardine's report contained in this Newsletter. Try offer about £1,000.00 thinks John

(Details handed in at Beaulieu) - 1934 'Y' Ford - four-door saloon. (No further details are known)  
Contact Richard Grogan, 27 Lashmere, Cranleigh, Surrey.  
Tele Guildford 304 907 (Members, I have tried this number but it will not ring out - you may have to write to Richard)

1937 'Y' Ford - two-door - mostly restored - short balasted - resprayed re-upholstered seats - £700.00 (buying another 'Y' model)  
Contact Mike Rolph B.91 at 1 Chestnut Road, High Point, Stradishall. Near Newmarket

1936 'Y' Van - finished in dark blue, fitted with re-conditioned engine. And spare reconditioned engine, also offered  
Very sound original condition. Offers in region of £2,000.00  
Tele 01 330 0148 - Jim Murray.

'Y' MEMBERS - PARTS FOR SALE

G.9. C. Ault 1.2.3.

Bonnet (hinged '34 type)  
Dash (year not stated, GM)  
'34 Black Headlamp  
Brake Shoes  
Oval Roof Drain Covers

G.37. R. Booth 1.2.3.

Engine/Rear Axle/Windows  
Try me for all Chassis and Brake Parts  
Hub Caps/Wheels

Tele: 0747 4595

G.71. Jeff Cole 1.2.3.

S.R. Radiator Shell  
S.R. Bonnett

Tele: 01 274 0097

G.86 D. Cochlin 1.2.3.

2 Headlamp shells (early, small) 33/47  
Pair used L.R. Front Wings  
1 L.R. Radiator, needs a core  
1 10ph Engine, condition not known)  
2 Road Wheels

Tele: 0482 687237

B.42. D. Marson 1.2.3.

Unused Steering Wheel Nut, think late  
will sawp for early? GM

Tele: 0482 687237

R.16. D. Curtis 1.2.3.

New Engine Parts/2 Oil Pumps  
2 Crankshafts/4 Std Con Rods  
Number Valve Guides/Short Valves  
Gasket Sets/Clutch Plates  
New Vacuum Tank

Tele: 0432 56302

'Y' MEMBERS - PARTS WANTED

G.1. G Austin 1.2.3.

Pr Front Seats - L.R.  
Roof Stick Kit - Gerry, speak to Alan Oakes

Tele: Collier Street 225

B.106. R Smith 1.2.3.

Good Steering Column  
2 L.R. Wheels - Ray, Werton Leone have just overhauled a couple for me, good standard of work this time, I took one apart to check!

G.25. I Brown 1.2.3.

Roof Stick Kit - speak to Alan Oakes  
Petrol Cap  
Front Door Window

Tele: 031 669 4034

'C' MEMBER - PARTS WANTED

R.16. D Curtis 1.2.3.

Front Seat - or Frame  
Pattern for Head Lining  
2 Doors - 2 door car  
Wood for Roof  
1 Headlamp Glass A.5. L.R. 'Y'  
1 Magniflex Glass

Tele: 0432 56302

G.37. R Booth 1.2.3.

Set of Carpets - Roger, contact one of our two Trimmer members, I can't carry stocks

Tele: 0747 4595

G.71. J Cole 1.2.3.

S.R. Side Lamp Bases  
S.R. Ford '8.hp.' Oval Radiator Badges  
S.R. Front Brake Wedges - Y.2050  
S.R. Rear Cam and Shafts - Brakes  
Y.2230/2231/2232

Tele: 01 247 0097

G.86. D Cochlin 1.2.3.

Pr Interior Door Handles  
Pr Exterior Door Handles

Tele: 01 505 6490

G.112. J Faulkner 1.2.3.

Fuel Pump

B.56. J Naughton 1.2.3.

'34 Headlamp Rim & Glass  
(flat round centurer) - John, I have these in stock

Reflector - Magniflex Barn round  
2 Side Lamps  
Chrome Surrounds - Instruments

B.89 A Robertson 1.2.3.

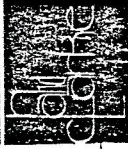
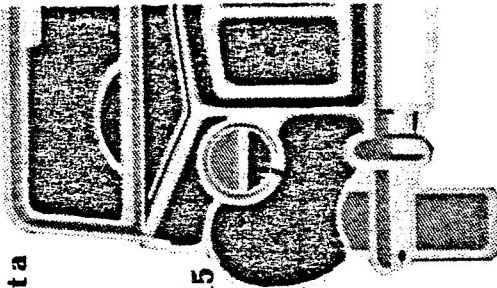
S.R. Horn Push Tele: Lennoxton 311587

**CHERISHED CAR INSURANCE**

**A better deal at a better price**

**Agreed value policies on all cherished vehicles over 15 years old**

**We are very competitive, so why not give us a call and find out what you can save!**



**HALL & CLARKE**  
Insurance Consultants Limited  
67 Park Royal Road, London NW10 7JL  
Telephone: 01-965 2751 Telex: 934573

CLUB PARTS FOR SALE

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
M/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)		
	Windscreens 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
	Chromium Plate version, Glazed, is		95.00
	If interested, contact Chris Glover direct.		120.00 - as a P.S. to last
M/AL	Club Radiator Badges or Bar Mounted Y Ford Pattern Luggage Carriers to order (unpainted)		3.75 posted
	Y Type domed wheel nuts plated		28.00 + 3.00 P & P
	Front and rear shackles		75p each + carriage.
	Bushes for same		1.00 " "
			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)
	Total cost of one cable		+ 0.73 VAT
			5.63
M/AL	C Model Exhausts - taking orders pattern now with maker.		35.50 + carriage
AL	Floor Board Screws		5p each + postage
	Floor Board No.2 Taps		1.20 " "

REPRODUCTION PARTS

M/AL	Body Panels - We are now charged VAT on all Body Parts		
M/AL	Rear Valances ie below spare wheel L.R. & S.L. Y's	£	58.60 ea + Post or Carriage
M/AL	Rear Wings for L.R. & S.R. Y's		£39.50 ea " "
M/AL	Front Wings for L.R. & S.R. Y's		£67.30 ea " "
M/AL	Running Boards for L.R. & 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 " " "		£42.50
	Rear Wing Arch " " "		£36.00
M/AL	Y Van Chassis side panels		£7.30 ea
M/AL	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 FOR SALE NOTE: NEW ORDERING PROCEDURE As stated earlier in this news letter, due to bad debts incurred I am forced to change the present ordering procedure. For all items required, please enter on the form provided at the back of the letter and return to me together with a s.a.e. As soon as possible I will send you a pro forma invoice advising you of the total cost. If you will then send me your cheque I shall then mail items to you. All orders in total when despatched. Cost will include the parts ordered, postage plus 25p packing charge.

19 mm Choke Carbs i.e. 8.hp. Some left with J Fitzgerald, £22.00 sterling. Allow time for delivery. Customs, for obvious reasons, examine all small heavy parcels coming from Ireland.

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

4.50 x 17 tyres	£4.50 " "	£19. + carriage and VAT
4.50 x 17 tubes	--.80p" "	
Rim Tapes		

At present I am low on body parts but let me have your orders. Allan and I each have one pair of L.R. Rear Wings to clear - some storage rust on surface

'A' Brake Operating Wedge	L.R. & C Models 48-2050	£2.00 each
'B' Bracket Rear Brake Operating Shaft ditto	CE-2225	£3.00 "
'C' Lever Rear Brake Camshaft ditto	CE-2235 RH	£3.00 "
'C' Lever Rear Brake Camshaft ditto	CE-2236 LH	£3.00 "

in layman's terms: 'A' The wedge that pushes the shoes apart  
'B' Rear Brake Plate housing the Cam Shaft  
'C' Rear Brake Two Pronged Brake Rod Connecting Lever

Rear Hub Seals (large-outer)	--.65 each	Male Track Rod Ends	£11.00 each
Engine Valves - early types	£1.25 "	Female " "	£5.00 each
2 x 'Y' King Pins - few late types	£2.00 "		
2 x 'C' King Pins - 4 bushes - 2 thrusts			£12.00 each
2 x 'C' King Pins - 4 bushes - 2 thrusts			£9.00 each
Engine Piston, various sizes	£12.50 "	Front & Rear Shackles	£1.00 each

I may soon buy in Oil Control Rings  
Reproduction Bushes for these - Club parts  
Use of Reamer, £1.00 plus deposit of £15.00  
Various Bulbs (not headlamp) --.40p each  
Wiper Blades --.60p each  
Late type Distributor Points - Condenser - Rear Arm  
Vacuum Motors - Wiper  
Gaskets - various types - but no Sump now.

Many, many various odd new and used items - write, giving requirements on the form provided. Also, have a large stock of used parts - even more, hopefully, after Dec 5th!

REPRODUCTION PARTS

M/AL	Body Panels - We are now charged VAT on all Body Parts		
M/AL	Rear Valances ie below spare wheel L.R. & S.L. Y's	£	58.60 ea + Post or Carriage
M/AL	Rear Wings for L.R. & S.R. Y's		£39.50 ea " "
M/AL	Front Wings for L.R. & S.R. Y's		£67.30 ea " "
M/AL	Running Boards for L.R. & 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 " " "		£42.50
	Rear Wing Arch " " "		£36.00
M/AL	Y Van Chassis side panels		£7.30 ea
M/AL	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

Legend: AL Abbots Langley Store, Graham Miles  
M Manchester Store,  
Alan Oakes

SECOND NATIONAL MOTOR MUSEUM ARCHIVE SPECIAL  
AT LONDON'S NATIONAL FILM THEATRE

Following the successful event in 1982, the National Motor Museum is holding its second Archive Special at the National Film Theatre on the South Bank on Saturday 5th February.

The major feature of the 1983 programme will be a selection of films from the Archive's BRSCC collection. The British Racing and Sports Car Club held a series of annual film shows in the 1950s and 60s and the Museum is delighted to take a look back 25 years to a programme originally put together in December 1957. The films will include the Club's own record of that year's events, and a superb film on Stirling Moss and the MG record breaker EX 181 called "MG Does It Again". There's also "Grand Prix d'Europe" on the British Grand Prix at Aintree which was won by Stirling in the Vanwall. It is hoped that Stirling himself will be present to introduce this part of the evening.

Other gems to be included are the popular musical ad for the Ford V8, "Rhythm Of The Road", an unusual short called "Autobiography Of A Car", together with something to delight the commercial vehicle and motor cycle enthusiasts. Many surprises and some superb archive footage from the dawn of motoring to today.

The programme will begin at 8 pm and will end at approximately 10.50 pm. There will be a short interval. A bar and restaurant service is located within the NFT. Tickets are £3 and are available directly from: The Box Office, National Film Theatre, South Bank, Waterloo, London SE1 8XT (enclosing an S.A.E.).

BOOK DIRECT WITH ME - GM

BOOKING FORM

Return to: The Box Office  
National Film Theatre,  
South Bank, Waterloo,  
London SE1 8XT.

NAME .....  
ADDRESS .....  
.....  
TEL NO. .... WORK .....

Box Office opens 12th January 1983

Please send S.A.E. with payment. Make cheques payable to National Film Theatre.  
No. of tickets @ £3 each

N.M.M. ARCHIVE SPECIAL (NFT 1) 5th FEB. 8 pm. ....

FORM TO BE COMPLETED AND RETURNED TO:

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

NEWS LETTER NO. 20

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:

If you wish to purchase any Club parts, list here and return with s.a.e. -  
as soon as I have time I will invoice you.

I hope to attend:

1. The London April Run
2. The French Weekend
3. The Stanford Hall Meeting - August 20/21st 83.

I would like to attend Winter Pub Meetings

YES

NO

ANNUAL SUBSCRIPTION LEVEL - PLEASE TICK

£5	
£6	
£7	
£8	
£9	
£10	
More	



# Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

## *Inspection*

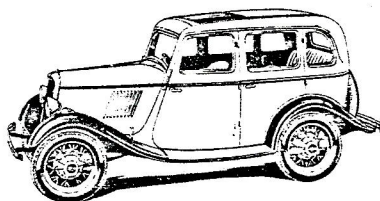
**N**EARLY every car which comes into your garage needs, at least, some small adjustment or repair to put it into absolutely first-class condition.

This is particularly true of the electrical system, which, as a rule, does not give such noticeable symptoms of approaching trouble as do the mechanical parts of the car.

Shock absorbers are components which need but little attention, though, more often than not, they are "out of sight, out of mind" and do not get it.

Point out to the owner of every car that comes into your garage, that if it is inspected regularly it gives an opportunity of keeping it in perfect condition with the minimum delay and expense.

It is cheaper to keep right than put right.



## NEW TYPE SHOCK ABSORBERS

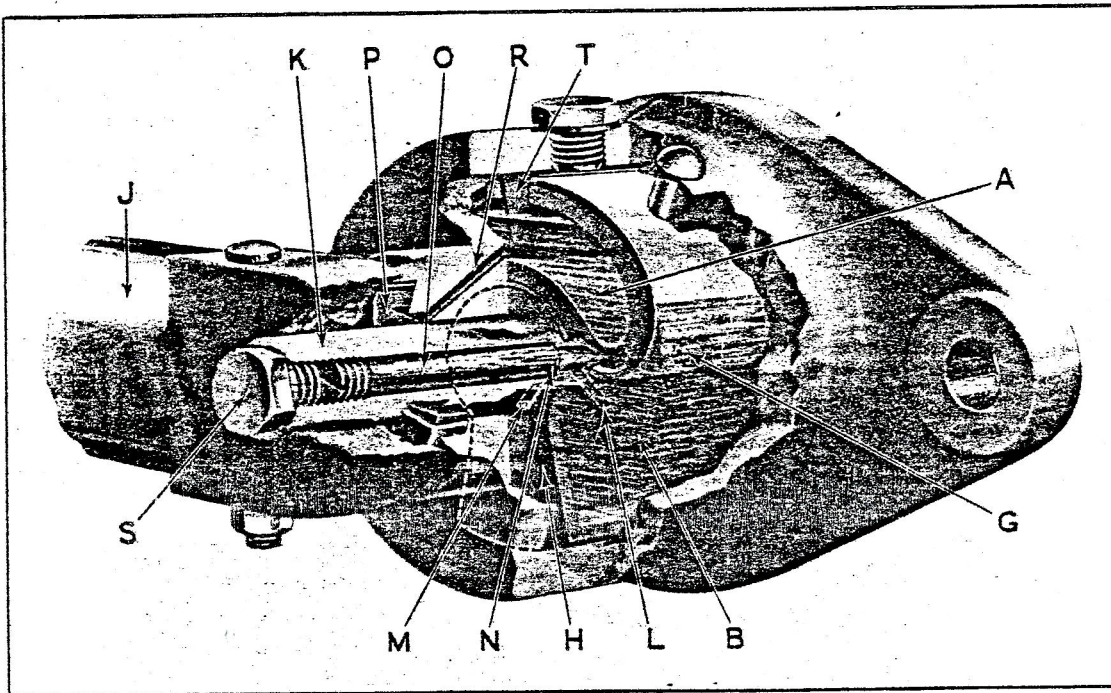


FIG. 19.

An improved type of shock absorber is now being fitted to the model "Y" cars.

The improvements incorporated in these later type absorbers make for greater ease of maintenance and adjustment.

The needle valve type of adjustment now provided gives a finer regulation of the shock absorber resistance, and should meet the requirements of the most fastidious owner.

Fig. 19 illustrates the construction, and method of adjustment of the new type shock absorber which operates as follows:

Movement of the axle actuates the arm J attached to the rotor shaft K, causing the vane H to oscillate in the operating chamber B which is completely filled with shock absorber fluid.

No passage is provided between the recuperating chamber case and the rotor shaft as in the old type shock absorber illustrated on page 20 of the Volume 1, No. 2, issue of the "Y" *Bulletin*, and oil displaced by the movement of the vane H is therefore forced backwards and forwards through the hole L, the regulated passage N, and the hole M in the opposite side of the vane.

The amount of resistance required, is obtained by adjustment of the needle valve O which restricts the flow of fluid through the passage N.

Any loss of oil from the operating chamber is replaced from the recuperating chamber A, through non-return ball valves G each end of the recuperating chamber, which are so designed that, although it is impossible for oil to be forced back into the recuperating chamber, any air bubbles that may form in the operating chamber are permitted to pass freely to the recuperating chamber, and are dispersed in the air space above the oil level in this chamber.

The wedge T stiffens the recuperating chamber wall and maintains a close fit between the recuperating chamber and the rotor shaft.

A gland P consisting of a specially shaped washer and casing is pressed into the shock absorber body surrounding the rotor shaft K, to prevent any possible leakage along the rotor shaft. Any fluid that may leak from the operating chamber along the shaft is retained by this gland.

To prevent excessive pressure being set up behind this gland and forcing it out of place, a passage R connects the gland chamber with the



recuperating chamber: any fluid that may collect in the gland chamber is therefore forced up this passage into the recuperating chamber.

#### Adjusting the Shock Absorbers

Before attempting any adjustment to the shock absorbers, make certain that the tyres are inflated to the correct pressure, that the springs are lubricated and working freely, and that the fluid in the shock absorber is at the correct level, that is,  $\frac{1}{8}$  inch to  $\frac{3}{16}$  inch below the top of the recuperating chamber; also that the operating arms are secure on the rotor shaft.

Complaints of "harsh riding" may not be due to misadjustment of the shock absorbers, and may be checked by disconnecting the shock absorber linkage and trying the car on the road.

This will indicate if the shock absorbers are at fault or if the unsatisfactory "riding" qualities are caused by some other misadjustment or neglect.

"Harsh riding" may also be caused by unequal adjustment of the shock absorbers.

It is therefore important that when adjustment is necessary that the absorbers are adjusted so that the two front absorbers are set to the same resistance, and the two rear are set in a like manner. **Do not attempt to adjust one shock absorber only.**

To adjust the shock absorbers, remove the needle valve cap S, which will give access to the needle valve O, and turn the valve with a suitable screw driver as required.

To **increase** the resistance, the valve should be turned clockwise.

To **decrease** the resistance the valve should be turned anti-clockwise.

The shock absorbers are set at the factory for all normal requirements, and should need adjustment only for exceptional conditions of service, or an owner's particular requirements.

If, at any time, the factory setting has become disturbed and it is necessary to reset the absorber, screw the needle valve clockwise until the valve just touches its seating, then turn anti-clockwise one turn. This will give approximately the correct setting from which the resistance required may be obtained.

If the shock absorbers have been run for some time with the working chamber partly empty, air will enter this chamber and render the absorber practically inoperative.

To expel this air, disconnect the shock absorber connecting links, fill the recuperating chamber with fluid, and operate the shock absorber arm by hand.

This will gradually force the fluid from the recuperating chamber into the working chamber, displacing any air that may be there.

Repeat this operation until the working chamber is completely filled.

Presence of air in the working chamber will be felt, when operating the arm by hand, by a "springiness" and weak resistance.

As the working chamber becomes filled with fluid this "springiness" will disappear and the normal resistance will return.

If a considerable amount of air has entered the working chamber, the regulating needle valve may be temporarily removed while operating the arm, when the air in the form of an emulsified fluid, will be blown out.

The shock absorber fluid M-100502 specified in the October issue of the "Y" *Bulletin*, Page 20, as used in the old type absorbers, should be used in these later type.

**Under no circumstances should any other type of fluid be used.**

Do not completely fill the shock absorber, as the presence of an air space as shown in Fig. 19 is essential to its satisfactory operation.

Where prevailing temperatures are below freezing point, it may be found necessary to dilute the fluid with 10 per cent. of oil of turpentine.

No internal repairs or replacements to these shock absorbers should be attempted, apart from replacement of the needle valve if this ever becomes necessary, and absorbers found faulty after all of the above points have been checked satisfactory, should be returned to the factory.

The standard setting torque for these shock absorbers is as follows:—

Front	150 to 200 pound-inches through an angle of 75 degrees in 2 seconds at 65 degrees F.
Rear	230 to 280 pound-inches through an angle of 75 degrees in 2 seconds at 65 degrees F.

Equipment for testing Model "Y" shock absorber is being developed by Messrs. V. L. Churchill and Co. Ltd., and will shortly be available.

## WATER TEMPERATURE GAUGE

A combined water temperature gauge and fuel gauge shown in Fig. 20 may be fitted to the Model "Y" cars as follows:

Drain the cooling system, disconnect the air line from the standard fuel gauge head unit and remove the unit from the dash.

The wiring loom from the lighting and ignition switch should now be withdrawn from the hole in the dash through which it passes, by disconnecting the various wires at their connectors where they emerge from the loom.

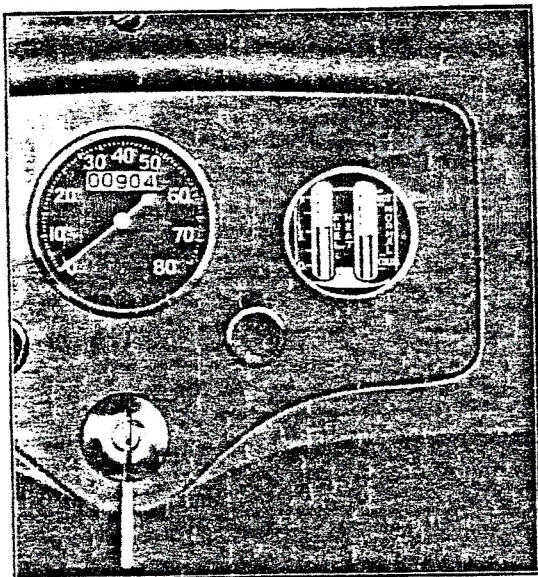


FIG. 20.

This is a simple matter, as each wire with the exception of the wires that emerge from the loom to the horn, generator, coil, and starter motor, is provided with a connector of the push in type, and each wire is marked a distinctive colour.

Removal of the rubber grommet from the hole will permit the bulb and nut of the temperature gauge to pass through the dash.

Uncoil the gauge connecting tubing, and push the bulb and tubing through the above hole in the dash.

Next, mount the combined gauge in the opening left by the removal of the standard petrol gauge, using the special nuts provided and the lock washers from the fuel gauge taken off.

Remove the top radiator hose, and with a sharp knife cut a  $\frac{3}{8}$  inch hole in the hose  $2\frac{1}{2}$  inches from the engine end of the hose (see Fig. 21).

The knife blade should be kept wet for ease of cutting.

Insert the adaptor in the hole from inside the hose, and secure the adaptor and washer in place by screwing the adaptor nut down tight; then replace the radiator hose and insert the bulb in the adaptor and tighten down the bulb nut.

Loop excess of tubing as shown in Fig. 21.

Clip the tubing to the radiator tie rod (Fig. 21), and re-insert the wiring loom through the hole in the dash and replace the rubber grommet.

Remove the nut and cone from the brass tube at the back of the fuel gauge, and set the liquid in the fuel indicator to zero by adding or removing liquid from the brass tube. Use a toothpick or match to absorb any surplus liquid.

If it is necessary to add liquid to obtain the correct reading (zero), take the liquid required from the brass tube of the gauge removed.

Complete fuel gauge information has been given in Volume I, No. 3, of the Model "Y" Bulletin.

Re-connect the air line and bring the fuel gauge indicator up to the correct reading by disconnecting the fuel line at the pump, and blowing back through the fuel line into the petrol tank with the mouth. (Do not use compressed air).

The wires from the loom may now be re-connected to the various points and the radiator refilled: the installation being now complete.

On early models of the "Y" car not provided with push in connectors in the loom wiring, it may be found to be more convenient to drill a fresh hole

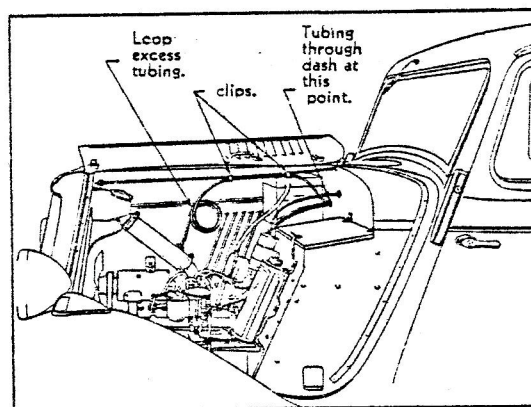


FIG. 21.

of 1 inch diameter through the dash at some suitable point to permit the bulb of the temperature indicator to pass through.

If this is done, a rubber grommet should be inserted in the hole to prevent chafing of the gauge connecting tube.

## STEERING GEAR REPAIR TOOLS

Tools for dismantling, and adjusting the worm and nut-type steering gear fitted to the Model "Y" cars, are now available from Messrs. V. L. Churchill and Co. Ltd., as follows:—

Tool No: Y-854. Wrench for steering wheel nut.

Tool No: Y-373. Steering wheel puller.

Tool No: Y-345-P. Puller for steering drop arm.

This is a box type puller that fits under the ears on the drop arm provided for this purpose.

Tool No.: Y-345-MA. Tubular spanner for the steering thrust bearing securing ring.

Tool No.: Y-345-MB. Box wrench for standard steering wheel nut A-21890 and Y-345-MA spanner.

Tool No.: Y-345-L. "C" spanner for adjusting steering thrust bearing adjusting nuts.

The above tools numbered Y-345-MA, and Y-345-MB should be used in the following manner.

Remove the steering wheel and place the tubular spanner Y-345-MA over the steering shaft taper so that the two "prongs" at one end engage with the two slots in the thrust bearing securing ring.

Next, thread a standard steering wheel nut, A-21890, (*not* the combined horn button and steering wheel nut) on to the steering shaft, and screw it to the extent of its thread with the end of the box spanner Y-345-MB that is the longer from the wrench bar.

The box wrench Y-345-MB should now be turned over and the end shorter from the wrench bar placed over the steering wheel nut and the nut unscrewed until the bar engages with the two slots in the end of the tubular spanner Y-345-MA as shown in Fig. 22.

The above operations are necessary as the thrust bearing securing ring is locked in position by means of a punch burr from the edge of the bearing housing into the ring slots to prevent it working loose, and will be found slightly stiff to remove; the box wrench engaging with the steering nut on the shaft end acts as a guide and steady to the tubular spanner Y-345-MA.

When unscrewing the securing ring, there is no danger of the wheel nut and securing ring binding as the wheel nut having the coarser thread will unscrew faster than the securing ring.

Use of the "C" spanner Y-345-L to adjust the steering thrust bearing nuts will be found to be more convenient than the use of a tommy bar as described on page 31 of Volume I, No. 4, of the Model "Y" *Bulletin*.

To replace the thrust bearing securing ring, the standard steering wheel nut A-21890, should be threaded on to the steering shaft over the tubular spanner Y-345-MA in a similar manner to that described above, to act as a guide and steady.

When screwing in the securing ring, care must be taken to see that the steering wheel nut does not "jam" on to the tubular spanner owing to it screwing down faster than the securing ring.

This may be checked when the securing ring is apparently becoming harder to screw in by slacking off the steering wheel nut with the long end of the box wrench Y-345-MB.

The securing ring should be right "home" when it is impossible to screw it in further, and the steering wheel nut is loose on the shaft.

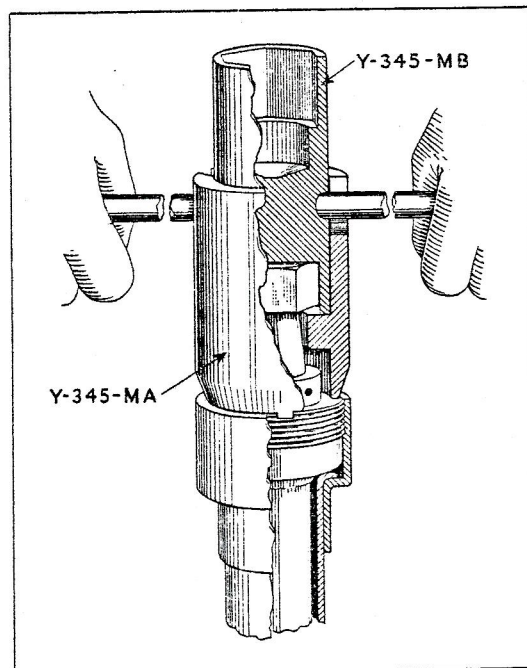


FIG. 22.

Failure to do this may result in the thread on the steering shaft becoming damaged and the thrust bearing securing ring not being screwed right "home" resulting in excessive play at the thrust bearing and the consequent erratic steering.

When replacing the thrust bearing, screw the securing ring right "home" and lock in position by means of a punch mark from the edge of the housing into the ring slot to secure the ring in place and prevent any possibility of it working loose.

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## STEERING GEAR ANTI-RATTLE RING

It should be noted that the anti-rattle ring on the steering shaft of the model "Y" worm and nut type steering, illustrated at W, in Fig. 23, of the December-January issue of the model "Y"

*Bulletin*, is now no longer used.

No supplies of this part will be issued for replacements as it is not necessary for the satisfactory operation of the steering gear.

Any of these anti-rattle rings that may be removed from this type of steering during repair need not, therefore, be replaced.

## REFITTING SPEEDOMETER CABLES

The position of the hole in the dash through which the speedometer cable passes, has been altered on current models of the "Y" car to give

an easier curve to the cable when fitted, and to relieve it of any undue stress.

Fig. 23 shows the new location of this hole compared with the old location, looking at the front of the dash.

It will be noted that the new position of this hole is 1 inch nearer the centre line of the dash, and has been raised  $\frac{1}{2}$  inch.

When fitting new speedometer cables, or when speedometer cables are removed for any reason, do not use the hole located in the dash in the old position on cars so drilled, but drill a fresh hole of the same size in the new position through the dash and dash insulator; i.e.  $\frac{1}{2}$  inch to the left of the centre line of the dash, and  $2\frac{1}{4}$  inches below the level of the dash insulator locating screw hole, looking at the front of the dash as shown in Fig. 23.

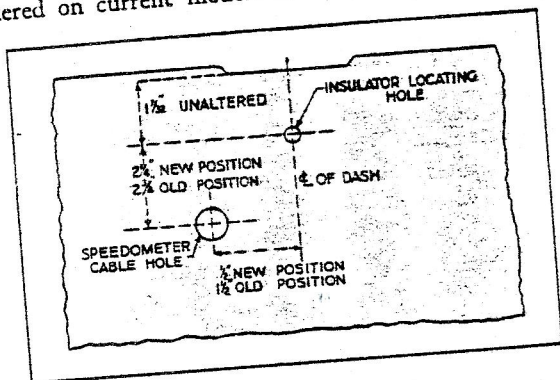


Fig. 23.

## CLUTCH PRESSURE PLATES

To prevent excessive strains being thrown on the transmission system through misuse of the synchro-mesh device, the tension of the clutch springs in the clutch pressure plates now being fitted to the "Y" cars has been slightly reduced.

To assist in the identification of these lighter design clutch pressure plates, the fingers have been marked with either red or yellow paint. Mechanics should, therefore, make certain whenever the clutch pressure plate is being replaced, that only the new type is fitted.

## MODEL "Y" ELECTRICAL EQUIPMENT

The following hints are published to assist in the proper maintenance of the Model "Y" car electrical equipment, that it may be kept working at its highest efficiency, and to obviate possible failures on the road.

Electrical troubles seldom give warning of their approach and only by regular inspection may possible troubles and their attendant inconveniences be prevented.

It is important to remember that cleanliness is the first essential in electrical equipment and small troubles may often be cured by a thorough cleaning of the affected component.

## The Generator

Continuous overcharging of the battery through the generator charging rate being too high may lead to burst cells and other serious troubles through the consequent excessive battery temperatures. The ideal setting for the charging rate of the generator is the lowest rate which will maintain full charge.

The generator charging rate should be set below the estimated requirements of the individual owner and raised as required. A check of the specific gravity of the battery after about 300 miles will indicate the amount the charging rate should be increased.

The third brush which controls the generator charging rate is the uppermost one and is accessible by removing the commutator cover. Moving the brush in the direction of armature rotation will increase the charging rate; moving the brush against armature rotation will decrease the charging rate.

The commutator should always be kept free from carbon dust, oil and dirt, and should only be cleaned with a piece of fine glass cloth held against the commutator by means of a small piece of wood while the armature is revolving at engine idling speed. **Emery cloth should on no account be used.**

Lubrication of the bearings should be carried out regularly yet with discretion, as excess of oil may penetrate to the armature or field windings and cause considerable trouble. A few drops of oil at frequent intervals is better than a larger quantity occasionally.

Brushes should be replaced when worn to such an extent that there is any possibility of the brush lead fastening fouling the commutator, or if excessive sparking occurs.

**The Cut-out**

The cut-out mounted on the top of the generator closes the charging circuit as soon as the generator voltage becomes high enough to charge the battery, and opens the circuit when the voltage drops below that of the battery, preventing the battery discharging back through the generator. If the cut-out does not operate properly, inspect connections to make sure that they clean and tight.

If the cut-out still operates unsatisfactorily it should be replaced; no adjustment or repairs should be attempted to this component.

**The Starting Motor**

The starting motor connections should always be kept clean and tight.

The bearings are of the self-lubricating type and require no attention.

Brushes should be replaced when worn to such an extent that there is any possibility of the brush lead fastening fouling the commutator, or if excessive sparking occurs when the motor is operated.

The commutator should be kept free from carbon dust, dirt and oil, and should only be cleaned by a piece of fine glass cloth held against the commutator by means of a small piece of wood while revolving. **Do not use emery cloth.**

**The Battery**

Many battery failures are due directly to charging at an excessive rate; either in the car or when being charged on the battery charger. The necessity for too frequent topping-up usually indicates

excessive charging. The specific gravity of the electrolyte, when fully charged, should be between 1270 and 1290; if this drops to 1220 to 1230 it is advisable to remove the battery for a separate charge.

If, when on the charging board the temperature of the electrolyte reaches 110 deg. Fah., the rate of charge should be reduced or stopped until the temperature drops to below 100 deg. Fah.

Always use genuine Ford batteries, as these, after rigorous tests, have been found most suited to the requirements of the Ford cars.

**Mixing Electrolyte**

Great care should be exercised when mixing fresh electrolyte, which should be of **only chemically pure sulphuric acid and distilled water. Commercial sulphuric acid is not suitable.**

Only glass, glazed earthenware, stone, rubber, lead, or porcelain vessels should be used to mix the electrolyte in.

Always place the distilled water into the vessel first, and add the acid as required. Otherwise, an explosion may result from the heat generated by the addition of water to the acid.

Use a hydrometer syringe to add the sulphuric acid to the distilled water, and place the nozzle below the surface of the water. The solution should only be stirred with either a glass rod, or a clean wood stick.

When taking specific gravity readings of the solution, never take the reading of the first filling of the hydrometer, but empty the contents back into the solution, and take the reading from the second filling of the hydrometer.

If this precaution is not taken, the acid remaining in the syringe will cause an inaccurate reading.

If the specific gravity reading is too low, add more acid: if too high, add more distilled water.

**Freezing Points**

Electrolytes having the specific gravities shown below will freeze at the following temperatures:—

1150.....	6	degrees Fahrenheit	above zero
1200.....	17	"	" below "
1225.....	35	"	" "
1250.....	62	"	" "

**Specific Gravity**

When the battery is in good condition, the specific gravity reading of the electrolyte in all of the cells will be within .025 of each other.

**Never transfer the electrolyte from one cell to another.**

Use 70 degrees Fahrenheit as a standard when taking the specific gravity reading of the electrolyte.

At 70 degrees Fahrenheit the specific gravity of a fully charged battery is from 1270 to 1290.

The specific gravity rises approximately .001 with each 3 degrees drop of temperature.

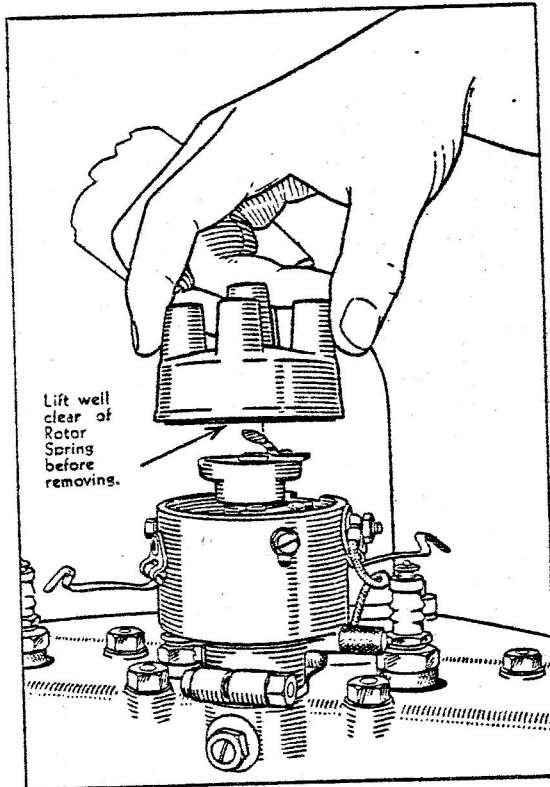


FIG. 24.

**Lamp Bulbs**

Repeated "blowing" of lamp bulbs may be due to the use of other than genuine Ford bulbs. Make sure to instal these with the word "Top" uppermost. If Ford bulbs fail repeatedly, check the connections at the cut-out, starting motor switch and battery.

**Removing the Distributor Cap**

When removing the distributor cap for any reason, care should be taken to lift the cap vertically from the distributor body until there is ample clearance between the bottom of the cap and the high tension rotor spring as shown in Fig. 24, before attempting to move the distributor cap sideways.

Failure to take this precaution will result in the cap catching the rotor spring and distorting, or even breaking the spring off.

**Starter Motor Switch**

If a case of a starter motor switch sticking in the "on" position is reported, the trouble may be cured by the fitting of an auxiliary release spring which is now available.

One end of this spring, Part No. AA-7562, is anchored to the switch control wire connector screw, the other end being attached to the plate Part No. Y-110999, which is secured to the end of the starter motor by means of one of the small screws in the end cage as shown in Fig. 25.

**General**

It is important that periodical inspection be made of all electrical connections to be sure that they are all clean and tight.

Battery terminals should be given special attention owing to the corroding action to which they are subjected. It is recommended that periodically the battery terminals are taken apart, cleaned, and given a coating of vaseline and re-assembled, making sure they are tight.

It may be necessary in some cases to scrape the corrosion off the terminals and clean with ammonia or strong soda water; apply vaseline when dry.

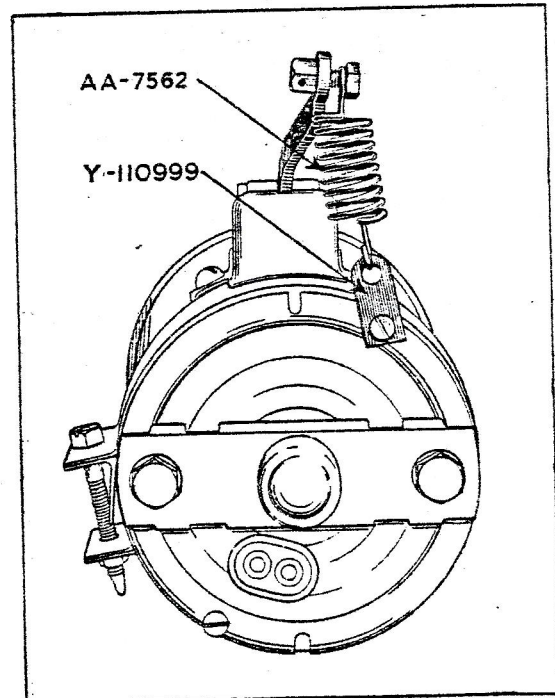


FIG. 25.