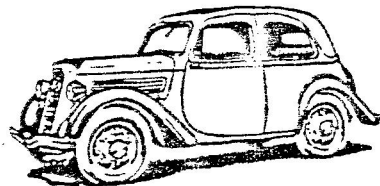
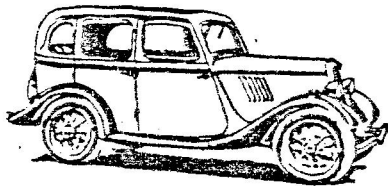


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 21. Jan/Feb 1983.

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JOHN GUY
5 WOOD LANDS PLACE
TOTLEY RISE
SHEFFIELD S17 4JG

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HERTFORDSHIRE WD5 0DD

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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.

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TRIPS AND EVENTS

Oh well, that's Christmas gone already. I can't have been such a good boy after all, 'cos Santa didn't even bring an apple or an orange, let alone any goodies for my little old Y. Fortunately though, we have Graham, who, I suspect, is a little more business-like than Santa.

Since our last newsletter, Ted Broadhurst has written from Wales, suggesting that cubic capacity errors on logbooks derive from the old horse power ratings which might have led to guesses at capacity closer to the rough assumption of 100 cc to 1 hp. Yet another theory.

Keith Button of Wokingham adds to the Insurance comments with his fully comprehensive premium of £24 for an agreed value of £1,500 from Everest Insurance Services Ltd. of Worthing. Keith also finds some amusement in his count of seventeen (!) separate Ford car clubs.

To return to our original theme, I expect we have all been a little pre-occupied with Christmas and haven't had time to think too much about the New Year, so you won't mind too much if I try and focus attention on two or three proposed events.

1. Le Weekend Francais

We, that is the two of us who intend to go so far, think it is a splendid idea but haven't had chance yet to arrange anything, but then neither has there yet been much response. It has been suggested the date is put back to September, but this has yet to be decided, but the idea would be to go out of season, early or late.

The route and timetable would still be to Bruce Palmer's original suggestion, i.e. Hovercraft across the Channel on a Saturday crossing and a leisurely drive down the French coast some 45 miles south of Boulogne (halfway to Dieppe) in order to visit a steam railway at Le Crotoy (near Abbeville). Here we would spend the night in a suitable hotel where a traditional french evening meal etc. could be enjoyed, with a return the following day, which would no doubt include a suitable duty free item of trip subsidy.

As soon as we have any ideas of timings, prices, etc. we will let you know, but please indicate if you are interested in the meanwhile so that any block booking advantages can be obtained. Please don't worry about any language difficulties as the French are well known for their ability to speak English if it generates enough business. It is even rumoured that some Y types can parlez a bit.

2. Stanford Hall (second plug)

This time no fear of foreign soil up your wing beading, but a familiar place to many and the scene of our most successful gathering so far, numerically speaking. We are trying for 51 cars on August 20th and 21st, camping caravans available, friendly meeting Saturday afternoon, barbeque later. It is a very pleasant setting and the Derbyshire weekend which it replaces was always

a very relaxed affair. Don't worry if your car isn't in concours condition, just get in it and drive it along. My car's restoration I'm sure will never be finished, so I just use it in the meanwhile.

For those of you who have carried out a splendid restoration, Alan Ogden and Sam Roberts previously have suggested presentation cups. Alan suggests one for the best restoration and one for the highest mileage, maybe both to the event and actual annual mileage, as verified by test certificates. Perhaps I could chip in with a plea of a prize for the bravest attender in the least restored car. Whatever awards are selected, it would be a splendid idea to add to the weekend. I know I have a slight fear and awe of the elitist concours approach, so I would welcome anything which encouraged a friendly, sociable approach as well. In this vein, it occurs to me that we could have an award for the most patient better half of a Y owner!

3. A Trip to Belgium

First news here of another trip abroad. Jim Miles regularly goes on this one, so we are including details for those who would like to join in.

It is to the rally organised by the Ancient Ford Club of Belgium, which, I believe, rejoices under the title of Benford Rally.

The trip proposed starts with a late night boat crossing from Dover to Zeebrugge, on Friday, 29th April, a Saturday drive to the rally on the Dutch-Belgian border, a hotel stop-over and a return by a Sunday night ferry. This way the costs are minimised and most of the travel time can be spent asleep. It will, however, involve some of the Friday and following Monday, so it looks like a slightly extended weekend. Please contact Tim Brandon if you are interested.

So there we are, three good events for you to consider. If you do wish to join in any of the briney crossings, please let us know as soon as possible.

J. R. Guy.

Yet another P.S. has come to light just prior to getting the letter printed. This is a trip organised by Jim Fitzgerald in Dublin to take place on June 4th and 5th. I will now give you Jim's address and phone numbers to contact him.

it is :- 6, Castle Park, Sandymount, Dublin 4., Ireland. Tel. No: Dublin 692079. If he is unobtainable there messages can be left with his son Tony who can be reached on Dublin 856124 (Home number) Dublin 783200 (Office number). Although I initially said this run was for the Irish members it is in fact thrown open to all comers I will be extending the offer to other Ford clubs should they wish to participate. Jim will also be asking members from the Irish Veteran and Vintage car club to attend and he hopes to muster in excess of 50 vehicles. The venue for the event will be placed at:- Blinter House which is in fact a Convent and is near Davan. £25 deposit should cover the weekend costs, more details in next newsletter. In the meantime, please contact Jim with your deposits as we have had to pay £100 to secure the week end bookings.

Dear Members,

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Well as you can see the letter is thinner than usual this time principally because John Guy has not been receiving too much in the way of correspondence from the members to help him bring out the letter, as I have said before he has suggested titles and it is up to you to respond. Peter Fawsett suffered the same fate with virtually complete lack of support from the membership of the club. If you want a newsletter Ladies and Gentlemen it is up to you to do something towards it, from my part I do not have much news which is often the case in winter months. As you can see we have decided to set a date in September for our French crossing as Jim Miles has alerted us to the fact that the Belgium trip is on in late April and there is not much point in having two European trips clashing with each other. Further to this many members have expressed the desire to go on a French trip but have said their vehicles will not probably be finished until June or July and so it gives them a chance to get their vehicles ready for that date, hopefully, I will have my van put together by then. In the last newsletter I spoke of a photographic sheet possibly showing the van but, unfortunately, I never got around to finishing the film so the photographs are still in my camera. I am running low on photographs for the photographic sheet and would like some more sent in, if those of you have sent them in the past would like them back please let me know as I have still retained most of the snaps previously sent. However, I hope to get a sheet printed in due course for the next newsletter.

GENERAL MANUFACTURE AND NEW STOCK ITEMS:

CLEVIS PINS As previously mentioned in the last letter it has been suggested by one or two of you that we should look for Clevis pins. I have managed to obtain a pin which is 20 Thou over the original size and allowing for sensible wear the present vehicle aperture should be approaching this amount. I have also obtained some Drills and Reamers to suit the size of the pin, also obtained are pins suitable for the back brakes of the 'long Rad' and 'C' model cars, these pins are 4 Thou under the others. If you use the drill I think you will find that the hole will be about the right size for these pins you may need to just show the reamer to enter the pin safely - A word of caution here is that you must make sure that the rear double brake rods travel freely over the pin you may need to ease the inside of the aperture with a file, as it is essential that these rods travel freely over the pin once one or the other is operated. I do not intend to sell the pins individually but as a set sufficient for each vehicle. Pin sets are different of course and will be sold as illustrated in the parts. Remember, a few Thou movements must be left otherwise they will cease.

EXHAUST SYSTEMS: I now have a new stock of 'Y' Exhaust Systems at Abbots Langley and 'C' model Exhaust Systems. The 'C's are slightly dearer because they nesitate the supply of a Tailpipe. PERCH BOLTS: I have also managed to obtain a few and am considering the possibility of manufacturing these bolts at a later date. On the subject of

KING PINS: I managed to obtain a further supply of pins, so for the foreseeable future we are covered. Whilst on manufacturing, I have decided to plunge into the manufacturing of the 'Y' HUBCAPS: Not just skins but a complete cap as closely as possible resembling the originals, equally the DIAMOND MAGNIFLEX BARS: for the headlamps are also being manufactured but be in no doubt we will have to spend several hundred pounds for tooling and pressing costs but once these initial tools have being manufactured we will begin to make some profit. But in order to make it attractive to the manufacture concerned I have had to order a hundred of each. The price of them has not been set as yet but I am afraid they will not be 'give away' prices if only to cover our costs we will probably be looking at £7 or £8 each. A hundred of each may sound a lot but in the case of Hubcaps with 5 per vehicle it only in fact serves 20 vehicles so hopefully, I will be ordering another batch at a later date. Magniflex bars of course represent enough for 50 cars and will probably last our demand for many years. I do not intend to manufacture the Magniflex bars of the round centre as these were fitted to very few vehicles in late 33 early 34 models.

TOP ENGINE WATER OUTLET:

These originally cast and fitted to the cylinder head of the engine are often corroded or broken, it is now virtually impossible to obtain second hand ones therefore, quantity of these are in the manufacturer's and should be available within the next few weeks. Also the top and bottom engine hoses adjacent to this connection are not forgotten I have possibly a new contact for these which may bring our price down and these should be available in the near future.

ENAMEL BADGE: The enamel badge is fitted to the 'long radiator' models and the 'C' models is available through the U.S. The people in this country who I have found best to obtain them from are early Ford parts: 13, Fitzwilliam Street, Huddersfield, West Yorkshire - Tel. NO: 0484 47003. Therefore, it is not worth my while holding these as they are easily obtainable via these people at a realistic price i.e. £8.50 including V.A.T. and P & P. Another item I am considering manufacturing is the Through Bolt for the door hinge it is surprising how difficult it is to obtain these and they are quite a unique design of bolt so these are being looked at. The trouble with the 'C' model owners is that I do not have enough demand to consider making Hubcaps, only two people have asked for them I cannot justify for hundreds of pounds tooling to make 8 Hubcaps. 'C' models therefore, remain a problem for these individual items, equally on 'C' models I have now obtained a radiator motive but with only something like 30 cars listed in the club and a minimum quantity of 30 would have to be ordered, this would necessitate every member taking one and again only two members have asked for these, your comments 'C' owners.

FIBREGLASS RUNNING BOARD COVERS: Since the previous letter I have decided to look into the prospect of making these throughly, I have in fact found a man who will manufacture the moulds. However, a problem arises, as I need originals from which to mould the Running Boards, Dennis Smart has a nearside Running Board which he can loan me but I now need an offside Running Board in perfect condition. There is little point in making one without the other so could somebody please loan me an offside Running Board otherwise we will not be able to proceed. Returning to the subject of Hubcaps on the 'Y's, I have noticed in a sales brochure of 1932 it shows quite clearly with the embossed hubcap. Therefore the plot depends as to where or for what purpose the embossed plain hubcaps were manufactured without the embossed word Ford. Perhaps they were for the van or perhaps they were just a post war copy by somebody other than Fords. If anybody could throw any light on this one I would like to know the answer.

TIMING THE ENGINE: Funnily enough three members have written to me since the last years letter and asked the procedure of timing the early short rad engine very early engines did not have the pin in the front of the timing cover case, therefore, the only practical way of timing the engine was by the use of a Clock Gauge to one of the pistons through one of the sparking plug holes to the top of a piston usually of course on number one piston. Further in the letter you will see a page from one of the previous service bulletins already issued which describes in great detail then I can hope to do so. I hope you keep these service bulletins perhaps it is just a case that the newer members have never actually received the earlier ones.

The NEXT NEWSLETTER will not probably come out until after the A.G.M. in April. April 10th for this meeting, Sunday afternoon, the A.G.M. starting promptly at 2.00 p.m. Again as there seems to be little demand in other parts of the country for the meeting to be held elsewhere I have asked Tom Morgan if we may once more use his factory at Brent Cross an address I am sure most of you are now familiar with it is:- The Anchor Glass Company, Brent Cross Complex, North Circular Road, London. NW2. Base of the M.1. Motorway. I do not intend to make this a lengthy procedure but purely a formality to comply with the laws of our land and then hopefully, get down to some open discussion by members present. Those of you coming from afar if you wish to contact me I will try to group you together so that you may save petrol costs. Any items you would like to raise at the A.G.M. please communicate with Jill our Secretary so that the letters may be read out for general discussion at the A.G.M., if you find the distance too far to personally attend.

SUBSCRIPTION CHARGES: In the last newsletter I asked for suggestions as to the subscription charges for the club some of you were very generous and suggested it should be at least £10 and more. Two members suggested £6, a great percentage of you suggested £7, and quite a number suggested £8. An average figure is about £7 - £7.50p, retaining £5.00 for Senior Citizen members. So I will be suggesting to the members present at the A.G.M. that we vote for a subscription level at about that amount of money. This should enable us with an excess of 200 members paying up to have something in the region of a £1,000 spending money. Following our renewal date subscriptions I will be asking they are to be paid promptly and the accompanying slip in the next letter will remind all those not paid that the subscription is due and the amount stated in the letter. You will receive only that letter and thereafter will not receive further letters if your subscriptions are not in. I still yet receive subscriptions from members who I stopped sending letters to ages ago and when I do not have back copies they are rather put out. Frankly, I think they have only themselves to blame. This policy of prompt payment on subscriptions has been agreed amongst all the Ford clubs.

SWANSEA OLD REGISTRATION: Vehicle Licencing Authority: One member did write to John Guy on the subject of Swansea expressing his frustration we have not reproduced the letter as quite frankly it may be libellous and I do not want to see Ms Jill my sister in Court as our Secretary fighting a legal case. However, I have heard one rumour relating to Swansea and it is that if old vehicles are not taxed next year, they will retain old number plates even though we have a current V.5. Log Book, the numbers will be removed from the system. Whether this is just a rumour or fact I do not know, I would like to know more if anybody could throw light on the subject as I can now visualise a mad desperate scramble for many members to get their vehicles taxed next year before they lose their treasured number plates.

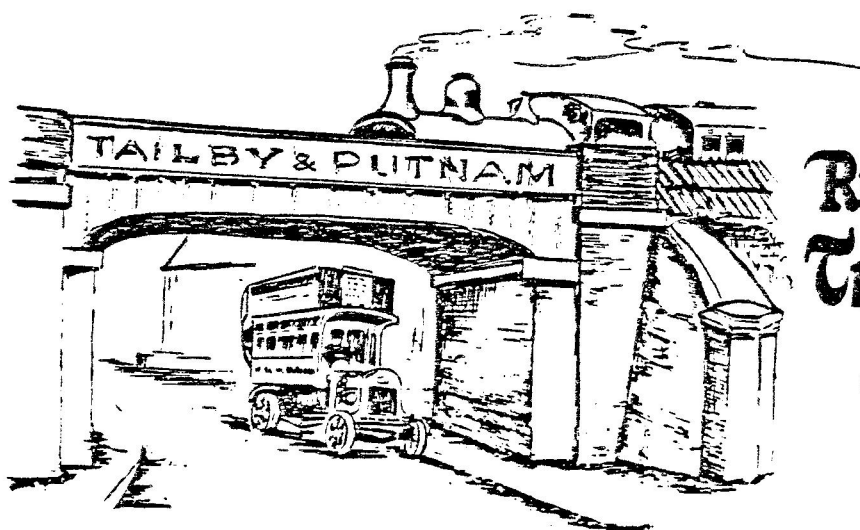
LONDON RUN: For those members adjacent to the area and are interested, Jim Miles has organised a trip to Syon Park for the afternoon and the date set for this event is April 24th. As in the previous years I will be asking Ivin Precious to assemble his group in South London as before and Graham Game then will bring his party from the Eastern area of London I will be also bringing in a group from Windsor as on previous years, meet at Queen Victoria Statue, Windsor High Street. We will make our way once again to Battersea Park for picnic lunch. Last year the weather was absolutely perfect and we were able to enjoy a pleasant lunch in the park. There are no facilities for any beer or refreshments of any type in the park I would suggest you bring with you what you need. The picnic will take place basically at 12.30 p.m. and the assembly at various points at 10.00 a.m. in the morning probably for departure at 10.30 a.m. We will leave Battersea Park at 1.30 p.m. in the afternoon and head towards Syon Park, we should arrive at about 2.00 p.m. Car Park area has being allocated for us as I believe there is also a Rover Rally at the same time and we are to be kept seperate from them, a party discount is offered. A general description of the house and park will be produced in the letter and it is a very pleasant and interesting spot to make for, hopefully, a nice sunny afternoon. This really is the first event of the year that begins in the Summer and we will run through them at various functions through the year which will be drawn to your notice in the next letter. I think that is about all from me this time I have mainly concentrated as you can see on new parts and the parts that are difficult to obtain.

As a P.S. It has been suggested that a layout sketch of the Bulkhead be drawn up showing fitting places of the various items. I will undertake to draw the S.R. will somebody undertake the L.R. 'C'?

More P.S.'s I want all the information I can get about the original Battery design, style, shape, pictures, even an old one in any condition - Guess what's in my mind now? Also wood patterns, Alan keeps coming to a deadend on re pro wood parts. I have a contact but it will need patterns, so as many of you seem to need L.R. and 'C' Roof Stick Kits, so lets get this one out of the way. Pattern Please. Now that is it folks - back to the sawdust.

Graham.

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Rushden, Circa 1915

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send to

Mr. C. Walker
3 Mountfield Road
Irthlingborough
Northants.

Rushden Historical Transport Society

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CAVALCADE 83
KNUSTON HALL
RUSHDEN

NORTHANTS.

30th April-1st-2nd May, 1983

The new model 'Y' went into production in August 1932 and had been almost entirely redesigned from the first batch back in February of the same year. Eight thousand were built by the end of the season, though on the first batch the rear axles were not strong enough for hilly areas, even so Fords new baby car took third place in the British small car market by 1933.

The 'Popular' as it was to be known later on underwent styling changes in 1933, the radiator grill was deeper and the front bumper was dipped in the centre, also the mudguards were 'skirted'.

In 1934 Morris Motors were losing ground to the 'Y' type so they countered with the new 'Eight' copying the trend setting style of the 'Y' plus better mechanical specifications including four speed gearbox and hydraulic brakes. Thornhill Cooper, one of Perrys aides suggested a dramatic response, lower the price of the baby Ford from £120 to £100. On the 31st December 1934 the price was lowered to £115 and by 25th September 1935 to £110, already cheaper than the two seater Morris. Percival Perry having trimmed dealers margins almost to the bone announced on October 17th 1935 the first and only fully-equipped saloon car selling at £100.

Following this bombshell Fords share of the 8 hp and under market rose from 22 percent in 1935, to 42 percent the next year, by 1937 Ford was chasing Morris for second place behind Austin.

Although the Ford Motor Company listed only the Tudor and Fordor 8 hp model many coachbuilding firms recognised the sound chassis as a basis for special bodys. One such model was the 'Alpine Tourer', and was marketed by Reynolds Motors of East Ham. It had an ash framed body and was fitted with fold flat windscreen and dual electric wipers, leather upholstery and a quick lifting hood. A sporty touch were the louvred front mud-guard 'skirts' and the racing type bonnet strap.

Three more types were the 'Mistral', 'Kerry' and 'Cairn', the latter was a deluxe model with a Tickford hood of waterproof twill and was lined in cloth, so when erected, the hood frame was entirely hidden. The distinctive feature of the 'Mistral' were the number of louvres on the sides of the bonnet, no less than 36 on each side!

In 1934 the model 'C' Deluxe was launched, it had a 10 hp 1172cc engine, and like the 'Y' it was styled in the States by Eugene Turrene Gregorie. It catered for the market in between the 8 hp range and the 22 hp V8. Features included, through ventilation on the windows, and on early models the direction indicator switch doubled up as the gear knob, plus a 70 mph., top speed. Fords offered single entrance, double entrance saloons, also a four seater tourer. Some of the changes for the 1936 season were the addition of three chrome strips across the radiator grill, and vertical bonnet louvres, also with three horizontal chrome strips. Prices were:- Chassis £110, Two Door Saloons and Tourers £135, Four Door Saloons £145.

In the Ford organisation the 'C' type was known as the '20E' and the 'Y' type as '19E'. Production of the 'C' ended in 1937 with a total of 96,553 units. Unfortunately these cars were very prone to tin worm, so what with the M.O.T. test, fibreglass specials etc., not many have survived. The 'Y' model was phased out the same year with a final run of 157,668 units.

Also in the thirties Fords were successful in the Commercial Vehicle sector, as we shall see in the next issue.



Roy Gillett, Cheam Fair Organiser.

3, Acre Lane,
Carshalton,
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10th June,

1936

WEW/DWG.

N 12

AND AT LONDON ROAD
WESTCLIFF-ON-SEA.

E L Newton Esq
5 Finchley Road,
N. 12.

Dear Sir,

Please read this carefully.

Because we want you to obtain long and satisfactory service from the New Ford delivered to you to-day, we call your attention to the following matters:

SPEED. Although this car is designed to run at speeds up to 55 miles an hour, avoid high speeds while the car is new. To obtain best results, IT SHOULD NOT BE DRIVEN FASTER THAN 30 to 35 MILES PER HOUR FOR THE FIRST 500 MILES.

LUBRICATION & ADJUSTMENT. Enclosed with this letter are two cards entitling you to have the car inspected, adjusted and oil changed at 300 miles & 1000 miles respectively. There is no charge for this work, except for the oil actually used. Afterwards, change the oil every 1,000 miles and the gearbox lubricant every 5,000 miles. Check oil level regularly. Never let the oil level drop below "F" on the measuring rod. Lubricate the rest of the chassis regularly as directed in the oiling chart in the Instruction Book.



- 2 -

OIL TO USE. We recommend **Castrol X.L. or Duckhams Z.563** for the engine, and **Duckhams' Golden Gear Oil** for the differential and gearbox. Do not experiment with cheap oils - they are terribly costly in the long run.

FAN BELT. Do not tighten fan belt. The V-type fan belt does not require tight adjustment for proper operation. Too tight adjustment will result in excessive wear on fan belt and generator bearings particularly at higher speeds.

TYRES. For easy riding qualities, proper braking and long life, keep the tyres properly inflated.

Correct pressure for rear tyres is **30** pounds and for front tyres **30** pounds.

SWITCH. When car is stopped, always see that the switch is **OFF**, otherwise, if it is left on, the battery will run down. **THIS IS A VERY IMPORTANT POINT.**

Trusting the car will give you every satisfaction,

Yours faithfully,
per pro. W. HAROLD PERRY LTD.,

W. E. Williams
Sales Manager.

P.S.

When sending your vehicle in for service, please give us 24 hours' warning if possible, to avoid delay and disappointment. If telephoning, ask for "Works Department".

IGNITION TIMING

The ignition timing of the Model "Y" cars has been slightly modified; the spark now being timed to occur when the crankshaft is 3 degrees before top dead centre, at which time the piston is .029 inch from the top of the stroke.

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

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

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

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

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

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

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

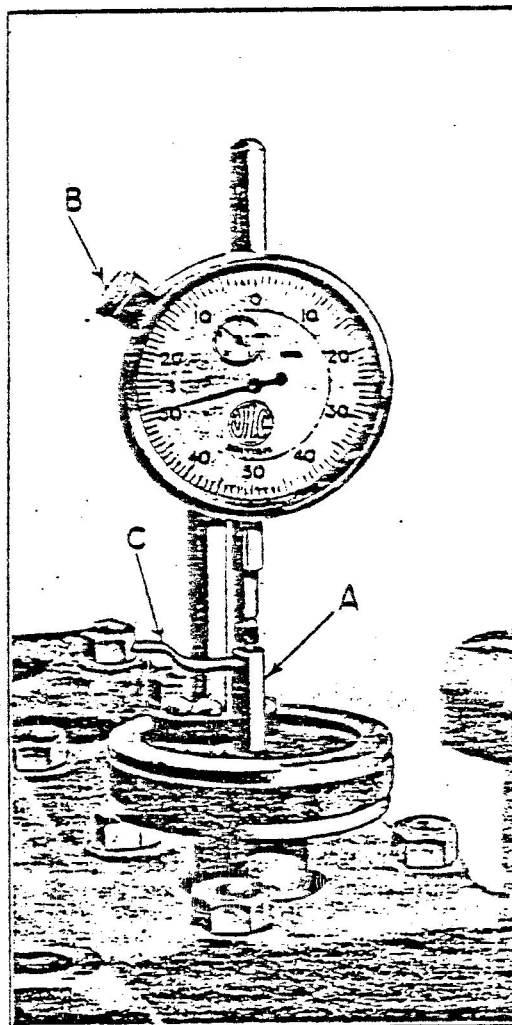


FIG. 9.

Gauge for timing Ignition.

Above, a repeat of the article on Ignition Timing that a number of you have requested. from Model Y Bulletin Vol 2. No.1. February 1933.

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STOP PRESS!!!

6th ANNUAL ENFIELD PAGEANT OF MOTORING

Word just in from Jim Miles re the above -- to be held on the May (Spring)Bank Holiday Weekend i e May 28. 29. 30th.

As in previous years, we intend to make the 29th, the Sunday, our day. I propose we meet at the Cambridge roundabout as before. For those of you who have not been before, this is on the junction of the North Circular Road with the A.5. Cambridge Road. We travel north to the Enfield grounds in convoy.

The show should be worthwhile as there are to be 1,200 exhibits with Vintage Vehicles, 1,000 stalls selling autojumble and antiques. There is also a fairground for the children which can be an advantage for those of you wishing to make it a family day out.

This year, on the Sunday evening, there is to be an event for the stall-holders and pageant participants, i e New Bar and Entertainment, an added attraction for us to attend on the Sunday.

Apply direct to Jim Miles for entry forms please.

VEHICLES FOR SALE

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. Martin wants to sell this vehicle, so any sensible offer may secure it !

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 last newsletter. Try offer about £1,000.00 (thinks John).

1937 'Y' Ford - two-door - mostly restored - short balsted - 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 £1,800.00. Tele. 01 330 0148 - Jim Murray.

I may have three or four 'Y' Saloons for sale once probate is cleared on a Will. Do not think they will be too dear but in need of restoration. G. Miles.

A TRANSIT

FOR THE '20s

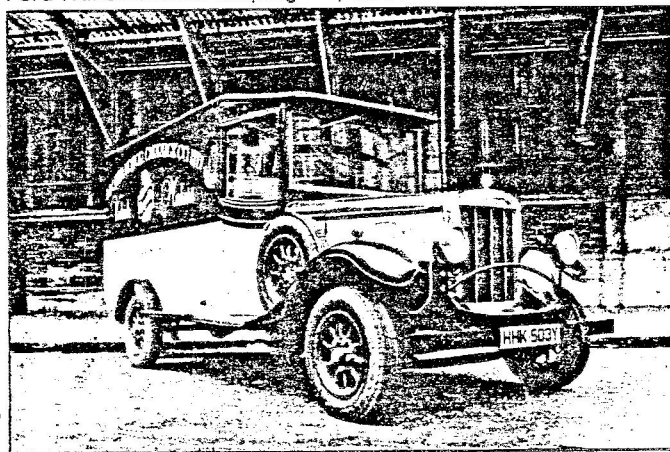
Those hankering for the Good Old Days when men were men, and trucks were lorries, now have the chance to purchase a piece of instant, and practical nostalgia.

The Asquith Motor Carriage Company Ltd have designed and built a rather fetching '20s-style delivery van, which impresses with the quality of its bodywork, but perhaps more importantly, because the woodwork is dropped onto a Ford Transit chassis keeping

2ft chassis extension, attached by sliding oblong section rails inside the chassis.

The suspension and braking components fit back with the axle, while the steering arm is reversed.

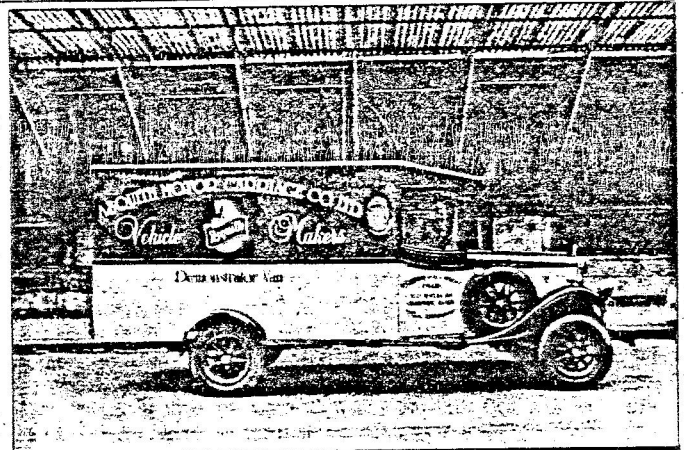
The alloy spoked wheels are cast by a small firm near Asquith's Braintree, Essex, headquarters, and have reinforcing flanges running across the wheel width behind each spoke. The 18in rims are slightly larger than standard, making the gearing taller, but unless the vehicle is going to be very hard-worked this need not be critical.



the mechanicals virtually identical to the normal van.

The prototype uses a 2690mm Transit chassis, 1.6litre engine and four-speed box. The front axle has been removed and replaced under a

The Asquith is the brainchild of Bruce West, who saw the market for this type of high-profile vehicle as a logical extension of his reproduction furniture business. The mechanicals are



Asquith conversion captures the '20s feel, with refreshingly simple mechanical alterations. It costs a pretty penny though.

neat and impressive, but the van's ash-framed body shows excellent craftsmanship, too.

Few drivers can start their day's work in a bucket seat covered in Connolly Leather, though while the individual perches were comfortable on short journeys, their suitability might be called into question on longer jaunts.

Controls are standard Transit, though the narrow cab makes a tiny sports wheel necessary. This means that manoeuvring what is a fairly long vehicle in confined spaces calls for plenty of shoulder work. A solid wooden partition protects the driver from load shifts, and the doors, fitted with carriage-type loop handles are glass fibre in the cab, steel at the rear. The load space is 8ft 8in long by 5ft 2in wide and 4ft 9in high, with no wheelarch intrusion and usefully flat sides.

The prototype is, not surprisingly, Transit-like to drive, though the nearside wing disappears from view beyond the bonnet, calling for care. There were a number of detail faults, like a driver's door that fouled the spare tyre, a wooden dash that obscured half the speedo, and the heavy steering.

The simple approach is definitely a bonus, especially on the mechanical side, and Asquith are hoping for Ford warranty approval eventually.

Sales director Crispin Reed says prices will run from

£7950 up to around £10,000, with their prototype panel working out at £8250.

Judging by the amount of attention the truck attracted during our drive, customers can be certain of reaping good publicity rewards, but it's debateable whether the inflated price represents good old-fashioned value.

G.1. G. Austin 1.2.
Pr Front Seats - L.R.
Roof Stick Kit - Gerry, speak to Alan
Oakes

Tele: Collier Street 225

G.25 I. Brown 1.2.
Roof Stick Kit - speak to Alan Oakes
Petrol Cap
Front Door Window
Tele: 031 669 4034

G.37 R. Booth 1.2.
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.
S.R. Side lamp Bases
S.R. Ford '8 hp.' Oval Radiator Badge
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
Pr Interior Door Handles
Pr Exterior Door Handles
Tele: 01 505 6490

G.112 J Faulkner 1.2.
Fuel Pump

B.56 J Naughton 1.2.
'34 Headlamp Rim & Glass
(flat round centurer) - John, I have these in
stock.

Reflector - Magniflex Barm round
2 Side lamps
Chrome Surrounds - Instruments

B.89 A. Robertson 1.2.
S.R. Horn Push Tele: Lennoxton 311587

B.106 R. Smith 1.2
Good Steering Column
2 L.R. Wheels - Ray, Merton Leone have
just overhauled a couple for me.
Good standard of work this time.
I took one apart to check!

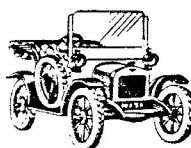
B.14 R. Levett 1.2.3.
Accelator pad/pedal
Centre floor pan/cover gearbox.

B.116 R.P. Snape 1.2.3.
Universal Joint (Torque Tuge front end)
Tele: Burntwood 3358

B.142 R.R. Wakefield 1.2.3.
Rear Ashtrays.
Tele: Brighton (0273) 720086

'C' MEMBER - PARTS WANTED

R.16 D. Curtis 1.2.
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

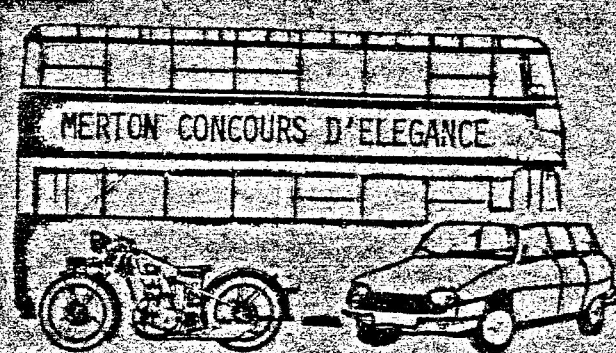


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Wimbledon,
London SW19 3TF
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14th MERTON CONCOURS D'ELEGANCE - 29th AUGUST 1983
MORDEN PARK, MORDEN, SURREY
AT THE LIONS CLUB OF MERTON BANK HOLIDAY ANNUAL PAYRE

G.9 C. Ault 1.2.
 Bonnet (hinged '34 type)
 Dash (year not stated, GM)
 '34 Black Headlamp.
 Brake Shoes
 Oval Roof Drain Covers

G.37 R. Booth 1.2.
 Engine/Rear Axle/Windows
 Try me for all Chassis and Brake parts
 Hub Caps/Wheels.
 Tele: 0747 4595

G.71 Jeff Cole 1.2.
 S.R. Radiator Shell
 S.R. Bonnet
 Tele: 01 274 0097

G.86 D. Cochlin 1.2.
 2 Headlamp shells (early, small) 33/4?
 Pair used L.R. Front Wings
 1 L.R. Radiator, needs a core
 1 10ph Engine, condition not known)
 2 Road Wheels
 Tele: 0482 667237

B.42 D. Marson 1.2.
 Unused Steering Wheel Nut, think late
 will swap for early? GM
 Tele : 0482 667237

R.16 D. Curtis 1.2.
 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

G.44 K.L. Button 1.2.3.
 Swop front lamp assy parts.
 Lenses, reflectors etc., for
 rear lamp assy. - L.R.
 Tele: Wokingham 782986

G.85 K.J. Clarke 1.2.3.
 S/H wheels Carburettors S/H Fuel pumps S/H
 gears miscellaneous Prop shaft, UJ's brake shoes
 for religning, rear axle roller bearings new and
 various other parts some new and some S/H if
 anyone is desperate I may be able to help. * →

G.111 J.E. Foxon 1.2 3.
 Front axle complete with brake drums.
 Gearbox complete in bits.
 Steering box (column)
 Front axle been used as Trailer Axle
 6 Road wheels, side valve hole - L.R.
 Engine single water inlet complete dismantled
 1 front S/A mounting plate.
 4 450 x 17 used tyres good condition.
 2 Door window glass (4) S/H
 3 Starter motors S/H
 2 Dynamos S/H

B.87 S. Roberts 1.2 3.
 Reproduction oil cans.
 (no transfers) X5 - £10 each

B.112 I. Smith 1.2 3.
 Various new and S/H Mechanical parts.
 Tele: Woodbridge 7911

G. Miles 1.2 3
 Intermediate model 1934
 Headlamp parts various, all Black.

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* Please note Members -
 If anyone in my area needs a Spring
 Spreader I have one for hire F.O.C.
 (but with £20 deposit) This fits all
 models including Pilots.

NEW CLUB PARTS FOR SALE NOTE: 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 despatch items to you.

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

- Front and rear shackle £1.00 ea.
- Bushes for same 75p ea.
- Clevis pin sets - L.R. 'Y' & 'C' Model £3.20
- Clevis pin sets - S.R. 'Y' £3.00
- For above - Hire of Reamer and Drills £1.00 plus £15 deposit.
- 'A' Bracket Rear Brake Operating Shaft ditto CE-2225 £3.00
- 'B' Lever Rear Brake Camshaft ditto CE-2235 RH £3.00
- 'B' Lever Rear Brake Camshaft ditto CE-2236 LH £3.00

in layman's terms :-

- 'A' Rear Brake Bracket Housing Cam Shaft.
- 'B' Rear Brake Two Pronged Brake Rod Connecting Lever

- Rear Hub Seals (large-outer) Male Track Rod Ends £11.00 each
- Engine Valves - early types £1.25 ea. Femals " " " £ 5.00 each
- few late types £2.00 ea.
- 2 x 'Y' 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 each.

- 'Y' Pearch Bolts £6.00 each
- Various Bulbs (not headlamp) ... 40p each Engine Pulleys... £3.50 each
- Wiper Blades ... 60p each
- Late type Distributor Points-Condenser-Rear Arm ... 65p ea.
- Vacuum Motors - Wiper ... £4.00 ea.

Gaskets - various types - but no Sump now - Ask for details.

Many, many various old new and used items - write, giving requirements on the form provided. Also, have a large stock of used parts -

REPRODUCTION PARTS

Body Panels: Most now in stock. We are now charged VAT on all Body Parts

- M/AL Rear valances i.e. below spare wheel L.R. & S.R. 'Y's £58.60 ea. + Post or carriage
- M/AL Rear wings for L.R. & S.R. 'Y's £39.50 ea " " "
- M/AL Rear wings for L.R. old stock - 1 Pair £30.00 ea " " "
- M/AL Front wings for L.R. & S.R. 'Y's £69.00 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 Pr.
- '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.
- 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



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

REPRODUCTION PARTSRubber 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 ea + 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 ea + Postage
AL Bumper Bar Bolts for above (Temporary stock)	2.00 " "
M/AL Door Handles for L.R. Y's - exterior of side front.	11.00 " "
M/AL Door Handles for L.R. Y's - exterior nearside-front (now on order - last price).	16.50 " "
Both above - Lock Barrel and Base Excursion (Plates not supplied)	
Windscreen Frames for L.R. Y's being offered by Chris Glover, 1 Percy Road, Guildford, Tel. 0483 505199 after 8 p.m.	
Don't have full details of specification but understand a	
Basic Frame in Brass is	85.00
Basic Frame, Glazed, is	95.00
Chromium Plate version, Glazed, is	120.00 as a P.S. to last
If interested, contact Chris Glover direct.	
M/AL Club Radiator Badges or Bar Mounted	3.75 posted
Y Ford Pattern Luggage Carriers to order (unpainted) now offer Limited.	28.00 + 3.00 P & P
Y Type domed wheel nuts plated	75p ea. + carriage

REPRODUCTION PARTSMechanical

M/AL S.R. and L.R. C Rear Brake Rod Support Carrier arms	4.75 ea + 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) K28 at 5ft 1in long - C) Total cost of one Cable:-	9.99 Inc. VAT + P & P
AL C Model Exhausts - stock with Tailpipe	42.00 + Carriage
M/AL Y exhausts - stock	35.50 + Carriage
AL Floor Board Screws	5p ea. + postage
AL Floor Board No.2 Taps	1.20 " "



Model 'Y' Bulletin

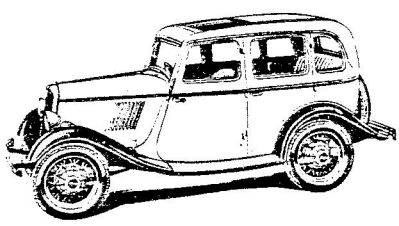
FORD MOTOR COMPANY LIMITED

"Salesmen Please—"

FROM time to time mention has been made of the Bulletin's value as an aid to the live salesman.

One of the essentials of successful selling is to know the product, and to keep abreast of the changes and improvements which may be made in it.

The Model "Y" Bulletin by explaining the various parts of the car in detail, and the methods by which they may be repaired quickly, cheaply, and with factory precision, provides the salesman with information of exceptional value when explaining to a prospect the meaning of Ford Facilities for Ford Cars.



THE FORD Y & C MODEL REGISTER
61 GALLOWS HILL LANE
ABBOTS LANGLEY
HERTS. WD5 0DD

THE FRONT AXLE

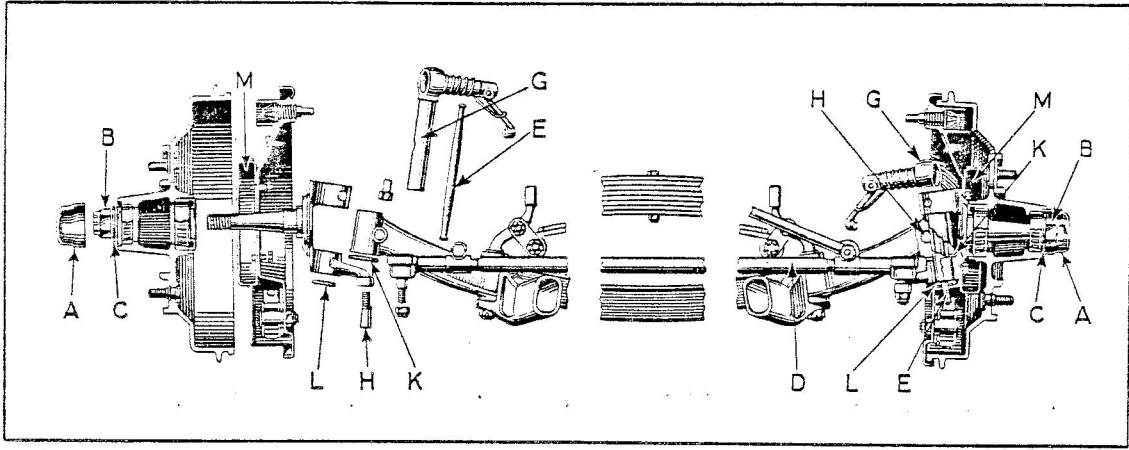


FIG. 34.

Attention is drawn to the equipment available for repairing and overhauling the front axles of the Model "Y" cars.

The use of this equipment will enable these overhauls to be carried out quickly and efficiently; the following article illustrates their use so that everyone who may have occasion to overhaul an axle may be familiar with its operation.

Dismantling the Front Axle

Having jacked up the front end of the chassis and removed the front wheels, disconnect the brake rods at the brake housing plates, and the brake rod anti-rattle springs from the radius rods.

Disconnect the steering drag link from the steering gear drop arm, and the shock absorber links from their support on the spring perch.

The radius rod may now be released from its anchorage at the brake cross shaft bracket, and the front spring detached from the chassis cross member, when the front axle complete with spring and brake assemblies may be removed from the chassis.

For convenient working, the front axle should be held in the ABVY-50 Universal front and rear axle stand; adaptors Y-50-A being available for use with this stand to suit the "Y" axle.

The inner hub caps A, Fig. 34, should be unscrewed and the wheel bearing nuts B removed: a double ended wrench Y-115-N is available to fit the front inner hub caps and wheel bearing nuts.

Removal of the wheel bearing nut and the grease retaining washer C (Fig. 34), will permit the hub and wheel bearings to be drawn off the front spindle.

To remove the wheel bearings from the hub, a front hub outer race puller Y-304, and a front hub inner race puller Y-303 are available.

Next, remove the steering track rod and drag link assembly D by unscrewing the nuts securing the pivot pins, and tapping the pivot pins from the tapers in the steering arms.

The brake housing plates and brake assemblies should now be removed by unscrewing the four nuts that may be seen at the back of each brake housing plate securing them to the front spindle assembly.

Removal of these plates will allow the front brake operating shaft E to be withdrawn from the spindle bolt G.

The front spindle assemblies may be detached from the axle by unscrewing the nut that retains the spindle bolt locking pin H and tapping out the pin.

This will permit the spindle bolt G to be drawn out of the spindle bearing, thus releasing the front spindle assembly.

Next, detach the front spring by removing the spring shackles and remove the spring perches from the axle.

The spring perches also serve to secure the front end of each radius rod and when removed will permit the radius rod assembly to be lifted away from the axle.

It will be noticed that the nuts that secure the spring perches have a cone face which fits into a countersunk hole in the lower arms of the radius rod forks. These nuts should only be used in this position.

Overhauling and Re-Assembling the Front Axle

Having stripped the axle, test it for alignment by means of the two alignment indicators ABVY-89 shown in operation in Fig. 35.

These indicators are fitted to the axle by removing one of the cones on the indicator rod, placing the rod and remaining cone in the spindle bolt housing, and replacing the cone removed so that the spindle housing is clamped between the two cones and the rods project upwards as shown in Fig. 35.

Any misalignment may now be detected by sighting one rod on the other Fig. 35.

No attempt should be made to straighten or reset front axles as this is liable to place excessive stress on the structure of the material unless the axle is subjected to the correct heat treatment while realigning.

For this reason it is advisable to replace any axle that has been damaged.

Examine the bushes in the front spring eyes, and in the shackle bearings in the spring perches, for signs of wear, and replace if necessary.

These bushes may be withdrawn by means of the spring perch bushing puller Y-417-A; to insert

new bushes the spring perch bushing driver Y-417-B should be used.

If the tapered hole in the spring perch that engages the shock absorber link pivot has become damaged, the tapered reamer Y-377 should be used to "true up" the hole.

A taper reamer Y-377-A is also available to "true up" the taper holes in the spindle arms that hold the track rod pivot pins should these have become damaged.

The two spring perches being now ready for re-assembly to the axle, place the radius rod assembly into position so that the forks on the front end of the rods permit the rods to drop below the centre line of the axle, then pass the spring perch spindle through the holes of the radius rod fork, and the hole through the front axle provided for the spring perch anchorage and secure them by means of the correct type of nut.

Examine the bushes in the front spindle assembly, and the spindle bolts for wear, and if necessary replace these items.

To withdraw, and insert the bushes in the front spindle assembly and to avoid the possibility of distortion while performing this operation, a spindle bushing driver and anvil Y-319, shown in operation in Fig. 36, is available.

Care must be taken that these bushes are fitted in a correct manner.

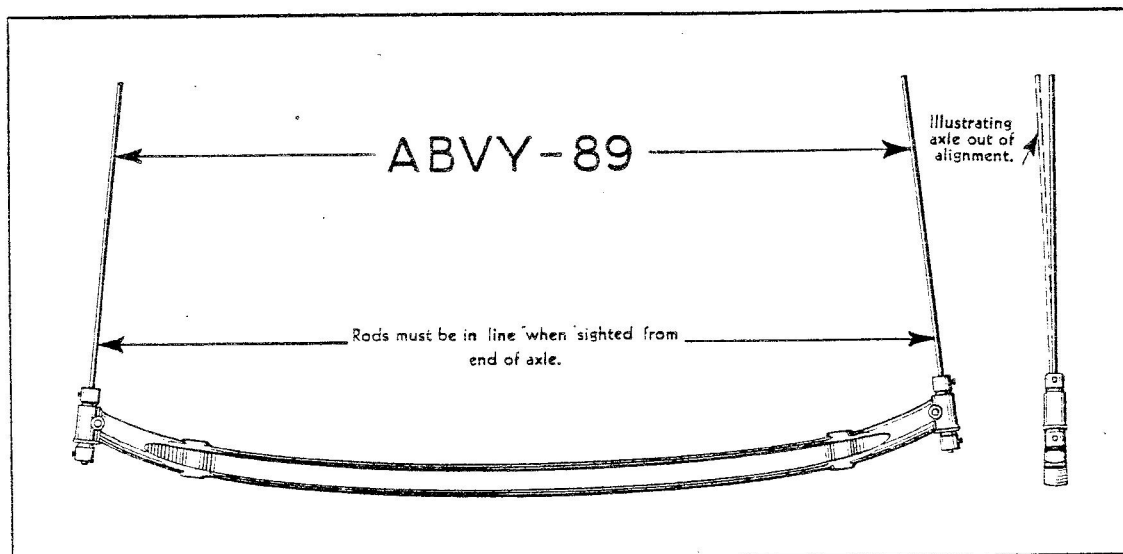


FIG. 35.

It will be noted that the oil grooves cut on the inner surface of these bushes are carried to one edge of the bush; the grooves being discontinued at the other end approximately $\frac{1}{8}$ inch before the end of the bush.

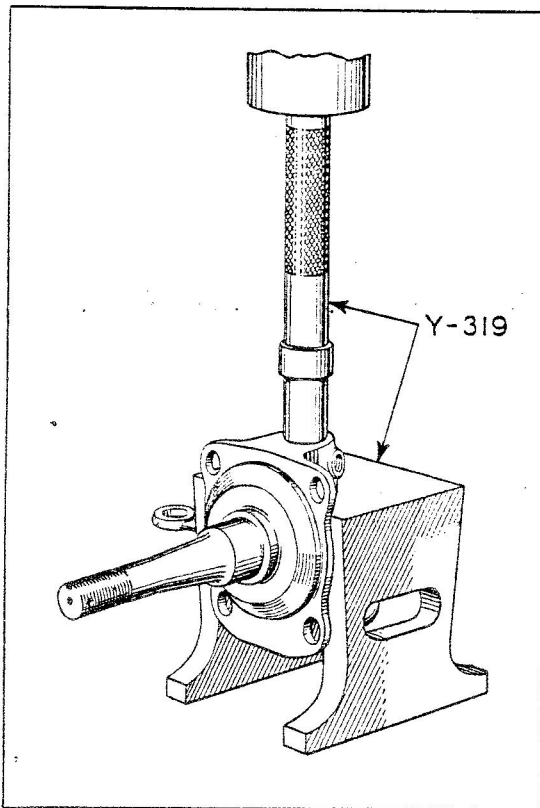


FIG. 36.

It is important that these bushes be fitted with the edge to which the oil grooves reach, facing upwards.

After the new bushes have been driven into position they must be broached and burnished: for this purpose the cutter and broach for spindle bushings Y-318 should be used.

The spindles may now be re-assembled to the axle by passing the spindle bolt through the bearings of the spindle assembly and the bolt housing in the end of the axle, making sure that the thrust washer K is in place between the bottom spindle bearing and the axle.

Care should be taken that the spindle bolts are assembled on their correct sides of the axle as these are left and right hand.

When assembled on their correct sides the front brake operating shafts will be facing forwards at a slight angle to the centre line of the axle.

Secure the spindle bolts in position by means of their lock pin and nut, passing the pin through its hole from the front of the axle, engaging it with the slot cut in the spindle bolt for this purpose:

The nut when screwed on then acts also as a steering lock stop.

Examine the brake assemblies, and make any renewals that may be necessary: instructions for overhauling the brakes have been given in Volume 1, Numbers 2 and 3 of the Model "Y" *Bulletin*.

Insert the brake operating shaft through the hollow spindle bolt, and place the brake housing plate and brake assembly into position with the felt grease retainer L between the bottom face of the spindle bolt and the ledge in the brake housing plate through which the brake operating shaft projects, making sure that the top of the brake operating shaft is engaged with the brake shaft cam socket in the spindle bolt head, and that the lower end is securely in the socket of the brake operating wedge between the brake shoes.

Secure the housing plate and grease baffle M firmly in position by means of the four securing bolts and nuts, locking the nuts by means of **new** split cotter pins.

If the hub bolts have been damaged, or require replacement for any reason, they should be pressed out of the hub and new ones replaced.

These bolts are swaged into place, and to enable the new bolts to be swaged in a like manner the Hub bolt-riveting tool Y-408-B and anvil AY-408-A is available: This tool is shown in operation in Fig. 37.

Badly worn or heavily scored brake drums should be replaced by new drums. No attempt should be made to machine the brake bearing surface as this will result in a reduced arc of contact with the brake linings, and a reduction in braking efficiency.

Having made any necessary replacements to the hub assemblies, a front hub inner and outer race press Y-305 being available to replace the bearings, they may be replaced on to the spindles followed by the front hub grease retaining washer C: the tongue formed into the hole fitting into a groove cut in the end of the spindle.

Replace the wheel bearing nuts, and adjust the front wheels by screwing the bearing nuts in until the wheel commences to "drag," then slacking off one-sixth of a turn. Lock the wheel bearing nuts with **new** split cotter pins, and replace the inner hub caps. Do not run with either the inner or the outer hub caps missing.

If the front spring shows signs of lack of lubrication, it should be dismantled and the faces of each leaf greased with a mixture of grease and graphite, and re-assembled making sure that the centre securing bolt is in good condition.

The front spring may now be re-assembled to the axle, greasing the spring shackle bearings before assembly and locking the spring shackle nuts with **new** split coppers.

Replace the track rod and drag link assembly and examine the front radius rod rubber bushing for any signs of perishing or wear, and if necessary install a new bushing.

The front axle is now ready for re-assembly to the chassis.

It is advisable when nuts that are locked by means of split cotters are replaced, that only **new cotters** be used: **do not use old cotter pins.**

Having re-assembled the front axle to the chassis, re-adjust the front brakes and check the front wheels for alignment.

For this purpose an alignment indicator ABVY-95 is available.

Wheel the car forward for at least three feet, and place the alignment indicator between the inside walls of the two front wheels in the position shown in Fig. 38 with the chains that are fastened to each end of the indicator just touching the floor as shown in the illustration.

If the alignment is being tested on an axle before overhaul, the two front wheels should be pressed outwards to take up any play in the bushes or bearings before setting the indicator.

Having located the indicator between the two front wheels, set the scale pointer to zero.

With the indicator set as above, move the car forward until the indicator is in a corresponding position at the rear of the front axle i.e., with both chains just touching the ground. (Fig. 38).

Note the amount registered on the indicator scale this being the amount of "toe-in" of the front wheels.

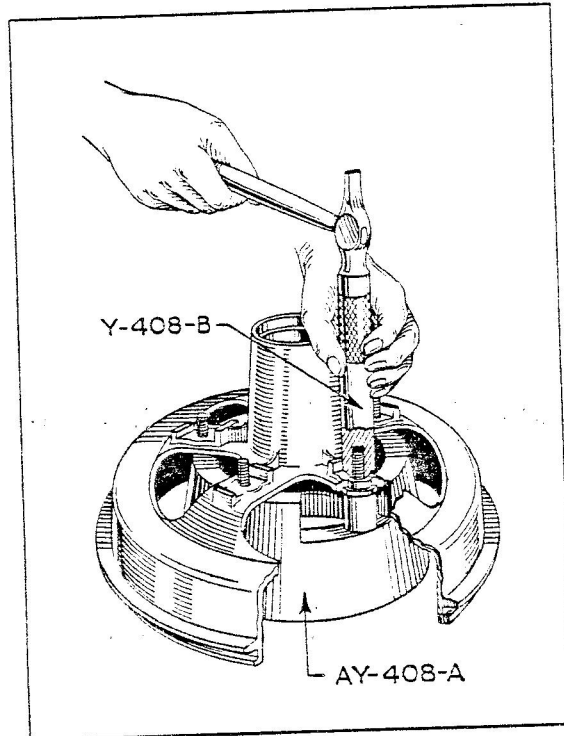


FIG. 37.

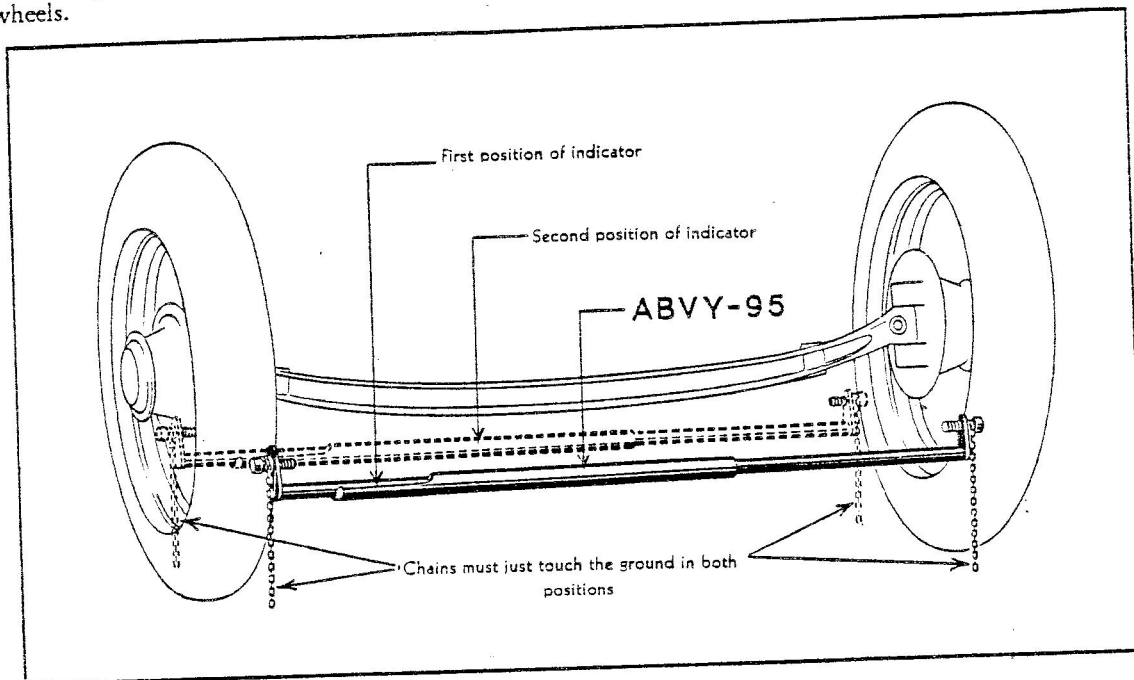


FIG. 38.

The correct "toe-in" of the Model "Y" front wheels is 1/16 inch to 1/8 inch.

If this amount is not registered, the necessary adjustment may be made by loosening the clamp nuts at each end of the track rod and turning the rod as required.

This rod is provided with a right-hand thread at one end, and a left-hand thread at the other; turning the rod will therefore increase or decrease the effective length of this rod as required.

All equipment mentioned in this article may be obtained from Messrs. V. L. Churchill and Company, Ltd.

THE HAND BRAKE LEVER

A modified type hand brake lever is now being fitted to the Model "Y" cars.

This lever is of the "grip" type ratchet release and is so designed as to bring the lever to a position accessible from the driver's seat.

When stocks of the original "button" release type lever are exhausted, only the later "grip" type lever will be supplied for replacements; this lever being fitted as follows.

The original hand brake lever and ratchet assembly, together with the hand brake lever to cross shaft rod Y-2853, should be removed, and replaced with the later type lever assembly Y-E-2780-A, Fig. 39. (For left hand control cars order Y-E-2780-B).

A longer hand brake lever to cross shaft rod Y-E-2853-B will also be needed to replace the original rod Y-2853, to permit the operating cams on the cross shafts to make contact when the brakes are fully disengaged.

Having installed the new type lever it will be found necessary to extend the slot in the floorboard through which the lever projects, 5/8 inch rearwards to permit the lever to be pulled to the full on position without fouling the floorboard.

It should not be necessary to extend the slot in the floormat as there should be sufficient "give" in the mat to allow the lever to be operated to its fullest extend.

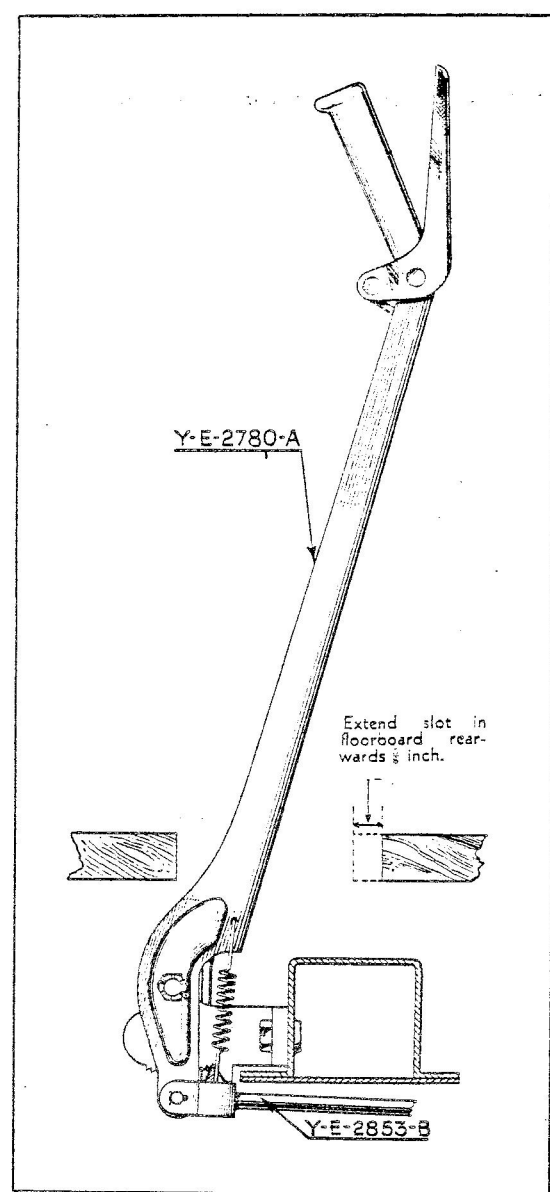


FIG. 39.

THE GENERATOR SUPPORT

The Model "Y" generator support, part number Y-10151, has now been considerably strengthened as shown in Fig. 40.

It will be noted that the head is considerably thicker, being now $\frac{1}{4}$ inch as compared with $\frac{5}{32}$ inch thick in the original type.

The radius under the head has also been increased to $\frac{5}{16}$ inch to give additional strength at this point.

With this increase in radius it has been found necessary to countersink the underside of the head slightly to permit the securing bolts and washers to seat firmly. This countersink will form a ready means of identification.

If a case occurs of the breakage of this part in use, only the later strengthened type support should be fitted as a replacement.

Attention should be given to the fan belt tension, as too great a tension will throw excessive stress on the generator support while insufficient tension may possibly cause a vibration that will eventually fracture the support.

Check also that the two securing bolts are tight at all times as looseness at this point will also give rise to vibration that may eventually cause fracture of the support.

The spring washer under the head of each securing bolt should always be renewed when replacing these bolts even if they appear to be in good condition.

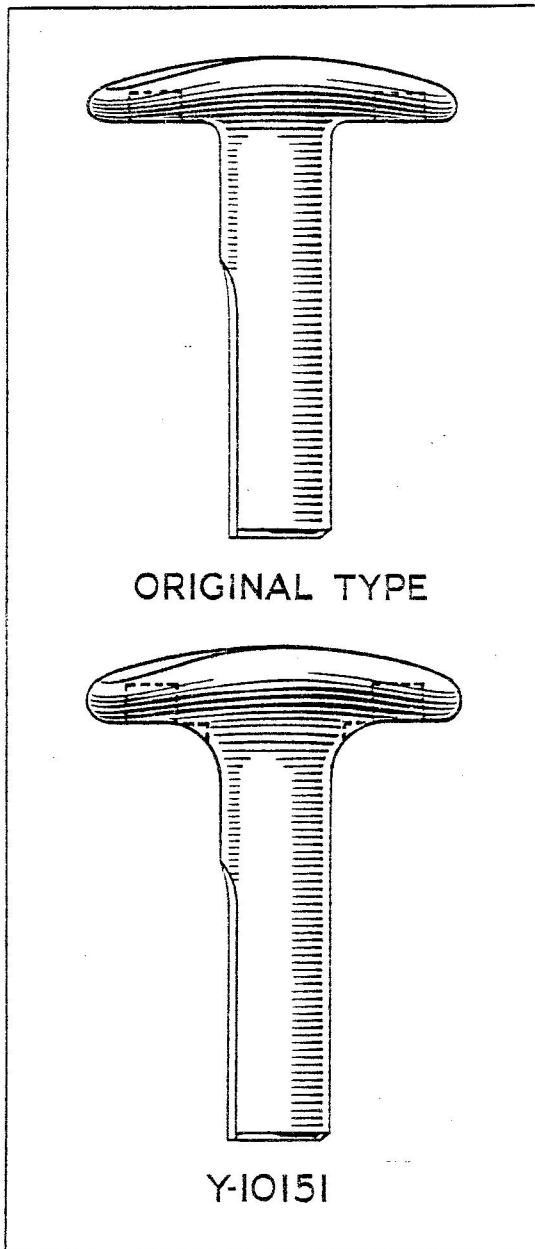


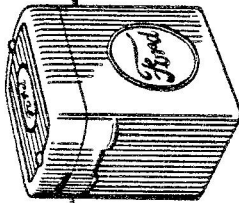
FIG. 40.

TERMINAL LUGS

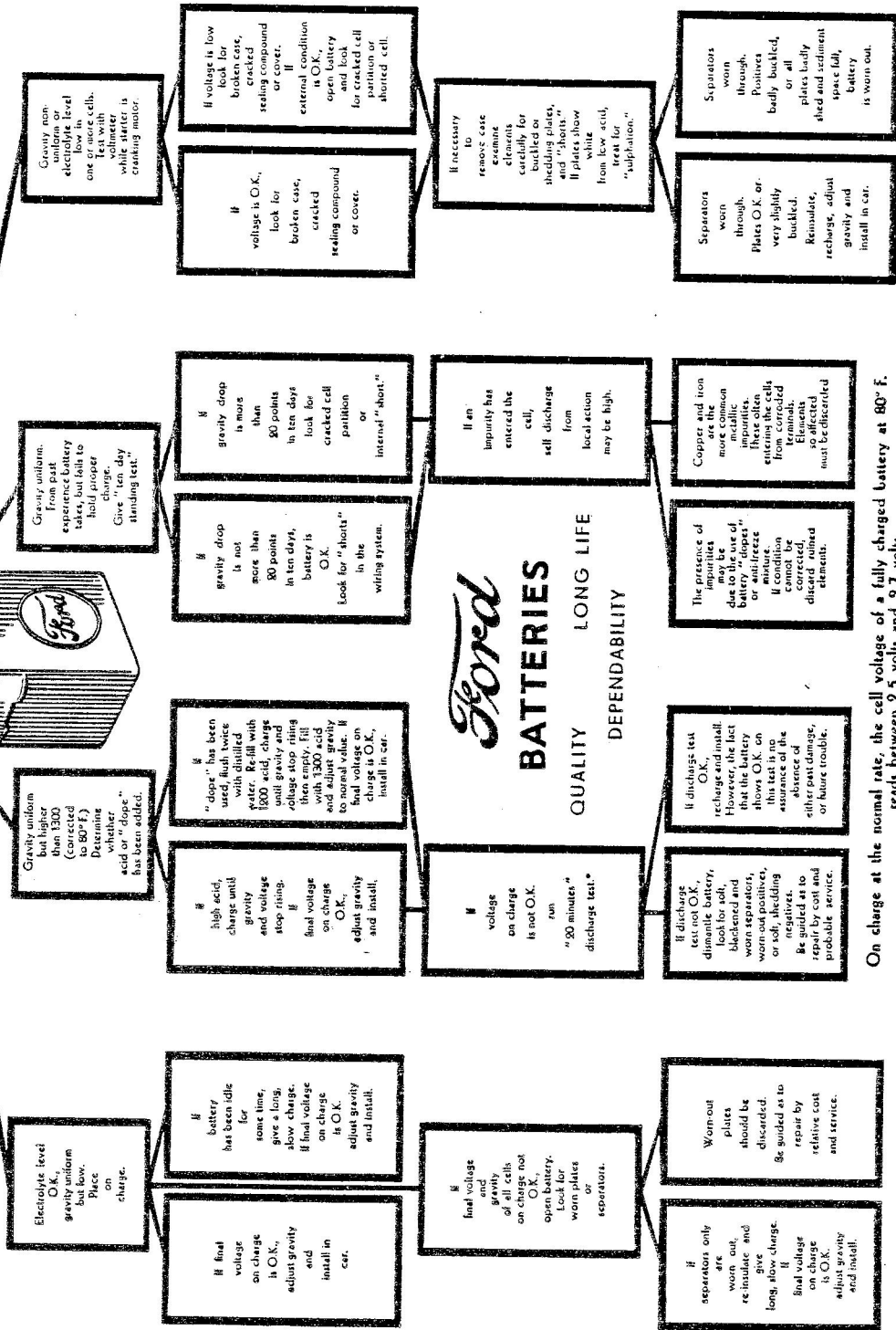
The terminal lug on the wires running from the starter motor terminal to the main wiring loom has now been considerably strengthened to prevent any possibility of breakage at this point.

If a case occurs of this lug breaking, do not replace it with one of the original type lugs, but use only the later strengthened type lug part number B-E-14462.

FORD BATTERY INSPECTION CHART



Ford BATTERIES QUALITY LONG LIFE DEPENDABILITY



as only by this method may the angle and surface of the valve seat be kept true, and the valve foot perfectly flat.

To enable the Model "Y" valves to be ground on the V.L.C. refacing machine originally equipped for Models A and AF, a conversion head and attachments have been designed to enable this machine to deal with the valves of all Ford Models.

Before attempting to re-assemble, the crankcase should be thoroughly cleaned and all oil passages checked to make sure they are clear of obstruction, and clean.

Having refaced and ground in the valves and cleaned the crankcase, the camshaft may be re-assembled to the crankcase after placing a film of engine oil over the bearings, and the push rods entered into their housings.

The length of the valves to obtain the necessary valve clearance may now be measured and the stems ground to the correct length.

An attachment Y-52 for use with the micrometer ABV-52 should be used to ascertain the exact length of the valve stems: this measurement being taken with the push rods and camshaft assembled in the engine, then transferred to the valve refacing machine.

Next, re-assemble the valves, guides, and springs into the cylinder block after smearing a film of oil over the valve stems, making sure that the valve guides are replaced in those housings from which they were removed.

If it is necessary to remove the crankshaft timing gear, the tool Y-410 should be used which will perform this operation without damage to the crankshaft or gear: to replace this gear the crankshaft gear press Y-411 is available.

Assemble the flywheel to the crankshaft, making sure that the positioning dowels are in place, smear a film of oil over the main bearing journals, then replace the crankshaft so that the timing marks on the camshaft gear and the crankshaft gear are together.

Place the main bearing caps in position after seeing that the bearing shims are in place, and securely tighten down.

When the crankshaft is correctly assembled it should have from .003 inch to .006 inch end play.

The pistons and connecting rods may now be examined, and any replacements or repairs carried out.

To remove the piston pins, the piston assembly should be immersed in boiling water for a period of one minute and the pin pressed out by means of the piston pin inserter and remover Y-355.

Those dealers who are already equipped with a V.L.C. piston heater suitable only for "A" and "AF" pistons, may obtain the necessary attachment to enable the piston of the Model "Y" to be

heated in this machine: the attachment being numbered Y-415-T.

Do not under any circumstances attempt to remove or replace piston pins without first heating the piston to the correct temperature.

Particular attention should also be given to the fitting of the piston rings, and if these show signs of wear, or have excessive clearance between the ring and the ring groove, they should be replaced.

When examining piston rings these should be checked that the clearance between the rings and ring grooves does not exceed .0015 inch.

If this clearance is exceeded, the piston rings should be replaced.

Excessive clearance at this point will probably result in heavy oil consumption.

The ring gap clearance of the Model "Y" piston rings should be from .006 inch to .009 inch.

When the necessary repairs to the piston and connecting rod assemblies have been carried out, the alignment of the connecting rods should always be checked; after which they may be re-assembled to their respective cylinder bores, making sure that the split in the piston skirt faces the camshaft, and the big ends tightened on to the crankshaft journals.

All bearing bolt nuts should be securely locked after tightening by means of new split cotter pins.

The oil pump assembly should now be placed into position and secured by means of its two set screws.

Make sure that the packing let into the front end of the sump that partly surrounds the crankshaft fan pulley boss is in good condition: if this has become hard or worn the packing should be renewed.

The engine sump after being thoroughly cleaned may then be lightly bolted to the crankcase so that the rear partition in the sump seats firmly on to the cork oil retaining packing let into the rear main bearing cap. If this packing is split or in any way damaged it should be renewed.

It is important that the face made by the crankcase and the engine sump to which the gearbox is bolted, be perfectly true.

To test that these two halves are registering correctly, the fixture Y-320 should be bolted to the flywheel, and the dial gauge set on the face to which the gearbox is bolted. Rotating the flywheel will now indicate if the face to which the gearbox is to be bolted is true.

If the two halves are not registering properly a ridge will be formed at the join, in which case the engine sump should be tapped into position until the face is true, and the sump finally bolted up securely.

It is essential that the sump gaskets Y-6170 and Y-6711 be renewed when replacing the sump.

The sump tray is a press fit in the sump and may be removed by levering the tray out of the indentations in the sump walls that hold it in position.

When replacing this tray, note that the cut away portion that permits the oil pump to pass into the sump is in the correct position.

The distributor and pump drive gear assembly may now be entered into position in the valve chamber, taking care that the tongue at the gear end enters the groove in the end of the pump shaft, and the whole assembly secured in position by inserting the retaining dowel in its hole in the valve chamber face so that the small end of the dowel engages with the locating hole in the drive gear assembly.

The distributor driving shaft may now be inserted into the drive shaft hole in the cylinder block, and the groove at one end engaged with the tongue on the shaft of the distributor drive gear assembly.

Replace the valve chamber cover, fitting a new gasket to ensure a perfectly oil tight joint.

Reinstall the cylinder head, using a new gasket, and tighten down evenly and securely.

Insert the camshaft thrust spring and plunger into the hole in the centre of the camshaft timing wheel, make sure that the packing let into the lower face of the front timing cover partly surrounding the crankshaft fan pulley boss is in good condition, and replace the front timing cover using a new paper gasket.

If the packing in the front timing cover has become worn or hard it should be replaced.

The side timing cover may now be replaced, and the oil pressure relief valve parts re-assembled if these have been removed.

It should not normally be necessary to remove the oil relief valve, but if this has been disturbed, or requires replacement, may be re-adjusted as described in Volume 1, No. 1, of the Model "Y" *Bulletin*.

The distributor may now be replaced with the tongue on the distributor shaft engaged with the driving shaft, and the distributor body clamp secured to the cylinder head.

The distributor may now be retimed as described in Volume 2, No. 1, of the Model "Y" *Bulletin*.

The fuel pump may now be bolted in position on the crankcase, taking care that the operating arm is pressing against its cam and has not been assembled with the arm under the camshaft.

The inlet and exhaust manifolds, cylinder water outlet pipe, carburettor, starter motor, and generator should now be replaced, when the engine is ready for re-assembly to the chassis.

After starting the engine, the oil pressure should be checked and adjusted if necessary as described on Page 8, of Volume 1, No. 1, of the Model "Y" *Bulletin*, a gauge Y-100 being available for this purpose.

All equipment mentioned in this article is available from Messrs. V. L. Churchill and Co., Ltd.

ENGINE MOUNTING AND REMOVAL

To remove the engine unit only from the chassis, first remove the bonnet and radiator.

Remove the engine pans and the floor plate that covers the gearbox and universal joint, and disconnect the engine from the gearbox at the clutch housing; also disconnect all control rods, wires, etc., that may prevent removal of the unit. It is also advisable to remove the distributor to prevent any possible damage while handling the engine.

Support the gearbox, and unscrew the two set screws that secure each end of the front support bracket to the insulators bolted to the chassis.

The engine may now be drawn slightly forward and lifted out of the chassis.

If the gearbox is to be taken out of the chassis with the engine, the front splash shield, radiator shell, and front fender stays will have to be removed in addition to the bonnet and radiator.

Next, disconnect the strap that clamps the rear rubber mounting support to the chassis cross member, undo the bolts round the universal joint hous-

ing instead of dismantling at the clutch housing, and remove the engine radius rods.

Make sure that the gears are in the neutral position, and that the gear lever is removed before the rear support is disconnected.

The engine and gearbox may now be drawn forward as one unit, and lifted from the chassis.

Installing the engine and chassis

Secure the rear support to the chassis cross member, tightening the two nuts that secure the support strap and making sure that they are locked by new split cotter pins.

Each end of the front support bracket should now be connected by means of the two set screws, to the rubber insulators bolted to the chassis.

It is advisable that the spring lock washers under the heads of these set screws should be replaced by new ones whenever the screws are removed, even if they appear to be in good condition.

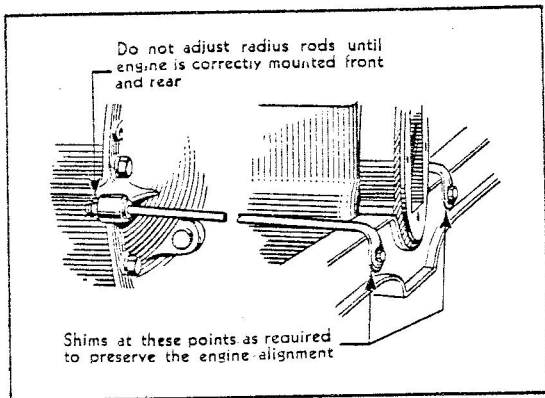


FIG. 41

After the engine supports have been securely fastened, the radius rods should be assembled to the engine and chassis cross member.

Do not assemble these rods until the engine is properly secured

Secure the radius rods to the cross member, and see that the shoulder on the threaded end of the rod is against the lug provided for the rod on the flywheel housing.

If there is any space between the shoulder and the lug, this must be taken up by means of shims or washers of the necessary thickness. Fig. 41.

These shims are supplied in two thicknesses, .027 inches to .035 inches, Part No. Y-E-6045-A and .058 inches to .066 inches Part No. Y-E-6045-B.

Do not tighten up the radius rods until the above adjustment has been made.

THE REAR LAMP SHIELD

To prevent mud and water from the road being thrown on to the wiring and lamp sockets at the back of the rear lamp, thereby giving rise to deterioration of the wiring insulation and the possibility of a short circuit at this point, a rear lamp shield illustrated in Fig. 42 has now been added to the rear lamp on the Model "Y" cars which completely encloses the wiring.

This shield, part number Y-E-13467, is easily fitted by disconnecting the rear lamp wiring at the two connectors and threading the wires through the hole in the centre of the shield until the flange of the shield is placed on the back of the rear lamp.

The shield is secured by the two existing rear lamp to bracket screws passing through the holes in the shield flange.

It will be noticed that the securing holes in the shield flange are set off centre and when fitting, the longer distance from these holes to the edge of the shield flange should be above the securing screws as shown in Fig. 42.

A rubber conduit, part number B-14597 will also be necessary to protect the wires where they emerge from the shield.

This conduit is slipped over the wires after the shield, one end being inserted into the hole in the shield surrounding the wires thus making a weather proof joint.

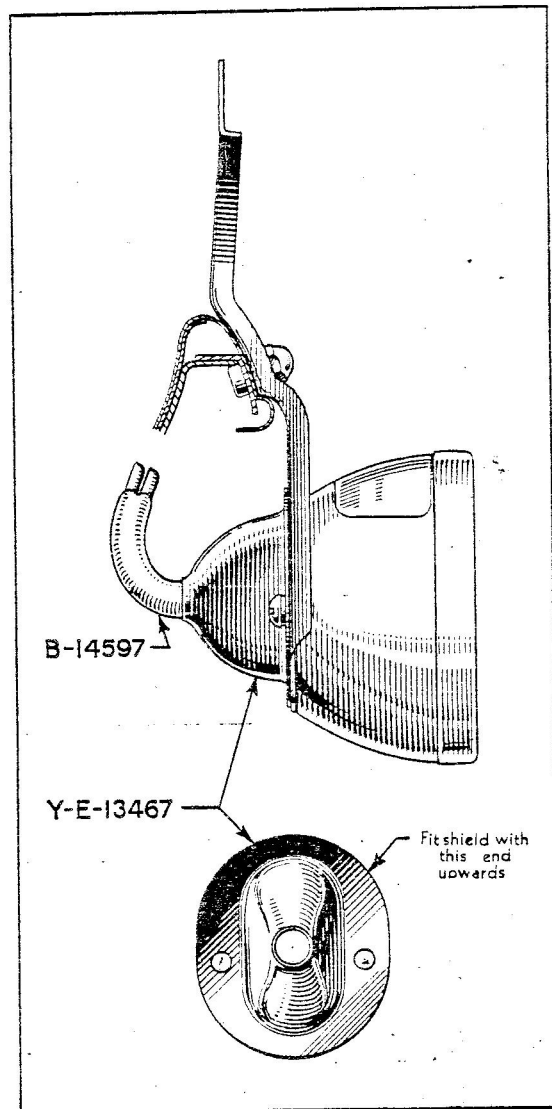


FIG. 42

CAMSHAFT TIMING GEAR TOOL

The camshaft timing gear on the Model "Y" cars is a press fit on to the camshaft; the gear in production being accurately located in relation to the cams by means of a jig.

That dealers may replace this gear accurately, a jig Y-372-A has been designed, and is now available from Messrs. V. L. Churchill and Co., Ltd.

The correct use of this jig and its operation is as follows:—

The lower half of the jig should be placed on the bed plate of a press, with the three studs in

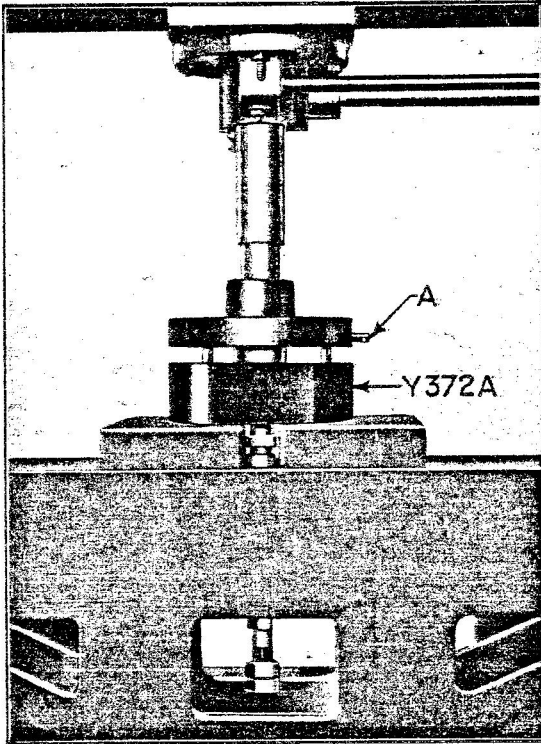


FIG. 43

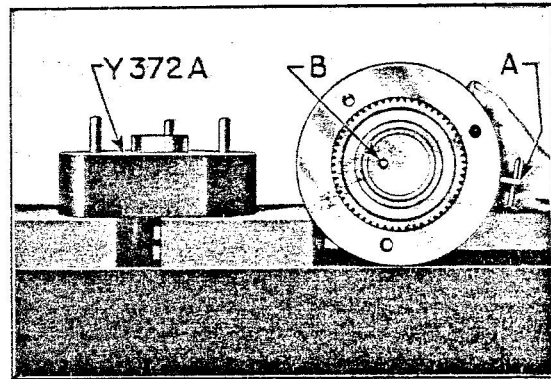


FIG. 44

one face projecting upwards and the camshaft entered into the hole in the centre, rear end first, until the shaft is supported by the boss on to which the gear is to be pressed, as shown in Fig. 44.

Place the new camshaft timing gear into the top half of the jig, with the rear face of the gear facing outwards and the timing mark facing the locating plunger A, Fig. 44, then engage the locating plunger with the marked tooth: this marked tooth will be visible through an opening in the body of this half of the jig.

The top half of the jig with the camshaft gear should now be placed over the lower half and the studs in the lower half engaged with the stud holes in the top half; the projecting boss on the top half facing upwards.

Press the top half gently down until it is possible to engage the spring loaded plunger B, Fig. 44 with the locating hole in the camshaft boss.

Having thus located the camshaft in relation to the timing gear, the gear may be pressed right "home," Fig. 43.

CLEANING UPHOLSTERY

The cleaning of the leather upholstery fitted to a number of Model "Y" cars should present no difficulty if the following hints are carried out.

The leather should be cleaned with nothing but Castill soap and water.

Apply a damp (not wet) cloth to the soap and rub the surface of the leather briskly.

Next, with a clean moist cloth (without soap), rub over the surfaces to be cleaned: this will remove the soap together with any dirt that may have

been on the leather.

Any gloss that may have disappeared during the above operations may now be regained by rubbing the surfaces dry with a clean soft cloth.

Do not, under any circumstances, use furniture polishes, oils or varnishes, as these frequently contain products which may cause the leather to become sticky, or if they contain driers, will cause it to harden and crack.

TESTING SHOCK ABSORBERS

A group of tools Y-386-T for testing the Model "Y" shock absorbers are now available which will enable the correct resistance for the front or rear to be accurately set.

The bench fixture Y-386-A, Fig. 46, should be securely bolted to the bench top and the shock absorber to be tested and set, firmly bolted to the face of the bench fixture by means of the two set screws.

The testing arm Y-386-K is then placed over the end of the rotor shaft and secured by engaging the taper pin A, Figs. 45 and 46, with the flat on the rotor shaft.

The rotor shaft should now be turned by means of the testing arm until the arm touches one of the stops B as shown in Fig. 45.

The test weight Y-386-L may now be hung to the testing arm by hooking it into one of the two holes in that side of the arm that is touching one of the stops B, at the same time preventing the arm from rotating under the action of the weight.

The holes situated at the extreme ends of the arm are located at the correct distance from the rotor shaft for testing shock absorbers for fitting to the rear of the car: the other two holes being at the correct distance for testing the front shock absorbers.

To check the resistance, release the arm and by means of the stop watch Y-386-S check that the time taken for the arm to travel from one stop to the other is 2 seconds.

If this time is not taken, or if the specified time is exceeded, the needle valve should be adjusted as

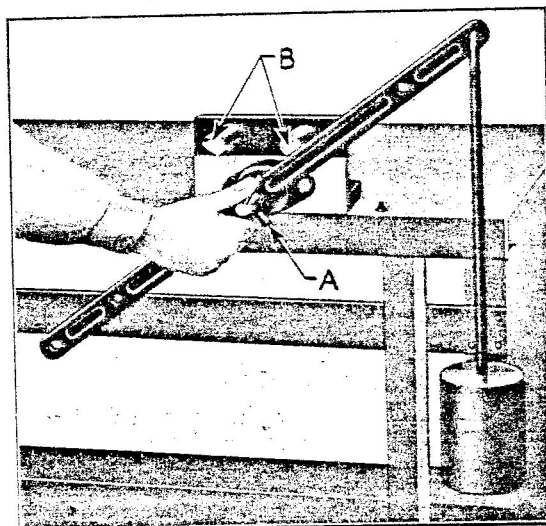


FIG. 45

required by means of the special screwdriver Y-386-M.

If the arm takes longer than two seconds to travel between the two stops, the resistance should be decreased: if the specified time is not taken the resistance should be increased.

Use of these tools will give the correct resistance as set out in Volume 2, No. 3, of the Model "Y" Bulletin; care being taken that these tests are carried out at a temperature of 65° F.

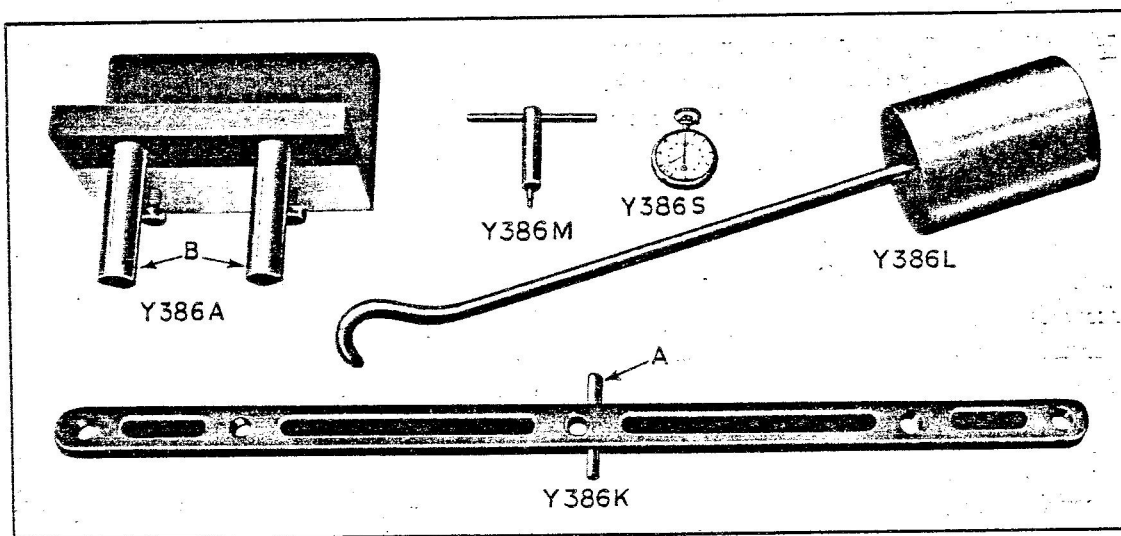


FIG. 46

FITTING PISTONS

The pistons fitted in the model "Y" cars and vans are of aluminium alloy, split skirt, constant clearance design, fitted to the cylinder bore with a clearance of .001 inch to .0025 inch.

This piston is of the parallel type, "cam ground," to compensate for the expansion of the piston pin bosses and supporting webs.

Owing to the design of these pistons it is not possible to measure the diameters with a micrometer with any degree of accuracy.

The limits to which the pistons and cylinders are manufactured, make it impossible to fit pistons that will be too tight in their correct cylinder bores.

For illustration, a standard size piston at the **high** limit of 2.2290 inches, fitted to a cylinder bore at the **low** limit of 2.230 inches would have a clearance of .001 inch.

A standard size piston at the **low** limit of 2.2285 inches fitted to a cylinder bore at the **high** limit of 2.231 inches, would have a clearance of .0025 inch.

These are the extreme cases possible with the limits to which these parts are held.

The same limits are adhered to in the manufacture of oversize parts as well as standard size parts; therefore, no difficulty should be experienced when fitting any size piston, provided cylinders are re-bored to the correct oversize dimension.

Standard pistons for the model "Y" engines are from 2.2285 inches to 2.2290 inches in diameter.

Standard cylinder bores for the model "Y" engines are from 2.230 inches to 2.231 inches in diameter.

To ascertain the size of any oversize piston, add the amount of the oversize to the above piston sizes, e.g. a .020 inch oversize piston for a Model "Y" engine will be from 2.2485 inches to 2.2490 inches in diameter.

The standard cylinder bore for this model engine being from 2.230 inches to 2.231 inches in diameter will have to be bored out to a diameter of from 2.250 inches to 2.251 inches.

When measuring cylinder bores, make sure to measure them at several points; top and bottom, front and rear, and from side to side; the piston size being determined by the **smallest** measurement made.

Fitting Piston Rings

If the cylinders have been re-bored to the correct size for any of the oversize pistons, piston rings of the same oversize will have the correct gap when fitted.

When new piston rings are fitted to a cylinder that has not been re-bored, it will be necessary to check the ring gaps to make sure that they are within the limits shown below.

"Y" Ring Gaps

Top ring006 inch to .009 inch
Centre ring	.006 inch to .009 inch
Oil Control ring	.006 inch to .009 inch

When checking the ring gaps in cylinders that have not been re-bored, always check with the ring at the smallest cylinder diameter, as well as at the largest cylinder diameter.

When a car is being overhauled, mechanics should carefully examine for excessive wear of the cylinders, pistons, piston rings, or piston ring grooves; recommending the fitting of new pistons, or rings, if considered necessary.

Connecting Rods

When fitting a new connecting rod in the model "Y" car, the big end bearing should be reamed to fit the particular crank pin for which it is intended.

After reamering, the connecting rod should always be carefully checked for correct alignment.

FORM TO BE COMPLETED AND RETURNED TO:

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

NEWS LETTER NO. 21

MEMBERS NAME

TOWN

MEMBERS NO.

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

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 Run 24th April.
2. Belgium weekend April 30th/May 1st.
3. The Stanford Hall Meeting - August 20/21st 83.
4. The French Weekend - 24th/25th September.

DON'T FORGET THE A. G. M.

Sunday 10th April - 2 P.M.
The Anchor Glass Company,
Brent Cross,
North Circular Road,
London. N.W.2.

* The Jim Fitzgerald week-end staying with Nunn's not to be missed - and only £25 !! June 4th - 5th.