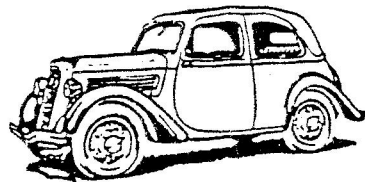
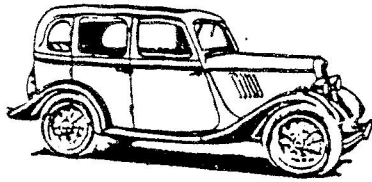


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 22. Mar/Apr 1983

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# NATIONAL DAY

STANFORD HALL AUGUST 20...21

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This event will soon be with us and we want to see as many cars attending as possible. As you probably know I organised the Sidevalve Anniversary at Stanford Hall last year and we failed to get 50 Model Y's there.

This ambition will be fulfilled if all you members make a big effort to move Model Y steel to Stanford Hall. For those who want to stay overnight we have rented the caravan/camping site. During Saturday Evening my wife and friends will be running a barbeque and I'm sure that all those who attended last year will agree that it was a huge success.

There will be a Concours d'elegance and I am hoping for sponsorship by a local Ford dealer to provide us with trophies and present them at the rally. There will be a brass plaque specially cast and designed for this event and they will be for sale on the day, in addition to this you will receive a plaque which is covered by the entry fee of £1. May I also point out that entry to the grounds on the Sunday will cost 50p for adults and 25p for children. For those camping overnight caravans are £1.20 and tents are £1.10.

Should any members have any ideas for the day please contact me as I am looking for suggestions to help make the day successful.

## CONCOURS CLASSES

Class 1	Model Y Short Radiator	1932 - 1933
Class 2	Model Y Long Radiator 2 door	October 1933 - October 1934
Class 3	Model Y Long Radiator 4 door	October 1933 - October 1934
Class 4	Model Y Long Radiator 2 door	October 1934 - 1937
Class 5	Model Y Long Radiator 4 door	October 1934 - 1937
Class 6	Model C All Models	

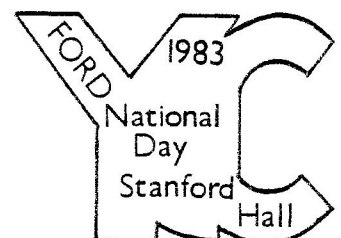
Best overall car at show (Trophy held for 1 year)

The day will be very informal and for those who enjoy other activities (wives) there is a superb Hall built in 1690 which contains fine antiques and pictures, also a nature trail for the children.

A full size replica of Percy Pitchers flying machine of 1898 is also on display and for those interested in motor-cycles there is a fine collection in the museum. Please make a special effort to attend the rally with your car, it does not have to be immaculate or a concours winner, just let us have a big gathering of Y's and C's.

See you at Stanford Hall.

David Laxton.



Well, gosh, it's Spring already and I haven't even opened the toolbox lid yet. How the year rushes up on us. I expect, of course, that you are all much keener than me (or should it be I) and have already put in many hours work so as to be on the road for our multifarious events this year! There's a lot to do so I had better get on with your letters. Many thanks to all who wrote, we have a good bag this time.

Just a few points first, please don't worry if it seems a long time before you see a response. This part of the newsletter is generally prepared before the rest so sometimes if you just miss one letter, it can be three months before you see anything in print in our bimonthly publication. If you are asking questions which need to be passed on to other members, it can take even longer. Similarly we would rather reply through the newsletter than individually where possible so as to inform all members and to cut down the workload.

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A case in point was the list of questions asked by Mr. Millican several issues ago. Jeff Coles, our Technical Adviser, has kindly answered the queries, which are listed below. Why not test your own knowledge as you read?

Q When did the mouldings on windscreen pillars end?

A Sorry, none of the officers understand this one!

Q Was the stainless tubing on 34/35 Long Rad radiator shells thicker than 36/37?

A The stainless moulding on the 35-37 models was thinner.

Q When did "Ball and Cup" door hinges replace earlier type?

A Both types of door hinge were available throughout the series and are seen on all years.

Q When did ventilator on the scuttle end?

A This went out with 36 Model.

Q When did "telegauge" fluid type fuel gauge end?

A Late 35.

Q When did patterned dash insert end?

Q Did small centre steering wheel end at the same time?

A The early 32-33 steering wheel didn't have the small chromium centre, this was introduced with the early Long Rads, late 33. The larger centre came in halfway through the 36 model.

A Early in this £100 model, the instrument panel insert disappeared, also the door external handles were relieved of metal on the underside and ventilators disappeared, all part of keeping the Model Y at £100 and hence their share of the small car market.

Q When did Torpedo side lamps end?

A Sidelamps were removed in favour of combined parking lamps within the headlamp reflector, late 34 except on 5 cwt vans.

Thanks, Jeff, for your replies. I got about 2½ answers right, beat that!

The next letter which has patiently been waiting for a chance in print is one which I fear is a little too close to many of us at this time.

For the last two issues we have been advertising a trip to France which by popular demand has now moved to late summer. The idea sprang from Bruce Palmer who noticed that John Jardine was a Hovercraft Captain.

In January, John wrote "Unfortunately, Hoverspeed (as they are known since 'privatisation') kindly made me, and a dozen other of my colleagues, redundant on 10th. My influence, therefore, is not very great as regards getting a slashing discount.

I would, though, be quite prepared to canvass around the various operators and see what sort of a deal I can come up with for a block booking. Maybe the Sidevalve Club might like to swell the numbers?"

John has since kindly done this and sums up his finds as follows:-

"I gather that Townsend's and Hoverspeed are about equal at £41 for car and driver, but Townsend wins if there is an extra passenger, which seems most likely. On that basis I would recommend Townsend to Calais. This will mean a bit more motoring on the continent, but we don't mind that, do we?"

Thank you for your splendid efforts here, John. I will send on all your information to Graham Miles who appears to be organising this late summer trip, as I am now expecting to become a 'daddy' at that time of the year and probably won't be able to join in.

I hope however, that within our membership someone may have or know of a job for John Jardine, whom I know is willing to consider any type of employment. After all, any one who can master a Model Y and a Hovercraft is surely a giant amongst men! (I expect the steering feels very similar on both!)

-----

Whilst on the theme of crossing the Channel, we have a letter from 'over the water' which as anyone married into a good Irish family like meself will know means from Ireland.

Kevin Donnelly, Glencullen, Co. Dublin, kindly writes us a very reassuring letter,

"Sir, I have just finished reading your last Bulletin with great interest, I have a Model Y and a 1949 Anglia. The Anglia is in original condition and good running order. The Y is in poor condition, most Y's found over here are, parts for these cars being in very short supply and worn out. Body panels are usually rotten, if you can get them.

There are a good few dedicated people over here who have Model Y's and in poor condition. Your club offers us a great chance of putting these cars back in perfect condition.

I have a 4 door Y of 1935, old type engine, body in good condition, wings rotten and broken ribs (I'm not sure if you mean the support under the front wings or the chassis - Ed.), no seats or upholstery. The car is a Tipperary reg which is HI.

The engine is running and complete, even with the can of oil mounted on the bulk-head. The chassis needs repairing at the driver's door and the doors are in good condition. Most of the timber is rotten and is being repaired.

My friend and I have three Ys under restoration, two 1937 and my own 1935 Fordor. The 37 models are very bad, have lots of parts missing.

To get any reproduction parts over here is nearly impossible or too expensive, but restoring old cars over here is growing. I cannot put a date on when I will be finished, as it depends on getting the bits and pieces.

I have a few other cars. They are an Austin Summerset 1954, no rot, good order, a 38-14, six cylinder Vauxhall, very good order, and a 1930 Dodge, body good, no engine, gear box or back axle. I have done the roof timber work and will have to try and get the other parts.

I have to admire the hard work and enthusiasm that you and the other members put into the newsletters, it gives us a lot of hope over here. If there is anything we can do over here to raise money for your club in any way, please do not hesitate to let me know.

I have a lot of brake shoes in new condition in boxes for 1928 Morris Cowleys, and other stuff I will list for you as you may be able to get a swop for spares for your club. They are of no use to me.

I have shown a lot of friends your newsletter and they would like to join, would you please send me some forms and let me know when my subscription is due?"

Thank you, Kevin? it is very pleasant to be appreciated. I can assure you, however, that no one puts in more work than our Club Chairman, to whom we all owe our thanks for the existence of the club.

The parts you have spare would probably be best sent over just before the Beaulieu Auto Jumble, at which time they could best be exchanged or sold as the club normally has a stall, again Graham Miles would be your contact here.

I am also glad you raised the item on subscriptions, (very timely, that!) as they are due on 1st of April - £5 still (just).

The procedure for new parts is to select from the current list in the newsletter and fill in the form at the back of the letter. Return this with s.a.e. to Graham Miles, who will then send you a pro forma invoice. The items will then be despatched on receipt of cheque.

I am not sure that we have membership forms as such, but if your friends care to send the subscription to Graham Miles with a description of car type, year, registration no. etc., this would ensure membership and forms would be sent if necessary.

Jim Fitzgerald of 6 Castle Park, Sandymount, Dublin 4, is our Irish Organiser, perhaps it would be best to organise your local efforts with him, but in any event it would be worth attending the Irish gathering at Blanter House near Davan on 4th and 5th June. Any funds you can raise will be very welcome.

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Finally, I would just like to thank Mr. Cassidy of Unique Autocraft for his letter complimenting our 'club mag'. I have passed your products list on to Graham Miles.

JOHN GUY



Dear Members,

My wife on reading Johns first line "I haven't even opened the Tool box lid", said not like you, you never shut it, mainly because you cannot it's so full of junk, and in anycase you will have lost the key! Really, it is a wonder she lives!

Having had a chance to read through the questions and answers on the same page I would answer differently from Jeff on the third. The early hinge-less ball- I have seen on all two door 'Y' types without exception from 32, though to a date sometime in 34, or has anyone a 35? But again without exception the four doors from early 33 all have the 'Ball' hinge. In other words it seemed to me the 'Ball' hinge was soon the new design and went straight onto the four door.

My sister who represents the other side of the families genes, and can shut and lock her tool box, assuming she has one, has not been able to complete to her satisfaction a report on the A.G.M., and as Tom Morgan and his Accountant has had to go abroad the 'Financial Report' will not appear until the next letter. But basically, all Officers were reappointed, with the exception of Keith Button who had not written and had not appeared to comment for himself. Before the next letter I will speak to him. On the financial side we have paid all our creditors and end the year in the Black.

We had a good A.G.M. meeting with quite a few items being discussed in depth and one or two matters arising proven to be quite interesting, mainly the subject of Club Insurance. It is a pity that the previous meetings that people could not be present, John Guy managed to make the effort from Sheffield which I think is something like a 170 miles from London and Colin Ault from Birmingham and Sam Roberts from Andover.

These three members are regulars at a meeting it is a pity that some of you living alot nearer could not find your way there. I know A.G.M.'s tend to be a little bit stuffy but this is the opportunity to begin the season of events and a chance for you to get together and talk to some old friends, however, enough said. Many thanks to those of you who did make the effort and I hope you found it worthwhile. Apologies for absences were received after the meeting from Jim Miles who unfortunately, had broken down on route and by the time he had managed to get his vehicle mobile again I hasten to add it was not his 'Y' model, the meeting had finished - Bad luck Jim sorry you could not be with us, and Ian Smith due to illness.

#### EVENTS:

I want to run over the basic events, we have listed the first event as the London Run and I was hoping Jim would have been able to report but due to his break-down he was not present to report. However, we will depart from three points as previously, namely Ivan Precious will assemble a group in South London at the North Circular Road at a Public House known as the Grove Tavern I believe those living in the South London are familiar with this premises. The second group will be led in this year by Tim Brandon from the Crooked Billet on the North Circular as I understand Graham Game will not be able to help this year. I meet up with the third group at Windsor Castle and as in previous years all these groups will depart at 10.00, hopefully, arriving at Battersea by 11.00 or 11.30. The Belgium week-end organised through Tim Brandon and Jim Miles, I believe has their support if nobody elses but it is possible that one other member may be along with them. The next week-end event that we have here in London is the Enfield Pageant to be held on Sunday May 30th, again as in previous years we will meet and depart from the Cambridge Public House on the roundabout junction of the North Circular on the A.10., departure from here will be at 9.30 prompt. Jim Fitzgerald as you have seen from a previous letter is organising an event near Dublin, the event although mounted by the 'Y' and 'C' Club will be open to comers with their old cars. The deposits for £25.00 are required to be sent direct to Jim Fitzgerald who has organised the accomodation as I previously said we have paid out a £100 deposit on this accomodation. Jim was hoping to get a letter off to me prior to this letter being put out but to date it has not been received. My sister and I hope to travel to the event via South Wales crossing the night of June 2nd and spending a day travelling up through the Irish country side to arrive at Dublin for Friday evening. My first time instantly in Ireland, I hope to see a lot of the Irish members there I only hope I can understand you all.

The next event we are discussing is that of the Stanford Hall and as you will see a letter is enclosed with a form detailing this in much greater detail than I possibly can I could look for maximum support for this from all members, As David Laxton has gone to a great deal of trouble and expense out of his own pocket at this stage to make it happen. Each member will be given a plaque as you will have seen in his letter a

special brass mounted plaque to be available at extra cost probably in the region of £3.00, we have made 50 of these therefore, they are limited edition. Our next event excluding Bealieu will be the French week-end which I hope to get organised I will now start to ask people to put the 'Money where their mouth is' and I will ask for a £25.00 deposit cheque to be sent to the Club for those of you who wish to attend. I would ask the cheques to be separate from any other cheques you wish you pay in. The crossing fare would appear to be £50.00 for a couple obviously more if a third is present. It was hoped that John Jardin would organise the crossing for us but as you have seen he has unfortunately, lost his job therefore, we have to fall back on our own resources. John has gone to a great deal of trouble in searching out the best method and company to travel with. I will now be in touch with the Railway Society of the French Coast to see that they are in fact operative at that date and to try and arrange accommodation. It is imperative that those of you who wish to come contact me immediately so that the necessary bookings and accommodation can be made.

Reverting back to Bealieu, I would ask members to let me know their requirements for this years attendance that is to say if you require a stand or part of a stand and if you wish to have any stall holders tickets sent to you. As I have explained previous years I am limited to a maximum of four stalls it is first come first served basis we may be taking as many as two for club use this year and I need to know how many will require stall holder passes as I am limited to a maximum of 16 so first come first served on that one please, but I do expect people with passes to help some of the time on the stall.

If you care to look at the frontage sheet of this letter you will see that one or two names have being added and for that matter one has being deleted as the gentleman who used to be suppliers of Radiator Badges is unable to do so when in fact approached but offered to obtain them for us at considerably increased prices from that quoted. As you will see on the report of the A.G.M. a second company has offered to get these badges but I am informed that they do not accurately fit our mounts, therefore, we are once again looking into the possibility of having them made from scratch. Also on the sheet you will note that we have found a company who can overhaul Luvax pear shaped Shock Absorbers and for that matter any other type of Shock Absorbers you have, I would ask you to contact them direct for a quotation. The company supplying overalls I believe can do so for as little as £2.00 but I suggest you make your own contact with them and buy which garments you require. We have Mr. George Monro offering his services as a Mechanic for 'Y' and 'C' model owners George apparently, served his apprenticeship in the days of 'Y' and 'C' and is fully conversant with their requirements. He will be costing his labour on a basis of per job but the parts used will be extra to his labour charges as it is quite frankly impossible to ascertain these and their costs before starting the job.

#### MANUFACTURED PARTS:

We are adding to our list this week I am pleased to say the long awaited wooden roof stick for the long rad model they do not include the stick for the intermediate models as I believe they are in fact fitted with the same stick kit as used in the short rad although I believe in practice either can be fitted to either car with slight alterations. Alan has had at long last success in finding somebody in Manchester prepared to manufacture woodwork and we have ordered accordingly, 10 kits these retail at £25.00 a kit and include VAT charges. Consisting of 7 items made from selected hardwoods this gentlemen or company will undertake to make anything in wood that we require but of course they do require pattern parts. Therefore, we are hopeful that 'C' model owners who are looking for stick kits and for other 'Y' model owners looking for various timbers parts they do stress a pattern is essential otherwise the man just cannot work but at least we now have hope so I look for all patterns possible for making up the wooden parts necessary in the vehicles. We have added to our list Rubber Hoses for the water in and outlets these are the straight hoses as used on the 'Y' model and are purely straight hoses. For those of you with a single water outlet, I am told by Tim Brandon that there may be a possibility of a Transit van lower water hose fitting the radiator and block I will look into this personally at work and see if I can report before the end of the letter. The top water outlet is also being reproduced in steel barrel superseding the cast one which is fitted to the vehicles as standard and is usually by now rotted, it is quite impossible to find these and so this item is becoming in demand. Further to the manufacturer of the door centre bolts complete with Tension Springs, Locking Washers and Nut which should be available by the time the letter reaches you, as I have previously said Hub Caps are in hand as discussed at the A.G.M.

I have not personally found the time to carry out the suggestion of a bulkhead illustration but I will endeavour to do so for the next letter. In the meantime, Geoff Cole has some photographs which I have sent away to be published in the form of photo sheet illustrating the intermediate bulkhead which I believe is by large the same on other cars. As I said previously I am not familiar with the 'C's perhaps some of you will undertake to do a 'C' bulkhead for us. Photographs of my van are still in my Camera although the van has progressed since these were taken anyway so I may in fact produce some later photographs.

SERVICE BULLETINS :

In the last letter the more observant of you noted that one page was missing page in question being page 41/42. I have now managed to obtain a copy of this page and I note that it is in fact the frontage page for the next Bulletin, so in fact the last bulletin you received volume 2 numbers 5 and 6 the frontage sheet now included.

I think this about concludes my nattering this time, I would ask all regional organisers now that the season is coming for Rallys to pick out one or two main events in their area and bring these to my attention so that they can be published in the forthcoming letters, hopefully drawing the members to that event, Peter Ketchell has one for Cheshire area. There is still room for more regional organisers in the country I think there are now a number of members in the Newark area but nobody helping them and for that matter the whole of Wales is left uncovered. Look at the map see if you are on a Black spot and if you would like to try and help us your services would be most welcome. I had a letter received the other day from our member Mr. J. Brookes who claims that he has had his 'Y' model for 41 years and asked if anybody can beat it, I think my family can but as one owner we cannot, as my Fathers name was first in the Book. Would anybody like to comment on that one? Anymore senior owners it sounds like the best one to me. I also enclose a letter sent to me recently about Model Y CLM 958. I do not think this vehicle is listed with us although as I previously said I intended to put all the information on a Computer but unfortunately, my Professor friend has disappeared to the South Atlantic or wherever to test his Torpedors. In the meantime, I have made contact with a young lady who will do this as a private venture for us and hopefully, we will have a list of members with details of their vehicles available shortly and I will probably ask you to send to this young lady direct any payment due to her. Therefore, if you have not sent me details of your vehicles please do so. I have also continued with a small extract on the Automobile Magazine a new magazine to have arrived on our doorsteps or book stalls. The two copies so far published have been found to be most interesting magazines, I note on the last one a lighting article which is of course of general interest to every owner on the road and I would agree by large what they say. I think as the weeks goes by gentlemen, I think I shall have some more P.S.'s but for the moment I will close.

Well the P.S.'s are not too numerous, just a change of plans re my crossing to Ireland, we now intend to take up B & I Ferries offer a week-end rate, therefore on the night ferries from Dublin, Liverpool etc., crossing on Friday night and Monday night, Monday is a public holiday in Ireland.

Do not forget Stanford Hall, Bring your 2 MOT's for highest mileage covered per year, more in next letter.

*Yours  
Richard Webb.*

Letter received from Mr R Summerfield of Lowestoft:

"I was reading through the Thoroughbred and Classic and saw your address. It may be of interest to you as CLM 958 Model Y be in owned by a member of your Club. My late father purchased this car in 1941. At that time it had covered 5,000 miles - the previous owner being a policeman as so too was my father. This car was used to travel each day from Sutton in Surrey to New Scotland Yard during the war years and covered a total of 178,000 miles during his time of ownership. The car had 7 engines during this time and one axle casing. The gearbox and speedometer were never touched. I learned to drive in 1954 in this car, my late brother then used it as a Sales Representative for the Post Office and had the 8th engine fitted as 30,000 miles was about the limit before you used as much oil as petrol! The last time I saw CLM 958 it was owned by one of the porters for British Rail at Belmont Station near Sutton. By the way, a landmine went off on the embankment outside Scotland Yard and lifted the Ford over to the other side of the road, breaking all the glass and lamps but was still fit to be driven home. I have some photographs of the car - the car was run by the Police although owned by my father. Hope this has been of interest to you. Yours faithfully R Summerfield."



On Saturday 5th February the National Motor Museum 2nd Archive special took place at the National Film Theatre in London.

The National Motor Museum's sound and film Archive was established at Beaulieu in 1979 as an integral part of the Museum's Library Services. The collecting policy of the Archive is "Motoring in Great Britain" which dovetails into the Museum, Reference Library and Photographics Library collections. In broad terms, the acquisition of Archive material will be based on tape recordings, gramophone records, motion picture film, video-tapes and related items; on all aspects of motoring from its beginnings to the present day.

Approximately 40% of the collection at present is on nitrate base film. This was the film base used for the 35 mm gauge prior to 1951, and is extremely unstable, eventually decomposing even under the most favourable storage conditions. The Archive are currently taking steps to copy all nitrate film onto modern safety stock. The cost of this operation, at today's prices, is very high, being in the region of £150,000. In addition, much of their safety film, especially 16 mm colour film, needs some attention. They are therefore, seeking funds, mainly from industry, to ensure the long term preservation of irreplaceable material.

The Archive organises a series of special film shows during the year. Details of future programmes and further information may be obtained from: The Sound & Film Archivist, National Motor Museum, John Montagu Building, Beaulieu, Hampshire. SO4. 7ZN.

Amongst those present at the National Film Theatre were Stirling Moss, who featured in several of the British Racing and Sports Car Club films in the programme. Lord Montagu also put in an appearance, and gave a little welcoming speech.

The show began with "Rhythm of the Road", a musical ad for the 1936 Ford 22 hp. and the model 'C' Tourer. The lyrics by Cossar Turfery. Music by, wait for it, King Palmer's V8 Shadow Symphony Orchestra! The song was originally performed at the Ford Albert Hall Show in October, 1936.

Next came "Autobiography of a car", a 1938 promotional film showing the making of Ford products, mainly concentrating on the V8 22 hp. The narration was supposedly by the car itself as the process of manufacture are illustrated. Right at the end the new "Prefect" E93A was introduced.

"Henry Hogg" a motor cycle road safety film was next up. This was produced by Shell-BP in co-operation with ROSPA, with cartoon voice-over by Cyril Fletcher, 1957.

After this came a home-movie of the "1939 RAC Rally", and showed the closing events at Brighton. Some of the interesting cars taking part were Daimlers, a 4.3 litre Alvis, a Raymond Mays V8 and an American Bantam. There was also a SS 100 'Jaguar' doing a tyre smoking 'wheelie'.

Back in time to 1933 for "Natures Charms", a promotional film made for Austin. Cars included the Seven, the Ten-Four, the Twelve-Six and the Twenty.

Fords came next with a colour film of 1959 called "Bandwagon". It introduced the '400 E' 15 cwt minibus and van range. Some good street scenes, 1959 streets looked like a modern old car rally!

"Industrial Britain on Britains Fords" was next. This took a look at the industries behind familiar household names, and at the vans and trucks, ('Fordson' of course), which were used for transport. Good shots of 'Y' vans, also a pair of 'Y' Tugs scurrying around a timber yard, 1937.

The last four films were from 1957, and were made for the BRSCC. They included the Le Mans win for the 'D' type Jaguar. Plus Stirling Moss winning the British Grand Prix at Aintree in a Vanwall.

Altogether a very interesting and nostalgic evening.

Jim Miles.



Copy of original letter only as printing machine would not print the original yellow paper. Jill

CLASHBRAY LTD Trading as

Page 11

UNIQUE AUTOCRAFT

No 3 South Road, Templefields

Harlow, Essex. CM20 2AP

Tel 0279 412794

Mr J Guy  
5 Woodlands Place  
Totley Road  
Sheffield

Dear Mr Guy

Just a short letter to inform you that the Company I work for import stainless steel bonnet centre strips suitable for use on the long radiator Y Models. It is in fact made to fit the 1932 Model B, and at 32" long need a small amount trimmed from one end, but is far more durable than the brass original, and is highly polished.

I do not know if it would also suit the Model C, though it is unfortunately too short for the later Popular and Anglias (sit up and beg). They should be catered for later in the year.

We also produce a repair section to replace the shaped strip of metal used as a hinge connecting this centre strip to the bonnet. I know this piece often splits and in fact developed this part primarily to use on my own Model Y. Other items of interest are end brackets for the centre strip, not identical but very close, blue enameled oval Ford grill emblems, and we are looking into obtaining various items, such as bumper end caps (available late April) and rubber door and bonnet buffers.

The cost of the centre strips is as follows	£19.84 each?
The repair sections	£13.80 pair
Ford oval radiator badge	£6.80 each
End Brackets	£13.80 each
Bumper end caps	£4.14 each

We also stock stainless steel Duo lamps at £34.50 each

All of the prices listed are inclusive of 15% VAT

I do enjoy your magazine very much, and appreciate the difficulties involved in producing a club mag., as I used to be part of one myself at one time.

Do you sell permanent adverts? if so please send a list of your rates.

Yours sincerely

M. Cassidy pp Chris Brown.

# The Automobile

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VOL. 1, NO. 2, MARCH, 1983

Letter from C N Gow

I am organising an Historic and Classic Car Show at the above school on 25th June and wondered if any of your members would be interested in attending. It would be a purely static display but cups and trophies will be presented to the finest cars. The judges will be the owners themselves. This scheme worked well last year. I envisage that there will be about 500 cars. I hope to include examples of the Marque Ferrari, Bugatti, Rolls and A.C. plus some London - Brighton contenders. If any of your members wish to display their vehicles could you please ask them to write to:

Oathall School  
Appledore Gardens  
Haywards Heath RH16 2AQ;

For entry forms and written details

## Going monthly

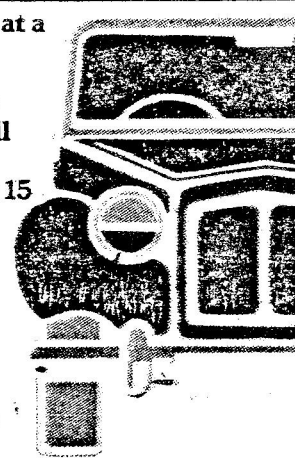
It gives me considerable pleasure to report that the first issue of *The Automobile* was so well received that the decision to publish the magazine monthly has been taken. We are delighted that our hopes and theorising that there was a healthy market for a magazine entirely devoted to pre-1940 vehicles have been resoundingly confirmed. The transition will occur as from the May issue (our April) — those who have taken out a £5.50 subscription on a quarterly basis will now receive four issues and then be offered a further twelve month subscription at a beneficial rate. You, the readers, have made this monthly publication a viable proposition and I, and all those involved with the production of the magazine, firmly intend to continue our efforts to make *The Automobile* an even better magazine.

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## F. M. C. G. B.

The model 'A' Chassis and Cab was used for light commercial uses, e.g. Vans and pick up trucks. Then the model 'AA' was introduced in 1928, one ton and 30 cwt versions both in long and short wheelbase. The 4 cyl. engine developed 40 B.H.P. at 2200 R.P.M. and was cooled by thermo syphon and water pump system. The fuel was gravity fed from the scuttle tank. A Power Take Off opening on the gear box side provided for a great number of uses, such as dump bodies, winches, hoists etc. The first vehicle off the line at the new Dagenham factory on October 1, 1931 was a drop sided model 'AA' truck.

Dual rear wheels were offered for extra carrying capacity, 5600 pounds on the rear axle as contrasted with 3900 pounds on single wheels. The model 'A' engine was also popular as an industrial unit, saw mills, fire pumps etc. Fords also tried to break into the London taxi market, then as now dominated by Austin, but their model 'A' based 'Fordalette' cab was unsuccessful.

The 'Y' type chassis was used for a light delivery van, and proved very popular. Another development by Fords in conjunction with County Commercial Cars Ltd of Fleet, Hampshire was a tiny three wheeled articulated tractor unit, and semi-trailers known as the 'Tug'. This vehicle's base was the model 'Y', and was aimed at yard and local delivery work in competition with the Karrier and the Scammel mechanical horses.

In 1935 a forward control truck, model 'BBX' 2 tonner with either truck or van versions. This year also saw the introduction of the V8 engines in Ford commercials. County Commercials also developed a six wheeled version with a 6 tonner payload capacity chassis with the choice of two wheelbases.

A 15 cwt. van, model 67 followed. The new 'Eight' saloon model '7Y' was also produced in a 5 cwt. van version. 1938 saw the introduction of the model E83W, 10 cwt. van, which was joined later by a larger van, a 15 cwt., the model E88W. More new models were announced in 1939, powered by the 30 HP V8 petrol engine, these were the models '91T' and '197T'.

Jim Miles

I have re-produced Ians letter as I think it says it all. It would seem to me that the two new cars we have for sale this month at: £300.00 are good value as is the one in Dover - which to the best of my knowledge is still there.

61, Bredfield Road,  
Woodbridge,  
Suffolk.

19th March, 1983.

Dear Graham,

I went to see the man with the model 'Y's for sale today and managed to have a reasonable good look at two of the three 'Y's he has for sale.

The one I could not look at is a 2 door model and I have no idea what sort of condition it is in although he says its definitely rougher than the two I saw. He is asking £500 for this one, the reason I could not see it is because it is buried under literally 100's of seats out of more modern cars and we did not have time to move them all !

The second one is a 36 - 37 Tudor Saloon Registration No : DLW 557. It seems to be fairly sound and complete though I noted a few faults - Both rear wings have been repaired and welded to the back panel, the rad grille has about 3 bars broken and missing up to the middle of the grille, it has a later type engine fitted, both headlamps have the lenses and reflectors missing. The trim was complete although this would need renewing, the roof material has been replaced at some stage and refitted with a half round aluminium strip. One bumper bar, I can't remember which, was a pattern one without a groove in it. The car was last taxed in 1967 and has not ran since. What was visable of the Chassis in a dark garage seemed to be in good order although the running boards and probably the ends of the wings would need attention once disturbed. He is asking: £900 for this one.

The third car is also a 1936 - 37 2 door saloon, Registration No: FPF 458. This one seemed very sound bodily, checked the ends of the wings where they join the running boards, the lower part of the bulkhead where the wings bolt on etc., and these all seemed to be very sound. The doors were also in good order.

The roof covering was in one piece and looked as if it may have been original, no aluminium beading to hold it in place. The trim was complete although this needs renewing. A later type engine is fitted which has not been run for several years. The front bumper bar was missing although the brackets are in place and a fog lamp is fitted on the N/S bracket. The wrong headlamps have been fitted to this car. It also has an original luggage rack on the back. Once again what could be seen of the Chassis looked sound. The radiator grille on this one looked in excellent condition as was most of the bodywork although the front wings had several dents in them towards the front. He is asking: £1,000 for this one which although alot of money I would suggest is worth the extra:£100 over the other one.

If anybody is interested they should phone John Keeble on Leiston (0728) 830665 during business hours. I would warn you he is not open to negotiation on prices which is a pity as he led me to believe in the first instance that he would be asking nearer: £500 for them. He also owns a scrap-yard which contains two 'Y' models. The first is the remains of a van of which very little of the rear body remains. The front doors are there and front wings etc., but they are all in poorish condition. The second is a 1933 2 door saloon which is also in poor condition having stood outside for several years. I would say it is about 50% or 60% complete and might yeild some spares if anybody was stuck. It has a later type engine fitted.

Page 14 If anybody was interested in any parts perhaps they could contact me and I could tell them if the part they wanted was on the car.

He also has a few other Fords for sale although I did not look at these particularly, a 103E Pop which looked sound and with good seats etc., inside, priced at: £350, a 7'Y' which looked fairly sound and complete, a low wing prefect which is rough, he said he had a couple more 103E's although I did not see these.

I will see you at the A.S.M. in April.

Yours faithfully,

Ian Smith.

\* \* \* \*

CARS FOR SALE

John S. Ioannou. G.150  
Tel. 01-317 1155  
1936 'Y' model. Complete - needs restoration  
£300.00 o.n.o.

Paul T. Brewis Tel. 01 591-5187

This car I have been to see, it is completely dismantled but seems to be complete, when restored will make up into a very nice intermediate 4 door model - and would seem to be a de-luxe. Space urgently needed, asking £300.00 for quick sale.

To the best of my knowledge the vehicles listed below are still for sale.

If this list gets much longer I think I will get a 'Bomb Site' - GGM.

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 newsletter 19. Try offer about £1,000.00 thinks John.

SOLD

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.

1936 'Y' TOURER - COMPLETE, 417 CC, 550 CC, 1017 CC, 1700 CC, 2350 CC, 3500 CC, 4500 CC, 5500 CC, 6500 CC, 7500 CC, 8500 CC, 9500 CC, 10500 CC, 11500 CC, 12500 CC, 13500 CC, 14500 CC, 15500 CC, 16500 CC, 17500 CC, 18500 CC, 19500 CC, 20500 CC, 21500 CC, 22500 CC, 23500 CC, 24500 CC, 25500 CC, 26500 CC, 27500 CC, 28500 CC, 29500 CC, 30500 CC, 31500 CC, 32500 CC, 33500 CC, 34500 CC, 35500 CC, 36500 CC, 37500 CC, 38500 CC, 39500 CC, 40500 CC, 41500 CC, 42500 CC, 43500 CC, 44500 CC, 45500 CC, 46500 CC, 47500 CC, 48500 CC, 49500 CC, 50500 CC, 51500 CC, 52500 CC, 53500 CC, 54500 CC, 55500 CC, 56500 CC, 57500 CC, 58500 CC, 59500 CC, 60500 CC, 61500 CC, 62500 CC, 63500 CC, 64500 CC, 65500 CC, 66500 CC, 67500 CC, 68500 CC, 69500 CC, 70500 CC, 71500 CC, 72500 CC, 73500 CC, 74500 CC, 75500 CC, 76500 CC, 77500 CC, 78500 CC, 79500 CC, 80500 CC, 81500 CC, 82500 CC, 83500 CC, 84500 CC, 85500 CC, 86500 CC, 87500 CC, 88500 CC, 89500 CC, 90500 CC, 91500 CC, 92500 CC, 93500 CC, 94500 CC, 95500 CC, 96500 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AUCTION - 1936 Y Saloon BDD 231 - Hagley Hall - May 7 1983

Catalogue available £1.50 or £2.00 posted from Walton Hipkis  
149A Worcester Road, Hagley, Nr Stourbridge, West Midlands.  
Telephone Hagley 883426



G.9	C. Ault	1.	G.37	R. Booth	1.
Bonnet (hinged '34 type) Dash(year not stated, GM) '34 Black Headlamp. Brake Shoes Oval Roof Drain Covers			Engine/Rear Axle/Windows Try me for all Chassis and Brake parts Hub Caps/Wheels. Tele: 0747 4595		
G.71	Jeff Cole	1.	G.86	D. Cochlin	1.
S.R. Radiator Shell S.R. Bonnet Tele: 01 274 0097			2 Headlamp shells (early, small) 33/4? Pair used L.R. Front Wings 1 L.R. Radiator, needs a core 1 10 ph Engine, (condition not known) 2 Road Wheels Tele: 0482 667237		
B.42	D. Marson	1.	R.16	D. Curtis	1.
Unused Steering Wheel Nut, think late will swap for early? Tele: 0482 667237			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.	G.85	K.J. Clarke	1.2.
Swop front lamp assy parts. Lenses, reflectors etc., for rear lamp assy - L.R. Tele: Wokingham 782986			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. *		
* 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.			↔		
G.111	J.E. Foxon	1.2.	B.112	I. Smith	1.2.
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			Various new and S/H Mechanical parts. Tele: Woodbridge 7911		
G.150	S. Ioannou	1.2.3.	G. Miles		1.2.
Manifolds, Distributors, Carburettors, Springs, Struts and a great many mechanical accs. (only for 8 h.p. Y series). Tele: 01-317 1155			Intermediate model 1934 Headlamp parts various, all Black.		
			B.87	S. Roberts	1.2.3.
			Reproduction oil cans x 5 Less transfers £10.00 each. Tele: Andover 65662		
			G.37	R. Booth	1.2.3.
			Starter, Dynamo, Radiator, L.R. Bonnet. Tele: 0747 4595		

M J Read

8 The Warren , Brabourne Lees Nr Ashford  
KentRear Axle with Springs, 2 spoked wheels  
with tyres - Y Model

View and make offer, if living nearby

'Y' MEMBERS - PARTS WANTED

G.1.	G. Austin	1.	G.71	J. Cole	1.
Pr. Front Seats - L.R. Tele: Collier Street 225			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.25	I. Brown	1.	G.86	D. Cochlin	1.
Petrol Cap Front Door Window Tele: 031 669 4034			Pr. Interior Door Handles Tele: 01 505 6490		
G.112	J. Faulkner	1.	B.89	A. Robertson	1.
Fuel Pump			S.R. Horn Push Tele: Lennoxton 311587		
B.56	J. Naughton	1.	B.106	R. Smith	1.
Reflector - Magniflex Barm round 2 Side lamps Chrome surrounds - Instruments			Good Steering Column 2 L.R. Wheels.		
B.14	R. Levett	1.2.	B.142	R.R. Wakefield	1.2.
Accelator pad/pedal Centre floor pan/cover gearbox.			Rear Ashtrays. Tele: Brighton (0273) 720086		
G.2	R. Attfield	1.2.3.	G.37	R. Booth	1.2.3.
Oil can clips. Tele: 01-300 8336			2 Rear pork pie lamps. Spare wheel securing clamp Tele: 0747 4595		
G.78	J. Cull	1.2.3.	G.86	D. Cochlin	1.2.3.
2 Rocker arms that actuate push Rods for front braking (these fit in top of King Pins). (Try Bert Thomas).			Front seats Tele: 01-505 6490		
	T.O Callaghan	1.2.3.	129	Jarrett	1.2.3.
1 Domed headlamp glass for 1936 Y with diamond centre. Rubber for running boards. 2 Radius bars for rear axle 2 Springs for brake lever arms, left and right which are on carrier plates, rear axle.			Headlamp Bulb Holders Ignition switch complete Steering box (Good condition) Tele: Crickhowell 811235		
B.142	R.R. Wakefield	1.2.3.	B.56	J. Naughton	1.2.3.
Ashtrays			Rear Bumper Bar (single groove) Door Handles Interior.		

'C' MEMBER - PARTS WANTED

R.16	D. Curtis	1.
Front Seat or Frame Pattern for Head Lining 2 Doors - 2 door car Wood for Roof 1 Headlamp Glass as <u>L.R. 'Y'</u> 1 Magniflex Glass Tele: 0432 56302		

**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 £2.50	Femals " " "	£ 5.00 each
- few late types £2.50		
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 per set	

'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



M. TIMBER PARTS.

L.R. (LATE) ROOF STICK KITS.

£25.00 + P&P.

CLUB PARTS FOR SALE

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

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

REPRODUCTION PARTSRubber Parts

	£	
AL Engine front mountings (exchange)	- £ 2.40	Plus P & P
AL Front Radius Ball	- £ 1.30	" "
AL Steering Dust Covers	- 70	" "
AL Under Bonnet Rubber sets - 9 items	- £ 4.75	" "
AL Brake and Clutch Pedals - exchange	- £ 2.00	" "
AL L.R. and C Rear Brake Rod support ends rubber	- £ 1.80	" "
AL Gear Box Mounts	- £ 8.75	" "

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
A supply of Badgesdirect club is in hand. Our friend "Early Ford Store" proved not to be too helpful.	
AL Bumper Bar Bolts for above (Temporary stock)	2.00 ea. + Postage
M/AL Door Handles for L.R. 'Y's - exterior off side front.	11.00 " "
M/AL Door Handles for L.R. 'Y's - exterior nearside-front (now on order - last price £16.50) due soon. Both above - Lock Barrel and Base Excursion (Plates not supplied)	
<u>Windscreen Frames</u> for L.R. 'Y's being offered by Chris Glover, 1 Percy Road, Guildford, Tel. 0483 505199 after 8 p.m. Price on Application.	
If interested, contact Chris Glover direct.	
M/AL Club Badges, bar type only at present	3.75 posted
Y Ford Pattern Luggage Carriers to order (unpainted) one only.	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
Floor Board No. 2 Taps	1.20 " "
Engine top water outlet (head to hose)	6.00 + Carriage
Top hoses - straight 9 $\frac{1}{2}$ " x 1 $\frac{5}{8}$ "	1.50 + Carriage
Bottom hoses - straight 8" x 1 $\frac{1}{4}$ "	1.25 + Carriage





# Model 'V' Bulletin

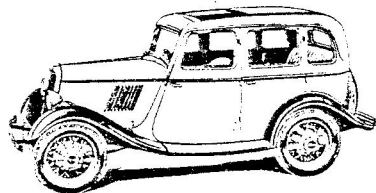
FORD MOTOR COMPANY LIMITED

## Accuracy

THE performance of a car after over-haul is judged by comparison with its performance after being properly 'run-in' when new, and a car that does not give the same satisfaction after repair as after 'running-in,' creates an impression in the owners mind that the repairer is inefficient.

This standard of performance when new is obtained only by extreme accuracy in manufacture, and that the standard may be maintained, the same accuracy in repair is necessary.

For this purpose equipment has been developed to enable any repair to be carried out with factory precision, and the dealer who installs this equipment will ensure the satisfaction of his customer with the speed and accuracy with which repairs are carried out.



## OVERHAULING THE ENGINE

### Dismantling the Engine

After removing the engine from the chassis as described on page 44, support it on a suitable stand which will permit the engine to be turned to any angle that may be required for convenient working.

For those dealers who are equipped with the No. 35 engine stand, a bracket Y-36 is available to adapt this stand for the Model "Y" engine.

To lift the engine from the chassis, the engine lifting eyebolt Y-46 should be used as this affords the safest means of performing this operation.

Remove the generator and fan assembly from the cylinder head, also the carburettor, (a special spanner Y-853 being available to reach the carburettor stud nuts), inlet and exhaust manifolds, fuel pump, valve chamber cover, and starter motor.

Remove the starting ratchet on the forward end of the crankshaft by means of the ratchet wrench Y-31, and withdraw the crankshaft fan pulley.

The front and side timing covers may now be removed and the camshaft thrust plunger and spring withdrawn from the end of the camshaft.

Detach the cylinder water outlet pipe, unscrew the cylinder head nuts, and lift the cylinder head from the cylinder block, which will permit the distributor coupling shaft to be withdrawn from its housing in the cylinder block.

The distributor drive gear assembly is held in position by a dowel that is exposed by the removal of the valve chamber cover, and is situated immediately above the centre of the main oil gallery in the cylinder block.

To facilitate removal of this dowel a puller Y-102 is available; the dowel being drilled and tapped to permit the tool to be screwed in until the dowel is withdrawn from engagement with the drive gear bush.

Removal of this dowel will permit the distributor drive gear assembly to be lifted from its housing in the cylinder block.

Next, remove the valve springs by compressing them with the valve spring compressor ABY-322-A, and withdrawing the spring seats by means of the spring seat extractor ABY-322-B, when the springs may be removed.

Lift the valve as far as possible and insert the valve guide remover Y-113 into the valve pocket, place the end of the tool on the end of the valve guide and tap the guide downwards into the valve chamber.

These guides are of the split type, and when removed will permit the mushroom ended valves to be lifted out of the cylinder block.

Care should be taken that the valve guides when removed are kept in the correct pairs, and when

replaced are assembled in the valve pockets from which they were removed.

Having removed the valves and valve springs, lift the push rods from the crankcase; the engine should then be turned over and the sump removed.

The oil pump is secured to the crankcase by means of two set screws through the flange on the pump body, which, when unscrewed, will permit the pump to be removed.

Next, remove the big end bearing caps, taking care that the shims that may be between the caps and the connecting rods are not lost, and withdraw the pistons complete with connecting rods from the crankcase.

Take off the main bearing caps and lift the crankshaft and flywheel as one unit from the engine.

The flywheel may now be detached from the crankshaft, a flywheel puller Y-400 being available for this purpose, and the camshaft withdrawn from its bearings in the crankcase.

In the event of the main bearings requiring re-metalling, this may be carried out with any combination machine equipped for Models "A" and "AF" by the addition of the tools contained in group Y-300.

When removing shims to take up wear in the main and big end bearings, the same number of shims must be taken from each side of the bearing: under no circumstances must shims be removed from one side of a bearing only.

When removing carbon from the top of the pistons, do not use a wire brush or any sharp instrument as this will score the smooth surface of the metal: a piece of hard wood or similar tool being the most satisfactory.

For removing carbon from the valve ports and guides carbon removing wire bushes may be used.

### Overhauling and Re-assembling the Engine

The crankcase and cylinder block may now be turned over on the stand and the valve seats refaced by means of the tool Y-317, the valves refaced if necessary and ground in.

A cutter Y-317-P is also available for narrowing the valve seating in the cylinder block in those cases where the face is too wide to permit proper seating of the valve.

The importance of perfect seating of the valves, and the accuracy of stem grinding to maintain the correct valve clearance cannot be over emphasised as these have a direct bearing on the future performance of the engine.

The seat on the valves, and the foot of the valve stems should be ground on a valve refacing machine



# Model 'Y' Bulletin

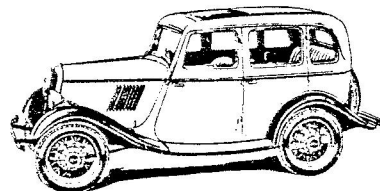
FORD MOTOR COMPANY LIMITED

## *Would You?*

WOULD you, if you were a private owner of a Ford car touring in a strange part of the Country, be sufficiently attracted by your depot to go into it, and if you did go in, would the promptitude, courtesy and efficiency with which you were treated persuade you to pay a return visit, even though it meant going out of your way to do so?

Would you, if you were a private owner living in your neighbourhood, bring all your custom there instead of going to the garage whose premises are nearest?

Do you, in other words, attract and hold your business against all competition?



OVERHAULING THE GENERATOR

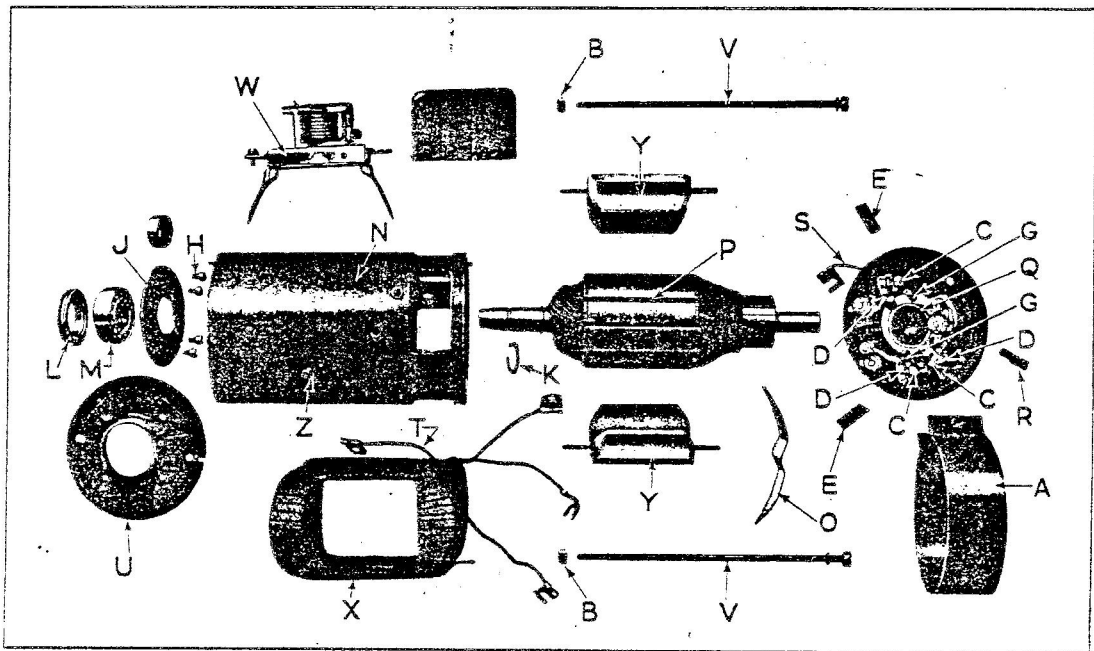


FIG. 47.

The generator fitted to the Model "Y" cars is of the shunt wound type of robust construction, and provided the normal maintenance instructions published in the *Bulletin* from time to time are carried out, should require no other attention for considerable periods.

If, however, it becomes necessary to dismantle the generator, this may be done as follows.

**Dismantling the Generator**

Having removed the generator from the generator support on the engine, detach the fan and fan pulley from the armature shaft, and the commutator cover A, Fig. 47 from the generator body N.

Disconnect the two leads coloured green from the main brush and generator output control (or third) brush R, then unscrew the two end plate securing nuts B and remove the two securing bolts V from the forward end of the generator; these bolts passing right through the generator, hold both the front and rear end plate assemblies.

This will permit the two end plates to be removed, and the armature P to be drawn out of the armature tunnel.

The brush gear may be dismantled by first loosening the brush retaining screws C and sliding the brushes E and R out of the holders.

The brush holders D and their springs are held on to their studs by means of a clip retainer which when removed will permit the holders with springs and insulators to be drawn off the studs.

The third brush holder carrier Q rotates on a boss on the inside face of the end plate and is held in position by two flat springs G which are secured to the plate by a screw. Removal of these screws and springs will permit the third brush holder carrier to be lifted off the boss.

Next, disconnect the lead T that emerges from the top of the generator body, from the cut-out terminal, and remove the cut-out W from the generator; then disconnect the lead coloured red from the interior of the generator body and unsolder the tag that was connected to the cut-out terminal; this is necessary to permit the cut-out lead to be drawn through its insulated hole when withdrawing the field coils.

The field coils X and pole pieces Y are secured to the body by countersunk screws Z, removal of these permitting the coils complete with pole pieces and insulating strip O to be drawn from the generator body.

These screws are very firmly tightened and are locked in position making it impossible to loosen them with an ordinary screw-driver; for this purpose a special screw-driver Y-4-F has been designed to be used as shown in Fig. 51.

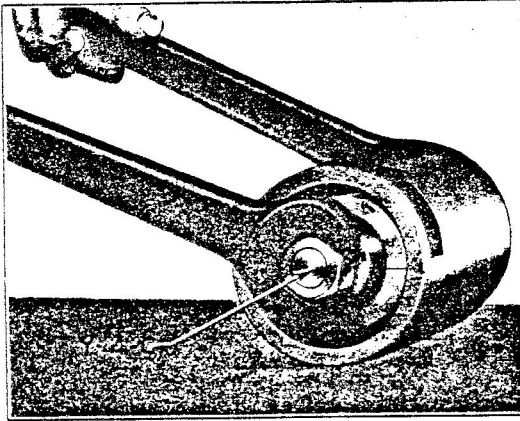


Fig. 48.

The pole piece expander Y-4-C shown in Figs. 48 and 51 should be inserted in the armature tunnel, and expanded until the pole pieces are held firmly in position against the generator body.

This expander is necessary to prevent distortion of the generator body when using the special screwdriver Y-4-F in the vice.

The generator body is placed in a vice resting against the rear jaw, and the screwdriver tool placed between the generator and the front jaw of the vice with the screwdriver portion engaged with one of the pole piece screw slots, and the vice closed until the tool is just gripped between the vice jaw and the generator body.

The screwdriver portion may now be turned with a spanner until the screw is loose when it may be removed by means of an ordinary screwdriver.

Next, remove the snap ring bearing retainer K on the forward end of the armature shaft, and draw the front end plate and bearing assembly off the shaft.

The four screws H that hold the ball bearing retainer J in position may be unscrewed and the retainer removed; this will permit the ball bearing M and the oil retainer L to be withdrawn from the end plate U.

#### Overhauling and re-assembling the Generator

Before re-assembling the generator, all parts with the exception of the armature and field coils should be washed in petrol and thoroughly dried.

Having washed all parts, the rear (or commutator) end plate may be examined, and if necessary the bronze bush that forms the armature spindle bearing may be removed by means of the end plate

bushing driver Y-4-M after detaching the dust cap on the end of the bearing housing, and a new bush replaced with the same tool.

After pressing a new bush into position it will be necessary to ream the bearing surface.

It is extremely important that when this bearing is being reamed that the reamer is kept in perfect alignment; for this purpose a fixture Y-4-K shown in Fig. 49 has been developed which will permit this operation to be carried out with certainty.

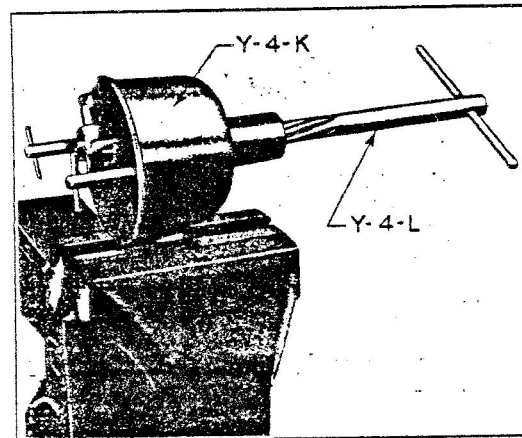


Fig. 49.

Having reamed the bearing bush, the "third brush" holder may be assembled to its carrier after seeing that the flanged insulating sleeve and the insulating washers are in good condition and that the insulating bush that one end of the brush holder spring bears against is in position on its stud, and the brush holder assembly secured in position by its retaining clip.

The "third brush" holder carrier Q may now be placed in position over the boss on the rear end plate and held by its two flat springs G, the earth brush lead S being secured by its small tag to the screw that secures the off side spring.

The two main brush holders may now be assembled on to their respective studs in a similar manner to the "third brush" holder, and the brushes assembled to their holders making sure that the "stepped" brush R is placed in the "third brush" holder.

If new brushes have been fitted, the faces that bear on the commutator should be ground to ensure full brush area contact with the commutator.

That this may be done quickly and accurately, a brush sander Y-4-G Fig. 50 is available.



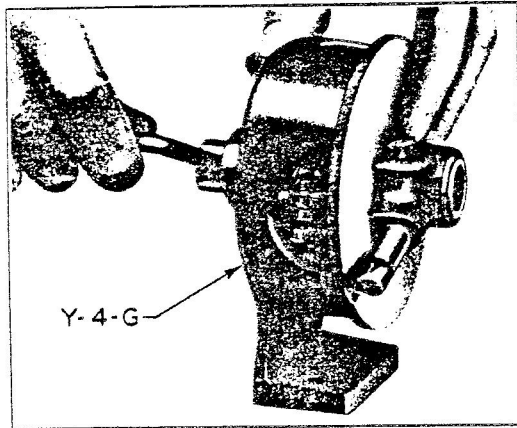


FIG. 50.

The field coils should now be examined, and if the insulating binding has become damaged, or has been impregnated with oil through excessive oiling of the generator, should be stripped off and the coils bound tightly with a good linen tape; after binding, the tape should be covered with a good coat of reliable insulating varnish and allowed to dry before re-assembly.

If the insulating binding has been damaged, make sure that the coil has not been damaged at the same time; if this has happened it is advisable to replace the coils.

When the field coils are ready for re-assembly, place the pole pieces into position in the coils, and slide the pole pieces and coils into position in the generator body with the leads that emerge from the coils facing the brush holder end of the generator, and the wire that joins the two coils together, on the opposite side of the generator to the insulated hole through which the lead T passes. The insulating strip O should also be placed under the wires that join the two coils.

The pole piece retaining screws Z should now be inserted, and securely tightened by means of the special screwdriver Y-4-F, using the pole piece expander Y-4-C as previously described and the screws locked in position by means of a punch mark from the edge of the screw hole into the slot in the screw head.

The wire coloured red, being one end of the field coil, should now be connected to the body of the generator in the place from which it was removed, making sure that the contact tag is perfectly clean, and the end of the wire T from which the tag was removed passed through its insulated hole in the generator body, after making certain that the hole insulating bush is in good condition.

It should be noted that the lead T is not electrically connected to the field coils, but is tied to

them to prevent the slack in the wire touching the rotating armature and the insulation being worn through thus causing a "short."

If it is found that this wire is not secured in this manner, it should be bound to the coil by means of tape.

The armature P should now be tested for "shorts" by means of the two leads provided for this purpose on the generator test stand No. 42, and examined for signs of burnt out wiring; if the armature is found to be faulty it is advisable to replace it rather than to attempt repairs.

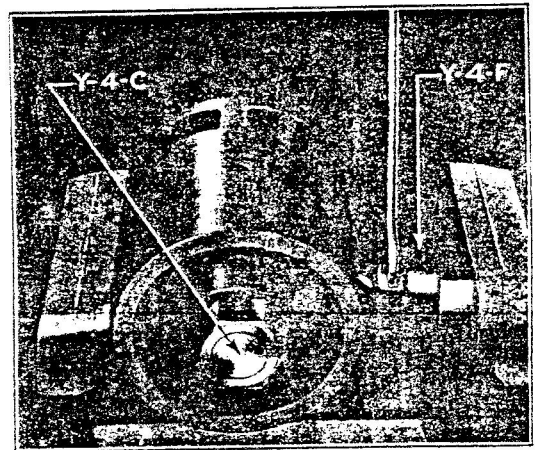


FIG. 51.

Repairs to the armature should only be attempted by an experienced electrician, but the commutator, if this has become scored, or in any way damaged, should be turned up smooth in a lathe, or on the No. 42 test stand by means of attachments included in the Y-4 group of generator tools.

A smooth finish to the commutator is desirable and may be obtained by finishing off with glass paper but on no account must emery cloth be used for this purpose.

After truing up the commutator, the mica segment separators should be slightly undercut; this operation also being possible with the above mentioned attachments for the test stand.

If through overoiling the generator bearings oil has reached the armature windings, or if the armature has become damp, it should be heated in an oven to a temperature that is just too high to allow the armature to be held in the hand, until the windings are thoroughly dry.

The armature windings should then be coated with a good insulating varnish and again placed in the oven until the varnish is dry.

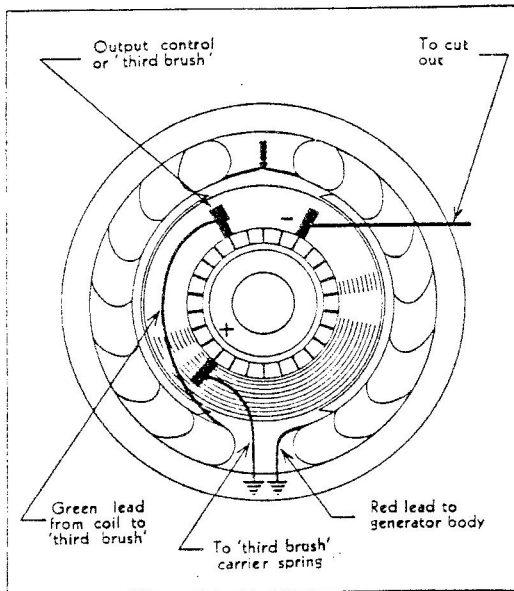


Fig. 52.

Place the rear end plate and brush gear in position on the generator body, (the position of the plate is determined by a small dowel in the generator body engaging with a dowel hole in the end plate), and connect the lead T that is passed through the generator body to the main brush on the near side of the generator after seeing that the contact tag is perfectly clean.

The lead coloured green from the field coils is then connected to the "third brush" and the small lead connected to "earth" at the third brush

carrier spring connected to the positive, or off side main brush.

Great care should be exercised when making these connections that they are made to the correct points; for this purpose the wiring diagram Fig. 52 is published and should be followed closely.

The front end plate U and ball bearing M may now be re-assembled, making sure that the oil retainer and its casing L are in good condition, and that each screw that secures the bearing retainer J in position has a lock washer under its head.

Press the front end plate assembly on to the forward end of the armature shaft, then insert the armature and end plate assembly into the generator body so that the commutator passes under the brushes without damaging them, (it will be necessary to lift the brushes and holders to allow the commutator to pass under them), and locate the end plate in position on the end of the generator body; the position of the plate being determined by a dowel in the body engaging with a dowel slot in the end plate.

Secure the two end plates by passing the securing bolts V through them and the inside of the generator body, making sure that one of the bolts passes **under** the insulating strip O that prevents the wire joining the two coils from being "earthed," and tighten the two securing nuts B with **new** spring washers under them.

Replace the cut-out on the generator body, re-solder the tag on to the cut-out lead from the generator, and connect this tag to the cut-out terminal that is not marked; the other cut-out terminal is marked with the letters "BAL."

After replacing the fan pulley and fan, and installing in the car, the generator charging rate may be re-set and the commutator cover A replaced.

## OVERHAULING THE STARTER MOTOR

The series wound starter motor fitted to the Model "Y" cars normally requires no attention apart from periodical cleaning of the commutator, and renewal of brushes when necessary.

If, however, the starter fails to function, it will be necessary to remove it from the car and dismantle to locate and rectify the fault.

### Dismantling the Starter Motor

If this becomes necessary, detach the leads and cable from the starter motor terminal A Fig. 53, and unscrew the two securing bolts B, which will permit the starter motor to be lifted away from the engine.

Next, remove the starter pinion shaft nut E and withdraw the pinion S, spiral sleeve R, washers, and thrust spring O, then detach the

starter switch Aa and return spring and anchorage plate Bb.

Remove the commutator cover C, and disconnect the lead from the field coils from one of the brushes, then unscrew the two end plate securing screws D and withdraw the front (or commutator) end plate H complete with brushes and holders from off the armature shaft.

The brushes are secured to the holders by a screw, complete removal of which will enable the brushes to be removed.

One end of the brush holder spring may now be lifted from its stud anchorage and the brush holders slid off their bearing studs.

The armature F may now be drawn out of the armature tunnel, and the rear end plate G detached by unscrewing the two countersunk securing screws that hold it in position.

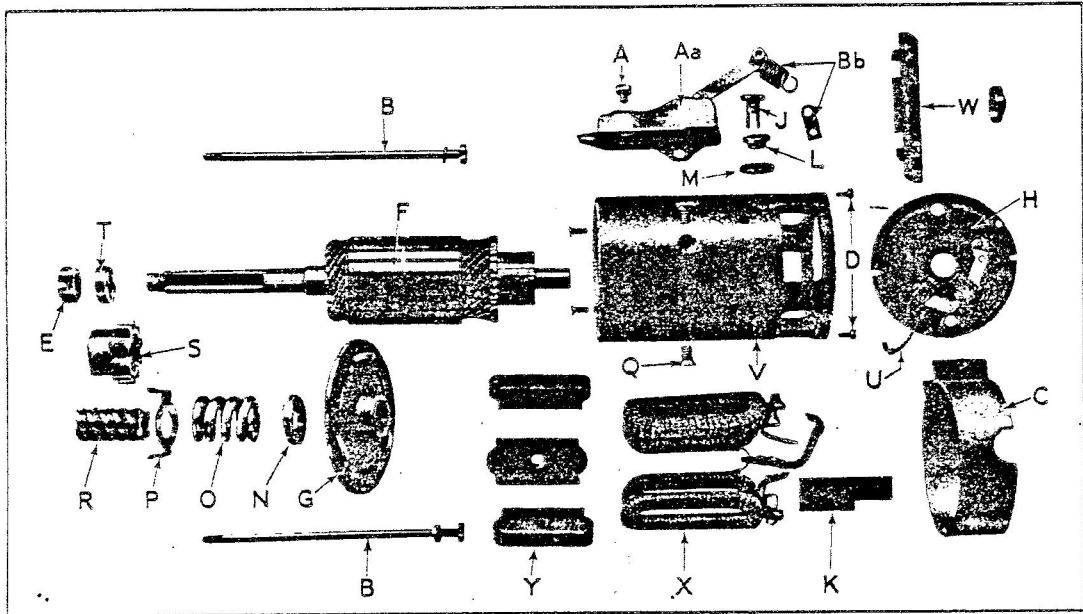


FIG. 53.

Next, remove the starter switch *Aa* from the motor body *V*, and unsolder the two field coil connectors from the starter switch contact *J*.

The four field coils *X* and pole pieces *Y* are secured to the body by countersunk screws *Q* removal of these permitting the coils complete with pole pieces and insulating strip *K* to be drawn from the motor body.

These screws are very firmly tightened and are locked in position making it impossible to loosen them with an ordinary screwdriver; for this purpose the special screwdriver illustrated on page 52 for use on the generator pole piece securing screws, may be used in the same manner as described.

**Overhauling and re-assembling the Starter Motor**

Before re-assembling the starter motor, all parts with the exception of the armature and field coils should be washed in petrol and thoroughly dried.

The brush holders may now be re-assembled to the front end plate *H*, and new brushes screwed to them if necessary; the "earth" lead *U* being fastened to the brush on whose holder its other end is secured.

If new brushes are fitted, the faces that bear on the commutator should be ground to ensure full brush area contact with the commutator. This operation may be performed with the brush sander *Y-4-G* Fig. 50 as used for the same purpose when overhauling the generator.

The field coils *X* should now be examined and if the insulating binding has become damaged, should be stripped and the coils tightly bound with a good linen tape; after binding, the tape should be covered with a coat of a good insulating varnish and allowed to dry before re-assembling.

If the insulating binding has been damaged, make sure that the coils have not been damaged at the same time. If this has happened, it is advisable to replace the coil assembly.

When the field coils are ready for re-assembly, place the pole pieces into position in the coils, and slide the pole pieces and coils into position in the starter motor body with the leads that emerge from the coils facing the brush holder end of the motor, and the copper strip connectors on the same side as the starter switch contact hole is situated.

The insulating strip *K* should also be placed under the flexible lead and the copper strip coil connectors to which it is soldered.

The pole pieces may now be firmly secured to the motor body using the special screwdriver *Y-4-F* as previously described.

Insert the starter switch contact *J* from the outside of the motor in the hole provided for it in the motor body, making sure that the insulating bush *L* is in place and in good condition, and place the insulating washer *M* over the slotted end of the contact.

The two copper strip connectors may now be placed in the slotted end of the contact and soldered into position.

The armature should now be tested for "shorts" by means of the two leads provided for this purpose on the test stand No. 42 and examined for signs of burnt out wiring; if the armature is found to be faulty it is advisable to replace it rather than to attempt repairs.

Repairs to the armature should only be attempted by an experienced electrician but the commutator, if this has become scored or in any way damaged, should be turned up smooth on a lathe, or on the test stand No. 42 by means of the attachments in the group of tools Y-4.

A smooth finish to the commutator is desirable, but on no account must emery cloth be used for this purpose.

After truing up the commutator, the mica segment separators should be slightly undercut; this operation also being possible with the above mentioned attachments.

Place the drive end plate in position on the motor body, and secure by means of the two countersunk screws.

Insert the armature into the motor body, entering the drive shaft through the drive end plate, and place the commutator end plate in position so that the brushes face the off side of the car, and secure by the two end plate screws D, this

plate is positioned by a dowel in the motor body engaging with a slot in the end plate.

Connect the flexible lead from the field coils to the uppermost brush and replace the commutator cover C and starter switch.

The starter drive may now be re-assembled, the thick washer N being placed on the shaft next to the end plate bearing followed by the thrust spring O, the pinion retaining spring washer P with the ears facing outwards, and the spiral sleeve R with the projections at one end bearing against the retaining spring washer P.

The drive pinion S should now be threaded on to the spiral sleeve so that the retaining washer P engages the pinion teeth, and the washer T placed over the splines on the end of the shaft projecting from the spiral sleeve, followed by the securing nut E which should be screwed down tight and locked by means of a **new** split cotter pin.

After re-assembling the starter motor, the spiral sleeve R should be lubricated by a few drops of **light machine oil**, and the starter switch and return spring assembled to the motor when the motor will be ready for re-assembly to the engine.

When securing the motor to the engine do not omit the bridge piece W which bears on the commutator end plate, and through which the securing bolts pass.

## OVERHAULING THE DISTRIBUTOR

### Dismantling the Distributor

It is rarely necessary to dismantle the distributor completely but if this is required proceed as follows.

After removing the distributor from the engine, release the springs A Fig. 54 that hold the distributor cap T to the body, and remove the cap.

Lift the rotor assembly B off the centre shaft, and remove the distributor cam securing screw and lock washer C which will permit the cam S to be lifted off the shaft.

Lift the contact breaker arm spring from its anchorage and remove the contact breaker arm D.

Detach the condenser lead from its terminal on the side of the distributor body, unscrew the second nut on this terminal which will release the contact breaker arm spring anchorage E and its insulators, and permit it to be removed.

Unscrew the three base plate retaining screws G and lift the distributor base plate H complete with adjustable contact point and holder block from the body; this will expose the automatic advance and retard mechanism.

If it is necessary to remove the adjustable contact point and holder, this may be done by remov-

ing the two securing set screws from the underside of the base plate.

For the convenience of dismantling the advance and retard mechanism, punch out the pin J from the drive shaft sleeve K and remove the governor assembly from the distributor body.

Unhook the weight springs L from their anchorage on the weight carrier plate and the cam shaft control arm, and lift the distributor cam shaft M from its bearing.

This will permit the governor weights V to be removed from their bearings on the weight carrier plate.

The condenser P may now be removed from the body by unscrewing its retaining screw and withdrawing the condenser from its housing.

### Overhauling and re-assembling the Distributor

Having washed all parts in petrol and thoroughly dried them, examine the governor weight springs L to see if they have become weakened or damaged in any way and replace if necessary.

If these springs are allowed to become weak, or if one or both have been broken, incorrect advance

and retard will result with the attendant troubles of incorrect ignition timing.

The governor shaft and weights assembly is supplied for replacements as a complete unit as the springs are then set to give the correct advance and retard characteristics.

Smear a film of oil over the governor weight pivots on the carrier plate and on the centre shaft, and assemble the weights so that their inner curve rests against the centre shaft.

Place the distributor cam shaft and control arm M on to the centre shaft, so that the two studs on the control arm engage with the slot in each governor weight, then secure the governor weight springs to their anchorage.

Lightly oil the distributor drive shaft and insert the drive shaft and governor assembly into position in the distributor body making sure that the thrust washer R is in position between the carrier plate and the distributor body, then place the drive shaft sleeve K into position and secure in place by its pin J.

The base plate H should now be examined and the adjustable contact point renewed if necessary, then inserted into position in the distributor body so that the adjustable contact point is against the cap positioning slot in the edge of the body and secure in position by means of the securing screws and lock washers G.

Next, re-assemble the contact breaker arm spring anchorage and condenser lead terminal E to the body, making sure that the insulating washers and bushes are in position and in good condition, then lightly oil the contact breaker arm pivot and place the arm into position with its spring securely hooked over the spring anchorage.

If the contact point shows signs of excessive burning or pitting, or the fibre pad shows signs of excessive wear, the arm should be renewed.

The distributor cam S may now be placed on to its shaft and its securing screw and lock washer C lightly replaced.

After testing the condenser P, insert it into its housing in the distributor body, secure it in position and connect the condenser lead to the terminal and spring anchorage E.

The distributor may now be re-assembled to the engine and retimed as described in Volume 2 Number 1 of the Model "Y" *Bulletin* after which the rotor B may be replaced making sure that it is in good condition and that there are no cracks in the insulated portion.

Examine the distributor cap for cracks, and if in good condition re-assemble to the distributor.

The distributor cap securing springs A should hold the cap firmly on to the body and if weak or in any way damaged should be renewed.

These springs are held to the body by means of a split pin, withdrawal of which will permit the springs to be renewed.

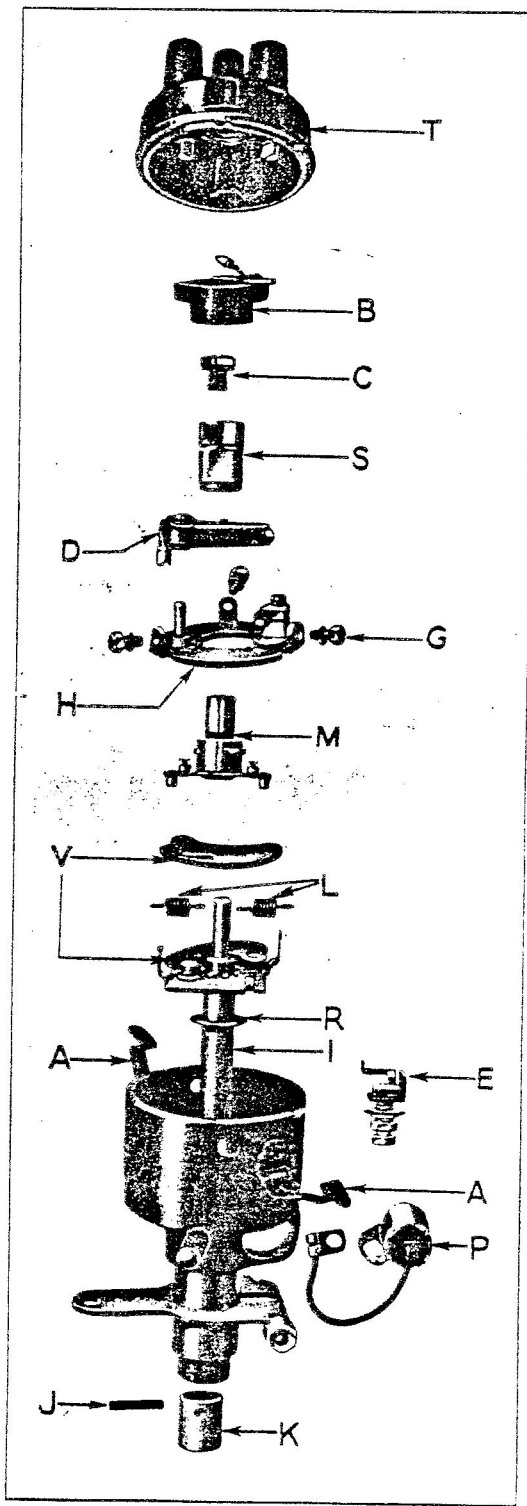


FIG. 54.



FORM TO BE COMPLETED AND RETURNED TO:

NEWS LETTER NO. 22

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

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MEMBERS NAME

TOWN

MEMBERS NO.

---

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

'C' model owners, what support Radiator Grille Badge mounts? (1)  
Twin filament headlamp bulb overhaul conversion contact kits (2)

---

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. Enfield Pageant Sunday 29th May (Depart 9.30 a.m.  
from The Cambridge Pub).
4. The Jim Fitzgerald week-end staying with Nun's not  
to be missed - and only £25 !! June 4th - 5th.  
Contact Jim direct - Dublin 692079.
5. The Stanford Hall Meeting - August 20/21st 83.
6. The French Weekend - 24th/25th September.

If really interested please submit: £25.00 deposit now.