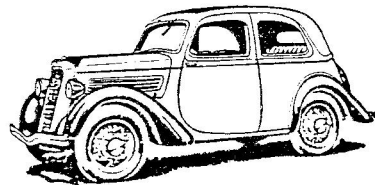
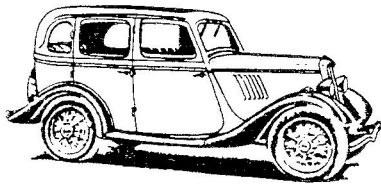


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No.23. May/June 1983

NEWSLETTER EDITOR:-

JOHN GUY
5 WOOD LANDS PLACE
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HERTFORDSHIRE WD5 0DD

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North of England.		
Librarian	- Mrs Lesley Oakes	- +address as above
Assistant Secretary	- Ms Siobhan O'Leary	-*5 Woodlands Pl, Totley Rise, Sheffield. S17 4JG.

THE CLUB YEAR COMMENCES ON 1ST APRIL AND RUNS THRU TO 31 MARCH.
ANNUAL SUBSCRIPTION PER MEMBER £7.50 DUE ON 1ST APRIL EACH YEAR.
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WANTED

All Y & C members to attend Stanford Hall on August 21st, please support your clubs National Day. We have had a terrible response from members returning their application forms, (10 up to date) I keep thinking you have all filled them in but are saving up for the envelope.

I'm sure you will all expect a super day with things happening, but I am very reluctant to stick my neck out and organise event attractions with ten members present. It will be June when you read this help message which does not give me much time to organise things at the last minute. I am asking you to make a special positive effort and return your entry form.

The club through your chairman has allowed me to design and have made special brass plaques for this event plus other capital outlays which will be a total waste if you don't come along and give us your support.

Will you please send me a stamped addressed envelope 6" X 9" as per the entry form and please make it clear if you will be attending the barbeque.

I don't mind working hard to make this event a success but I will fail if you don't come along with your car to meet other members and generally talk cars.

David Laxton.
Event Organiser.

CONCOURS CLASSES

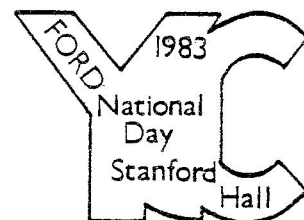
Class 1	Model Y Short Radiator	1932 - 1933
Class 2	Model Y Long Radiator 2 door	October 1933 - October 1934
Class 3	Model Y Long Radiator 4 door	October 1933 - October 1934
Class 4	Model Y Long Radiator 2 door	October 1934 - 1937
Class 5	Model Y Long Radiator 4 door	October 1934 - 1937
Class 6	Model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



LETTERS - LETTERS - LETTERS - LETTERS

FOREWARD

I am now proud to announce, as we move towards the summer season, that I have in fact opened up the tool box, even if it was only to replace all the front wing bolts ready for removing and renovating the wings, headlamps and adjacent chassis. Unlike many people, I couldn't cope with the number of parts created by a total strip-down so I try to remove a section each year. That way I can also keep the car running. I started with the radiator grille and bonnet, then the engine compartment, followed by the windscreen and running boards. Next will be the front wings and doors. Last will be the rear wing arches, etc., as this means starting on the interior which will hopefully complete the job before the final respray. (A mere 8 years work at my current rate of progress!!)

LAST NEWSLETTER

Now a few items to tidy up from the last Newsletter. First of all, the Annual Subscription. Those of you with great powers of observation will have noted that two rates were mentioned. This was because a good part of the letter was written before the A.G.M. where the correct new rate of £7.50 per annum was agreed and has been due since 1st April, 1983.

Secondly, a matter which also came up at the A.G.M., but did not receive full publicity, was Sam Roberts' splendid offer of a prize cup for the Model Y owner who achieves the highest annual mileage. Anyone wishing to enter for this should bring along his/her last relevant MOT certificates to the Stanford Hall event in August, or if you think your mileage is sufficiently competitive, the milometer reading could be taken against the last certificate.

In addition, Sam has again taken the trouble to write us a cheerful account of the London Run.

THE LONDON RUN - 1983

The Roberts family woke to a dull overcast morning on Sunday, 24th April, 1983. I had spent the previous day greasing, cleaning and changing the oil of the Model Y. Only one problem; whilst washing the inside rims of my back wheels (a task I normally ignore), I noticed a split in the tyre. It's the last of the retreads I have been living with for some time. I had therefore to change a tyre unexpectedly, a job which I class as a chore. I am now running on my third Tony Etheridge, Portugese tyre, which I must say are good value for money and seem to wear well. My only dodgy tyre is now on the spare wheel, which is also an odd wheel with 50 spokes instead of the usual 30. I decided to get a request to Graham Miles to bring along a normal wheel on the London Run the following day. If you've ever tried to contact the ex-directory Miles household at short notice, you know what a problem this presents. Fortunately I have a long suffering friend living in Kings Langley from where, across the valley, you can see Gallows Hill and 'chez Miles'. The message was received and understood, so if any reader is short of

a 50 spoked wheel, which I suspect was designed for a Model Y special or tourer, I have one.

We set out from Andover at 0845, driving along the A303 eastbound through a fine rain, the sort of rain which my wiper doesn't like. I really must fix a stronger spring on the arm, as at present the blade doesn't so much wipe the water off the windscreen, as spread it evenly across the surface! But still we were better off than the crews of four open vintage sports cars (HRGs?) driving down the other side of the dual carriageway, presumably Thruxton bound. We peeled off the M3 at Basingstoke and slipped onto the A30 for a less monotonous and more scenic drive up to the Cricketers at Bagshot, before heading north to Windsor. We arrived at the rendezvous outside the Castle at 10.30 to find only Tom Morgan's Model Y, with a rather glum Graham Miles in attendance. However, within minutes Alan Baker and son arrived in his immaculate brown Model Y, having driven all the way from Gloucester, leaving at 08.00 - well done, Alan.

As last year, Windsor was packed with Boy Scouts and families attending the St. George's Day parade. However, it would appear that the restaurateurs were not willing to take advantage of the crowds. We eventually found a Kentucky Fried Chicken house which sold coffee. Graham led the convoy of three Model Ys off towards London, this year via the M4. All was going well until we hit the traffic to the west of the Hammersmith flyover, which was closed for repairs. A steady crawl took us down onto the Embankment where, after a short spell, we turned right over Battersea Bridge and into Battersea Park. By now, the sun was shining and the glorious sight of a clutch of Model Ys in pristine condition, glinting in the sun, greeted our arrival. The familiar faces of Tim Brandon and Jim Miles, accompanied by Yvonne, were the first that I saw. Hiding under his 'Compo' hat was Yvon Preceaux, accompanied by his Popular. He tells me that there's still much to be done on his Model C, but it should be ready by next year! It was also a pleasure to see Richard Wakefield with his immaculate Fordor, which he had driven up from Brighton.

On arrival, the boys descended on Graham as usual to see what goodies he had brought with him. Meanwhile, pleasant banter, inspection and admiration was under way. Picnic lunches were being unpacked and the kids were stretching their legs after travelling for hours in the backs of Models Y. Over lunch we struck on what we thought was a good idea. Knowing the Hammersmith flyover was closed, we trusted the route to Syon Park to our cheerful off duty cabby, Jim. One of these years we will learn our lesson! Before setting off we assured Richard that there was nothing wrong with his car and showed him where to find his chassis number. It was interesting to note that his number was preceded by a Star of David rather than the orthodox asterisk. I wonder what is the implication of this anomaly?

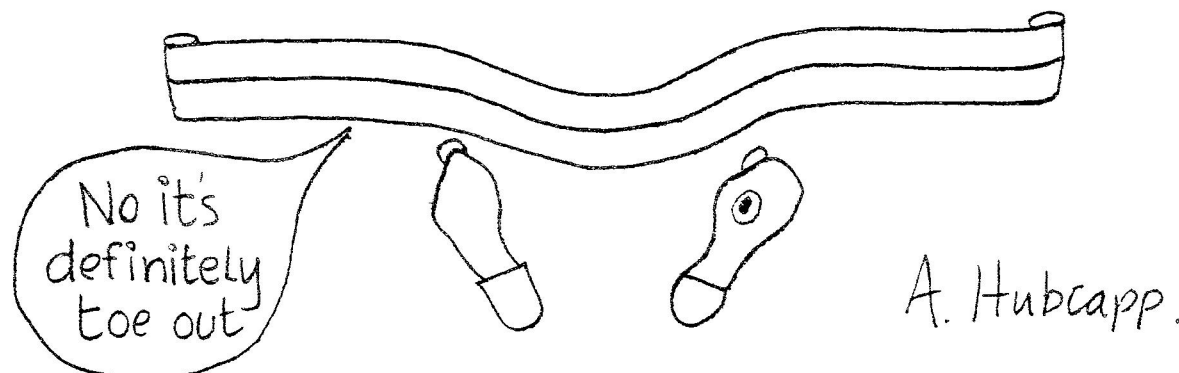
We set off with Jim Miles in the lead, followed by Tim Brandon, Richard Wakefield, myself, Alan Baker, Yvon Preceaux and, bringing up the rear, Graham Miles. The convoy brought many a stare, a point, a cheer and even clapping from the London promenaders. It was a long crawl to Syon Park. Having crossed over Chelsea Bridge, back onto the Embankment and up to Earls Court, our clever cabby decided to bypass Hammersmith by crossing straight over Cromwell Road but turned left into a mass of traffic also moving west down

Holland Park Avenue. This soon stopped in a solid log jam, so Jim did a smart cabby type turn-round through the backstreets, to take us further north to Shepherds Bush Green. We crawled along Goldhawk Road, eventually arriving at the packed roundabout under the Hammersmith flyover! Fortunately the short distance to Syon Park was not too clogged with traffic and we eventually arrived in the grounds. Regrettably no-one listened to my suggestion in Battersea Park that we should stay south of the Thames!

Syon Park car park was packed with visitors to the Horticultural Gardens, the Butterfly World, the Art Show and our venue, the BL Heritage Museum. After a quick conference it was decided to take the bull by the horns and to drive into the special Heritage Museum private car park. Our smooth talking cabby boldly led the convoy up to the elderly gate man and convinced him that, despite the fact that the car park was almost filled with about 100 1950s and 60s Rovers and their enthusiastic owners, the Model Y and C Register had booked a place! We parked up under many stares and comments from the Rover crowd and made our way to the Museum back door.

The Museum was superbly laid out with the wide variety of exhibits available for close inspection. On display were veteran and vintage automobiles, a Swallow Sidecar, the record beating MGXs and a number of BL prototypes and styling experiments. As can be guessed the vehicles displayed were all BL antecedents and hence there was none of direct interest to us Ford Wallahs. It is, however, recommended for a visit by any motoring enthusiast.

We went our own way from the Museum. The ladies were somewhat disappointed as the gardens closed rather too early for a quick visit. It was however an enjoyable day and one to be thoroughly recommended to other members for next year. I covered 151 miles during the day and arrived back in Andover with a cheerful family, who shared my sentiments on the day, I'm pleased to say!



LETTERS

Longest Owner?

Now for our first letter, which in itself is a claim for the record of longest ownership. Mr. J. S. Brookes, of Melbourne, Derbyshire, writes:

"My Y type has been kept in prestige condition for 46 years, without any assistance from the Motor Agents. I believe 46 years of ownership makes me the longest owner of a Y type Ford."

I would imagine your claim is correct, Mr. Brookes, but no doubt we will hear if any member can rival your record.

Windscreen Pillar Mouldings, Further Events

Ian Smith, of Woodbridge, Suffolk, adds to the debate on Mr. Millican's question:

"I would suggest the windscreen pillar moulding he asks about is the piece which runs down the screen pillar from the end of the gutter. On my 34 car it has a pressed piece in the pillar which starts where the gutter finishes and runs down the pillar, gradually tapering off to the bottom. On my 37, the pillars are flat and the gutter finishes abruptly at the front end.

I would agree with you about the door hinges, some years ago I broke up a 1935 saloon which had the ball and cup type hinges and I have always understood they were introduced at the end of 34 for the 1935 model on tudor.

I will now list some of the main rallies in this area, all of which I hope to attend:-

Saturday, 25th and Sunday, 26th June - the Sudbury Mammoth Olde Tyre rally, a large event with approx. 200 cars expected. Only held once in four years.

Sunday, 17th July - Weeting Steam Rally, near Brandon - usually a good event with several cars and nearly always at least 40 - 50 steam engines.

Sunday, 28th and Monday, 29th August - the Eye Show, a good family day out with lots of different things to do and see.

Sunday, 18th or 25th September (I don't know which yet) - the Henham Steam Rally near Blythborough. Always a very popular rally and well attended, being one of the last of the year.

There are of course many other events during the year and I shall be going somewhere or other nearly every weekend, so if anybody wants to know more, they can contact me.

I hope to make it to Stanford Hall again this year, and look forward to seeing you and some of the other members then."

Many thanks for your comments and list of events. To this I will add a copy of an elaborate annual event set in Derbyshire's beautiful hills. This event encompasses a wider variety of vehicles, land and airborne, than most others and can be enjoyed with certain 'perks' if you go in your own vehicle.

Chrome Grill

David Bond, of Southgate, Yorkshire, sends the following letter on his car's interesting radiator grille and encloses a salutary warning of the ever watchful customisers. The article, in Street Rod and Machine, shows David's car amongst many others at Stanford Hall and ends with the comment 'I'm surprised there are so many stockers left!'

David writes:

"Please find enclosed some photocopies of interest for the Ford Y and C Model Register regarding my car Ford Y, reg. WF5794. I have just got it through its first M.O.T. and I will have it on the road for 1st April, 1983, its 50th year.

Last August I took it down by trailer to Stanford Hall. The chrome plated grille on my car created quite an interest with the members of the Y and C Club, due to the fact that apparently chrome grilles were not heard of on the Model Ford Y. Not long ago, I came into possession of the magazine 'Autocar', 23rd October, 1982, and on page 83 there is a photograph of the first Ford Y on display at the Albert Hall and the grille on this Model looks very much to me as if it is chrome! The photocopies I have enclosed are darker than the photograph that appeared in the magazine, so I hope you can make the grille out.

Last month, I bought the magazine 'Street Rod and Machine', my only interest being that I had noticed a lot of Ford Popular cars were featured in it. There was an article about the meet at Stanford Hall last August, and I was surprised to see a photograph of my Ford Y reg. WF5794 (see photocopy).

Every Wednesday, in our local evening paper (Hull Daily Mail) Mr. Dave Turner writes an article on the cars that belong to the members of the Yorkshire Thoroughbred Car Club. As I am a member of the above club (Hull area), Mr. Turner came along to see me and did a write-up on my Ford Y. I have also enclosed a photocopy of the write-up Mr. Turner did."

Our last letter is from John Jardine and raises two points. Firstly, John says that now he has his car back on the road, it is insured for £1,000 agreed value with KGM Motor Policies at Lloyds for £29.18 per annum.

The second point is the question, Has anyone found a solution to the rear quarter blind spot exterior door pillar mirror problem? The only ones I have seen are originally from autojumbles. Does anyone know of a good supply?

MINUTES OF THE ANNUAL GENERAL MEETING

THE FORD Y & C REGISTER

HELD AT THE ANCHOR GLASS CO. NORTH CIRCULAR ROAD, LONDON

SUNDAY, APRIL 8 1983

Attendees:

G G Miles	Chairman
Jill Miles	Secretary
John Guy	News Letter Editor
Jeff Cole	Technical Advisor

Colin Ault
Richard Adcock
Sam Roberts

Re-election of Committee Members and Club Officers

Chairman, Graham G Miles, nominated by Col. Sam Roberts and seconded by Richard Adcock.

Treasurer, Tom Morgan, nominated by Graham Miles, seconded by Jill Miles.
Secretary, Jill Miles, nominated by Jeff Cole and seconded by Tim Brandon
Archivist and Special Bodywork Advisor, Jim Miles. Although Jim had been expected he was not present at the meeting but was nominated by Graham Miles in his absence.
Technical Advisor, Jeff Cole, nominated by Graham Miles and seconded by Colin Ault.

Regional Controllers and Other Officers

Regional Controllers and Other Offices are not full Committee Members and are not re-elected. The Committee will assume that they wish to continue in their present roles unless they hear otherwise.

Advertising Sam Roberts commented that he had seen advertisements for the Club in magazines such as Thoroughbred and Classic and a new magazine called Automobile. Graham advised that our member Chris Nicolaides had drawn up a block which had been sent to the magazine Automobile. A great improvement as the block portrays the two Models, Y and C rather than it simply being a write up.

Library The Committee was asked at this stage whether the Club Library was well used. It is used very little, we suspect partly due to the cost of posting books to and from members. It was decided, however, that we would continue with the Library and also to build it up further as, in due course, it was thought it would be of great interest if not to ourselves then to others interested in restoring these old cars or even just to read about them.

In the circumstances it was agreed that we would thank Mrs Lesley Oakes for all her help and would ask her to return the books to the Committee so that they could be handed over to Jim Miles. It was felt that Jim, having a knowledge of the cars could put these to good use in his role as Archivist and Special Bodywork Advisor. He would be asked to also run the Library.

Treasurer's Report This was not available to the Committee at the meeting as the Treasurer had been obliged to go abroad on business and was not at the meeting. However, our Chairman was able to advise us that we are in a solvent state although not by a very large sum of money, something in the region of £100. The Club has repaid all loans and outstanding creditors at year end. The balance sheet will appear in a future News Letter, the first to be published after the sheet is received from our Treasurer.

Subscription Rates for the Year April 1 thru March 31 1983/84. As with everything else the cost of running the Club continued to rise even though we do try to keep these to a minimum.

We were asked by Members if we knew what the renewal rate was for other similar Clubs and we understand that these run from £6. to £13. Colin Ault advised us that the Vintage Motor Cycle Club, of which he is also a member, is now £15 per annum but as Colin pointed out, when it was raised to this sum they promptly lost about one-third of their membership. This is always a difficult thing to decide, how to keep funds sufficient to run the Club properly and yet not to put them up to such an extent as to lose a great many of our members.

Sam Roberts asked our Chairman if he could give us some indication of what was needed annually to run the Club.

Beginning with the cost of the News Letter - there is, of course, some expense for stationery although at the moment we are in a position to keep this to a minimum.

There is the cost of printing and again this is not high as it is done as a favour to the Club and the nominal sum of £15 per issue is paid. Together with postage both for the News Letter and other letters sent out the total cost comes to about £400. per annum. This sum includes some petrol for carriage of goods.

There is also the cost of storage for spares. The total comes to about £600 per annum.

Sam Roberts commented that apart from these expenses the Club must have funds in order to buy parts and to have them manufactured. It was thought that a further £600 per annum would enable us to accomplish this. Graham said that over a period of time he is required to write quite substantial cheques to manufacturers. They will not produce one or two of anything and if items are ordered it must be done in quantity. At the beginning when we first began to order parts the cheques amounted to larger sums than now but it is still not unusual to write out cheques for £400 or as much as £1,000. It is not hard to see that one such cheque can wipe out the entire years cash available to the Club for spares. However, spares are sold and money comes back in to the Club also producing a slight profit which, in turn, is ploughed back in to Club funds.

To cover all expenses it was decided that the new annual subscription commencing April 1 1983 would be £7.50 per member. This was proposed by Richard Adcock and seconded by Sam Roberts. The motion was carried. Graham pointed out that membership for Old Age Pensioners would continue to be £5. per annum. For new members joining halfway through the year the subscription will be half. For anyone joining in, say, January when there only remains a further three months of the year, he simply allows them to join free until April 1st. when, of course, they pay the new subscription rate in line with everyone else.

Rules and Aims of the Club As you may recall, at the AGM last year Tom Morgan agreed to Chair a Sub-Committee to revise the Rules and Aims of the Club. Our Chairman is most anxious that this matter be finalised as it is his wish to issue Membership Cards when subscriptions are paid and for the Rules and Aims to be printed on the reverse side of the Card. Here again Chris Nicholaides has art work in hand for this card.

The existing Rules and Aims state that members should be interested in renovating and maintaining these cars in their original condition. We do not agree with customizing and we do not wish to have customizers within the Club as members. This is one of the reason that we want to revise and refine the Rules and Aims so that it is quite clear that all members of the club must have this interest. The Rules and Aims will soon be looked at and the cards will then be printed accordingly. Meanwhile it was agreed that whilst we may not agree with customizing it is something that happens. Therefore, we will permit non members to buy parts but at a 50% increase in the list price. The prices shown on the Club lists will be those for members only. This will be clearly stated on all parts lists in future.

V.A.T. Jeff Cole asked if we came anywhere near paying VAT. Graham was able to say that this is a long way off since this started when someone traded at a sum of £17,500 and upward, annually. We have a long way to go before we reach anything like that sum and, in any case, the commencing figure is raised from time to time in line with inflation.

Oval Badges Jeff asked Graham if we had any further news about the supply of Oval Badges. - Since our meeting 50 Ford Oval Badges have been ordered. These should be ready in July, about £7.50 each.

Picnic Baskets Tom Morgan had left us a number of Picnic Baskets suitable for putting on the luggage carriers. Tom had left three different baskets all a little different in design and manufactured by different companies. However, the cost ranged from £25-£35 each and it was generally accepted that not many members would be prepared to pay this kind of money for something that was not a necessity and could only be used seasonally. It was agreed we would continue to search for something at a more reasonable price.

Bad Debts Richard Adcock asked if we had incurred any bad debts as Graham had spoken in the past News Letters about people not always paying up. Graham said that at present, things were clear. There were certainly a few outstanding invoices but nothing more than a few weeks old. We began by doing all this on a trust basis but learned that this was not always possible. What Graham now does is to send out a detailed invoice to anyone enquiring about parts in advance of supply. Providing they return the cash then he sends the goods. Unfortunately this means that after spending considerable time detailing and costing out a long invoice he often finds that the person, obviously no longer interested, simply does not reply. However, it is the only way we can see to avoid incurring bad debts.

Presentation Cup Sam Roberts said that he would be happy to present a Cup to the Club member with the most mileage registered on his vehicle in the past year. Sam thought that our meeting at Stanford Hall would be the appropriate place for this to take place. It will of course be necessary for the mileage to be proved and all members attending the Stanford Hall meeting are asked to bring with them the MOT certificates for the past and current years. A very nice and generous gesture I am sure you will agree. Please don't forget those certificates that weekend, members.

Stanford Hall Meeting - August 20/21 We intend to hold a barbecue on the Saturday evening and we would want you to return forms, enclosed with this News Letter, to the Organiser, David Laxton. We need to know if you are interested in the barbecue for the supply of food and drink for this occasion. Remember to send David a stamped addressed envelope. The actual meeting will commence on Sunday at 11am.

Beaulieu Meeting - September Graham asked the members present whether any of them was interested in receiving tickets and stall space at Beaulieu. This takes place usually on the second weekend in September but he knew that the Organisers would soon be writing to him for his order. There is always a great demand for stall space and stall holders tickets and the best we are able to offer members is half a stall (four tickets to each stall is the allowance and any members interested should write as soon as possible to Graham advising if they would like to take a half stall and the number of tickets they would like to receive. Graham would also like to hear from any member willing to help out on the Club stall this year. Every year it seems to be the same faithful few willing to do this and it really is a lot to ask of a small number of people. If we had more helpers it would make the two days a lot easier on everyone. It really is a good weekend so do try to come along.

The French Weekend - Graham said that one of our members, Mr Jardine, did work for Hoverspeed and had offered to organise this weekend for us. Unfortunately he has since been made redundant but has continued to look in to the matter for the Club and has advised us that, in his opinion, Townsend Torenson would probably be the best ferry company to travel with. We would estimate that the cost of this weekend would be about £50 for two. This would cover the cost of the ferry crossing, petrol and hotel. Added to this you would need spending money. However, this at least gives you some indication of the possible cost.

Insurance Colin Ault raised the subject of insurance for the Club. As stated earlier in these minutes, Colin is also a member of the Vintage Motor Cycle Club and has come up against the question of insurance before. Colin said that any Club should be insured against Public Liability. This applies to events and it is not difficult to see that where the general public are admitted to grounds where the Club cars are it is always possible that an accident could occur involving one of the cars. In such an instance the Club could be held liable. Another consideration are the parts sold by the Club. If there was an accident on the public highway and it was found that a part supplied by the Club was faulty, then again the Club could be sued. For these reasons we are now looking in to the question of Public Liability insurance and, having since discussed this question with other similar Clubs anticipate that this will involve us in cost of about £200 per annum. So far as Events are concerned, such as Stanford Hall, these need to be insured individually so that the cost will probably add up to quite a sum each year but it is something we cannot afford to ignore. We are discussing this with Insurance Brokers and Lawyers and will report back to you in a future News Letter. It is possible that the Club will need to become a public limited company as in this way we believe that this will ensure that the Club can only be held liable for the money within the Club itself. In other words, individuals would not be held responsible.

There was no other business to be discussed and the meeting was declared closed at 4pm. with thanks to Tom Morgan for the loan of his premises in his absence.

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Hall & Clarke Insurance Consultants Limited
67 Park Royal Road, London NW10 7JJ
Telephone 01-965 2751 Telex 934573

Our ref:

Your ref:

DJE/CEG/FORD Y & C.

12th May 1983.

G. Miles Esq.,
61 Gallows Hill Lane,
Abbots Langley,
Hertfordshire.

Dear Mr. Miles,

Re: Cherished Car Insurance.

Further to your letter, we now have pleasure in confirming that the Cherished Car Insurance Policies with the Orion Insurance Company cover owners vehicles whilst engaged in club events and local rallies.

The principle exclusions for these policies are racing, pacemaking, or speedtesting.

We trust that this is the information that you require but should you wish for any further information, please do not hesitate to contact us.

Yours faithfully,



D.J. EVANS.



B.I.B.A.

The British Insurance Brokers' Association

Directors: D. J. Clarke F.I.I.C., G. A. G. Speechly LL.B.

Registered Office: Lex House, South Road, Southall, Middlesex.
Represented at Lloyds Registered in England No. 892968

F.M.C. G.B.

The year 1937 saw the introduction of the model 'Y' replacement, the model '7Y'. It had the same engine of 933c.c., rated at 7.96 H.P. This new model was entirely designed in Dagenham and together with the new "Ten", model 7W, introduced in May, 1937, was the basis for Ford light car styling for the next 20 years.

The two new models had easy clean wheels, the 7Y "Eight" had a pressed steel spare wheel cover, and the radiator grill had one large vertical division, the 7W had three vertical divisions. Also the "Ten" had a boot lid and spare wheel lid, this style was used until 1953 on the E493A Prefect. A four seater 10 H.P. tourer was also offered.

At this point a word or two on model designations will help, the original Y and C models were the 19E and 20E. The "Eight" and "Ten" were designated 7Y and 7W. A new system was introduced at the end of the thirties whereby a Dagenham product was described by "E" for England, a number for its model year, a number for its engine size ("3" for 10 H.P., "4" for 8 H.P.), then a letter for its type ("A" for car, "C" for commercial). Thus E93A, E493A, E04C, are the 1939 and 1949 10 H.P. cars and the 1940 8 H.P. van. The "Eight" 7Y was phased out in 1939 after a run of 65,098 units, the "Ten" 7W finished the same year after 41,665 units. In the previous year Percival Perry who had already received a Knighthood was elevated to the Peerage as Lord Perry of Stock Harvard.

Ford's new small car for 1939 was the "E93A" Prefect, "The Ten ahead of its class". Basically it was the 7W with a redesigned front end and some detail modifications, with a wheelbase of 7ft. 10ins. and the well known 1172 c.c. engine. Later on in the year the model 7Y "Eight" was superseded by the Anglia model "E04A", with its peculiar radiator grill which was entirely out of character with the rest of the body lines. This model was just a reworking of the front end of the 7Y and was the last small Ford in production in 1940 when the Dagenham factory switched over to the war effort.

Jim Miles.

The 1983 Belgium Run

Actually this run turned into a mini tour of Flanders and Holland. Tim Brandon took his nice 1936 'Y' Tudor, and I took my 1935 ditto. We chose to go Dover - Zeebrugge, and went over on Friday 29th April in the morning.

Upon arrival in the early afternoon we drove to the ancient town of Gent and did some sightseeing. Then on to Brasschaat, which is South-East of Antwerp, where we stayed in a late 18th Century Chateau.

Saturday morning saw us in company with three cars from the ancient Ford Club of Belgium, the first of which was a 1949 Prefect E93A, this one had the chromed grille, also it was metallic Blue in colour, the Belgians assembled small Fords were sprayed the same colour as the American models that were on the assembly line. The other two cars were Model A's, a Tudor and Fordor.

The Dutch town of Alblusserdam was our Rally site, here we found a stunning array of Fords. The Model A Club of Holland had put on a special road run to celebrate Queen Juliana's birthday, and so with police escort we all set off. The line up of vehicles included no less than 32 Model 'A' cars in various styles, including sedanca de ville, limosine cabriolet, and tourers. Also an open 'AA' Fire engine and a drop sided truck, a Ford 1500 Fire engine of the late fifties and a 'BB' truck also turned up. At the end of the run a driving test was arranged for all vehicles, this was followed by a reception in a local hall where prizes were given out. Both Tim Brandon and myself won prizes for the driving tests and the long distance awards. Then it was back to our hotel for the night.

On Sunday morning we visited the Flea Market in Antwerp, which was great fun, afterwards we drove into France and spent the night near Arras at Vimy Ridge. The next morning the preserved trench and underground bunker systems from the First World War was visited and very impressive it was. After lunch it was back to Belgium to the famous town of Ypre and the Hotel Continental. Ypres was flattened during the First War and re-built by its inhabitants when peace returned, every night at 8 p.m. three buglers sound the last post at a memorial arch called the Meni Gate.

Wednesday first thing we were on the road and heading for Dunkirk and a visit to the famous beaches from which our troops were evacuated in the last War. By this time we all felt like Americans on a whirlwind tour of Europe! One more step and that was Calais and our ferry home on Wednesday evening.

Both 'Y' types covered over 700 miles with no trouble, and used no oil.

Jim Miles.

REPORTS FROM THE CHAIR :

Dear Members,

I hope you have enjoyed what you have read so far, thank you all for your support. The main item which concerns both David Laxton and myself would appear to be the low support for the day he has organised at Stanford Hall. We have obligated ourselves to book the premises for the weekend which involves a certain capital outlay, we also have the intention of giving prizes for the various classes of vehicles as indicated in the letter. All this of course requires financing, we have also asked various people to make themselves available that day such as Stall Holders with Ford Autojumble, Trimmers, Suppliers and a company such as Hall & Plant have offered to lend us the use of their Bus which is a double decker bus equipped with a tanooy. Quite obviously we have to seriously consider within the course of the next few days the idea of running down the event and just holding a smaller meeting and a Barbecue for the members that do attend. Understandably, David does not wish to make himself look foolish when only something like a dozen vehicles appear. David had in mind that the Local Ford Dealer would be present and the Managing Director of that company would be presenting our concourse prizes. But all in all it is going to be a bit of a non starter if we do not get more definite support so Ladies & Gentlemen, I do not care what else is on that day, for if you can tell me a day in the Summer when there isn't something else taking place let me know, because every weekend there is some event somewhere. I know this clashes with one or two other attractions especially in Kent but frankly I am not interested, when we formed this club the members present agreed we would attempt to hold our own annual meetings and our own events. When it has taken us three years to get this far and having got this far we are not now getting the support. A man like David Laxton puts a great deal of time and effort into this I can assure you, and all he asks for is people to show up to make his effort worthwhile. I would like to think that David would make his services available another year. However, I will let you draw your own conclusions. The subject on attending events this year seems to generally be down, I personally thought that the attendance at Enfield this year was down. The Irish week-end that Jim Fitzgerald was attempting in Dublin did not take place he again virtually got nil support in Ireland and only one or two British members prepared to cross the Irish sea, so nearer the date it was decided that he would have to cancel it. I only hope we have not lost the deposit. We are not alone in poor attendance this year that is one consolation, I understand another large Ford Club are having similar responses from its members in the North. So you know what to do get yourselves to Stanford Hall on August 21st and if you wish to attend the Barbecue your more than welcome but we need to know in advance. The Barbecue takes place on Saturday night 20th the necessary food etc., needs to be arranged, so please book in.

Events notified to me :

9th/10th July - Hendon Pageant -

Which Godfrey Davis the company I work for sponser a weekend in conjunction with the RAF Benevolent Fund Museum. I think over the last few years we have managed to raise something like £10,000 each weekend. This year it is bigger, presumably it is better and it gets of course more complicated. For those of you who wish to attend please contact me and book yourself in through either myself or my Secretary as we will be issuing vehicle passers etc., for exhibitors and the security gets to be a greater problem in this day and age. The museum has grown considerably from when we started and they now have several added attractions then they did have a couple of years ago. I can arrange lunches and passes to the various museums but as I said before you need to be booked in otherwise you will not get your vehicle through the gate, see slip in last newsletter.

The Old Ford Day at Poole - Sunday 17th July.

All Fords are invited up to the years of 1956 and this is on Sunday 17th July. This is obviously, held at Poole, Dorset. I have before me a splendid diagram of how to find the place but I cannot unfortunately, find space to publish it. The necessary forms etc., can be obtained by ringing a Mr. K. Tingey on :- (0202) 679258.

Ford 'Mark II Day' - August 7th.

This is held at: The Village Hall, Normans Road, West Malling, Kent. £1.50 entry fee - Plaques supplied - Commences 11 am. - 5 pm. - We are welcome, just show up.

Huddersfield for the Motor & Motor-Cycling Day - Sunday 14th August.

It would appear to be organised by the local council the Kirkless Metropolitan Council in fact, and a Mr. S. Holland is the person in charge he can be contacted on (0484) 22133 Extn. 664. If people would like to take their vehicles along to that one they are more than welcome and he is the person to speak to. Again I have forms for all these but unfortunately, no room to put them in.

Saturday, Sunday & Monday - August Bank Holiday.

Takes place at:- Crich Nr. Matlock Crich, as you may have visited in the past, has a splendid Tram Museum I myself have been there several times and also this event once or twice. There is an Autojumble present and a fair like atmosphere and as I say the trams themselves which are very good if you have not been before its well worth going to and the organiser for this one does not infact give me a name but an address:- The Grand Transport Extravaganza, 17 Air Street, London W.1.

It is with a certain amount of regret that I have to report here that the Horsham Lions will not be holding their event at the same Bank Holiday. I had a letter from them informing me that due to escalating costs the event will not take place this year which, I personally, think is a great shame as many of us have being in the past and found it to be one of the best events in the South of England. It is a pity that costs had to enter this I am quite sure that people would be prepared to pay a modest entrance fee to help keep these types of splendid events going. I am sure a £1 or £2 would not be spent wrongly here, so if your thinking of going to Horshams Annual Do, do not bother this year as it will not be there.

Montagu Organised Bealieu Weekend

I have mentioned this previously, the club is present with stalls etc., taking our normal four stalls this year and a friend of mine is taking two adjacent so we have a block of six. I am looking for some members for help on the stand as my usual supporter Ken Perrio does not look like attending this year and therefore, I am low on helpers. Present will be Tom Morgan to-date, Jim Miles and Tim Brandon they all have their own stalls. Vernon Morgan and Colin Ault both will have their own stalls and Chris Cheesman will be available to help us. George and Rita Shearer will be there and hopefully, myself and my Sister. But there are spare tickets and I would like some help on this weekend. With the stall holders tickets let me remind you that you can enter from mid-day Friday and depart by Monday at 11.00 in the morning, if you wish to camp over night you can.

On now to the 18th September.

Peter Ketchell is involved in his local club which is run by the Trustee Saving Bank, Chester area and they are holding a run on that day but there is a closing date of August 31st. There is plenty of time if you would like to attend, the person to contact is M.W. Hughes (Does not state Mr. or Mrs.) at:- 33, Farndon Way, Oxton, Birkenhead, Merseyside. L43 2NP. Peter Ketchell says it is well worth going there, there is an entrance fee of: £2.50 but you are fully insured etc., and Plaques are included.

24th/25th September -

We are in Manchester the event takes place in Belle Vue Exhibition Halls in Manchester. Booking forms are necessary and these can be obtained by ringing 0272 650465 - You ring Bristol for an event in Manchester, but this is how it is arranged.

That takes us through the events I've no doubt there are others as well.

Subscriptions :

Last time I put this issue in the newsletter form and I am pleased to say that the response has been very high indeed, and I have had a good renewal rate so far. There are still some of you who have not renewed and I have spoken to several of you in passing and have mentioned to me "Oh Yes, I intend to do that", please do it because if you don't this will be your last newsletter. I am operating one of the basic rules of the club which say that the subscriptions due on the 1st April have to be in by 1st July thus giving people 3 months to sit down and write one cheque. Accordingly, this June newsletter will be the last that you receive. I do not claim to be perfect when it comes to the office side of things, I believe I have made one or two errors so if you have got the reminder with this newsletter and you feel that you have sent me a cheque then please come back to me and let me know about the cheque that you sent. I think I lost two cheques in the confusion earlier on because literally I was getting something like 15 or 20 letters and I think a couple of cheques got left in the envelopes. So if you have received the dreaded 'Red Stamp' please do not be offended purely an error on my administrative side. I have therefore, fallen behind on despatch of spare parts as most of my spare time has been taken by sorting out who has not paid subscriptions etc., but I am beginning to get back to the level of sorting out parts for people.

Storage :

We have been offered what is apparently, the remains of a Ford 'Y' Tug model the vehicle is something like 10 cwt in weight, which isn't a major problem but measures some 14 ft. long, frankly, there is a storage problem and I would like if some body has some spare capacity somewhere in the country to find some where to deposit this vehicle until we can find an owner for it. Hopefully, one day, we find a member who is prepared to put time and money into restoring this Tug making it once again a viable vehicle. I would like therefore, to hear from somebody who can offer me storage space and we will work out how to get it there. At the moment the vehicle is in the Maidenhead area we have one member in Exeter who has a Tug and I think that is the only one we have recorded, Ford Motor Company own another one. I do know of the general whereabouts of two others but have yet to see them. So some storage please. If somebody can come up with somewhere to keep this rather unique vehicle under cover, and also a dismembered four door car needs storage.

Generator :

As you have seen from the last newsletter the Bulletin discussed in general terms the operation of the generator. Jack Barnes has written to me to say that if the generator was wired up as described in the Bulletin it would burn out, I think Jack was playing with words as indeed, the person who wrote the original article with Fords is playing with words. On Page 53 of the Bulletin the illustration on picture 2 shows the correct layout of the generator wiring. If you read the paragraph below it begins the lead coloured Green from the field coil is connected to the third brush and the small lead connected to earth at the third brush carrier spring. What they are saying when they refer to the small lead connected to earth at the third brush, they do not mean that the actual brush itself is earthed by this lead, but they mean literally, that the main brush referring to earthing at this point is just that it is earthed onto the carrier mechanism that supports the insulated third brush, it is just a convenient way in which the generator is designed and put together but it is not made very clear. If you follow the line drawing in Fig. 52 you will not go far wrong. Perhaps the wording could do with a little polishing, I suppose the author is now long gone so there is not much point in writing to Ford Motor Company.

Advertising :

Thanks to the skill and artistic ability of one of our members an advert of the club appeared in the Automobile on Page 35 this month the hard work was carried out by Chris Nicolaidis. I fancied that this was probably one of the best adverts in the magazine as far as an individual club was concerned, I thought the two cars were very well done indeed, thank you Christopher, very much obliged to you for your help. Christopher has also been busy in other fields of artwork he has re-designed a letter heading for me and he has also designed a membership card, this I will be proceeding with but I am still trying to get the rules and names etc., sorted. The constitution of the club may well undergo a fundamental change over the course of the next few months

once this is all done and being laid down I will then be in a position to have Chris complete the printing of the membership cards and these in return will be issued to members who are fully paid up. I don't know how many of you incidentally, take the 'Automobile Magazine' but I think its a magazine for the 'Nutters' of this world which they have been waiting for for a very long time. It has got to be the best car magazine and frankly, I find every page of it interesting. I only hope you take the magazine on a regular basis. The magazine from their part entered up an advert completely free of charge so I think if their supporting us the least we can do is support them.

On the subject of membership, I still get people joining the club one gentleman has joined us from Sweden, Mr. Hans Green, who has 5 'Y' models in fact the funny thing was in the same post came a letter from a gentleman in Newzealand also named Green who wishes to join the club, I thought it strange that two countries which must be something like completely opposite sides of the globe should both have guys named Green who want to join the 'Y' model club at the same time.

Well, that 's about it for now, see some of you around at Stanford Hall I hope.

As a P.S. David and Wendy Grace tell me work has started on their 'Alpine' restoration - David has put a window in the wall of the garage or at last is thinking about it ↓

Graham Miles.

Vehicles for Sale

The list seems to grow longer and longer. It would seem to me there has never been a better time to buy a 'Y' or 'C' car. To the best of my knowledge all the vehicles advertised in the last letter are still for sale. I have being offered two of the early non Ford bodied vehicles. Both based on 1932 'Y' chassis, one is a 'Carne' with a 'Tickford' hood, this vehicle is claimed to be original and fully restored, although I cannot vouch for that as I have never seen it. Well the asking price is a modest £8,000 (No my secretary has not added a nought too many), so if your out there with your cash jump in quick. The second I have seen, and can say the vehicle is restored to a very high standard. This is an Abbey bodied vehicle, Chassis number: 1316. Speak to Keith Copp on Canvey Island 684500. Both these vehicles are offered with a large quantity of spares.

Graham Game has two cars for sale - one a 'C' Tourer in need of restoration - asking price £350.00 - 1936 model and 1934 - 2 'D' L.R. Y Saloon, again in need of restoration but extremely sound, asking price £450.00. Ring evenings: 0375 891272.

Don't forget Paul Brewis on:- 01-591-5187 has a dismembered 1934 - 4 Door intermediate model for sale, asking price: £300.00. If we do not find a home for this one soon it will have to go, or if I can find storage space I will buy it as club stock - Ring Paul on :- 01-591 5187.

Club Parts/Spares

Finally, I have not reproduced the club parts - it remains basically as in letter 22. However, there are some changes. All the items on page 17 of that letter that begin 'A' Bracket and 'B' Lever are now sold.

At present I am out of wheel nuts - another batch of 500 has been ordered. Also my contact for rear luggage carriers is redundant - so no more for the present. Timber parts - with a pattern can be arranged via Alan Cakes.

In hand still are Door Hinge through bolt overhaul kits, twin fillerment head lamp overhaul kits.

Radiator Badges are on order, tooling for these has being made and a batch of 50 has being ordered. These will sell for about £7.50 posted and I would like to sell the first batch quickly to cover tooling costs. The second batch should then show the club a profit. Orders for these please, despatch in about 4/6 weeks from date of order.

As a P.S. we have found an original Battery so that one is being thought about.

Please remember to use the form when enquiring about parts, not a letter, and enclose a stamped addressed envelope please.

G.44 K.L. Button 1.
Swop front lamp assy parts.
Lenses, reflectors etc., for rear lamp assy - L.R.
Tele: Wokingham 782986

G.111 J.E. Foxon 1.
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.

G.150 S. Ioannou 1.2.
Manifolds, Distributors, Carburettors, Springs, Struts and a great many mechanical accs. (only for 8 h.p. Y series).
Tele: 01-317 1155

M. J. Read 1.2.
8 The Warren, Brabourne Lees Nr Ashford Kent.
Rear Axle with Springs, 2 spoked wheels with tyres - Y Model.
View and make offer, if living nearby.

G.9 C. Ault 1.2.3.
1 x Bonnet (hinged-9 louver-34 type 'Y')
1 x Dash 34 'Y'
1 x Head lamp-Black-1934 small type.
Tele. No: 021-744-2855

R.26 C. Ellis 1.2.3.
2 x Plain hub caps - 'C'
2 x V.8. Hubcaps.
2 x 'C' or 'Y' 'Heads'.
Tele. No: 02313 6754.

Miss P.J. De Earthe Bond 1.2.3.
Ford model 'Y' Steering Wheel £10.00 plus postage.
Tele. Coggeshall 61420 - weekdays only between 3pm - 5pm.
(This lady does not say which wheel it is, remember there are 4 types on 'Y's but only one on 'C') G. Miles.

Club Spares - P.S.

On looking at the situation on 'Sheet Metal', the initial surge of members needing these parts has subsided to a trickle, mainly to new members of the club. As large stocks involve a lot of our limited capital tied up and a storage problem, as it requires to be wax oiled on a

G.85 K.J. Clarke 1.
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.

B.112 I. Smith 1.
Various new and S/H Mechanical parts.
Tele. Woodbridge 7911.

G. Miles 1.
Intermediate model 1934
Headlamp parts various, all Black.

B.87 S. Roberts 1.2.
Reproduction oil cans x 5
Less transfers £10.00 each.
Tele: Andover 65662

G.37 R. Booth 1.2.
Starter, Dynamo, Radiator, L.R. Bonnet.
Tele: 0747 4595

G.52 J.S. Brookes 1.2.3.
1 x New E 93A Dynamo-platform mounting- £10.00. Platform if required - £2.00.
1 x pair Y king pins £8.00
1 x early Y petrol tank £8.00
1 x windscreen frame £2.00
For Hire - 'Spring Spreader'
2 x Bottom water manifolds £2.00 ea.
No Phone - Melbourne, Derbyshire.

Chris Nicolaidis 1.2.3.
34 Hinged Bonnet
Chris see Colin Ault !!!
Tele. No: 01 648 9050

David Ballwin 1.2.3.
Engine/Gearbox, rear axle from Tutor model 'Y', selects all gears and has quite a few usable parts. First £10.00
Tele: 068 481 481.

regular basis. So in your own interests could I ask for forward orders for a period of over the next 12/15 months. You know your own vehicles and what you might need.

'Y' MEMBERS - PARTS WANTED

B.14	R. Levett	1.	B.142	R.R. Wakefield	1.
Accelerator pad/pedal Centre floor pan/cover gearbox.			Rear Ashtrays Tele: Brighton (0273) 720086		
G.2	R. Attfield	1.2.	G.37	R. Booth	1.2.
Oil can clips Tele: 01-300 8336.			2 Rear pork pie lamps. Spare wheel securing clamp. Tele: 0747 4595		
G.86	D. Cochlin	1.2.	G.78	J. Cull	1.2.
Front seats Tele: 01-505 6490			2 Rocker arms that actuate push Rods for front braking (these fit in top of King Pins). (Try Bert Thomas).		
	T.O. Callaghan	1.2.	129	Jarrett	1.2.
1 Domed headlamp glass for 1936 Y with diamond centre. Rubber for running boards. 2 Radious 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.	B.56	J. Naughton	1.2.
Ashtrays - Rear			Rear Bumper Bar (single groove) Door Handles Interior.		
R.26	C. Ellis	1.2.3.	R.80	Y. Precieux	1.2.3.
!C! Sills !C! Rear Valance !C! Two hub caps. !C! Mirror clock. Also photos of details - rear floor area please. Tele. No: 02313 - 6754.			Chrome strip early !C! Grille surround.		



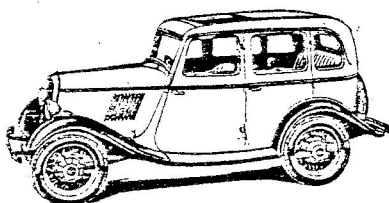
Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

Equipment Use

FORD owners expect repairs to be done by Authorised Ford dealers far more quickly and efficiently than by anyone else, because they know that special equipment is installed to enable dealers to carry out repairs etc.: with the same accuracy and speed as may be obtained at the factory.

Unless this equipment is handled in the correct manner, the full benefits of its installation will not be secured and it is for this purpose that instruction in its use is available in the Facilities' School at Dagenham; attendance to which will be amply repaid by the increased efficiency with which Ford repairs may be carried out.



FRONT SPRINGS

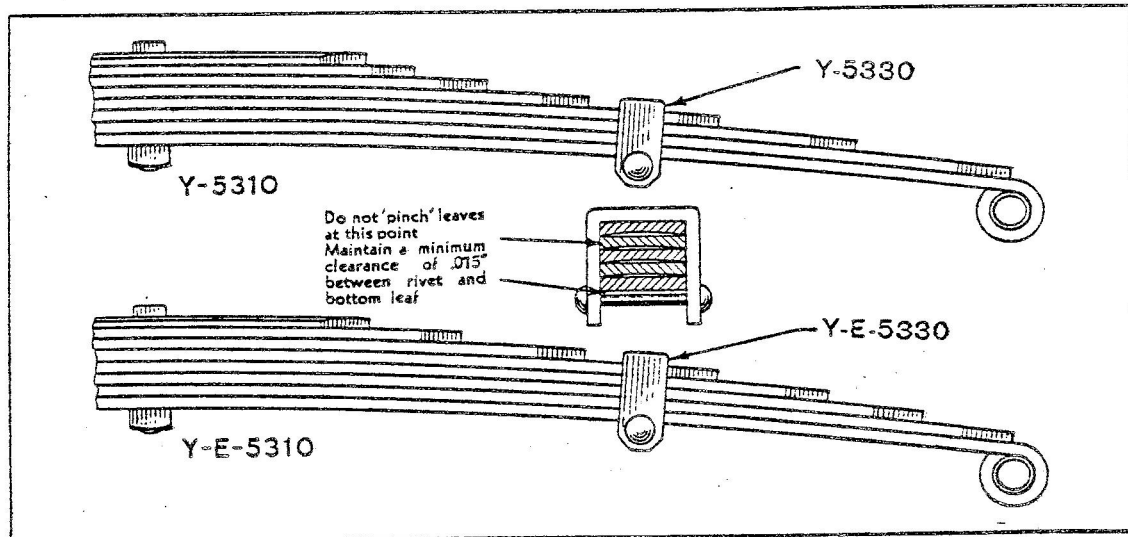


FIG. 55.

It should be noted that a strengthened type front spring Y-E-5310 is now being fitted to current models of the "Y" car.

This spring prevents undue flexing of the main leaf over rough roads and thus reduces the possibility of fracture at this point.

It will be seen from the illustration, Fig. 55, that a number of leaves in the strengthened type spring have been lengthened to give greater support to the main leaf.

The later type spring may be identified by the leaves number 3, 4, 5, 6 and 7, being longer than the corresponding leaves in the original type, and by the spring clamp retaining five leaves instead of four as shown in Fig. 55.

If it is necessary to renew any of the spring leaves, care should be taken that the correct type of leaf is used for the spring in question, and precautions should be taken to keep stocks of the two types separated so that there will be no danger of an incorrect leaf being issued.

Parts affected by this change should be ordered for each type of spring under the following part numbers:—

	Original type spring	Strengthened type spring
Front spring leaf No. 1, and bushing assembly ..	Y-5313	Y-5313
Front spring leaf No. 2 ..	Y-5315	Y-5315
Front spring leaf No. 3 ..	Y-5316	Y-E-5316
Front spring leaf No. 4 ..	Y-5317	Y-E-5317
Front spring leaf No. 5 ..	Y-5318	Y-E-5318
Front spring leaf No. 6 ..	Y-5319	Y-E-5319
Front spring leaf No. 7 ..	Y-5320	Y-E-5320
Front spring leaf No. 8 ..	Y-5321	Y-5321
Front spring clamp ..	Y-5330	Y-E-5330

When re-assembling springs, always lubricate the sliding surfaces with a mixture of graphite and oil mixed to the consistency of a thick paste.

Spring Clamps

When retaining the leaves in the spring clamps, care must be taken that the clamp is rivetted just tight enough to hold the leaves in position and prevent rattling, without binding on the sides of the leaves: do not "pinch" the spring at this point.

The rivet should also be inserted so that there is a minimum clearance of .015 inch between the rivet and the bottom spring leaf as shown in Fig. 55.

Failure to give sufficient clearance at this point will result in the clamp restricting the movement of the leaves under working conditions, thereby giving rise to the possibility of fracture.

When supplying a spring clamp, make sure that the correct type is issued, the later type being the longer to retain five leaves instead of four leaves as with the original type.

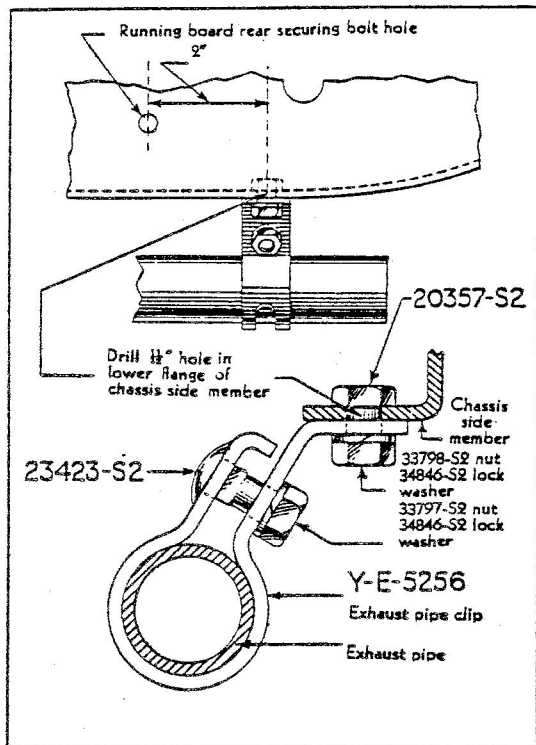


FIG. 56.

EXHAUST PIPE CLIP

To position the rear end of the exhaust pipe so that the exhaust gases are not blown on to the shock absorber, and to prevent mud from the rear wheel being thrown into the open end, a clip, part number Y-E-5256 has been added as shown in Fig. 56.

The clip will also prevent any possible vibration of the tail pipe, and if it is desired to fit this clip to a chassis not originally so equipped, an 11/32 inch hole should be drilled in the lower flange of the chassis side member 2 inches to the rear of the running board rear securing bolt hole as shown in Fig. 56.

The clip is then slipped over the end of the exhaust pipe and bolted to the chassis by means of a 20357-S2 bolt, 33798-S2 nut, and 34846-S2 lock washer; the pipe clamp bolt 23423-S2 then being securely tightened, using a 33797-S2 nut and 34846-S2 lock washer.

DISTRIBUTOR CAMS

Attention is drawn to the different distributor cam profiles that have been used on the Model "Y" cars.

The cam originally fitted is shown in the left hand illustration of Fig. 57, the cam now being used in production being shown in the right hand illustration.

The later type cam provides for a longer saturation period of the coil, this period now being 45°; the closed, or saturation period given by the early type cam is 25°.

This increase in the closed period gives an improved performance at medium and high speeds and may be fitted, when necessary, to cars originally fitted with the early type cam when old stocks are used.

When replacing an original type cam with one of the later type, it is advisable to check the ignition timing, and retune if necessary.

The later type cams may readily be identified as the cam lobes appear more pronounced than the early type as may be seen from the illustrations.

When stocks of the original type cam have been exhausted, only the later type cam will be supplied.

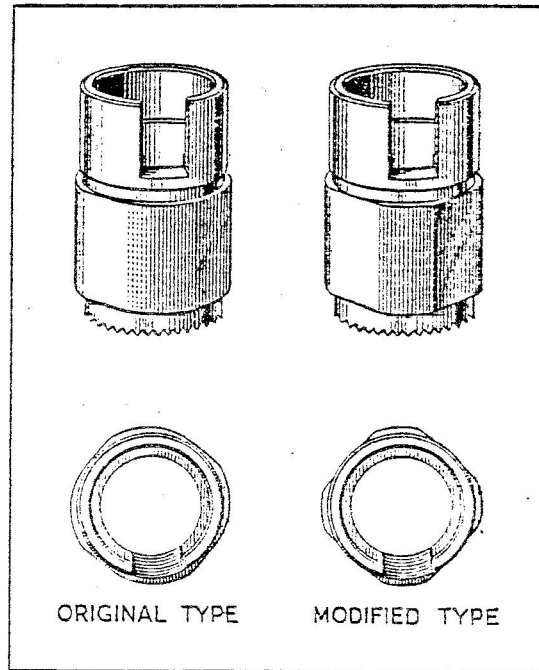


FIG. 57.

GENERATOR SUPPORT SCREWS

With the introduction of the strengthened type generator support illustrated and described on page 39 of the Model "Y" *Bulletin*, Volume 2, Number 5, the original generator support screws Y-25711 were changed for longer screws 20011-S to meet the requirements of the thicker support head.

When fitting the strengthened type support, make sure that the correct screws are used as failure to do this may result in the threads stripping and allowing the generator to become detached from its support.

The two types of screw may be identified by the later type screw 20011-S being 1/16 inch longer than the original type screw Y-25711.

These screws are locked in position by means of a standard lock washer 34806-S2 which on no account should be omitted when replacing the screws.

If it is found that the screws "bottom" before they are fully tightened, the standard lock washers 34806-S2 may be replaced by a heavy lock washer 34846-S which will permit the screws to be properly tightened.

CLUTCH RELEASE BEARING GREASE CONNECTIONS

The clutch release bearing grease connection Y-7557 now fitted to the Model "Y" cars is of an improved type to prevent the possibility of the grease passage being closed by the rubber swelling under the action of heat.

These later type connections may be easily identified by being wound externally with a wire protecting coil: the previous type being of plain rubber.

When this part requires replacement, the later type connection should be installed, this type only now being supplied.

Cars, when in for overhaul, or repair, should be inspected to see with which type of grease connection they are fitted, and if it is found that the original type is installed, the fitting of the later improved type should be recommended.

When installing one of these grease connections, care should be taken that when tightening the lock nut under the grease cup, that the connection is not turned as this will throw a twisting stress on the connection which is liable to cause it to fracture.

RADIUS ROD BUSHING

When re-assembling the front axle after overhaul, particular note should be taken as to the condition of the radius rod bushing, and if this shows any signs of wear, or perishing, it should be replaced.

When assembling the radius rod ball and bushing to its socket at the brake cross shaft bracket, make sure that the ball is pressed fully "home" in the socket and is firmly clamped in this position.

Failure to take this precaution may result in unsatisfactory braking due to longitudinal movement developing in the socket joint allowing the front axle to move slightly rearwards under braking stresses.

Movement at this point should also be checked when re-adjusting the brakes and rectified if necessary.

FORM TO BE COMPLETED AND RETURNED TO:

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

NEWS LETTER NO. 23.

MEMBERS NAME

TOWN

MEMBERS NO.

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

What support for another batch of front and rear bumper bars?
Your requirements on Sheet Metal over next year ?

What support for :-

Ford Pattern 6 Volt Batteries.

'C' model owners, what support Radiator Grille Badge mounts? - Only two asked for so far,
need more support.

Twin filament headlamp bulb overhaul conversion contact kits (2)
These are now in hand.

Parts for Sale:

Parts wanted: (use also for Club Reproduction
parts) As soon as time permits
I will invoice.

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

I hope to attend :

Your Club Day not somebody elses - yours! so support it!

1. The Stanford Hall Meeting - August 20/21st 1983.
2. Beaulieu Weekend - Helpers on club stand 10th/11th September
- * 3. The French/Belgium Weekend - 24th/25th September -
More support needed!

* If really interested please submit : £25.00 deposit now!

FORD Y & C REGISTER

Entry application for National Day at Stanford Hall on Sunday 21st August 1983.

Return this completed form with £1 entry fee to:-
David Laxton, 4 Windsor Close, Wilbarston, Market
Harborough, Leics. LE16 8QT

Please include SAE for return of entry sticker

(Envelopes to be at least 6" X 9")

Your Name

Address

.....

Membership No.

Vehicle Details (Please answer all questions)

Model Year

Registration No.

Please tick Two Door Four Door

Will you be attending barbeque? - ON SATURDAY EVENING

Number of persons

Rally Organisers use only.

Entry Class

Sticker Sent

THE UNDER RESTORATION PRIZE!

An additional prize for the member who tries hardest to get his or her car to Stanford Hall, even though unfinished. By Trailer or his Wife's back ! - The one who tries hardest can get drunk on us.