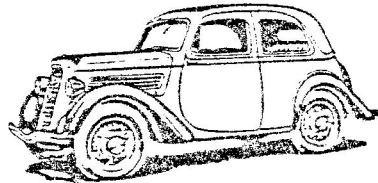
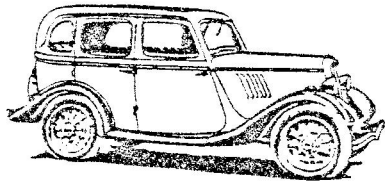


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 24 JULY/AUGUST

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New and Used Boil Suits from £2.00

This newsletter sees the achievement of a personal long-term ambition, which in the telling requires a bit of a roundabout tale, so if you are sitting comfortably, I will begin.

Once upon a time, there lived an aged old lady, who lived in a semi-detached house that almost resembled a cottage and which was pretty well within sight of a dense forest. At the back of the house was a wood shed heavily disguised as an asbestos garage. Sadly neglected within the shed was the deserted transport of kings and princes, a nineteen thirty four tudor Model Y.

The old lady's handsome young grandson, now better known for his legendary journalistic prowess within Y & C newsletters (but then a newly practising pencil sharpener in the attics of the local manor of the princes of the republic) had put the car in store, upon purchasing his first real fire chariot, then being made by the original Viking named Rover.

However, the dust gathered, the years drifted by, and eventually the old lady passed away. Suddenly, the now not so young grandson realised he had to move the ageing car. Cobwebs and leaves were swept away, tyres pumped up, cylinders freed up and a goodly kick with a 12 volt battery applied.

Begrudgingly, the car came back to life and was driven straight to the village blacksmith MOT test centre. Here the local wizard declared a major deficiency. The king had for too long neglected his pins, so word was sent out across the land, Where could new kingpins be found? In those distant dark days, no-one had yet founded a special peer group for such cars, so no spares were found and the blacksmith (now known as a garage mechanic) was instructed that there was no hurry. Now this is a terrible phrase to utter to anyone in a garage, as the mechanic instantly reverts to a wizard and casts a spell on everything, so that nothing happens and everyone falls into a deep sleep.

Time passed on yet again.

During the period when the car languished in this garage, there came upon the television, a series based on the books of James Herriot. The opening sequence showed a thirties car trundling through the dales and over a ford. Each time it came on, I felt a twinge of conscience for my neglected car. Finally, after a mere five years, I decided enough was enough, and telephoned the garage.

Yes, I was still waiting for its repair! What was happening? 'axle sent out for kingpin repair, he had decided it was easier to look for new kingpins', What had happened? 'he died two years ago!'

Applying ancient management techniques, I hounded each person in the chain and got the car back. Three years later, she was sufficiently roadworthy to take us on holiday. In honour of my guilt, we drove straight to the Yorkshire Dales and duly trundled up Wensleydale and down Swaledale to North Yorkshire. My guilty past was expunged and at last I had proved my faith to a friend of twenty years standing.

But enough of my story. Since writing this, some more of yours have arrived on the doorstep. Mr. R. E. Ruberry writes from Epsom:

"I have filled in one of your cards to cover the rotting wreck that I have - it needs a chassis up restoration if I can find the time, that's after I have rescued it from the flora of years. The story is that I acquired it many years ago with a broken clutch and rear axle from a chap in Sutton. I wanted the engine for my runner as it was good, also the gear box. Unfortunately, they were destroyed with the rest of my car about a year later in a three motor pile up. I didn't realise gearboxes broke in half so easily! That's quite a story in its own way, but the big coincidence was that the accident occurred outside the house where I fetched CYM 540 from. How's that for a freak, as I had not been along there in the intervening period. That engine and box must not have liked being transferred or something.

Anyway, the remains of CYM being all I had left, have lain here and rotted ever since. One day? Well perhaps, after all, I am taking the first step in contacting you."

Mr. B. Mace has also taken the trouble to put pen to paper and relates the beginning of his love affair with a Model Y.

"The Day I met my 'Y' Fordor

It all happened one sunny day in September, 1980. Up until that day, I had been quite content with life, just a very average living man with a degree of intelligence, which little did I know was to be a very debatable subject later on.

At the other end of the Avenue where I live, there was a small-holding with an old barn built of red Norfolk bricks. I had heard that this land was to be sold for building purposes. I never paid much attention, as it was the other side of the road and would not affect me.

A few weeks later a Mr. Fisher asked if my son would give him a hand to knock down the barn. Quite willingly he went, and spent quite a few days earning a bit of pocket money. One day my wife asked to just fetch my son home for his meal. I wandered over the site and it happened. I had met my Waterloo. There it stood, the 'Y' model I was later to own. It was definitely love at first sight.

Oh what a state it was in. The roof had completely collapsed inwards, the floor was rotten, there was rats nests in the upholstery, chicken eggs on the remains of the back seat. The whole car was covered in red rust, all the tyres were flat, and broken glass was everywhere. The engine was completely in pieces. I did not care, I was wearing my rose coloured glasses and I just saw something beautiful in front of me.

I asked Mr. Fisher if the car was for sale. He said he did not know if he really wanted to sell it, but would give me first refusal if ever he changed his mind.

For nights I could not sleep. I wanted that car, and it was all I could think of. Two months later Mr. Fisher came to my house and said, yes, he would sell it to me. I think that was the night my sanity went out of the window.

A friend of mine said I should build a large shed to put it in. He gave me a hand, and together we built what is now called the 'Y' House.

After 1 year and 9 months, I still spend all of my spare time in the 'Y' House. I find I have not much else to talk to people about, as you all know, we cannot help it.

I know I have a lot of hills to climb and quite a few bridges to cross, but when my wife brings me a cup of tea in the 'Y' House, I just dream of the day we will be cracking the champagne bottle as I back the Fordor down my drive."

Well, I hope we are all suitably shamed by these stories of dedication, and will return to our garages, sheds and tarpaulins with renewed vigour.

John Guy

### CARS FOR SALE

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

---

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!

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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 Hardine's report contained in newsletter 19. Try offer about £1,000.00 thinks John.

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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.

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Dear Members,

I want to concentrate on what little news I have this month on the three events which are forthcoming.

First event which I am sure you all know about and we had mentioned it many times before, is the STANFORD HALL DAY. This will take place as previously mentioned over the week-end of August 20th/21st, just to repeat, the Barbecue is to be held on Saturday evening 20th and the actual event on Sunday morning come afternoon of the 21st. Our numbers are comparatively low so I am looking for some more support from members especially those with vehicles on the road. I will have my spys at other events recording registration numbers so I will know if you are playing truant! Each entrant for the Sunday event is expected to pay £1.00 to cover Administration costs, Insurance etc., and the issue of a free Plaque. Also cast specially for the occasion is a brass Plaque polished of excellent quality and will be on sale at £2.00 each, after the day I will be increasing the cost to cover postage and package to £2.60. Only 50 of these have been cast, first come, first happy! Camping over Saturday night is available but it is absolutely essential and I repeat, absolutely essential, that members wishing to attend the Barbecue event contact Mrs. Julia Laxton with a view to booking, not with me. From the point of view of her having enough food available to meet the members coming I think that at this late stage a telephone call is now needed to Mrs. Laxton, Tele. No: Rockingham 771495. Some of you have mentioned to me that you will be coming but there is no point I stress mentioning it to me, you must inform Mrs. Laxton! Do not just show up on speck because you will go hungry. Trophys have been arranged and will be donated to the club by Wards of Corby the local Ford dealer. We do definitely need more vehicles present in order to save face with Wards if nothing else.

The next event coming up is that of Bealieu - Many of you know the form here. It is a kingsize Autojumble the biggest in fact in the world, I still have some stall holders tickets left but it is nice to see the people to whom I issue them giving some of their time to the club and helping on the club stands. As I have said before I have managed to fiddle a block of 6 stalls together so we do have quite a good representation from various members. On the Friday evening we usually go out for a meal but I believe this year on the Saturday evening is devoted to a Barbecue. Camping etc., is available at Bealieu. For those of you who are not aware, you will need vehicle passes if you are going to camp in a Caravan, so it is absolutely essential that I hear from any late entrees in the next few days. Club Stand, Field !C! number 49 - Meet to take your lunch with us 1.00 - 2.00 pm.

The third event which I was 'soft pedalling' until I had more support was an idea for a French weekend. The support in fact is not coming from our own club members but from various owners of other clubs. It is now beginning to look like a strength of something between 15/20 cars. I propose therefore, a meeting for those interested in the future to finalise details. The basic outline I have at the moment is that we assemble in Dover early on the morning of Saturday 24th, for 9.30 or 10.30 Townsend sailing, the reason for not crossing on the Friday is that some members of course can make the Dover Harbour by early morning. If you wish to stay overnight of course you may wish to do so in Britain and probably at a cheaper rate than on the continent. The next day we will travel to Belgium and France and principally concentrating our tour on the former First World War Battle Sites and other places of interest spending Saturday evening in Ypres where hotel accommodations can principally be arranged on arrival. I feel there is little point in working this out prior to going as I refuse to be responsible for other peoples hotel bills, I have a particular hotel in mind. Sunday morning 25th - will be spent in the district visiting various places of interest and returning back to the coast late Sunday afternoon to cross in the early evening. This gives sufficient time for members to return home with 2/3 hours left of that day before mid-night. It will be a full week end and quite hard work in the rather old vehicles so if your definitely interested, and you have not already sent me the £25.00 deposit, please do so. The cost of the ferry alone will be in the region of £50.00 for two people if you take more people the the costs per adult is £9.00 return. If you travel on your own then of course your £50 will be reduced to £41. From experience of these trips hotels, petrol and food etc., I frankly expect the bill per couple over the week-end will not be less than

£100.00, so please bear that in mind before you rush forwards with your £25.00 deposits. All deposit cheques are to be made payable to the club I will be sending a form to those of you who have said you wish to come so that the details of your vehicles etc., and amount of passenger tickets required can be booked with the ferry company. At the moment I am planning on Townsend Torrison as they seem to have the most suitable time sailings and for that matter the most economical trip.

So there is the three events summarised, namely Stanford Hall, looking forward to seeing plenty of faces with or without your car, I emphasis, I wish to see people there as well as cars. If your cars in a thousand pieces do not worry show up yourself, your more then welcome to the Barbecue on Saturday evening and you do not have to have a car present. I appreciate the date clashes with Summer holidays as indeed, it does with myself, I have to break my Summer holiday in the middle and return from Scotland purely to get to Stanford Hall and then return North again the following day and head back to Edinburgh. So, its not convenient for all of us when it takes place - I just ask that you put yourselves out and be there. Beaulieu you know about and for that matter we know something of the Belgium trip.

Continuing on the subject of spares, I now am able to offer through David Laxton a transfer label showing the livery of the oil can these are being produced so that members can refurbish old battered oil cans that are obtainable at Auto jumbles. The actual oil can is not forgotten and I will probably have to end up making the things myself as I cannot find anyone to make them to my satisfaction. These cans will then be offered for sale complete. I am also going to do the label in a different livery at the moment it is principally the Black livery with Gold and Red writing and I will be doing a golden version of the label in the near future. If I can obtain or loan a Green oil can as indeed, these cans were sometimes Green, I will be organising the label in Green as well, hopefully, Davids friend can accommodate us on these points. The response for sheet metal work was very good I have in fact ordered a large quantity much of it is sold but I would ask if any of you do need sheets for metal work in the near future do contact me as I do not look forward to storing these through the winter months in a council lock-up garage as rust is my constant problem. I am also looking into the other aspects of pieces needed and the vehicles of course have various springs in them these are mainly on the braking system and return the linkages to rest once the brakes have been disengaged. These springs are principally on the back plates of the vehicles four wheels and there is also a spring supporting the front brake rods from the stabilising point of view and the throttle return spring from the actual shaft. All these springs are impossible to obtain now and I think we will have a contact in the near future to offer these to you. If anyone has suggestions as to what pieces they cannot get and for that matter I cannot find them, please come back to me and I will continue to look into getting them made. There is a lot of little detailed items which I am now playing with.

#### LOG BOOKS OR V.5.

The Department of Transport at Swansea has sent the following letter after enquiries re: old registration numbers.

Dear Sir,

On 25th November last year the Parliamentary Under Secretary of State, Mrs. Lynda Chalker, announced that the Department of Transport was to mount a final drive to record all old vehicles which are not already registered on the computer records here at the Driver & Vehicle Licensing Centre. The period will end on 30th November this year.

Our publicity arrangements will hopefully include coverage in the national press and the display of posters in Local Vehicle Licensing Offices, Traffic Area Offices and Heavy Goods Vehicle Testing Stations. I enclose a copy of the poster for your information, your members may find this helpful.

Yours faithfully,

D P Bastin,  
Policy Vehicles Branch.

# WANT TO KEEP THE NUMBER OF YOUR OLD VEHICLE?

- If you have an old vehicle
- If your vehicle was registered before  
September 1974
- If you want to keep your old registration  
number
- If you don't have a new-style blue registration  
document V5

... you must register your vehicle with the DVLC  
before 30 November 1983 or you will have to give  
up the number. Registration is free.

If you have a V5 document already, then your  
number is on the DVLC record and you need do  
nothing more.

For further information contact the Vehicle Enquiry  
Unit at the DVLC Swansea SA6 7JL (Tel: 0792 72134).



Two months before the outbreak of the Second World War Fords held a 'Motoring Gymkhana' at Brooklands Race Track. Events included racing, stunt driving and Boy Scout community singing, it was all organised by the man who drove the first vehicle, a Model AA truck off the line at Dagenham, Mr. A. Smith.

Then came the war, the British army was not at all prepared, and held a total of 85,000 motor vehicles, over 26,000 of which were impressed civilian types. Most of these were sent to France with the BEF and only just over 5,000 came back, the remainder were left behind at Dunkirk in May/June 1940.

Fords worked at full capacity, the E04A Anglia which was still in production was dropped and the war effort was paramount. The R.A.F. used the E83W with pick-up type bodies and termed them as 'light utility'. The model 62 V8 Saloon were modified and produced as 4 seater cars, all steel estates and with convertible type canvas hoods. Fire crash tenders, ambulances, etc., were made from the 6 x 4, 4 ton 4½ cwt. V8 85 bhp. lorry. Fords also made a 30 cwt. 4 x 4 truck, and the 7V carried on in various guises throughout the war.

Bren gun carrier types, powered by a V8 of course, were produced along with personnel carriers. Assembly of North American Ford vehicles was also carried out at Dagenham. Many bombs were dropped on the Ford factory and workers were killed and wounded but production was never seriously hampered.

SS Cars Limited (now Jaguar) used the Ford 10 HP engine in its 'Ultra Lightweight' Jeep type vehicle, the SS VB, another use of this engine was hauling up barrage balloons.

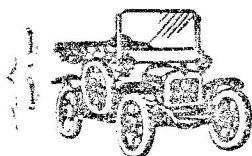
A secret 'Shadow' factory was set up at Urmston, Manchester where Rolls Royce Merlin Aeroengines were built, at the end of the war over 34,000 were completed. The Y.M.C.A. used many of the E83W tea wagons and dispensed millions of cups of tea to war workers and victims of the Blitz.

The V8 engine was the mainstay of Fords war effort, it was even used in pairs, sometimes triple in fast motor launches. War Office specifications meant that modifications in cab design made maintenance near impossible. The army's famous W.O.F.L.T.B. (Water, Oil, Fuel, Lights, Tyres and Battery for those not old enough to remember), was not all that easily carried out. The rugged workhorse V8 engine did not need (and did not get) much attention.

Wartime production at Dagenham was 360,000 fighting and transport vehicles, and 262,000 V8 engines.

In 1945 Fords began beating their swords into ploughs as we shall see in the next newsletter.

Jim Miles.



118 OAKLANDS AVENUE,  
OXHEY, WATFORD,  
HERTFORDSHIRE.  
(Callers by Appointment only)  
TELEPHONE: WATFORD 31699  
24 Hr. Ansafone

**TONY ETHERIDGE**

Hello Eifel-Friends,

To-day I must tell you something about the story of the Eifel.

At the beginning of 1935 Fords Koln announced the launch of a new model for mid April. In the Dagenham works of Fords U.K. the vehicle was already in production.

The new model 'C' with 5/34 B.H.P., in Germany called the Eifel, the first one ran from the production band at Koln on 21st May, 1935, as a German beginning.

At this time 1450 people work for Ford Koln daily.

The Eifel had a top speed of 100 K.P.H. (62 M.P.H.).

I quote : -

The crankshaft is mounted in 3 large bearings, it is very strong and balanced. The cylinder head is removable. The engine is rubber mounted in 3 places. The built in single plate clutch works light and sure. The rear axle is strongly constructed  $\frac{1}{2}$  floating and overall roller bearings are used.

The Sports Ford special road wheels are welded.

The mechanical inboard brakes work via the footbrake on all 4 wheels.

The handbrake is connected to the rear brakes only.

The body is a half streamlined form and the outside is very delightful.

It is amazing that on a vehicle this size so much room is in the front and back seats. The body is finished in a welded steel construction.

Everything is well thought out in all details. Pleasing is the one thing this Ford model is. When all is said and done a man must drive test to measure the true potential of this model.

So much for the quote : - You see that at that time so much that we to-day take for granted was not obvious.

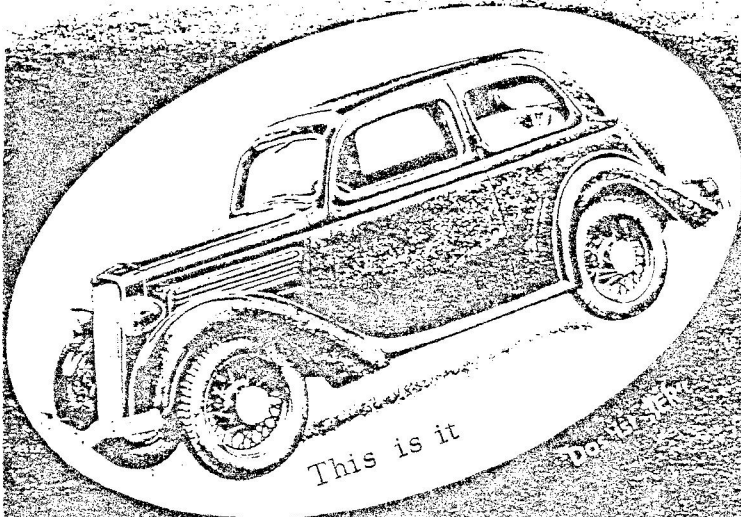
The first delivery colours were - Royal Blue, Winemountain Green, Steel Grey and Beige.

The passage above and the next few pages were extracted from the News Letter of a German Ford Car Club. The difference here as I understand is that Fords of Germany not only pay for the publication of the Newsletter but distribute it free of charge.

The translation was left as my German friend calls it "Written in Flower 1930's German". We purposely left it as close as possible to the original to give the feel of the period. Well, here in London it all happened in 1934 as far as the 'C' model was concerned, but the Germans for once were a year behind. Production of the 'C' or Eifel as it was called continued until 1939 over there, then somebody did an Argentina on it and we stopped trading. Page 14 shows a 'C' pick-up, to the best of my knowledge this was the only commercial version of the 'C', and these I think were made for the Spanish Post Office, I think they must still be using them if post cards from Spain are anything to go on.

Body panels for 'C' models as you know can be purchased through the club, and we have managed to produce a rear patch panel for the body, this has been sent to Cathal Ellis in Newtown Abbey for his assessment. Cathal also has an idea on side sill panels. As you can see later in the letter I am hoping for support on all door handles for 'C' models but, I will need patterns to cast from which will have to come from you.

So 'C' owners let me remind you your 50 years old next year.

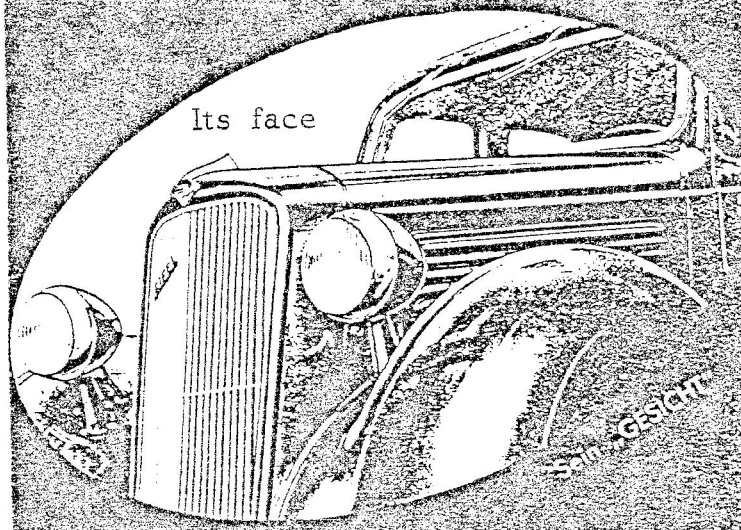


This is it

Das ist es



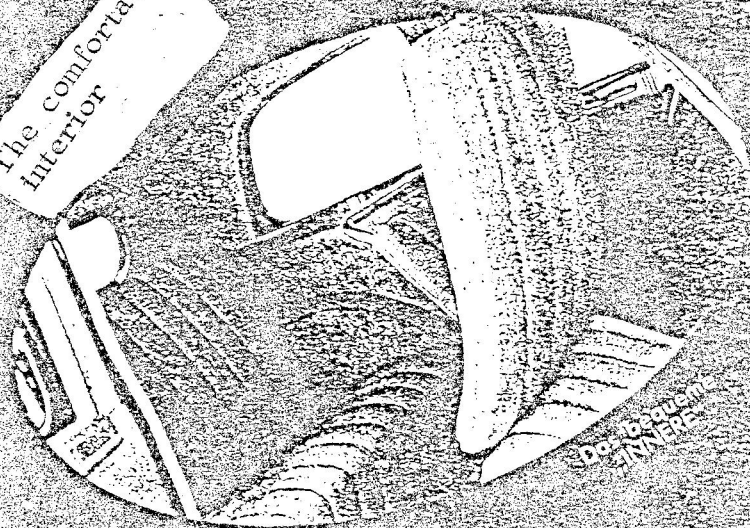
Das verstellbare Windschutzgitter



Its face

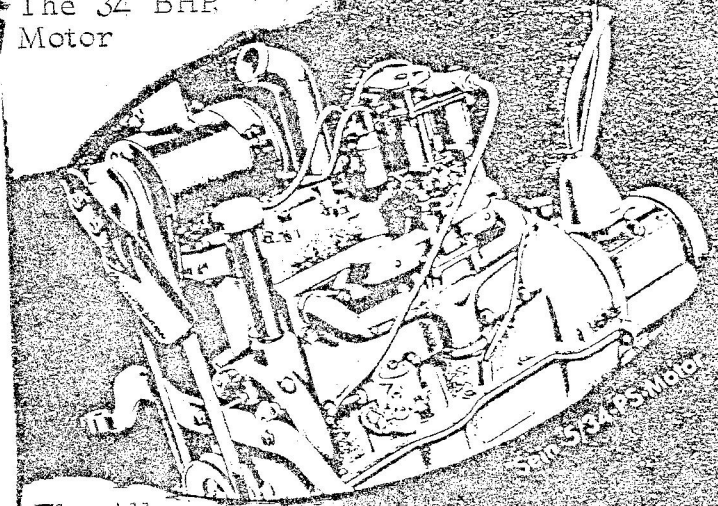
Das Gesicht

The comfortable interior



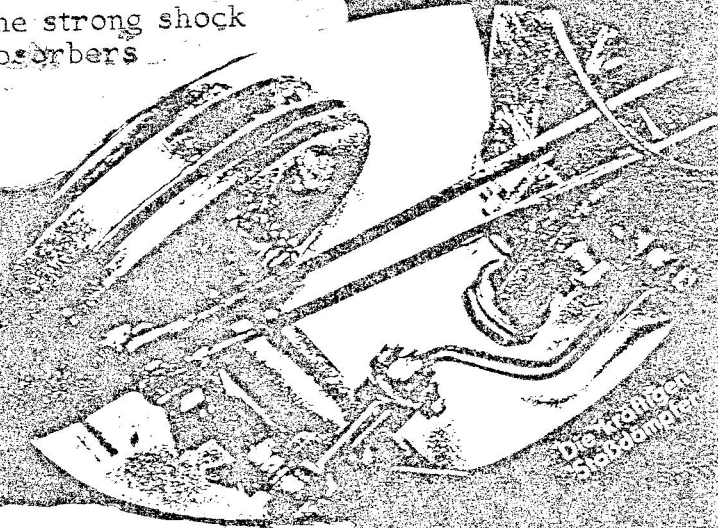
Das bequemere Innere

The 34 BHP Motor



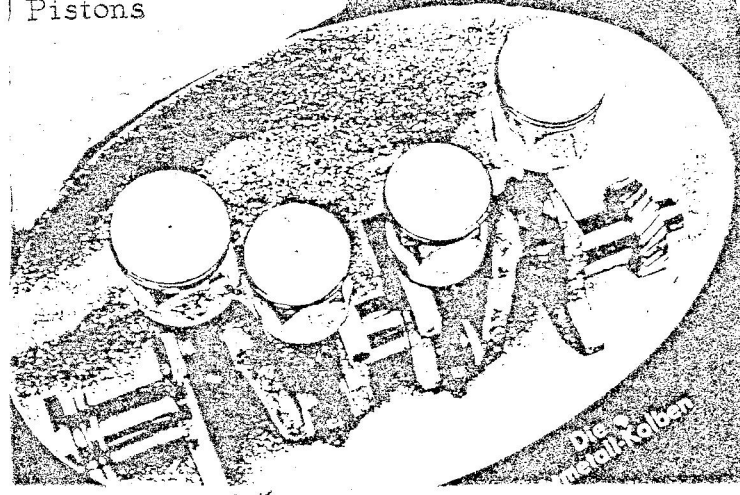
Der 34 PS Motor

The strong shock absorbers



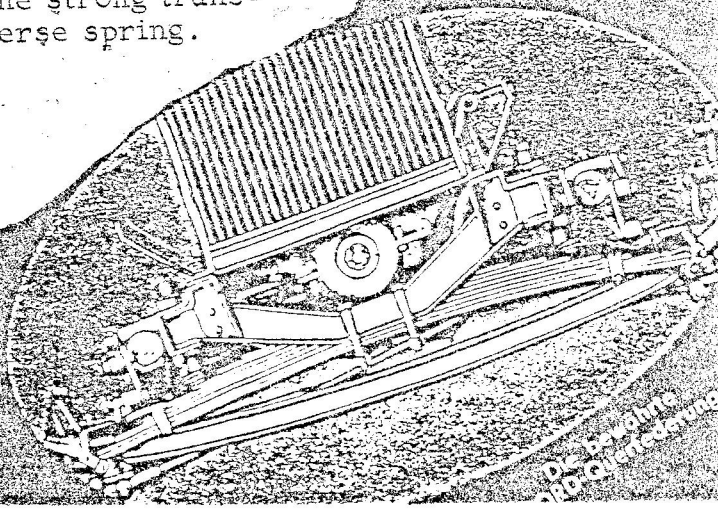
Die kräftigen Stoßdämpfer

The Alloy Pistons



Die Metallkolben

The strong transverse spring.



Die starke Querspannung

F O R D E I F E L

1 9 3 5 / 1 9 3 6

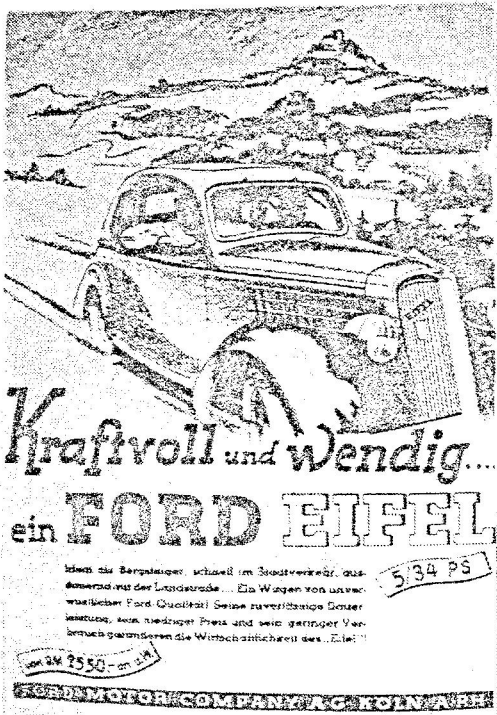
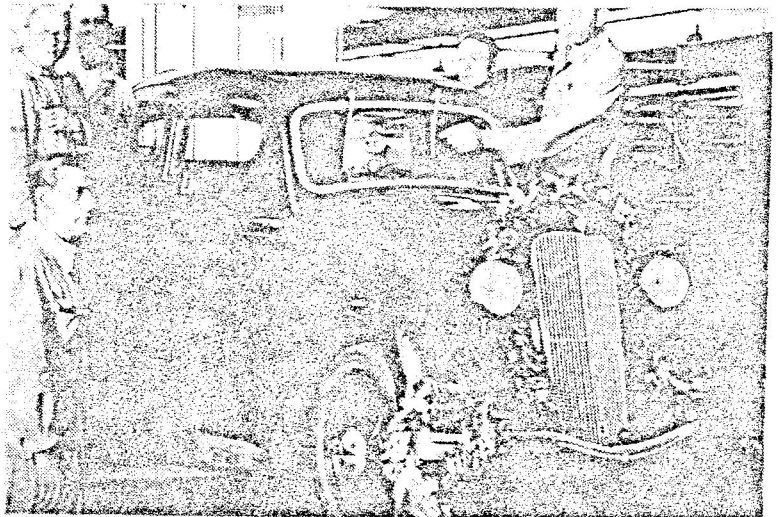
mit Motor-Nummern 11526 - 80289. Eine kleine Erinnerung daran in Bildern

From engine number 11526 - 802. A little overall picture in photos.

von Hans Thudt

Am 21. Mai 1935 lief der erste Eifel Modell "C" im Kölner Ford-Werk vom Band

In 21st May, 1935, the first model 'C' rolled off the Kolner Ford works conveyor belt.

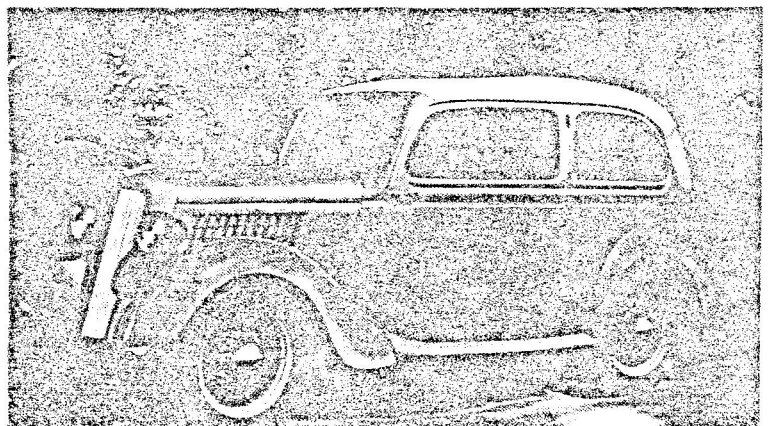


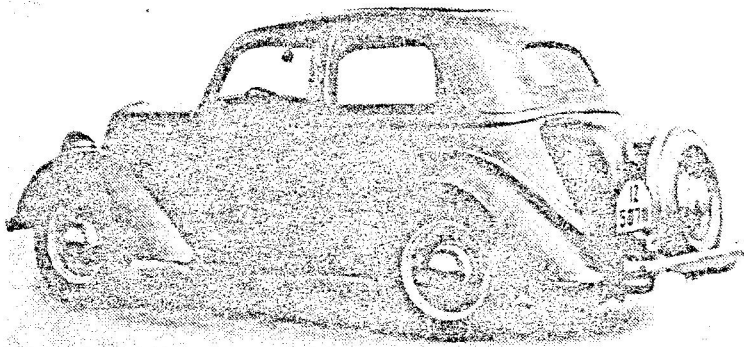
Eine zeitgenössische Zeitungsanzeige  
Damals hießen die Fordwerke noch Ford Motor Company A.G.

A newspaper advert of the time.  
At that time the Ford works was called Ford Motor Company A.G.

The Saloon styled Cabrolete  
Cost ex-works RM 2.550.

Die nebenstehende Cabrio-Limousine kostete ab Werk RM 2.550,-





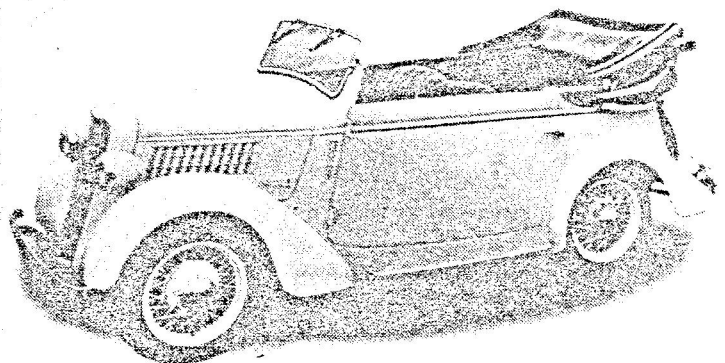
Ford 5/34 PS Typ „Eifel“ Limousine mit Koffer

Die Limousine zweitürig mit besonders großem Kofferraum kostete RM 2.792,- mit normalem Kofferraum RM 2.650,-

The 2 door Limousine with special large boot, cost RM 2.792. With standard boot, RM 2.650

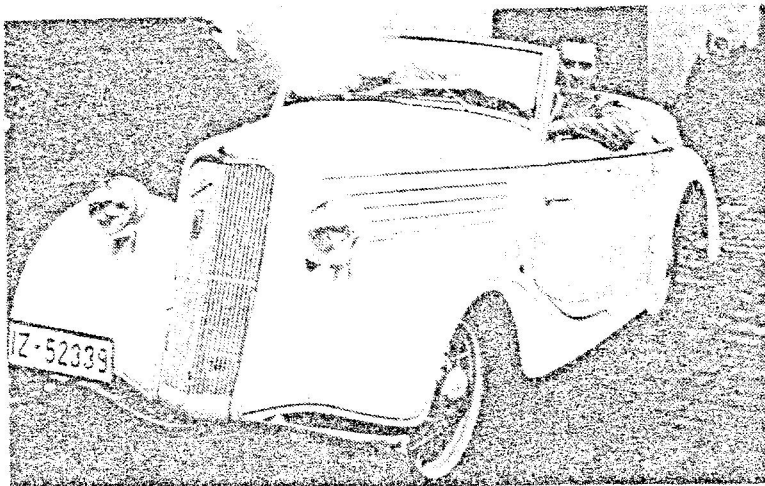
Dieses Kabriolet war noch einmal RM 500,- teurer (Welcher Aufbau?)

This convertible was an extra RM 500 more expensive.



Ford, Typ „Eifel“, 4-sitziges Cabriolet

Four seater convertible



Gläser baute dieses Kabriolet zweisitzig. Glaser Company built these Kabriolet 2 seaters.

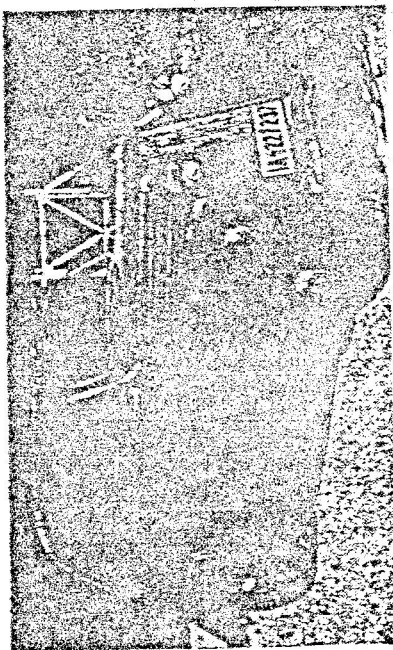
Der Roadster!



# Motor-Kritik-Test-Karte

**Ford**

**Ford-Eifel  
1,2 Liter**



### Kennzeichnung:

Motor: Vierzylinder, Viertakt, etwas schräg stehende Ventile. Hub 92,5 mm; Bohrung 63,5 mm. Inhalt 1157 ccm. Leistung 34 PS bei n = 4000. Verdichtung 1:6,6.  
 Batteriezünder. Umlauf-Druck- und Schleuderschmierung. Thermosyphon-Wasserkühlung. Motor in drei Punkten gummielagert.  
 Kraftstofftank: Inhalt 30 Liter, hintenliegend.  
 Vergaser: Solex-Fallstrom JF 30, Hauptdüse 102,5/56 V, Leerlaufdüse 035. Lufttrichter 23.  
 Zündkerze: Bosch W 175 T 1.  
 Kupplung: Einscheiben trocken.  
 Getriebe: Dreigang, zweiter und dritter Gang synchronisiert. 1:3,071 --- 1:1,756 --- 1:1 --- R = 1:4,015.  
 Antrieb: Hinterräder. Starrachsen. Untersetzung 1:5,5.  
 Schubübertragung: Durch Dreiecksstreben und Kardanrohr.  
 Lenkung: Schnecke mit drehgehender Spurstange.  
 Bremsen: Mechanisch.  
 Bereifung: 4,50X17.  
 Rahmen: Ständer-Rahmen aus Profilträgern.  
 Fahrgestell-Schmierung: Hochdruck-Schmierung.  
 Federung: Hinten: Starrachsen. Querfeder hinter der Achse. --- Vorn: Starrachse. Querfeder vor der Achse. --- Vier hydraulische Stoßdämpfer.  
 Maße: Radstand 2286, Spurweite 1143, Länge 3740, Breite 1450, Höhe 1580 mm.  
 Preise: Limousine zweitürig RM 2650. --- (Sonderausführung mit besonders großem, an festesten Kofferraum RM 2792.---), Kabrio-Limousine RM 2550.---, Kabinlet viertürig RM 3190.---, Kabinlet zweitürig 3600.--- ab Werk.

### Prüfung:

Geprüfter Wagen: Limousine viersitzig mit brauchbarem Heckkofferraum nur von innen zugänglich (Sonderausführung: mit noch größerem, von innen und außen zugänglichem angesetzten Kofferraum). Gut ausgestatteter Gebrauchswagen. --- Geprüfter Motor besonders gute Leistung. Nur bei Vollgas nicht ganz leise. --- Reifen leinprofiliert.

Gewicht auf Waage fahrfertig: 795 kg.

Leistungsgewicht leer, fahrfertig: 23,5 kg je PS.

Leistungsgewicht mit vier Personen = 300 kg: 32 kg je PS.

Höchstgeschwindigkeit: 100 km/Std.

Beschleunigung: 3. Gang von 20 auf 60 km/Std. 14 Sek., 3. Gang von 20 auf 70 km/Std. 18 Sek.

Kraftstoffverbrauch I: bei 55 km/Std. gleichbleibender Geschw. 7 Liter je 100 km.

Kraftstoffverbrauch II: bei 60 km/Std. Reisedurchschnitt 8,5 Liter je 100 km.

Kraftstoffverbrauch III: Vollgas (Pedal dauernd durchgetreten) 10,5 Liter je 100 km. Bremsweg: aus 30 km/Std. 4,5 m.

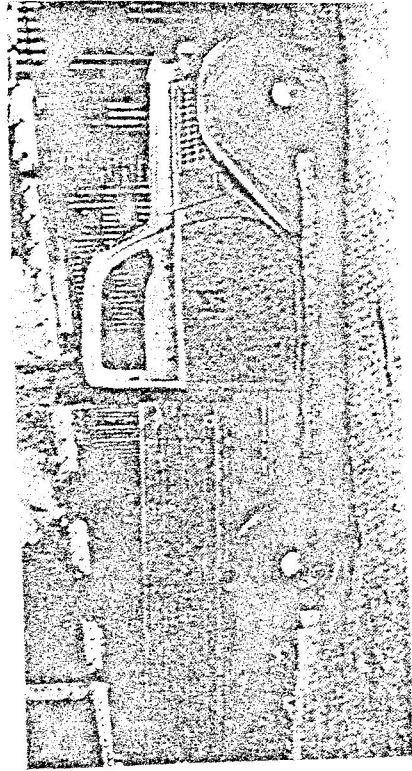
Eigenheit: Für Gesamtmaße (wirklicher Viersitzer) leicht. Gute Spurweite. Ausnutzung, trittbreitlos. Bodenfrei. Motor über der Vorderachse. --- Der temperamentvolle Motor und das günstige Leistungsgewicht schaffen ein sehr gutes Verhältnis zwischen Höchstgeschwindigkeit und Beschleunigung. --- Etwas störende Raumbiegung durch die allseitig nach oben verjüngte Karosserie. Schräg stehender, linker, starker Vorderfensterposten beeinträchtigt die Fahrerblickfeld. --- Motorabgehör gut zugänglich. Akku griffbereit unter der Motorhaube. Müßte noch Schutzdeckel bekommen. --- Reserverad frei auf Heck liegend.

Fahrweise: Leicht zu fahren. Straßenlage durch Standardbauart und Federung bedingt. Auf schlechten Straßen nicht voll auszufahren. Trotzdem durch Lebendigkeit (Beschleunigung im 2. und 3. Gang) noch gute Durchschnitte zu erreichen, auch wenn die Straßen keine volle Ausnutzung der Spitzengeschwindigkeiten gestatten. --- Federung: Für Kleinwagen ordentlich. Leichte Neigung zu Seiten- und Nickschwingungen.

Bremsen: Bei genauer Einstellung geschmeidig und wirkungsvoll.

Schaltung: Sehr leichtgängig. Getriebe- und Handbremshebel normal gestaltet.

Ausstattung: Einfach und gut! Stahlrohrvorderritze etwas schwach (raumsparend) gepolstert. Rechter Sitz zusammenlegbar, dadurch entsteht großer Gepäckraum und guter Einstieg nach hinten. --- Links Amperemeter, Groß-Tacho, Tankuhr. --- Rechts großer geschlossener Behälter! --- Brauchbare Lüftung; Stürmscheibe leicht weit aufzustellen; vier Kurbelventiler; Türfenster mit Schlitzöffnung vorn; Luftklappe hinter der Motorhaube. --- Gute Betätigungen. Fußabblendschalter. --- Heckfenster Jalousiebedienung von vorn, Rückspiegel richtig. --- Kleine Paketablage hinter Rücklehne. --- Stürmscheibe aus splitterbindendem Glas.



*Eifel*

*Pritschenwagen*

INTERNATIONAL

# Beaulieu Autojumble

THOROUGHBRED &  
Classic cars

Sponsored by

Over 1300 stalls selling everything connected with motoring or motorcycling.

Relics, spare parts, books, magazines, prints and old transport toys, plus up to one

hundred cars for sale in the Automart.

These are just a few of the items that make the Beaulieu Autojumble the largest event of its kind in Europe.



**OPENS 10 a.m. SATURDAY 10th & SUNDAY 11th SEPT. 1983**

BECAUSE THERE IS SO MUCH TO SEE, COME FOR BOTH DAYS,  
A REDUCED 2 DAY ADMISSION TICKET IS AVAILABLE.

The admission includes the National Motor Museum, Palace House and Gardens, and Beaulieu Abbey, so bring the family, and make a day of it.  
IN THE HEART OF THE NEW FOREST, BETWEEN BOURNEMOUTH AND SOUTHAMPTON.

(IF CAMPING, BE SURE TO USE THE OFFICIAL NEW FOREST CAMP SITES)

'Y' MEMBERS - PARTS WANTED

G.2 R. Atfield 1.

Oil Can Clips  
Tele: 01-300 8336

G.86 D. Cochlin 1.

Front seats  
Tele: 01-505 6490

T. O. Callaghan 1.

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.

B.142 R. R. Wakefield 1.

Ashtrays - Rear

R.26 C. Ellis 1.2.

'C' Sills  
'C' Rear Valance  
'C' Two Hub Caps  
'C' Mirror clock  
Also photos of details - rear floor area please.

Tele. No: 02313 - 6754

G.37 R. Booth 1.

2 Rear pork pie lamps  
Spare wheel securing clamp.  
Tele: 0747 4595

G.78 J. Cull 1.

2 Rocker arms that actuate push Rods for front braking (these fit in top of King Pins). (Try Bert Thomas).

129 Jarrett 1.

Headlamp Bulb Holders  
Ignition switch complete  
Steering box (Good condition)  
Tele: Crickhowell 811235

B.56 J. Naughton 1.

Rear Bumper Bar (Single Groove)  
Door Handles Interior.

R.80 Y. Precieux 1.2.

Chrome strip early 'C' Grille surround

R.16 D. Curtis 1.2.3.

Spare wheel cover.  
Tele. No: 0432 56302'Y' MEMBERS PARTS FOR SALE

B.87 S. Roberts 1.

Reproduction oil cans x 5  
Less transfers £10.00 each.

Tele: Andover 65662

G. 37 R. Booth 1.

Starter, Dynamo, Radiator, L.R. Bonnet.  
Tele: 0747 4595

G.52 J.S. Brookes 1.2.

1 x New E93A 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 Nicolaids 1.2.

3/4 Hinged Bonnet

Chris see Colin Ault !!!

Tele. No: 01 648 9050

David Ballwin 1.2.

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

M.J. Reed 1.

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.

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.

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.

Ford model 'Y' Steering Wheel £10.00  
Plus postage.  
Tele. Coggeshall 61420 - weekdays only  
between 3pm - 5 pm.

(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 PARTS FOR SALE NOTE; ORDERING PROCEDURE

For all items required, please enter on the form provided at the back of the letter and return 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. (Now only two left).

|  |                 |                         |                   |
|--|-----------------|-------------------------|-------------------|
| Front and rear shackles                      |                 | £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. |                   |
| Lever Rear Brake Camshaft                    |                 | CE-2235 RH £3.00        | This is the item  |
| Lever Rear Brake Camshaft                    |                 | CE-2236 LH £3.00        | looks like a fork |
| Rear Hub Seals (Large-outer)                 | £1.00           | Male Track Rod Ends     | £11.00 each       |
| Engine Valves - early types                  | £2.50           | Females " " "           | £ 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' Peearch Bolts £6.00 each - Four only left.

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.                   |
|      | 2 D Y Door, make good kit - still being considered                    |                              |
| AL/M | 'Y' Front Valances S.R. & L.R.  | £25.00                       |

N.B. Metal prices may be due for an increase as I know materials have gone up.

Timber Parts :

L.R. (Late) Roof Stick Kits £25.00 plus postage and package

All Timber parts available via Alan Oakes - BUT a pattern will need to be supplied.

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 Badges direct club is in hand. Our friend "Early Ford Store" proved not to be too helpful.

AL Bumper Bar Bolts for above.

3.00 ea. + Postage  
ea. " "

M/AL Door Handles for L.R. 'Y's - exterior nearside front.

16.50

O/S and rear 4 door handles

11.00 ea.

Both above - Lock Barrel and Base Excursion  
(Plates not supplied)

Windscreen Frames for L.R. 'Y's being offered

by Chris Glover, 1 Percy Rd, 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 Type domed wheel nuts plated.

75p ea. + carriage - (on order from Supplier).

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

35.00 + 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 9½" x 1½"

1.50 + Carriage

Bottom hoses - straight 8" x 1½"

1.25 + Carriage

Oil Can transfers, Black only at present : £3.00 including P & P.

Please Note : The Club does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

Mrs. Smullen



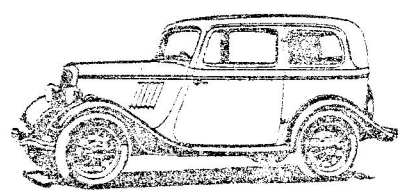
# Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

## Winter Oil

TO obtain easy starting and proper oil circulation when cold, it is essential that the summer grade of engine oil be drained out and replaced by the correct grade for winter use at the beginning of winter, as if the change over is delayed, a sudden cold spell is liable to gum up the engine and cause difficulty in starting. When changing the oil NEVER supply oil of inferior quality as its use is always unsatisfactory and the owner will hold the Dealer responsible for any consequent trouble.

Advise all owners to change to winter oil NOW.



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

## THE WINTER SEASON

With the approach of the winter season, owners should be reminded that an inspection of their car and the carrying out of any adjustments or replacements that may be necessary is the best way of ensuring trouble free service during the winter months.

Particularly does this apply to cars which have been used to the utmost during the summer months, and where those adjustments or replacements that could possibly be postponed have been put off until there is a danger of some part ceasing to function, with the attendant inconveniences.

When the inspections are carried out, some replacements are generally found to be necessary and dealers are reminded that they should be adequately stocked to deal immediately with these replacements.

"Out of stock" means delay and inconvenience to your customers, therefore stocks of such items as batteries, lamp bulbs, radiator hose, anti-freeze solution, and any other items that have been found by experience to be necessary at the start of the winter season should be checked and made up as may be necessary.

The following are suggestions for points to receive attention during this seasonal inspection, with the issue of the Model "Y" *Bulletin*, in which the various adjustments have been dealt with.

### 1. The Engine

Engine sump should be drained and refilled with the correct winter grade of oil. Check oil pressure and adjust if necessary. (Volume 1, Number 1, page 8). Advise decarbonising and the grinding in of valves if necessary.

### 2. Carburettor and Fuel System

Clean carburettor, carburettor jets, and check carburettor adjustment. (Volume 1, Number 2, pages 16-17).

Clean fuel pump screen and drain sediment. Make certain the fuel line is clean and free from water, and that all fuel line and air line connections are tight.

Drain petrol tank and flush out sediment.

### 3. The Cooling System

Drain radiator and cooling system, flush out and refill with anti-freezing solution after seeing that all cylinder head nuts are securely tightened.

Check hose connections for tightness, and the hose for signs of perishing or cracks; replace if necessary.

Check the tension of the fan and generator drive belt and re-adjust if necessary. (Volume 1, Number 3, page 28).

### 4. The Electrical System

Adjust generator charging rate to suit the owner's winter requirements, clean the commutator, and inspect brushes for undue wear: replace of necessary. (Volume 2, Number 3, page 22).

Clean starter motor commutator, and inspect brushes for undue wear: replace if necessary. (Volume 2, Number 3, page 23).

Check wiring and see that all electrical connections are clean and tight.

Check alignment of headlamps, re-align and focus if necessary. (Volume 1, Number 3, page 26).

Check battery electrolyte for level and gravity, clean terminals, and make certain battery connections are tight and not corroded: Clean if necessary. (Volume 2, Number 3, page 24).

The chart published on page 40, of Volume 2, Number 3, will be of great assistance in tracing and rectifying battery troubles.

Clean and adjust contact breaker points.

Clean sparking plugs, adjust gaps, or replace if they have been used over more than 10,000 miles.

Make sure the lighting switch and stop light switch is operating correctly.

### 5. Gear Box and Rear Axle

Drain and flush gear and rear axle, and refill with fresh gear oil. (Volume 1, Number 1, page 4).

### 6. Clutch

Check clutch pedal adjustment. (Volume 1, Number 3, page 23).

### 7. Tyres

Check tyre pressures and correct if necessary. (Volume 1, Number 1, page 3).

Advise replacement of worn tyres, or change position of tyres as described on page 32, of Volume 2, Number 4, to obtain the maximum braking efficiency.

8. **Wheels**  
Clean out and re-pack front wheels with grease, check for loose wheel or spindle bearings, and adjust bearings as may be necessary.
9. **Steering**  
Check and adjust steering, fill with gear oil. (Volume 1, Number 4, page 30).
10. **Shock Absorbers**  
Fill shock absorbers to the correct level with the correct fluid and adjust as required by the owner.  
Check arm clamp nuts for tightness. (Volume 2, Number 3, page 13).
11. **Brakes**  
Check brakes for adjustment, adjust if necessary, or advise relining if required. (Volume 1, Number 2, page 18).
12. **Chassis**  
Lubricate chassis. Clean springs, and spray with penetrating oil. (Volume 1, Number 1, page 2).
13. **Body**  
Inspect body for loose door hinges, check locks, remote controls, windows and window raisers for rattles.  
Trace any other squeaks or rattles and eliminate.  
Check operation of windshield wiper and inspect connections; replace rubber connectors if necessary. (Volume 1, Number 1, page 3).  
A rattle may be located with the car standing still if the engine is revved up on the accelerator until the rattle occurs. By pressing against various units in the general direction of the rattle the source may often be traced.  
Make sure cowl ventilator rubber is not broken or that ventilator is not leaking.  
To test if the ventilator is leaking, rub some chalk around the edge of the ventilator cover and close the ventilator. On opening the ventilator again, chalk will be transferred to the rubber seal at the points where a tight joint is made.  
Replace rubber if cracked or broken, or cure the leak as indicated.

## CAMSHAFT LUBRICATION

To ensure adequate lubrication of the camshaft thrust face on the forward camshaft bearing, a slot has been added as shown in Fig. 58.

The addition of this slot forms a small well which retains a quantity of lubricant from the overflow from the oil relief valve, thus ensuring a continuous film of oil between the camshaft thrust face and the bearing thrust face.

To ensure that all engines are adequately lubricated at this point, cars, when in for overhaul, should be examined to see if this slot has been added.

When overhauling an engine that does not have this slot, mechanics should cut a slot  $\frac{1}{8}$  inch wide by  $\frac{1}{8}$  inch deep in the thrust face of the forward camshaft bearing in the cylinder block in the position shown in Fig. 58.

After cutting this slot, the sharp edges left by the slot on the bearing thrust face should be slightly rounded off.

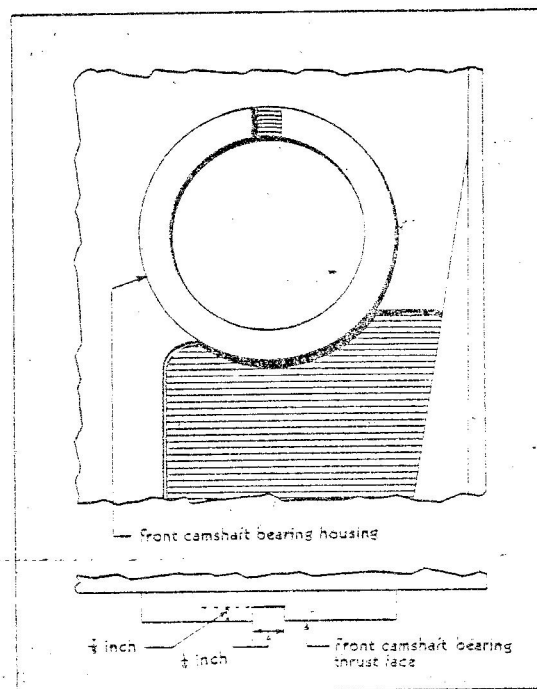


Fig. 58.

## OVERSIZE CAMSHAFT GEARS

A new .004 inch oversize camshaft gear Y-E-5256-BR is now available for use in units, the crankshaft gear of which have become worn to such a degree as to make it impossible to keep the backlash within the limit of .004 inch maximum as specified.

These gears may be identified by the mark .004+ stamped on the web of the gear.

Dealers should make certain that all mechanics in their repair department, working on Model "Y" cars are advised that this oversize gear is now

available and will, in many instances correct timing gear noise on engines the crankshaft gear of which have become worn sufficiently to prevent a satisfactory installation with the standard size gear.

Care should be taken that all gears stamped .004+ are kept separately so that there is no possibility of these being issued as standard size gears.

Instructions for replacing the camshaft gear, and the equipment available have been dealt with in Volume 2, Number 6, of the Model "Y" *Bulletin*.

## THE OIL RELIEF VALVE

When re-assembling or replacing parts of the oil relief valve on the Model "Y" engine, care should be taken that the ball valve cap is seated square on the ball valve, and that the spring is correctly located on the cap stud.

Failure to take this precaution may result in the cap falling to one side and keeping the ball valve jammed on its seating as shown in Fig. 60, making it impossible to adjust the oil pressure: Fig. 59 shows the relief valve correctly assembled.

Incorrect assembly will result in excessive pressure being built up in the lubrication system

leading to the possibility of heavy oil consumption, also to the supply of oil to the timing gears (which depends on the oil passed by the operation of the relief valve) being so restricted as to cause excessive wear of these parts.

If a case of excessive wear of the camshaft gear occurs, the oil relief valve should be examined to see if it is operating correctly, and that it is set to relieve at the correct pressure.

The method of setting, and the correct pressure at which the valve should relieve has been dealt with in Volume 1, Number 1, of the Model "Y" *Bulletin*.

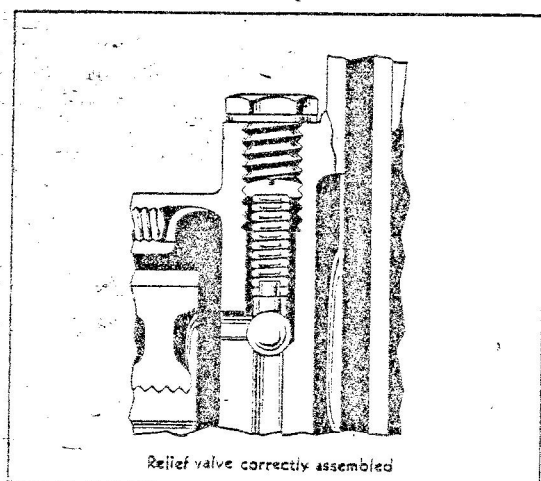


FIG 59.

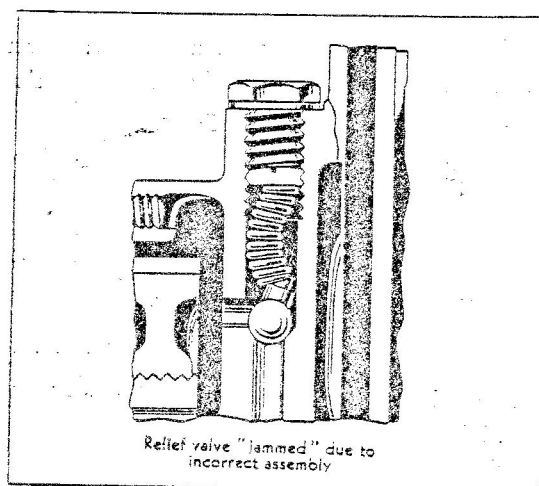


FIG 60.

## SPARE TYRE COVERS

Dealers are reminded that when ordering spare tyre covers, part number Y-E-1395, the colour required must also be stated as these are finished in colours to match the body finish.

Failure to do this may result in delay, or the supply of a cover that does not match the car finish for which it is intended.

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? -

Complete sets of door handles for all 'C' models ?

S'R' Model owners complete sets of door handles, rad badge mount etc.

---

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!

---

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|--------------|------|-------------|
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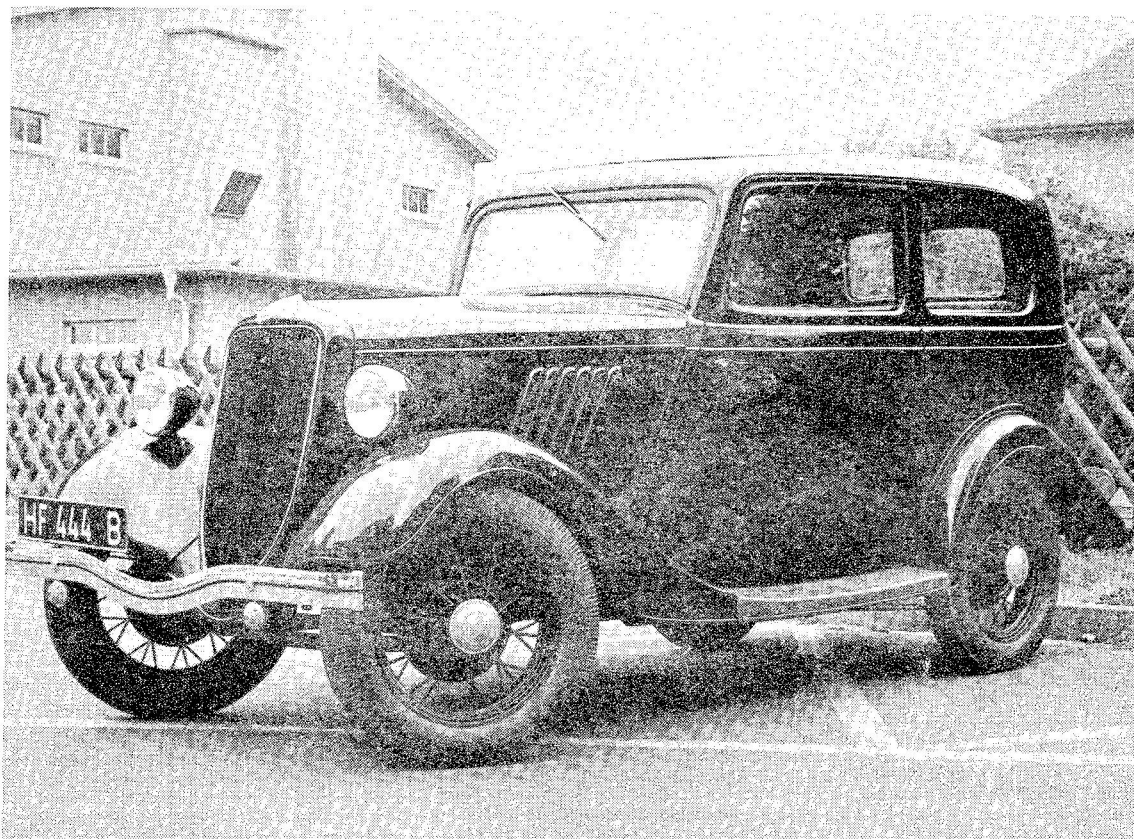
1. The Stanford Hall Meeting - August 20/21st 1983.

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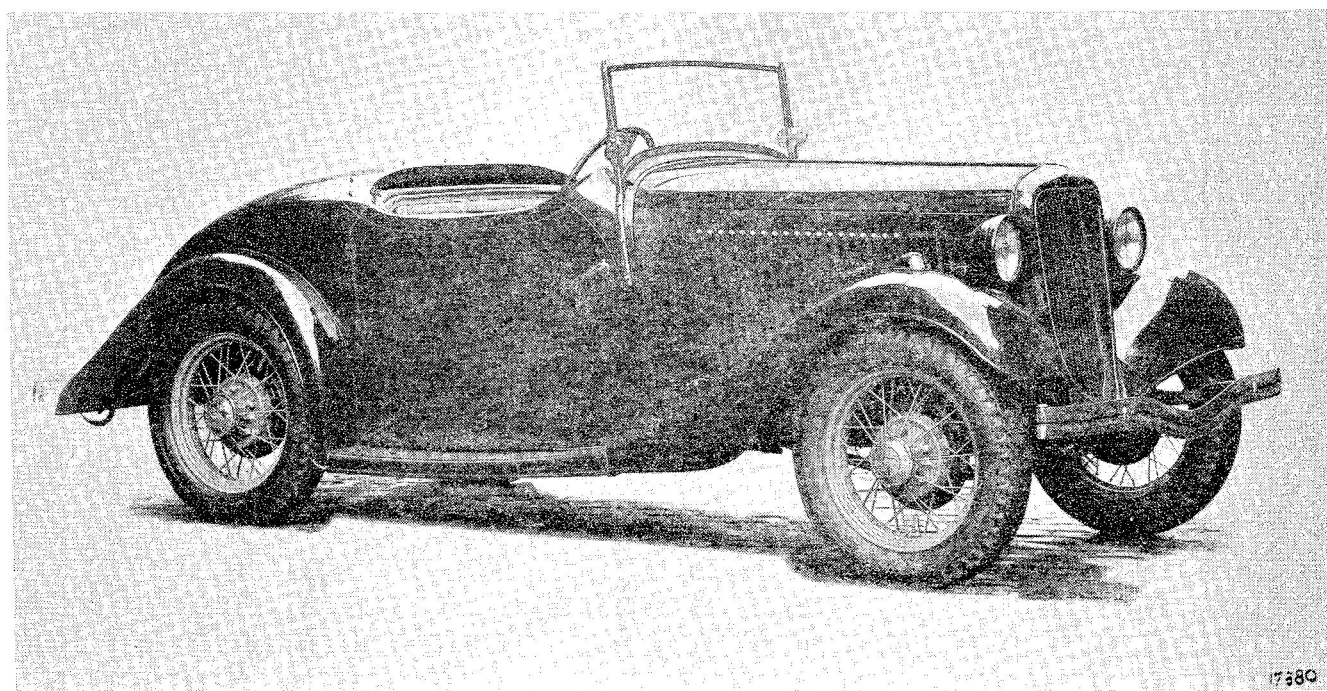
\* 3. The French/Belgium Weekend - 24th/25th September -  
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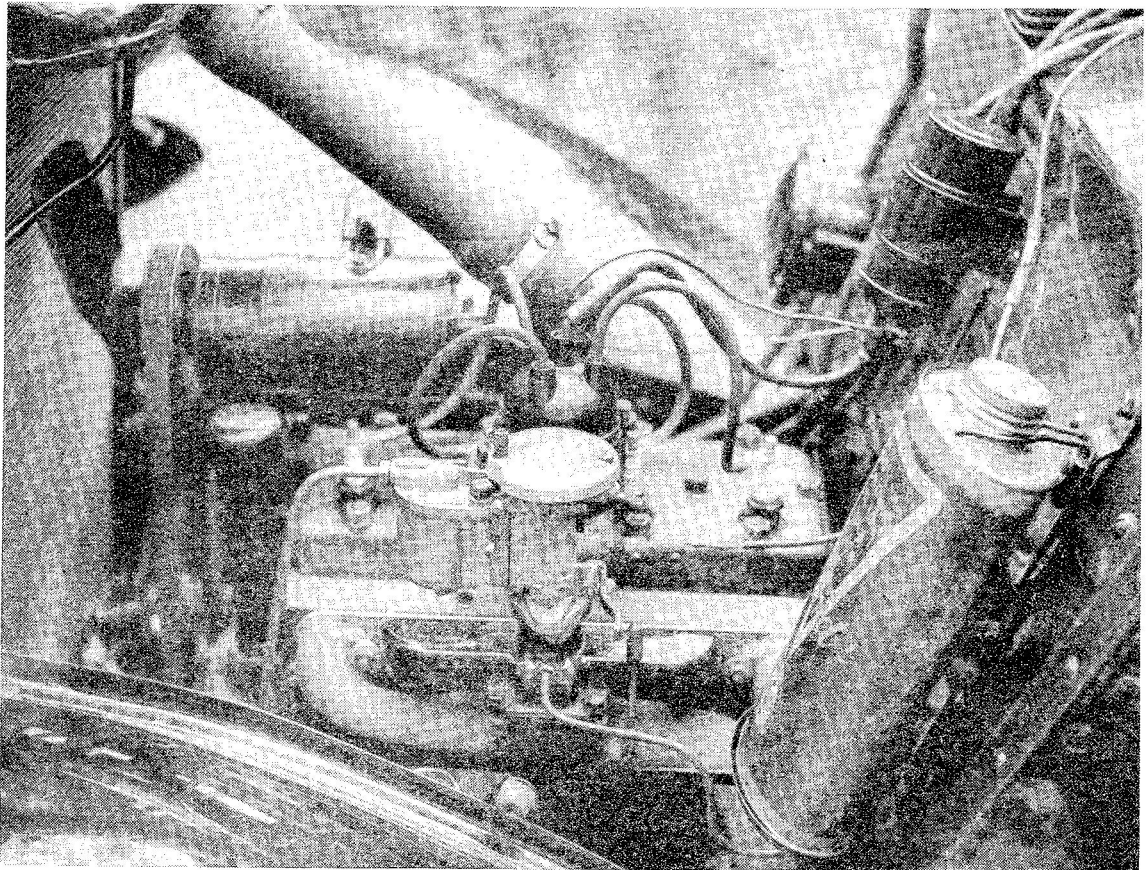
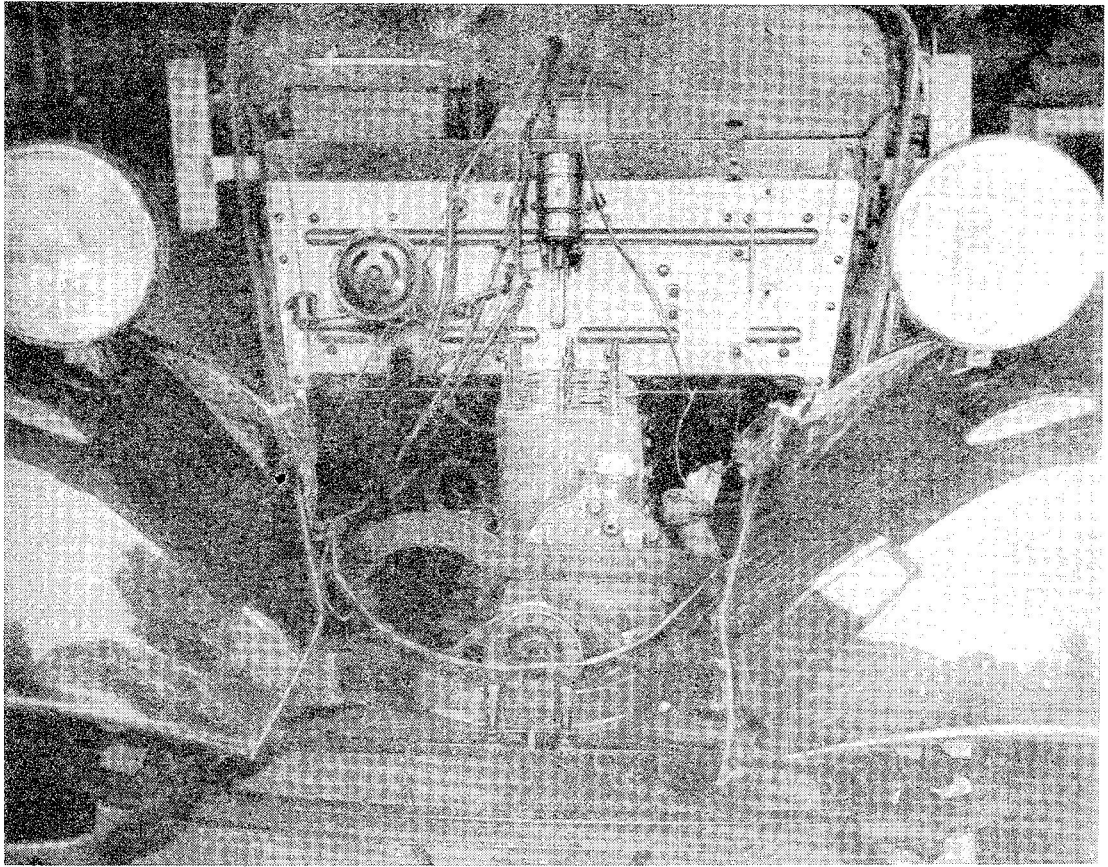




Who owns me ? First correct answer gains free entry at Stanford Hall.



Can anybody identify this car ? A 1934 model. A 1933 version of this car was shown recently in the Ford Side Valve magazine.



Engine Compartment - Jeff Cole's car. (i)