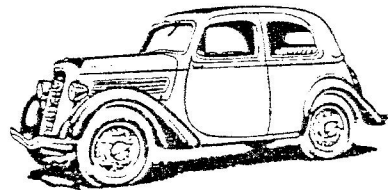
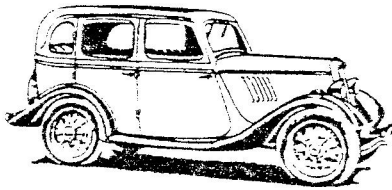


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 25    SEPT / OCT

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STANFORD HALL VIA SCOTLAND

In late July I set off for Scotland with my family and caravan, en route we stopped at Castle Howard for a few days with some friends from Edinburgh. On the Monday, the Bank Holiday, I noticed in the local town of Pickering, a rally of Steam Engines and 200 assorted pre-war vehicles, therefore, I conned my friends and family into going along. I felt like asking for my money back when I got there because I do not think there were more than 20 pre-war vehicles and not a single Ford amongst them, however, the steam engines were very interesting and there were quite a number of Traction engines and various types of steam lorries, along with a large collection of assorted fair ground organs mainly living in the backs of trailers or lorries, and in the main being driven by steam driven generators. So it was not quite a waste of time attending but like all these events its easy to get in but not so easy to get out and a large field was funnelling through one single exit and people were turning either left or right. Whilst I was sorting the Autojumble stands, in which I found nothing, my friend Tom from Edinburgh had been busy and had found a small gap in the hedge, assuring me that the car would go through it whereby we could drive down a gap in the middle of two hedges and pop out onto the road. Thus assured we set off Tom literally disappeared through the hedgerow as I had a brand new company Sierra I was not quite sure whether I should follow or not but one glance at the ever increasing length of the que told me I should. I disappeared into the hedgerow and did a 7, 8, or 9 point shuffle in order to make a left turn in the middle of the hedgerow, I followed Tom through the bracken until the car emerged onto the road. At that very point where we came out were two overweight Police ladies, this is it I thought! Johnson's in trouble but no, to the contrary, the two ladies simply said one to the other "Oh there coming out we had better stop the traffic and let the vehicles go". Where upon we were whisked away and I think infact we were about the first vehicles away, so it does prove if your cheeky it can work.

Early on the Tuesday morning I slipped away and headed North up towards Tee side we passed some very nice country of Yorkshire an area which I intended to visit at a later date. We made our way up through the Tyne Tunnel and the A.1. to Edinburgh and on up to Aviemore. After a few days at Aviemore we crossed to the Isle of Skye I had previously been there and my reputation as something of a mechanic had already arrived, mainly due to the fact that some 10 years or so ago we were woken early by the sound of everybody with two legs or more running to the far side of the village where there was a bracken fire heading towards the village. In the middle of the bracken was a frantic crofter trying to start a diesel tractor that had run out of fuel, it seemed no-one could bleed the engine, with flames half way up my knees I did the quickest fuel line bleed I ever did. "Ah", said the local Farmer "My Bailer does'nt knot". "Ah", said the Farmer on the other side. "I can't get my Tractor to start". The Bailer would not knot? I've never seen a knotting device on a Bailer before it would knot one side but not the other! After watching the operation of the machine for several times I began to realise what was wrong. "This parts worn out", I said "We'll have to get a new one". "You can't get a new one for one of these" he said "This is a mark two". "Oh", said I. "What mark do they make now?" "Mark 17" came the reply. I resorted to my favourite method when in doubt I find a large punch and large drift and adjusted the ware!! I left the Bailer bailing how long for I don't know. The Tractor turned out to be a petrol paraffin job I have never really seen one before I've only read about them in text books, I was not surprised it would not start it was trying to start on neat paraffin the theory is they start on petrol and change over to paraffin. This one was working the other way round it seemed to me it was made in the 1940's by Fords. The Tractors on the Island generally were quite ancient I think the youngest being about 1959 not one of them had a single cab guard and the getout being, that these people are owner drivers and do not need them, although some of the crofts are on extremely tippy hillsides and I would have thought a roll-bar was a very desirable item to fit. My Mother-In-Law had informed me that the man in the next croft had once owned a 'T' model and had kept it in a garage. The garage had long since disappeared and all that remained in the hillside was the basic foundations of a cut-out. However, I got busy with a pick and shovel and eventually found a 'T' model engine, at least I think it was a 'T' model engine, I could only recognise it by its unique Ignition system. 90 percent of the engine had rotted away; rummaging in the barn I did find some Standard Coventry Hub Caps which saw their way to Bealieu and then another barn belonging to one of my wifes cousin we found a Boar War smooth rifle a Henry Martini type, quite beyond repair.

Later in the week I rondavoured with a friend of mine from the South of France who had driven up most of the way along with other French enthusiasts in his 1930 'A' model the oldest car been a 1922 open Citroen and the youngest a 1938 light 15. The light 15 was later to develop gearbox trouble and by the time all of us had returned to Aviemore the gearbox had in fact split open. A common fault on aged 'light fifteens', I had the same problem on one in my youth, I remember this enormous bang from the front end, and wondered what it was, only when I went to change out of top did I find I left all my other cogs half a mile up the road. They contacted a local British Club and a chap in Glasgow put them in touch with a member in Newtonmoore, a village 15 miles South of Aviemore who had a spare gearbox. One evenings work and the gearbox was replaced, sometimes your lucky. I left my wife and family and decided it was time to go to Stanford Hall, hooking up the caravan I began my devious route to the South, I wanted to go to Tomantoul the highest village in Scotland and as it was only some 20 miles from Aviemore I set off. Everybody said "You cannot take a caravan there". I rather think they were right actually, but somehow I got through, very interesting country and very spectacular. On my route South I stopped at Allford where there was a small motor museum and well worth a visit. As I headed South I went to Inverbervie and had lunch with my wifes Aunt only to find her husband attempting to repair an Imp, I never did think much of Imps and after looking at this one I think even less. So it came to pass after a trip around Dundee I found myself on Sunday afternoon at George Shearers for the evening. George Shearer as you may recall lives at Kirkcaldy on the East Coast We were joined later in the evening by a new member to the club Walter Drysdale from Methil we took him to a couple of local pubs and had a few drams. Next morning George who has started an Ambulance Preservation Society for Scotland and had already purchased a very early 1960 Ambulance based on a Morris L.D. They took me for a walk around the town on route we passed a derelict Hospital which had been shut for many years and one of the doors had somehow been prised open, we popped in, George busied himself checking heaps of old records finding some quite interesting documents amongst them. I walked through the derelict building until I came to what turned out to be the 'Bed-Pan Store', there were numerous shapes and sizes of china bed pans some of them in perfect condition. Urinal bottles various other strange bottles with knobs on them rubber tubes and all sorts of objects. George was delighted we quickly obtained a couple of laundry baskets, piled them all in then I said to George "How the hell are we going to get this lot out of here?" "I'll get the Ambulance, it looks more authentic". So he returned with the period piece Ambulance and we loaded it with period items. I left George to clean the bed-pans. As I headed South word had spread there was a garage near Edinburgh with some Ford parts left, I popped my nose in the door it was like popping into something from the 1930's one man worked in the middle of a muddle. "Oh Yes" he said, "I think there is, help yourself it's over there". He sort of pointed in the general direction of all four walls. I rummaged for along time tripped over a couple of dead chinamen and found quite a lot of 'Y' parts some new some old some 'A' and 'B' model parts and even 'T' model parts, all went into a big heap in the middle of the shop. Eventually, he said to me pointing up to the roof "Can you identify that Chassis?" Indeed I could, tucked high in the girders was a 'Y' model van chassis "I'll have that" said I. "O.K." he said, "I haven't got a ladder". So I found myself climbing up cupboards etc., until I reached the girders I balanced across them like some sort of theoretical clown from the circus and lowered the chassis on the rope, although the rear crossmember was missing the chassis was in very sound condition the rear crossmember did not bother me as I had already found one in the stores. The chassis ended up in the back of the caravan along with all the other junk. So, a little later than expected I set off towards Alan Oakes in Manchester, now some 3/4 hours late. Alan cooked a very nice meal, I can recommend him. Then met up with Phil Sergent who makes our sheet metal and had a few jars in the local pub. Next day the caravan and every other square inch I could find was loaded with sheet metal the vehicle now weighed something in excess of 3 tons. I inflated all tyres an extra 10 lb and set off down the motorway at a steady 50 mph. Eventually, I found I could do 60 mph and even more the caravan refused to blow all over the road inspite of the fact it was a windy day as it was so heavily laden. And so it came to pass that on the following Saturday caravan denuded of most of its rubbish I turned North and headed to Stanford Hall.

NATIONAL DAY AT STANFORD HALL

On the actual day I was pleased to see quite a good turnout. It started on Saturday evening with a Barbecue arranged by Julia Laxton with one or two helpers present she had set up beside their caravan an awning with the necessary cooking facilities. David from some ancient Chinese recipe had dreamed up a punch which towards the end became more and more fruity quite literally. The attendance on the Barbecue was down on those expected or, those who had booked in, but nevertheless, I feel quite certain that those who did attend found the evening very pleasant and friendly. By 10 O'Clock or so it was becoming too dark and cold to continue and so when everything inside was eaten a number of us adjourned to the local Public House. Consequently, the next morning Peter Ketchell, Graham Forbes and myself were in no great hurry to get up and we were awoken by Bert Thomas knocking on the door and informing us the show had started. I glanced across the field from where we were camping and you could see the spider-like silhouette of a 'Y' model driving up the approach road. We breakfasted in the company of Gary Kelly and his wife a Newzealand couple, although in fact Garys wife was originally from Nottingham and has now been over here for 6 months on a working vacation. Gary has got to be "The Nutter of all Nutters", (I'am sure he'll excuse the expression). I think he has either got, had, or was about to get more old Fords then any of us put together and was able to produce photograph after photograph of various cars he owns in NewZealand on various rallys. He himself owns a 1935 four door 'Y' model one of only a few in NewZealand apparently, the 'Y' model was assembled out there by the 'Colonial Motor Company' of Aukland. When we did arrive at the venue we found that 6 or 8 'Y' models had already arrived and by mid-morning we had passed the 20 mark. Three of the vehicles present had been brought on trailers one 'C' model owned by Don Malin and two of the 'Y's were owned by Norman. Martin and Colin Ault. Norman impressed me with his ability to restore what was obviously a very deteriorated car as he quite literally made most of the chassis himself and I would say it was made to a very exact standard. I was given the job of judging and therefore, decided to press Geoff Cole into assisting me. We had various trophies in several major groups namely, Short Rad, Intermediate and Popular £100 models and 'C' models. As there was only the one 'C' present the judging was not too difficult and David Curtis nevertheless justifiably took the first prize. Short Rads were similarly affected and only two had been brought along and as I had brought one of those myself we did not feel we could give it a prize, although Tom Morgan had polished it from stem to stern having removed all the wheels cleaned them on the inside, he had even polished the Tools! Consequently, David Bond won the prize with his 1933 short rad two door, again not unjustifiably. This is the vehicle that is fitted with a chrome plated grille and surround, some degree of controversy surrounds this, fitting! Gary Kelly informed me that he had a photograph of such a vehicle in NewZealand, and in fact produced it showing a short rad with a chrome plated grille surround, Bert Thomas was not adamant that it was wrong, in fact he seemed to think that one or two were made like it although personally, I have never seen this or had any knowledge of it being standard. When it came to judge the Intermediate models Geoff and I found this more difficult as five of the vehicles were of a very high level and we were obliged to lift bonnets to see if they were fitted with the correct engines. Having decided which vehicle was as close as possible to the original specifications we awarded first prize to Ron Smith, second prize to David Laxton and the third prize to Ian Smith, not to say that the other vehicles were not to a high standard but these vehicles were originally fitted with 8 h.p. engines and of course not 10's which made it difficult with one near perfect vehicle having a 10 h.p. The Populars were then difficult to find one better then the other eliminating Geoff Coles as he was judging. We gave first prize to Hyde second prize to Roy Snape and third prize to Peter Ketchell, we then came onto our special prizes there being no prize for vehicles fitted with an non-standard body or commercial vehicles as frankly, we had overlooked this group. The next prize given was one that I had arranged personally along with Davids help and this was for an Annual Trophy which would be awarded to the member who for the first time at this annual meeting had bought a vehicle he or she is restoring and which is being restored to a high standard, the vehicle does not have to be completely restored but nearing completion or be one that is completely restored. The trophy is to be known as "The Eric Bufton Memorial Trophy" and I will give you briefly the basic background to this. Eric Bufton was a personal friend of mine who I knew for a number of years and although knowing very little about the subject was restoring a very delabated 'Y' model. It became practise for us to spend several hours late on a Wednesday afternoon and into Wednesday evening together on the car



so that he could be set a weeks work, and then the following Wednesday he would have either completed this work or we would carry on with the next stage. Unfortunately, after some 9/12 months Eric was taken ill and it was discovered that he had cancer. Undeterred by this he carried on with his restoration and in fact worked on the vehicle for a further six months, at one stage he even broke a collar bone lifting the door into place, but even with an arm in a sling he managed to do certain jobs to the vehicle. He was working on the vehicle on a Wednesday and in fact passed away on the following Monday. I think such peoples courage can be an example to us all as I am sure to a great extent cancer is a state of mind. This year the plaque has gone to Colin Ault for the restoration work he is doing on his 1935 - 20 -Y model Saloon car. He has being given a personal trophy to keep and next year the shield will be handed back so that the next name can be engraved upon it. The next prize was given to the man who had the greatest trouble getting there as I promised to get him drunk and I thought perhaps the wife should feature in this, so a bottle of Harveys Bristol Cream was awarded to John Holden for his work on his 1933 - 4 D - SR 'Y' model car, which was actually driven to the event not completely restored and far from road worthy, but John had worked on it most of the previous evening and well into the night fitting a back axle in order to get the vehicle there. The next trophy was awarded by Sam Roberts, this was one for the highest annual mileage, this is a trophy that Sam has made for himself and again carries an engraving of the owner for the possessor for that year. This year the annual mileage trophy went to Morris Hyde with a recorded mileage of over 5,000 between M.O.T.'s, he had forgotten to bring his MOT certificates but once these have been received his name will be engraved on the trophy. Finally, we had a special prize for a member who had travelled the furthest that day under the vehicles own steam and that went to David Bond who claimed a total mileage of 300 miles to the event. So ended the prize giving and my thanks were extended to Sam Roberts for his commanding voice over the gathering and with a word of thanks to David Laxton's wife for helping us and indeed, a word of thanks to David Laxton who had organised the total event without anybodys help. It had proved to be a very friendly enjoyable day, we would hope to repeat the event on an annual basis. I would like to see it at the Stanford Hall once more as the venue is absolutely ideal, based midway on the M.1. and at the point on intersection with the M.6. Finally, a word of thanks expressed to Wards of Leicester who had kindly paid for and donated the Plaque that had being given out that day. So ended our National Day for 1983 with the members quickly dispersing to make their way home something after 3 O'Clock. A well worthwhile week-end. So I hope to see you all there next year and a few more besides.

#### RETURNING TO SCOTLAND

On the night of the Wednesday following Stanford Hall week-end I headed North again this time with my car loaded with sheet metal my caravan by this time I had dropped off. I stopped on the route on the motorway at Junction 18 and deposited a piece of sheet steel to Don Malin then up to Junction 25 for a rear wing to Mike Yarwood. The rest of it continued rattling with me until I got to Jedburgh where Jack Laidlaw had laid on accomodation for me. Next morning I met Jack for the first time, I was pleased to unload the complete set of wings and one or two other items for Jack who showed me his 1934 2 door which is well under way from restoration point of view. We had a whirlwind tour of Jedburgh visiting just about everywhere, I then continued on my way to Edinburgh where I once again searched the wayside carriage, this time armed with a large torch. I found a further selection of items not so much this time as it all managed to go into a couple of boxes in the boot I then went on my way once again to Aviemore stopping off a Pitlochery, to deposit a complete set of wings and etc's., to Walter Drysdale's daughters house. The day after we had arrived back in Aviemore my wife decided they wanted to do some shopping in Inverness on the occasion I popped into see Lenard Morrison at his business premises in Inverness, he happened to mention a 'Y' model living on the north side of Lockness and as it was a particularly sunny day we had nowhere in particular to have our picnic I persuaded the family that they ought once more to see Lockness. "I've seen that lock a 100 times" said Mother-in-Law. Beside the lock is an outcrop where is situated a castle called 'Urquehart' just adjacent to this is a 'Y' model sitting in a front garden owned by a chap called Ross. I met his wife and had a look around the car it was a 1934 2 door deluxe and in sound condition,



he assures me that he intends to restore it and that the vehicle is not for sale, should anybody be passing by. I think he gets a little fed-up with people asking him if he wants to sell it. After a day or two in Aviemore we set off South, on the Tuesday to do the 560 mile hit to Abbots Langley as I cut down the various short-cuts that I learnt to develope over the years I pick up the A.73, this takes me through a village called 'Roberton' just north of Moffit. As I wizzed through Roberton I was surprised to see sitting beside the road a rather sad 'Y' model, the vehicle was minus roof and minus many other components. I popped a card through the letter box and drove on south. From the time I had left Aviemore until I returned I had travelled something like 1250 miles, principally to go to Stanford Hall. I think really I should be the one that claims the Leather for the greatest mileage to the event.

### G. G. Miles.

Well Members, following behind that chase around the country which was immediately followed, bar one week-end by Bealieu, which from my point of view is a three day event, two weeks getting ready and it seems like a hundred weeks clearing up afterwards. The club had a successful week-end as we took over £700.00, boosted by two big orders from the two new members. However, I found very little to buy, which made me more certain in my own mind that my policy of trying to get various parts reproduced, for as the years go by the club's will be the only source for parts for these various obscure British made models.

### Ordering Procedure -

Now let us consider ordering these parts. The vast majority of you do use the form I reproduce in the back of the 'News Letters', however, a large number do not, so let me explain how I work. When the forms arrive I clip them on a board and time permitting sort out the packing and posting of these items. But many of you send me rather lengthy letters, and just happen to mention in the middle that you need an item. I spend on average six - ten hours a week doing club things, and frankly reading back through these letters just takes too much time. So if you want my help - USE THE FORM and do not forget that S.A.E. for an invoice. If you 'Guys' like writting letters write to John Guy, he is your News Letter Editor, not me, I have enough to do running the club and sorting spares, which I am very behind with, mainly due to our sell-out at Bealieu and work going mad with what seems like every Transport side of every company deciding they now need to do what they have been putting off since 1980 - and at long last replace their lorries.

### Payments -

Can I ask all payments to the club to be made by cheque, and made out to "The Ford Y & C Model Register", not to me, or anybody else, and please remember those payments are to be in Stirling. I get postal orders from Southern Ireland, for example a £10.00 Irish nets out after Bank charges to just over £5.00 sterling. If you do pay by Postal Order or get a friend to pay on his or her cheque please put your name on the back. In future if payments are not in Stirling I will send them back. This is becoming necessary as word of the club spreads I am receiving letters from New Zealand, all over Europe, South Africa and even the Canary Islands.

### Subscriptions -

I have no intention of changing the level next year, but the problem is for members from over the worlds surface. I am looking into various ways of keeping their subscriptions down to a realistic level, for instance, to send a News Letter to New Zealand costs £1.64 - I think! If sent by Air, and that can take three weeks, as you can imagine how long surface would take.

### Events - Costs of

We tried to set up 'Three' this year first was to be set up by Jim Fitzgerald over the week-end of the 5th June, and to be centered just north of Dublin. This did not happen, Jim said he got virtually nil support. If you recall I sent out £100.00

Hotel deposit, well to date I have not had an account of how that money was spent. So I still have £100.00 shown on our accounts as money outstanding.

The second event was very successfully organised by David Laxton but a number of members booked in for the Barbecue but failed to show up. The cost that had to be stood by the club was £2.50 per head for those who did not honour their commitment. Also a few did choose not to pay for the camping they owe £1.20 per unit. So with a number of 'Brass Plaques' that can be sold at £2.00 plus 60p P & P we may not lose the £50.00 odd pounds or so once the overdue cheques roll in - I wonder?

The third event was a trip to Belgium. At one stage it looked like I was going to get 15 or so from the Side Valve Club, but support melted away like Snow Balls in the Desert. With only four of our members prepared to go I could not be bothered and called it off, we had not lost anyway. For those interested we will plump for the Belgium Club Rally in May of next year. So at this moment we are down £150.00 over the past season.

The 'All Ford' rally normally set for a date early in the Summer did not happen this year, so I decided to take a look at 'the other All Ford Rally' which is held late in the season at 'Quinton Railway Preservation Society' just north of Aylesbury. As this event cost us nothing i.e. I did not have to stand our share of the Insurance etc., it was even more attractive; for the earlier event at Knebworth Park normally costs the club £15.00 - £20.00. Present at the Quinton event this year were four other members, the furthest afield being Arthur Tavener and his wife from Bath - 106 miles on the clock. Well done - good to see you made the effort. The event was very good so next year we will make a bigger effort.

#### Manufacturing -

The Radiator Badges suitable for all 'Long Radiator' models and all 'C' models have arrived - these to avoid confusion over subscription cheques, will be sold at £7.55 each posted. I have also got a hundred door hinge bolts, complete with tension spring, lock tab and nut - .75p each. These do not include the 'Ball' if there is a demand for these I can stock them. Also a good stock of sheet metal and at long last the engine splash guards, these may need a bit of trimming with your metal shears as it depends on the engine you have fitted for its exact shape around the block. This financial year alone the club, small as we are, have spent over £2,500 on sheet metal.

'C' Owners the message to you is quite simple if you want reproduction door handles and it would seem from the returned forms many of you do, I need an old set of handles for a pattern - so somebody send me some, stripped down!!!

As previously mentioned I do have a number of single or more unlisted 'New Items' for example I have recently picked up a new crank shaft, not that I have had time as yet to measure it but I think it is standard, and I am sure I can find some connecting rods to go with it. So as previously mentioned, list items you need on the form and return it to me.

Remember the club has its own distinctive Badge - I see too many cars without one and too many of the other clubs badges on only and not ours.

#### Club Officers -

As you can see from the flysheet there have been one or two changes. Firstly, Keith Button is redundant, as our name now reaches into many magazines and publications free of charge the need to pay for such adverts is superfluous. So for the moment Keith hasn't a job. Lessie Oakes has been made redundant as the library was so little used, the books have for the moment returned to my care. If room permits I will find a hole for the list but next year I would like somebody to make themselves responsible to receive subscriptions - so do I have a volunteer? If I can get more of you to contact John Guy for contributing to the News Letter, this will leave room for me to concentrate on arranging and dispatching spares.

V.5 - Not LOG BOOK -

Hopefully, I hope to get some more information from Ford Motor Company re: Briggs Body Numbers to be found on frame by the front passenger feet and the chassis numbers build date, chassis numbers to be found on the top of the chassis frame - just rear of the steering box (R.H.D.) and nearside one early S.R. models. I am also trying to get dates for when registration number batches were used.

It is becoming increasingly obvious that if you have not got an old style log book, old tax disc or old M.O.T. Certificate you will have a problem. See the copy letter that Vernon Morgan got back. Also I have published a list of Local Vehicle Taxation Offices, it is at these offices where the vehicle was last registered that the vehicle files may still be found. Word has it in the trade that the government has decided that the sale of personalised number plates is a good thing to be in on. So you may still be able to get your old plate next year, but you will have to pay for the privilege! Good old Maggie.

Club Tools / Miles available following Edinburgh.

Between you and me : -

Engine Valve spring compressors, Valve seat cutters, dummy valve guides and Mushrooms.

Road spring spreaders - Alan Oakes and I.

Rear hub remover

Steering box drop arm puller.

Steering wheel remover.

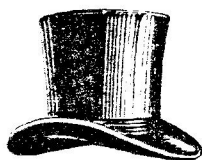
King pin reamer ~~and~~ Broches - Broches must be used in conjunction with a press.

Adjustable reamers - Club shackle bushes.

Club 20 thous. oversize brake Clevis pins.

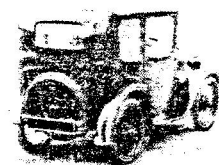
Also 'Y' 307 - But I am not sure what he is for!

Finally, just look who the Pilot boys have been to tea with !



# WIN A TOP HAT VINTAGE AUSTIN 7

In a 3-part competition in **The Automobile** November, December and January issues



Between 1939 - 1945 Ford Dagenham built about 360,000 military vehicles to a total value of £138 million and paid £25 million in wages and £12½ million in taxes.

Civilian production started again in October, 1945, with the Anglia E04A 8 hp, it was a carry over of the 1939/40 model, but with some detail improvements. It remained unchanged until late 1948. Also carried over was the four door 10 hp E93A Prefect. The millionth vehicles to come out of Dagenham was a White Prefect in August, 1946. It was driven off the line by Mr. John Wilmot, the Minister of Supply, his passenger was Lord Perry, he had been elevated to the Peerage as Lord Perry of Stock Harvard in 1938. The commercial derivatives of these two cars were the 5 cwt., E04C and the 10 cwt., E83W.

The year 1946 also marked the Jubilee of Britains Motor Industry. This event was marked with vehicle cavalcades through major British cities. No less than 493 vehicles drove through the West End of London, and were reviewed by the King and Queen.

Changes were slowly taking place in the UK Ford operation concerning the American monopoly on design: as early as 1935 a young executive, Patrick Hennesy was sent to Dearborn with two prototypes, styled in Dagenham, of the 1937 Eight and Ten. These were eventually accepted, even though British participation in design was 'sternly forbidden'. A small Engineering Department was set up which was having some say in overall design, even though was not until 1950 that an entirely British designed Ford appeared in the shape of the Zephyr/ Consul range.

On May 26th, 1943, Edsel Ford died from illness bought on by sheer overwork, so 80 year old Henry came out of retirement to be President and Chief Executive. However, on September 1st, 1945, the ailing founder was at last persuaded to step down in favour of his Grandson Henry Ford II, already a Vice-President at the tender age of 25.

Meanwhile back in England Dagenham was working flat out to meet a pent-up demand for new cars. Despite a shortage of steel with which to build them Dagenham produced 115,000 vehicles - cars, trucks and tractors in 1947. Expansion was aided by the take over of the company's bodymakers, Briggs Motor Bodies, with factories at Southampton, Doncaster and other locations.

From January, 1947, cars registered for the first time were taxed on the basis of cylinder cubic capacity, and in 1948 a flat rate system was introduced: £10 annually for any type of car. This had an almost immediate effect on engine design, replacing the slow reviving long stroke units of the thirties, and encouraging larger piston area.

1947 saw the death of the founder of the world wide empire Henry Ford, who passed away on April 7th. One of his finest achievements, the V8 engine was used in the Pilot Model E71A introduced in August 1947, and continued until 1951. It was very similar to that of the pre-war Model 62, 22 hp, apart of course from the imposing front end. For export only was an 'equipped chassis' (Model E71C) for pick-up truck bodies. The Pilot sold over 22000 units in its production time, and the V8 engine had an enormous following which it thoroughly deserved. The sidevalve V8 engine was finally replaced by an overhead valve unit in 1953, over 20 years after its introduction.

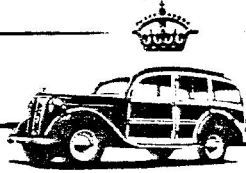
In October, 1948, design took a backward step when the Anglia received a new grille based on the 1937 Eight and Ten, and was redesignated Model E494A. At the same time an Anglia export version with the Prefect 10 hp engine was announced, from this model came the 1953 - 59 Popular 103E.



# Pilot Affairs

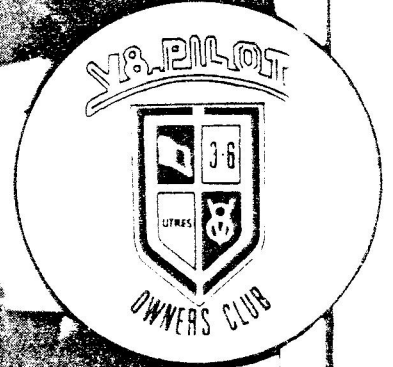
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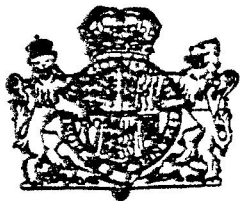
Vol 4



AUGUST / SEPTEMBER 1983

## Sandringham 1983





# Sandringham 1983



Friday July 29th 1983, the day the V8s went to Royal Sandringham. Once again the "Ford V8 Pilot Owners Club" has made history and never have we been so proud and honoured on such an occasion. (The club way back in 1981 first broke all records with a fantastic line up of no less than 31 V8 Pilots at the Enfield Pageant).

Now in 1983 we have the grand privilege of being the first old car club to be invited by Her Majesty Queen Elizabeth the Queen Mother to visit her at Sandringham. After the Royal invitation was received at School Road rapid preparations were soon under way.

Ford Motor Company offered valued assistance with transportation of vehicles and a company photographer, Mr Ken Shipton, who worked so hard to capture the splendour of this great day. A special thanks must be given to Ford executive Mr Derek Sansom for organising the Ford Company role on this unique occasion.

The day began at 6am. Four V8s were transported from Dagenham to Grimston, a tiny village 5 miles from Sandringham. Club member Ron Bloomfield, whose Pilot was attending, had kindly arranged the use of his brothers farm house as a staging point and the adjoining pub proved most useful for refreshments plus large car park for unloading.

Mr Wally Wheatley of Nordan Services, kindly agreed to drive a Pilot, arrived with his wife. The hustle and bustle of unloading and final polishing of the now gleaming V8s over, time was rapidly approaching 1pm.

With a hasty lunch and change of clothes the drivers with their wives drove the five cars in convoy to Sandringham.

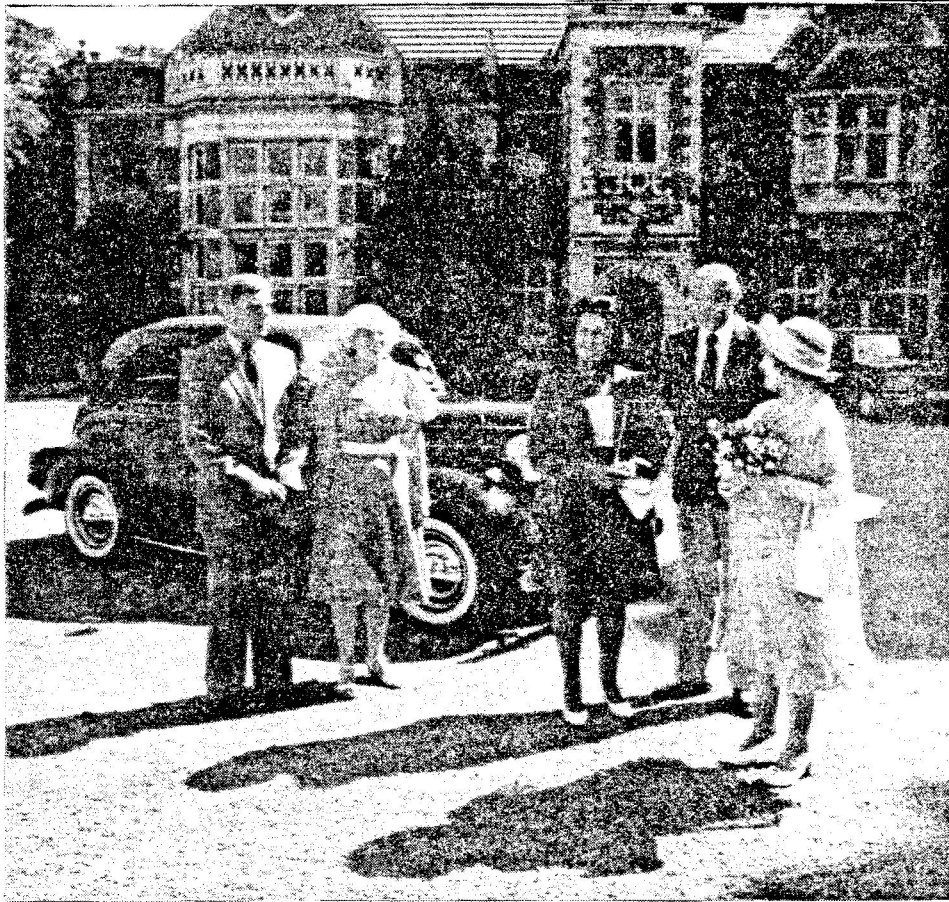
Two Pilot saloons, Police Pilot, Pilot "Woody" and a rare V8 "Model 62 Woody" owned by D. Sansom of Ford duly arrived at the appointed time 2-30pm outside the main entrance to the Royal Estate.

A brief word with the policeman on duty, the massive gates swung open, we were there.

The cars were positioned in a half circle outside the magnificent House and everyone was invited in to view the vast picture gallery. Time was fast approaching 3pm.







Drivers and wives were ushered to their vehicles, a discreet signal from an equerry and silence descended on the small gathering.

A Corgi scampered down the steps to be followed within seconds by the Queen Mother looking charming and radiant as always, walked graciously towards us. Phyllis and Trevor were first to be introduced and Phyllis presented the Queen Mother with a pretty bouquet of freesia and pink rose buds. Trevor then handed the Queen Mother a special car badge bearing the inscription, "V8 Pilot Owners Club Sandringham 1983" for her own "Woody".

Phyllis and Trevor then escorted the Queen Mother to the displayed vehicles and introduced their owners. She showed true interest and enthusiasm and often repeated how excellent the condition of the cars were.

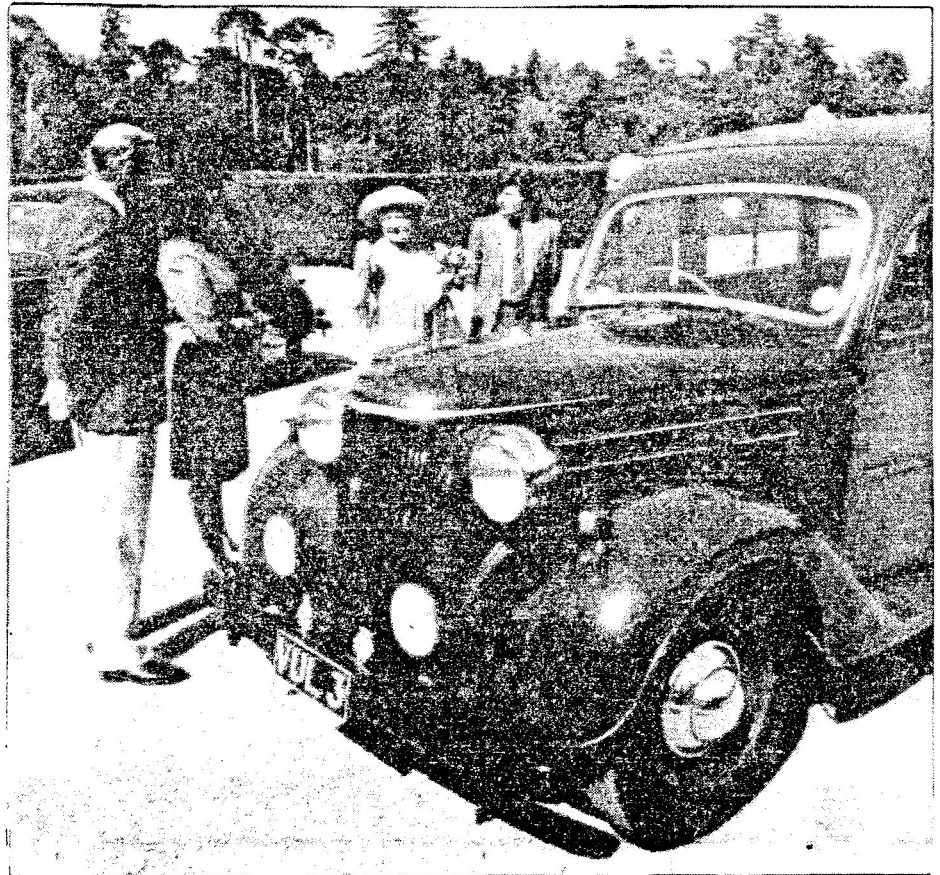
The Queen Mother had instructed that her V8 Pilot "Woody" be put on show among the clubs V8s. She expressed many happy memories with her "Woody" in the early 50s both at Sandringham and Balmoral.

An added bonus was the presence of 81 year old Harold Fishburne still a member of the Royal Household staff who actually delivered the Royal "Woody" to King George VI in 1951.

Ford's Historian Mr David Burgess-Wise kindly presented the Queen Mother with a album of photographs relating to her car.

A life size model of a 1950 police-man sitting in the rear of Vaughan's Police car brought a smile to the Queen Mother's face along with the old fashioned microphone and bell. Beatrice and Vaughan explained the working of all the Police equipment to Her Majesty who was most impressed.

The Queen Mother wandered among the cars chatting to all owners and although the temperature was in the high 80s she remained completely composed throughout the visit, a truly remarkable lady. Everyone was invited to visit the



famous Motor Museum situated about  $\frac{1}{4}$  mile from the House. On instructions from the Queen Mother her car badge was to be fitted before we left; it was, and we all appreciated this very kind gesture. The museum proved most interesting and although taking photographs is strictly forbidden, our guide must have been a V8 Pilot enthusiast!.

After a very enjoyable tour of the museum, the cars returned to the House. Phyllis and Trevor, together with David Burgess-Wise, were given the honour of being chauffeured in the Queen Mother's "Woody".

Final photographs and goodbyes to all the staff saw this Historic cavalcade of 5 Ford V8s move smoothly away.



The committee would like to thank member Alan Dawson who owns a Florist business in London for kindly donating the beautiful bouquet.

Our thanks also to Mr Brian Palmer, assistant editor of "Thoroughbred & Classic Cars", whose pen we are sure will graphically describe our Special Royal Occasion.

(The October edition is a must.)

A colour cine film was kindly taken of the whole day's events by Ron Bloomfield. This is to be shown at the Ford Social Club, Romford at a date to be announced.

Since the visit to Sandringham by the "V8 Pilots", the chairman of K & R Replicas, Mr John Roff is presenting a model "Pilot Woody" to the Sandringham Motor Museum.

Vaughan will assemble and paint the model, then hand it over to Mr David Burgess-Wise of the Ford Motor Company for a special presentation case. It is hoped the model will be on display early October.





The Prefect was also restyled and now designated E493A. The headlamps were incorporated in the wings, and the radiator grille was not unlike that of the Pilot. Lord Perry resigned as Chairman of Ford Motor Company Limited in 1948. The following year an ex-government factory at Langley, Buckinghamshire was purchased by Fords, and still houses heavy truck production.

Jim Miles.

A Piece of Our Past.!

I am sure it will be of interest to some of you out there in Fordland that the Isle of Man is producing Model T's! Before you all catch the ferry they are in fact portrayed on one side of the Islands 50p piece. It is the first time that a car has been used on the currency of any country in the world. The Model 'T' design is set in the 1920's period in the town of Ramsey.

At the end of September Ford of Britain Chairman and Managing Director Sam Toy pressed the button to start the minting and the striking of the limited-edition coin occurs with the 75th Anniversary of the Model 'T' which was unveiled on October 1st, 1908.

As mentioned these coins are a limited-edition and will be available around Christmas, so if interested order yours now. They are bound to become collectors items.

Jim Miles.

A few final P.S.'s :-

Cars for sale - Basically as per last months list.  
Additional to the list Ian Smith has lost his Father and that has put his Fathers very sound car on the market.  
Contact Ian if interested on : 039-43-7911 / 3333.

Number of new parts not yet sorted from -

Mr. Wally Wheatley of Nordan Services (1979) Limited.

- 027-976-351 - Carburettors, Distributors and various mechanical parts.

More news in next letter.

Remember the club has an Archivist - Jim Miles

A Technical Advisor - Jeff Cole

and last but not least - John Guy - Newsletter Editor.

With the exception of the 'Pilot Affairs' contribution, my Secretary has had to type all of this letter, this is not on, you must give John Guy and the other members a chance to work for you.

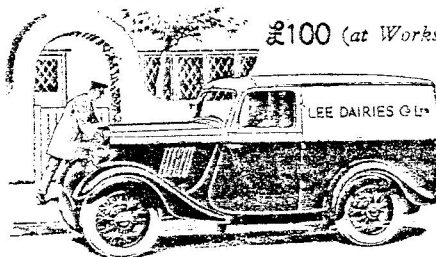
I am now starting to sort through Chassis Numbers / Body Numbers etc.  
Can ALL Members with a 1932 / 33 / 34 'Y' let me have details as listed on return sheet, next letter I work on latter models.

Remember, Chassis number is on the top of the frame in the engine compartment, early S.R. N/S late O/S rear of steering box. Body number on Brass strip by passenger feet. This applies to all models no matter where assembled.

Four 'Y' being broken. Ring Mr. Graham Wade on CRANLEIGH (SURREY) 272514  
Could mean seats etc.

**FORDSON 5-Cwt. Van**  
*makes profits for*  
**DAIRYMEN**

Dairymen send their deliveries home the quickest and cleanest way . . . by Fordson 5-Cwt. Van. Nothing could be better for deliveries because it pleases customers as well as pleasing the owner by its performance and economy. *We can give delivery on payment of £25 down.*



*Graham Miles.*



'Y' MEMBERS - PARTS FOR SALE

G.52 J.S. Brookes 1.  
 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 & petrol tank £8.00  
 1 x windscreen frame £2.00  
 For Hire - 'Spring Spreader'  
 2 x Bottom water manifolds £2.00 ea.  
 No Phone-26 Dunclife La, Melbourne,  
 Derbyshire.

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

Miss P.J. De Earthe Bond 1.

Ford model 'Y' Steering Wheel £10.00  
 Plus postage.  
 Tele. Coggeshall 61420 - weekdays only  
 between 3 pm - 5 pm.  
 (This lady does not say which wheel it is,  
 remembers there are 4 types on 'Y's but only  
 one on 'C'). G. Miles

Chris Nicolaidis 1.  
 34 Hinged Bonnet  
 Tele.No: 01 648 9050

David Ballwin 1.  
 Engine/Gear box, rear axle from Tutor  
 model 'Y', selects all gears and has  
 quite a few usable parts. First £10.00  
 Tele: 068 481 481

R.26 C. Ellis 1.  
 2 x Plain Hub Caps - 'C'  
 2 x V.8. Hubcaps  
 2 x 'C' or 'Y' Heads'.  
 Tele. No: 02313 6754

'Y' MEMBERS - PARTS WANTED

R.26 C. Ellis 1.  
 'C' Sills  
 'C' One Hub Cap  
 'C' Mirror clock  
 Also photos of details - rear floor area  
 please.  
 Tele. No: 02313 - 6754

G.105 N. Eastwood 1,2,3.  
 S.R. 'Y' Front screen frame.  
 2 Door-rear window winding mechanism.

B.150 Bob Wilkins on 1,2,3.  
Mistral Body  
 Rubber bushes - shock absorbers.  
 Choke and starter knobs - any part of  
 Front and rear seats  
 Interior door catches and handles.  
 Exterior door handles.

R.80 Y. Precieux 1.  
 Chrome strip early 'C' Grille surround

R.16 D. Curtis 1.2  
 Spare wheel cover.  
 Tele. No. 0432 56302

G.119 P. Gillard 1,2,3  
 Headlamp Inserts - (Do you mean  
 Magniflex bars Phillip?).  
 Side lights.  
 2 x Rear lamps.  
 2 x Front seats.

B.132 R. Gilchrist. 1,2,3  
 Windscreen frame. L.R. - 'Y'  
 Tel. Ballycaine 54380.

- The following two pages are part of the Card Members List but lack of space prohibits me putting in the full list, the balance to follow in next Newsletter. -

- |   |   |   |   |   |   |
|---|---|---|---|---|---|
| G.1. Mr Gerald A Austin<br>No.1. Pettits Cottages<br>Collier Street<br>Tunbridge<br>Kent TN12 9RU | G.2. Mr Richard Attfield<br>52 Harman Drive<br>Sidcup<br>Kent DA15 3LY                    | G.3.  | G.34.   | G.35. Mr Maurice Billing<br>7 Granite Avenue<br>New Dutton<br>Northampton NN5 6SR                               | G.36. Mr Tim Brandon<br>12 Middle Street<br>Nazeing<br>Essex EN9 2LD                                |
| G.4. Mr D Ashton<br>96 Albert Street<br>Newark<br>Notts.,   | G.5. Mr Richard Adcock<br>11 Nursery Lane<br>Danbury<br>Essex                             | G.6.  | G.37. Mr Roger Booth<br>"Anfield"<br>Great Yeatmans<br>Shaftesbury<br>Dorset                        | G.38. Mr Frank Bennett<br>13 Lang Lands Place<br>Newton St Boswell<br>Roxburghshire<br>Scotland                 | G.39. Mr Leigh Barch<br>3 Ruscliffe Avenue<br>Radcliffe on Trent<br>Nottinghamshire                 |
| G.7. Mr Derek J Appleton<br>4 Wagtail Close<br>Burgh Road<br>Bradwell<br>Gt. Yarmouth<br>Norfolk  | G.8. Mr Geoff Aldridge<br>Wacton Common<br>Long Stratton<br>Norwich NR15 24P              | G.9. Mr C Ault<br>18 Berkeley Road<br>Shirley<br>Solithull<br>West Midlands                   | G.40. Mr Peter Barlow<br>4 Oxford Terrace<br>Tynning Road<br>Coombe Down<br>Bath<br>Avon            | G.41. Mr Nicholas Bevan<br>Russell Cottage<br>8 Main Street<br>Wilbarston<br>Market Harborough<br>Leic LE16 8QQ | G.42.   |
| G.19. Mr Graham Bilbe<br>12 Belle Avenue<br>Reading<br>Berks RG6 2BL                              | G.20. Mr Malcolm Beakburst<br>63 Chadacre Road<br>Stoneleigh<br>Epsom<br>Surrey           | G.21.   | G.43. Mr Eric Butcher<br>"Parkside"<br>152 Lavefield Lane<br>Wakefield<br>West Yorkshire<br>WF2 8SX | G.44. Mr Keith C Button<br>10 Holmes Crescent<br>Wokingham<br>Berks   | G.45. Mr Nigel S Bunker<br>45 Fitzwilliam Ave<br>Mill Head<br>Fareham<br>Hants                      |
| G.22. Mr David Bond<br>"Jeda"<br>Southgate<br>Hornsea<br>East Yorks.,                             | G.23. Mr C Bowyer<br>Sunning Dale<br>The Croft<br>Bures<br>Suffolk CO8 5JB                | G.24.   | G.46. Mr John Bonnett<br>1 Meadsway<br>Warley<br>Brentwood<br>Essex                                 | G.47.   | G.48.   |
| G.25. Mr I Brown<br>308 Milton Rd East<br>Edinburgh<br>Scotland EH15 2PH                          | G.26.   | G.27. Mr A Broadhurst<br>Llwyn Palis<br>Pentreifelin<br>Llangollen<br>Clwyd<br>Wales LL20 8EE | G.49. Mr Colin A Bunn<br>"Charlan"<br>Warren Road<br>New Romney<br>Kent                             | G.50.   | G.51. Mr Alan Baker<br>47 Woodland Gre<br>Tipton St Leonar<br>Gloucester GLY                        |
| G.28. Mr S Bancroft   | G.29. Mr E Barrett<br>8 Garth Owen<br>Newton Powys<br>Mid Wales<br>SY16 1JH               | G.30.   | G.52. Mr Joseph Brookes<br>26 Dunccliffe Lane<br>Melbourne<br>Derbyshire DE7 1GE                    | G.53.   | G.54. Mr Ivor Bryant<br>18 Station Road<br>Chardfield<br>Wootton Under Ed<br>Glouc. G.12 8S         |
| G.31. Mr Jack Barnes<br>53 Mountrose Cres.<br>Rose Bushes<br>Enson Downs<br>KT17 3FB              | G.32. Mr Philip Brooke<br>48 Ashdale Drive<br>Heald Green<br>Cheddale<br>Cheshire SK5 3BY | G.33. Mr D Burke<br>45 The Harebreaks<br>Watford<br>Herts                                     | G.66. Mr A Currie<br>17 Grasemere Road<br>Cove<br>Farnborough<br>Hants GU14 0LD                     | G.67. Mr Thomas Callaghan<br>6 Bishop Brown Terrace<br>Glasgow<br>Co. Cork<br>Eire                              | G.69. Mr E Curtiss<br>21 Cotswold Close<br>Lampton Village<br>Washington<br>Tyne & Wear<br>NE24 0FF |
| G.70. Mr Christopher Cheesman<br>79 Norton Road<br>Letchworth<br>Herts                            | G.71. Mr Jeff T Cole<br>33 Hughes Mansions<br>Vallance Road<br>London E1 5BH              | G.72. Mr Graham J Clement<br>4 Morris Cottages<br>Stanbrook<br>Nr Thaxted<br>Dunmow<br>Essex  | G.97. Mr Douglas T Dickson<br>74 Bank Street<br>Lochgelly<br>Fife KY5 9QN                           | G.98. Mr S Drew<br>25 Oxford Road<br>Calne<br>Wilts   | G.99. Mr Robert Du<br>Willow Farm<br>Lingwood Roa<br>Blowfield No<br>Norfolk NR13                   |
| G.73. Mr Brian A Clarke<br>53 Beaumont Avenue<br>Sudbury<br>Wemby<br>Middx                        | G.74. Mr John Critchley<br>Windyridge<br>Apse Heath<br>Sandown<br>Isle of Wight           | G.75. Mr John Comer<br>2 Wild Radish Cld<br>Mulbarton<br>Norwich<br>Norfolk NR14 8DB          | G.100. Mr A Dunstan<br>4 Kentwood Road<br>Sneinton, Notts   | G.101. Mr W Drysdale<br>9 Mulberry Cres.<br>Methil<br>Fife<br>Scotland  | G.102. Mr & Mrs Frank Dalli<br>"Dymock"<br>Market Gardens<br>Ladder Hill<br>Wheatley<br>Oxon        |
| G.76. Mr William Crockford<br>31 Ross Road<br>Wallington<br>Surrey SM6 8QP                        | G.77. Mrs Evelyn Chapman<br>1 Tharf View<br>Buckingham<br>MK18 1XP                        | G.78. Mr John Cull<br>35 Belmont Road<br>Taunton<br>Somerset TA1 5NU                          | G.103. Mr Bryan Dixon<br>458 Loxley Road<br>Loxley<br>Sheffield S6 6RS                              | G.104. Mr James Elliott<br>Drumeles Cavan<br>Cavan<br>Sth Ireland   | G.105.  |
| G.79.   | G.80. Mr P Coombs<br>"Woolaway"<br>Oake Village<br>Taunton<br>Somerset TA4 1AY            | G.81.   | G.106.  | G.107. Mr C Evans<br>Prospect House<br>Salt Cellar<br>Porthleven<br>Mr Helston<br>Cornwall TR13. 9DP            | G.108. Mr K Edwards<br>9 Dunelm Driv<br>Houghton-le-S<br>Tyne & Wear<br>DH4 5QG                     |
| G.82.   | G.83.   | G.84. Mr Jim Cassidy<br>18 Ashley Lane<br>Moulton<br>Northants NN3 1TJ                        | G.109. Mr Tony Etheridge<br>115 Oaklands Ave<br>Oxney<br>Watford<br>Herts                           | G.111. Mr John Foxon<br>12 Main Stree<br>Fleckney<br>LE8 0AN  |   |
| G.85.   | G.86. Mr Dennis Cochlin<br>60 Chelmsford Road<br>South Woodford<br>London E18 2PP         | G.87. Mr Ken Cooper<br>85 Minslow Avenue<br>Droitwich<br>Worcestershire<br>WR9 5PH            | G.112. Mr John Faulkner<br>"Fairview"<br>27 Church Road<br>Horley<br>Surrey                         | G.113.  | G.114. Mr John Fuller<br>97 High Road<br>Trimley St Ma<br>Ipswich<br>Suffolk IP10                   |
| G.91. Mr T H Durrant<br>32 Nerley Lane<br>Wimborne<br>Dorset                                      | G.92. Mr W Dunkeld<br>44 Dunmuir Road<br>Castle Douglas<br>Scotland                       | G.93. Mr K Donnelly<br>6 Foxsate Cottages<br>Glencallen<br>Kiltmean<br>Co Dublin<br>Eire      | G.115. Mr Paul Firth<br>63 Green Park Rd<br>Chirkat Green<br>Halifax HD8 0SN                        | G.116. Mr Graham Forbes<br>1c Gunnersbury Ave<br>London W.3.  | G.117. Mr Jim Fitzgerald<br>6 Castle Park<br>Sandymount<br>Dublin 4<br>Eire                         |
| G.94. Mr P J Dixon<br>187 Peartmore Road<br>Edinburgh<br>Birmingham                               | G.95. Mr F Dukes<br>2 Laurel Avenue<br>Reserve<br>Nr. Hockley<br>Birmingham B38 7BP       | G.96.   | G.118. Mr Tony Foster<br>178 Heneage Road<br>Grimsby DN30 8JF                                       | G.119. Mr Phillip Gillard<br>Stoney Briose<br>Liskeard<br>Cornwall  | G.120   |

19. Mr John Love  
"Ranchlands"  
Landford Food  
Salisbury  
Wilts SP5 2ES
20. Mr Keith Loran  
14 Marlow Gardens  
Hayes  
Middx
21. Mr J Laidlaw  
Highfield  
10 Downe Hill  
Jedborough  
Roxboroughshire
22. Mr D Lovering  
74 High Lane  
Bear Cross  
Bournemouth  
Dorset BH1 9Q1
23. Mr Peter Milligan  
10 Fleming Street  
Merryport  
Cumbria CA15 6HJ
24. Mr Stuart Mann  
9 Trenleigh Gardens  
Trench  
Telford  
Salop
25. Mr Vernon Morgan  
7 Hilltop  
Swiss Valley Road  
Llanelli  
Dyfed  
Wales SA14 5DF
26. Mr Trevor W Methven  
Beech Cottage  
Longton Road  
Bariaston  
Stoke on Trent  
ST12 9AU
27. Mr Graham Miles  
51 Gallows Hill Lane  
Abbots Langley  
Herts WD5 0DD
28. Mr Michael Veas  
4 Davis Crescent  
Barton  
Mr Mitchin  
Herts SG5 1RB
29. Mr Fred Sykes  
20 Nairne Road  
Burling Park Central  
Stourport on Severn  
DY13 8QB
30. Mr Ian G Smith  
91 Bredfield Road  
Woodbridge  
Suffolk IP12 1JB
31. Mr R Stanmore  
20 Crossfield Drive  
Radcliffe  
Manchester M26 0RX
32. Mr C Watkins  
45 Boscombe Ave  
Peal Green  
Eccles  
Lancs M30 7DU
33. Mr R Wakefield  
19 Kenya Court  
Windlesham Gardens  
Brighton  
Sussex BN1 1AU
34. Mr Raymond Woodhead  
14 Albert Avenue  
Balderton  
Newark  
Notts
35. Mr Ray White  
59 Sylvesters  
Caitness Bay  
Harlow  
Essex SS16 5TY
36. Mr Mike Linnett  
3 Bayview Road  
Peacohaven  
East Sussex  
BN9 8QE
37. Mr Norman Martin  
St Thomas Priory  
Farm House  
Baswich  
Stafford ST18 0YD
38. Mr Ian J Miles  
22 Valley Close  
Waltham Abbey  
Herts
39. Mr Thomas Morgan  
8 Craigwell Avenue  
Radlett  
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FORD 'Y' & 'C' MODEL REGISTER BALANCE SHEET  
YEAR END: 31.3.83

<u>ASSETS</u>		<u>LIABILITIES</u>	
Stock In Hand	£ 1650.00	Retained Profit	£ 2577.59
Cash In Bank	£ 786.97		
Cash In Hand	£ 40.62		
Debtor - Dublin Event.	£ 100.00		
	<u>£ 2577.59</u>		<u>£ 2577.59</u>
			<u>=====</u>
<u>Trading &amp; Profit &amp; Loss Account</u>			
Sales			£ 6390.40
Subscriptions And Donations.			<u>£ 975.50</u>
			£ 7365.90
Less: Opening Stock	£ 1530.00		
Purchases	<u>£ 5710.59</u>		
	£ 7240.59		
Less: Closing stock	<u>£ 1650.00</u>		<u>£ 5590.59</u>
			£ 1775.31
Less: Administration Costs :-			
Show Expenses	£ 46.91		
Stationery & Postage	£ 515.35		
Storage Rental	£ 106.00		
Travel Expenses	£ 59.05		
Sundries	<u>£ 53.99</u>		<u>£ 781.30</u>
Nett Profit			£ 994.01
Additional Retained Profit at : 31.3.82			<u>£ 1583.58</u>
Retained Profit at : 31.3.83.			<u>£ 2577.59</u>
			<u>=====</u>

\* \* \* \*

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## 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. Please order on form at end of Newsletter, and not by other means.

Front and rear Shackles (Pattern part).	... £ 1.00 ea.
Genuine Ford front shackle (Not plates or nipples).	... £ 2.25p 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 which looks
Lever Rear Brake Camshaft CE-2236 LH	... £ 3.00 like a fork).
Rear Hub Seals (Large-outer)	... £ 1.00 Female Track Rod End: £5.00
Engine Valves - early types.	... £ 2.50 each.
- few late types.	... £ 2.50
2 x 'Y' King Pins - 4 bushes - 2 thrusts	... £12.00 ea.
2 x 'C' King Pins - 4 bushes - 2 thrusts	... £ 9.00 ea.
Engine Piston, various sizes	... £12.00 per set - Send sample of old.
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Wiper Blades	... .60p ea.
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Vacuum Motors - Wiper (Need conversion)	... £ 4.00 ea.
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<u>Many, many</u> various old new and used items - write, giving requirements on the form provided. Also, have a large stock of used parts -	
<u>REPRODUCTION PARTS :</u>	

### Sheet Metal Items :-

#### Body Panels:

All Via Abbots Langley or Manchester

Rear valances i.e. below spare wheel L.R. & S.R. 'Y's	-Price being revised.
Rear wings for L.R. & S.R. 'Y's.	... -£41.00 ea. Plus post & package.
Front wings for L.R. & S.R. 'Y's.	... -£78.50 " " "
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Chase rails on chassis inside door, beside carpet	... -£13.50 Pr. " "
-(State 2 or 4 door).	... -£ 7.30 ea. " "
Y Van chassis side and rear panels.	... -£16.00 ea. " "
Van side panels to order.	... -£20.00 ea. " "
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Van Rear Arch.	... -£25.00 ea. " "
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S.R. and L.R. Rear Brake Rod Support Carrier Arms.	-£ 4.75 ea. " "
--	-----------------

N.B. Prices subject to revision without notice.

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## REPRODUCTION PARTS

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AL Under Bonnet Rubber sets - 9 items	- 4.75 " "
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AL L.R. and C Rear Brake Rod support ends rubber	- 1.80 " "
AL Gear Box Mounts	- 8.75 " "

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AL Brass balls on order. Approximate price :	- 0.60p " "
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AL Bumper Bar Bolts.	- 3.00 " "
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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.

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1983 Stamford Hall Brass Plaque.	- 2.60 " "
Y Type domed wheel nuts plated. - (On order from supplier).	- 75p ea. " "
Copper Bifoliated Rivets.	- 1.5p ea. " "

## REPRODUCTION PARTS

### Mechanical

Speedo Cables - contact direct from:

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Tel. 01 935-0402.

Speedo Cable K27 at 5ft 8in long - Y )  
K28 at 5ft 1in long - C )

Price on Application.

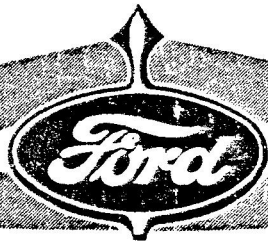
AL C Model exhausts - stock with Tailpipe.	- 42.00 + carriage
M/AL Y exhausts - stock	- 35.50 + carriage
AL Floor board screws	- 5p ea. P & P
Floor board No. 2 Taps.	- 1.20 " "
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Bottom hoses - straight 8" x 1¼"	- 1.25 " "

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.

The Club reserves the right to charge prices different from those quoted without prior notice.





# Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

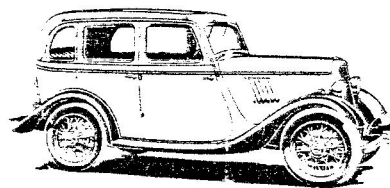
## *Circulate the Bulletin*

THE information given in the Bulletin is compiled with a view to being of real value to the man who actually does the work. It is, therefore, self evident that it must be closely followed if repairs, etc., are to be executed speedily and efficiently.

We supply the Bulletins to you and it is then your obligation to see that they are circulated to every member of your staff who needs the information.

The Facilities manager, the foreman, the storekeeper and the mechanics should have first call, and the facilities manager should be rigorously held responsible for any trouble caused by not following the advice given in the Bulletin.

After the facilities department have studied an issue, it should be passed to the sales department and then returned to the facilities dept. to be filed, where it may be referred to easily and quickly.



THE FORD Y & C MODEL REGISTER  
61 CALLOWS HILL LANE  
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## THE NEW TYPE BRAKING SYSTEM

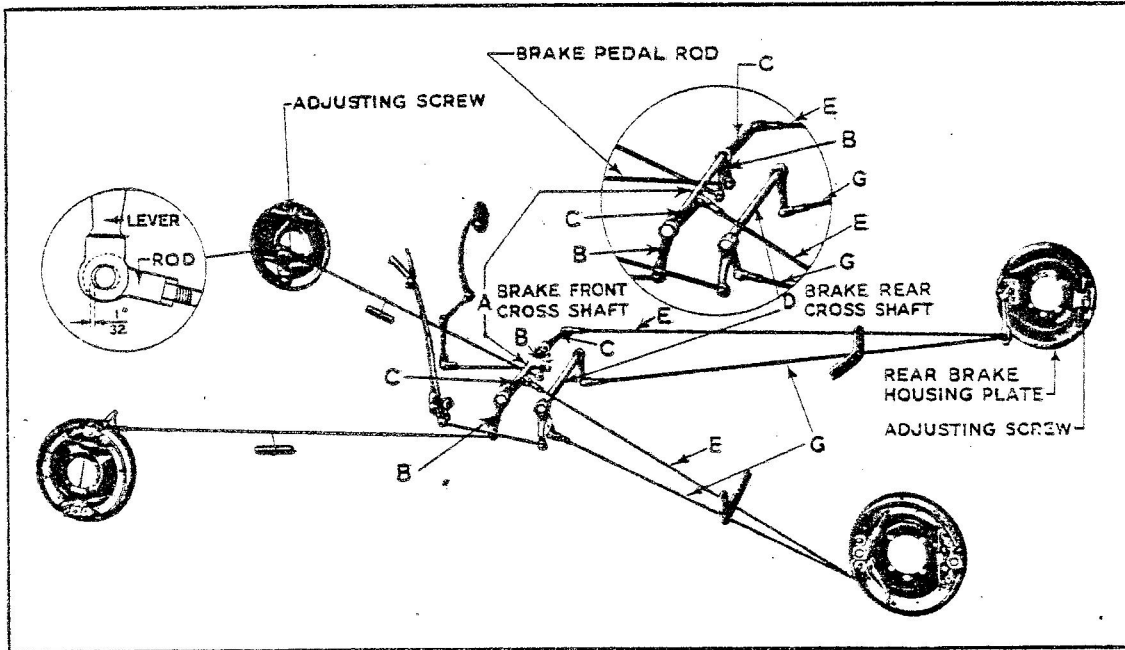


FIG. 61.

## BRAKE LAYOUT.

**Operation**

An improved type braking system is now being fitted to the Model "Y" cars; a diagrammatic representation of this being shown in Fig. 61.

The brakes on all four wheels are operated by the foot pedal from the front cross shaft A, Fig. 61: the rods operating the front brakes being connected to the arms B, the rods operating the rear brakes being connected to the arms C.

The hand brake lever operates the brakes on the rear wheels only through the rear cross shaft D, which works independently of the front cross shaft, the rods being connected at the wheel end to the same operating arm on the rear brake housing plate as the brake rods from the front cross shaft A, operated by the foot pedal; the arm on the rear brake housing plate being formed with a double fork to take each rod in its own fork.

All rear brake operating rods have their rear ends formed into slotted links to permit each pair of rods to work independently of each other.

The instructions published in Volume 1, Number 2, of the Model "Y" *Bulletin*, for checking

and adjusting the brakes, apply to the new system, but if the braking system has been dismantled, or it becomes necessary to re-set the entire system, proceed as follows:

**Footbrake Linkage Adjustment**

Before attempting to make any adjustment in the brake linkage, make sure that the shoes are correctly adjusted in the drums by means of the adjusting wedges as described in Volume 1, Number 2, page 13, under the heading "Adjusting Brakes."

Next, disconnect the two front brake pull rods at the back of the two front brake housing plates, and the four rear brake pull rods at their cross shaft ends.

Disconnect the brake pedal to cross shaft rod, and adjust the length of this rod by means of the adjustable clevis until with the rubber stop on the brake pedal pressed against the underside of the floorboard, the top face of the shoulder formed on the left hand lever boss on the front cross shaft is 1/32 inch away from the top face of the shoulder

formed on the left hand forward cross shaft bracket boss as shown in Fig. 62, when the rod is re-connected to the footbrake pedal arm.

**Under no circumstances should this dimension be exceeded.**

Never attempt to carry out adjustments with the number 1 floorboard removed, or the rubber pedal stop missing, since under operating conditions the "off" position of the brake pedal is determined by the stop.

Replace the pedal retracting spring, the clevis pin and split cotter pin, and lock the clevis by tightening the nut on the rod securely.

The length of each front rod must now be adjusted independently as follows:

Pull the operating arm on each front brake housing plate towards the cross shaft until all play in the cam, etc., is taken up, and the spring pressure can just be felt.

Adjust the length of the two front brake rods by means of the adjustable clevis at the brake drum end until the pin hole in the clevis is  $\frac{1}{32}$  inch nearer the **cross shaft** than the hole in the arm on the brake unit (See insert Fig. 61).

The clevis pins should then be cleaned, oiled, and replaced, and a **new** split cotter pin inserted.

It is always good practice to bend the two legs on each cotter pin in opposite directions.

Do not forget to lock the clevis at the brake drum end of each brake rod by means of its lock nut.

Pull each outer, or longer rear brake rod E, towards the cross shaft until all play in the rear brake cam, etc., is taken up and the spring pressure can just be felt.

Adjust the length of these rods by means of the adjustable clevis at their forward ends until the pin hole in the clevis is  $\frac{1}{32}$  inch nearer the **rear axle** than the hole in the upper arms on the front cross shaft.

The fact that the brake rods are  $\frac{1}{32}$  inch shorter than actually required to take up play in the brake mechanism gives the maximum effective brake pedal movement and places a slight tension on the entire system which tends to prevent rattles on rough roads.

Under no circumstances should more than  $\frac{1}{32}$  inch be used in making this adjustment as this would defeat the purpose of the design.

The clevis pins should now be replaced so that both foot and handbrake rear rods are secured to

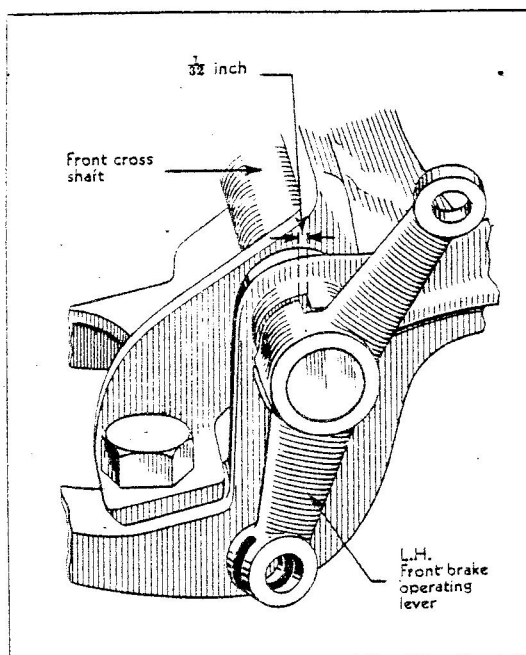


Fig. 62.

the rear brake arm, and locked by **new** split cotter pins.

This completes the linkage adjustment for the four wheel brakes operated by the foot pedal.

Each wheel should now be checked to see that the brakes are not dragging.

#### Handbrake Linkage Adjustment

Move the hand brake lever to the "off," or extreme forward position, then pull each inner or shorter rear brake rod G, Fig. 61, forward until the rear end of the slotted head at the rear end of each rod just makes contact with the clevis pin in the rear brake operating arm.

Adjust the length of these rods by means of the adjustable clevis on their forward ends until the pin hole in the clevis just lines up with the pin hole in the levers on the rear brake cross shaft.

Care should be taken that the slotted ends of the hand brake rods only just touch the clevis pin, otherwise too great a tension at this point will throw out the footbrake adjustment.

Finally, test the brakes on the road and make any slight adjustment that may be necessary to secure perfectly even braking action by means of the adjusting wedges on the brake housing plates.

If the above instructions have been followed carefully it should not be necessary to turn any of the adjusting screws more than one, or at the most, two notches.

Incorrect brake rod adjustment will give rise to dragging, chattering, or squeaking brakes, and cause unequal braking action.

## THE GENERATOR PULLEY

A larger diameter generator pulley Y-E-8610-B, is now being fitted to the generators on the Model "Y" cars to reduce the speed at which the generator produces its current at the specified charging rate.

The belt flange diameter of the present type generator pulley is approximately  $4\frac{1}{4}$  inches: The belt flange diameter of the previous type small pulley Y-E-8610 being approximately  $3\frac{1}{4}$  inches.

The difference in this dimension between the two pulleys affords an easy means of identification.

When changing a generator pulley on Model "Y" cars, particular note should be taken of the type of pulley fitted, as the present generators fitted with the large pulley have slightly different characteristics to those fitted with the original small pulley, to meet the requirements of a reduced generator speed in relation to engine speed.

If it is necessary to replace a later type generator and pulley on a car previously fitted with the early type, the fan belt Y-8620 will also have to be changed for a longer fan belt Y-E-8620 to accommodate the larger diameter generator pulley.

Care should be taken that stocks of the two different length belts are not mixed as the fitting of the longer belt Y-E-8620 to a car originally fitted with the shorter belt Y-8620 and small generator pulley will not permit sufficient adjustment to keep the fan belt at the correct tension.

## CORRECTION

On page 64 of the October issue of the Model "Y" *Bulletin*, the part number of the oversize camshaft gear was given as Y-E-5256-BR.

This should read Y-E-6256-BR.

## THE GENERATOR SUPPORT BRACKET

An improved type generator support bracket Y-110895, Fig. 63, is now being used in Model "Y" cars, giving extra support to the generator.

This bracket is provided with a metal strap which encircles the generator and clamps it to the support by means of a nut at one end in addition to the generator support screws originally used, and may be used in place of the previous type bracket Y-10151 if so desired.

It should be noted that it is possible to remove the generator and support bracket complete without removing the cylinder head to radiator hose connection, by removing the generator support bracket taper locking pin, turning the generator and support approximately  $90^\circ$  to the right, and lifting the assembly clear of the cylinder head.

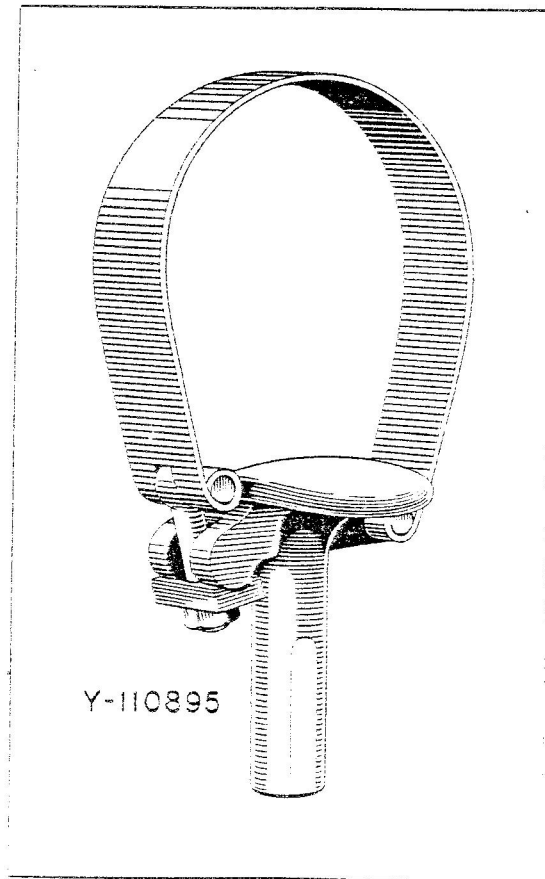


FIG. 63.

NEW TYPE GENERATOR SUPPORT BRACKET AND STRAP.



# LOCAL VEHICLE LICENSING OFFICES

The adjacent list shows the remaining Local Offices, many have already gone. At these local offices is all the records on a local basis of vehicles taxed in their areas. It is not a case of where you live now - it's a case of where the vehicle was last taxed. However, you may well find that the old records you seek have been packed up and sent to Swansea - the Governments bottomless pit.

I have also managed to get a list of chassis numbers for 'Y' & 'C' models for vehicles built or sent out in kit form from Dagenham. However, this information is very scanty and in a muddle, but when I get it sorted it may help us. Also I have sent a cheque for £20.00 to Classes Registration Services for a back copy of registration numbers covering the years from 1928 - 1962. This book will be held by me for reference only.

Armed with this information I hope to be able to help members without log books. I can only but try. If you have an old style log book you should not have too much trouble - even if you cannot find your chassis number, if you see what I mean!

Open Mon-Thurs 9 am-4 pm Fri 9 am-3.30 pm

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Norroy House, Nun's Road, Chester, CH1 2ND.
  - Coventry  
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  - Dudley  
Churchill Precinct, Dudley, DY2 7BN.
  - +Durham  
County Hall, Durham, DH1 5UW.
  - Exeter  
Clifton Court, Southernhay East, Exeter, EX1 1TP.
  - Gloucester  
Elmbridge Court, Cheltenham Road, Gloucester, GL3 1JY.
  - +Grimsby  
Market Street, Grimsby, DN31 1QW.
  - Guildford  
Cavridy House, Lady Mead, Guildford, GU1 1BZ.
  - Haverfordwest  
Winch Lane, Haverfordwest, SA61 1RD.
  - +Hereford  
County Offices, Bath Street, Hereford, HR1 2HQ.
  - Huddersfield  
Kirklees House, Market Street, Huddersfield, HD1 2HR.
  - \*Hull  
Municipal Offices, George Street, Kingston-upon-Hull, HU1 3BX.
  - Ipswich  
P.O. Box 30, Franciscan House, Greyfriars, Ipswich, IP1 1UT.
  - +Kendal  
Eskdale House, Shap Road, Kendal, LA9 6NQ.
  - Leeds  
29 Eastgate, Leeds, LS2 7LQ.
  - Leicester  
County Hall, Glenfield, Leicester, LE3 8RD.
  - Lincoln  
Milli House, Brayford Side North, Lincoln, LN1 1YW.
  - Liverpool  
Corn Exchange Buildings, Fenwick Street, (Entrance in Brunswick Street), Liverpool.
  - London  
Please note that if you live in London or the Greater London area all postal applications for Vehicle Licences should be sent to:  
The Vehicle Licensing Office, 15 West Bell Street, Dunce, DD1 1HB.
  - Application in person should be made to:  
N.E. Area: 32-66 High Street, Stratford, London, E15 2PS.  
N.W. Area: 1st Floor (Building No. 2) Victoria Road (opp. Queens Mead Sports Centre), South Ruislip, HA4 0NZ.  
S.W. Area: Park House, 165-177 The Broadway, London, SW19 1NH.  
S.E. Area: 12-18 Station Road, Sidcup, DA15 7EQ.
  - Luton  
2 Dunstable Road, Luton, LU1 1EB.
  - Maidstone  
Coronet House, 11 Queen Anne Road, Maidstone, ME14 1XB.

- Manchester  
Trafford House, Chester Road, Stretford, Manchester, M32 0SL.
- Middlesbrough  
9th Floor, Corporation House, 73-75 Albert Road, Middlesbrough, TS1 2BP.
- Newcastle-upon-Tyne  
Sunley House, Regent Farm Road, Newcastle-upon-Tyne, NE3 3QF.
- +Newport (Isle of Wight)  
County Hall, Newport, Isle of Wight, PO30 1UD.
- Northampton  
Wootton Hall Park, Northampton, NN4 9BG.
- Norwich  
Rouen House, Rouen Road, Norwich, NR1 1UP.
- Nottingham  
Lambert House, Talbot Street, Nottingham, NG1 5NJ.
- Oxford  
P.O. Box 66, 3-7 Cambridge Terrace, Oxford, OX1 1RW.
- Peterborough  
88 Lincoln Road, Peterborough, PE1 2ST.
- +Plymouth  
Plumer House, Tallyour Road, Crown Hill, Plymouth, PL6 5HZ.
- Portsmouth  
1-4 Queen Street, Portsmouth, PO1 3JD.
- Preston  
Buckingham House, Glover Court, Preston, PR1 3LS.
- Reading  
Minister House, 52-53 Minster Street, Reading, RG1 2JS.
- +Salisbury  
37 New Canal, Salisbury, SP1 2AH.
- Sheffield  
St. Peter's House, Hartshead, Sheffield, S1 1JX.
- Shrewsbury  
Shire Hall, Abbey Foregate, Shrewsbury, SY2 6NG.
- \*Stoke-on-Trent  
Woodhouse Street, Stoke-on-Trent, ST4 1EL.
- Swansea  
Ty-Nant, 180 High Street, Swansea, SA1 1NA.
- Swindon  
St. Mark's School, Maxwell Street, Swindon, SN1 5DS.
- Taunton  
Quantock House, Paul Street, Taunton, TA1 3NT.
- Truro  
Eagle Star House, 74 Lemon Street, Truro, TR1 2TG.
- +Warrington  
101 Sankey Street, Warrington, WA1 1LR.
- Worcester  
Haswell House, St. Nicholas Street, Worcester, WR1 1NX.

## SCOTLAND

- Aberdeen  
Inverlair House, 10 West North Street, Aberdeen, AB9 1XH.
- +Ayr  
8 Arthur Street, Ayr, KA7 1NQ.
- +Dumfries  
35 Castle Street, Dumfries, DG1 1DL.
- \*Dundee  
99 Clepington Road, Dundee, DD4 7XB.
- Edinburgh  
124-125 Princes Street, Edinburgh, EH2 4BE.
- Glasgow  
107 Bothwell Street, Glasgow, G2 7EE.
- Inverness  
Caledonia House, 63 Academy Street, Inverness, IV1 1RP.
- +Keith  
33 Bailloch Road, Keith, AB5 3HN.
- +Kirkwall  
GPO Building, Old Scapa Road, Kirkwall, KW15 1BB.
- +Lerwick  
Charlotte House, Commercial Road, Lerwick, ZE1 0LX.
- +Stirling  
St. Ninnians Road, Stirling, FK8 2EH.
- +Stranraer  
County Buildings, Lewis Street, Stranraer, DG9 7AA.
- +Wick  
Government Buildings, Girnigoe Street, Wick, KW1 4HN.

\*Address subject to change. The latest address can be obtained from local post offices.  
+Offices to be closed by early 1982.  
(addresses correct at time of printing)



Department of Transport  
 Driver and Vehicle Licensing Centre  
 Longview Road Swansea SA6 7JL

Telex 48102

Telephone 0792-

782870

V Morgan  
 7 Hilltop  
 Swiss Valley Park  
 Llanelli  
 SA14 3DA

Your reference

TH 8073

Our reference

CV/INS -D10

Date

22-9-83

Dear MR Morgan,

VEHICLE REGISTRATION NUMBER TH 8073

1. Thank you for completing the form V55/5.
2. We have considered the details you have given on the form and I am afraid that the Department requires further evidence to link this registration number to your vehicle. The sort of documentary evidence we need is an old style log book (the original if possible please, not a photocopy) or an old expired tax disc or an old MOT certificate. Any of these would help to authenticate the registration number.
3. If the registration number has been transferred from another vehicle in the past, could you please enclose any proof of transfer issued by a Local Vehicle Licensing Office.
4. I am afraid that if you are unable to provide any clear evidence of your entitlement to this number the department cannot register the vehicle as such, and another registration number must be allocated to your vehicle.
5. You will wish to know that the department is at present mounting a final drive to record all old vehicles which are not already registered on the computer record here at the Centre. The period will end on 30 November this year. You should therefore apply for registration of any old vehicle you may have, with the old Log Book if available, to your Local Vehicle Licensing Office, as soon as possible.

Yours sincerely,

D Davis (Mrs)

Clerical Vehicles Branch

THE DEPARTMENT WILL ALSO ACCEPT AS DOCUMENTARY EVIDENCE A LETTER FROM AN ENTHUSIASTS CLUB OR THE MANUFACTURER, PROVIDING THIS LETTER CLEARLY LINKS THE REGISTRATION MARK BEING CLAIMED WITH CHASSIS/FRAME NUMBER AND/OR OTHER VEHICLE PARTICULARS ALREADY PROVIDED.

FORM TO BE COMPLETED AND RETURNED TO:

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

NEWS LETTER NO. 25

MEMBERS NAME

TOWN

MEMBERS NO.

The following are in hand for Manufacture, If Supported

Please Tick Box  
YES NO

Bumper Bars, If interested enclose deposit cheque as part payment  
Payment of order - Single Groove - Front £30.00 enclosed.

Single Groove - Rear £30.00 enclosed.

'Y' Re-pro Hub Caps - State Number Required.

L.R. 'Y' & 'C' Head Lamp Diamond Magniflex Bars - State number required.

'C' Radiator Badge Mounts.

Complete set of door handles for all 'C' models? - But I need Patterns.

S.R. Model owners complete sets of door handles.

S.R. Radiator Models - Badge Mounts.

YES	NO

Please use this form - not letters - no matter how much I love you.

Parts for Sale:

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

State your telephone number for quick reference.

MEETINGS :

Capri 70 Owners Club at: Bingley Hall, Birmingham -  
October 30th - See you there!

No more events this year, anybody for Pub Meetings?

A.G.M. next year - Where would you like it to be?

Belgium Run next May.

Following back copies available each for a 17p stamp EACH :-

Numbers: 18 / 19 / 20 / 21 / 22 / 23 / 24 -

Be first, as there are only a couple of copies of some left.

Please tick the numbers you require.

Registration No:

Standard or Deluxe.

Chassis No:

2 Door or 4 Door.

Briggs Body No:

Delete as necessary.

1982 - 83 - 84 Y's only now

# WANT TO KEEP THE NUMBER OF YOUR OLD VEHICLE?

- If you have an old vehicle ...
- If your vehicle was first registered before Sept. 1974 and if you don't have a new-style blue registration document ...
- If you want to keep your old number ..

PLEASE READ ON

## WHAT IS IMPORTANT ABOUT 30 NOVEMBER?

After this date the Driver and Vehicle Licensing Centre cannot accept applications to record old vehicles under their original registration numbers. This means that you will lose the use of your number unless you act now.

## WHAT MUST YOU DO?

Complete and send the coupon below to the Driver and Vehicle Licensing Centre to make sure that your claim to the number is considered. Any old documents for the vehicle, eg an old style 'log book', tax disc or MOT certificate, should be attached to the coupon below.

## WHAT HAPPENS NEXT?

If everything is in order, DVLC will send you a new-style registration document.

## WHAT IF YOU DON'T WRITE TO DVLC BEFORE 30 NOVEMBER?

You will lose your present registration number. You will still be able to record your vehicle at the Driver and Vehicle Licensing Centre but you will be given a different number.

To: DVLC, Longview Road, Swansea SA6 7JL	
Vehicle Registration Number _____	I also enclose:
Make of Vehicle _____	Old-style "Log Book" <input type="checkbox"/>
Name _____	Old Licence Disc <input type="checkbox"/>
Address _____	Old MOT Certificate <input type="checkbox"/>
Postcode _____	Please tick relevant boxes
	Do you wish these documents to be returned? YES NO

DEPARTMENT OF TRANSPORT