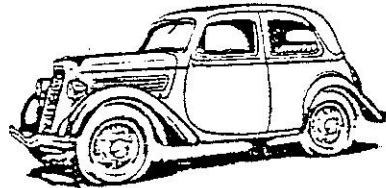
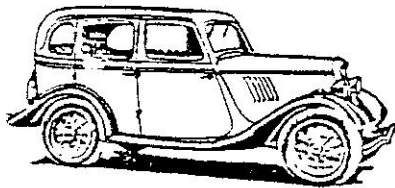


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 26/7 JAN/FEB 1984

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EDITOR'S COMMENTS

We have received so many contributions this time, that I am pleased to say this is the only comment I need to make in order to leave enough space!

ARTICLES

We have a very useful guide to Blast Cleaning techniques by R. F. Mann and an enjoyable background story to the recent 'Automobile' magazine article on our cars by Keith Button (Sorry I missed you in the credits last time, Keith, I hadn't realised you had been navigating both the Ys and our respected constabulary!). Jim Miles continues with his sterling and fascinating work on the history of the Ford Motor Company.

MODEL Y BULLETINS AND PHOTOGRAPHS

Useful information on some parts of the gearbox here and an invaluable index to the Bulletins, also, daring advice to dealers on testing their service. (A similar recent consumer experiment on a larger scale produced frightening evidence of poor service.) See the mystery pictures. Further useful fact sheets are provided on the later conversions to dual piston shock absorbers.

LETTERS

In addition to writing a car history, Bob Wilkinson from Leeds (a small town somewhere north of Sheffield) comments:

"I read the article by you and Graham in 'Automobile' - a super article, well done! It should help the Y followers."

Praise indeed!

CARS FOR SALE

The recently featured 1936 Y Brighton Taxi Cab is now up for sale. Jonathon Gates writes:

"Owing to a job move, a reluctant sale. The car has been dry stored since 1939 and is very solid generally. Although now stripped and incomplete, it seems most parts can be achieved from the Club. I require a figure of £600, which I hope is realistic and would favour a Y Club member to purchase."

Contact Jonathon on (07917) 64178, at 31 Southdown Road, Shoreham-by-Sea, Sussex.

CAR HISTORIES

Bob Wilkinson first, with his Mistral Tourer, BUA 914, Chassis No. Y107081:

"My motoring started in the middle 1950's with Austin 7's, Morris 8's, a 1946 Prefect and the obligatory Ford 'Pop' and

Morris Minor. My late father had run a 'Y' saloon at the end of the war - I will never forget leaving my tricycle in such a way as to puncture the petrol tank when the car was reversed. Five gallons of rationed petrol ran away - and so did I for an hour or two!! "Gosh" was not a word used by my dad!

However, despite being aware of various models, I had never seen a Ford 8 Tourer until I bought mine from a friend over 10 years ago. It was reasonably complete (seats and interior missing) but very rough. BUA 914 was put away for future restoration.

The years rolled by - change of job, move house, kids arrived - you all know the story. But August, 1983, saw the start of the rebuild. Had I known how rare the 'Mistral' was, I would probably have started years ago.

After weeks of hard work, I now have a de-rusted and painted rolling chassis. The side members had to be re-plated to carry the running boards, but I understand that any chassis strengthening on these tourers is to be welcomed.

The aluminium body will need some panel beating and new timbers before being replaced on the chassis. The wings were in a very poor state and required a good deal of new metal. However, I was amazed how much metal remains on body and chassis after all the years.

The engine was stripped but found to be fine. It would appear that a reconditioned unit had been fitted during the 1950's and of course since the car had not been run since 1958 (according to the log book) should be good for a long while. I have fitted an original 'Y' head and manifolds to satisfy the purists! The radiator was rebuilt and it was then marvellous to hear that familiar Ford engine note, particularly when starting on the choke.

All seems well with the running gear but a road test on a private road (somewhere?) would help. Replacement clevis pins should help the braking dept., but no doubt I have lots of fun in store in that area!

I hope to re-assemble the bodywork soon but I must locate a reasonable radiator cowl as the original is in a desperate state and very bent (Members help!).

The interior has disappeared! I need seats (help again!), but should be able to have a hood made by one of the specialist firms.

I hope to have the car on the road during the summer of 1984 but I will keep members informed of progress in due course.

According to the article by John and Graham (Automobile, Dec. 83) very few tourers now exist, so naturally I will be pleased to hear from any owners or indeed any 'Y' members,

Happy 'Y' motoring in 1984."

Further Car Histories from Phil Gillbard and Mike Shum will follow in subsequent Bulletins.

A DAY AT RICHMOND PARK

The 'Automobile' photographic session, in mid October.

"Mid October I received a call from Graham Miles requesting I take Ron Smith's 1934 Y to Richmond Park for photographs as he was in France on the required day.

So on the Saturday, I went to Ron Smith's house at 9.30 a.m. to pick up the car and details of the location for photographs by the Automobile photographer. I set out promptly and the first thing I noticed was how quiet and comfortable the car was compared with me Panel Van, which is like sitting inside a drum. At a steady 40 mph along the motorway, I soon reached the vicinity of Richmond Park. I stopped a passer-by and asked if he could direct me to a certain lodge in the Park, to which he replied, 'Oh yes, I've seen some old cars there', and directed me to them, informing me that he had a 1935 Austin Ruby. After the usual old car chat, like, 'Have you any Ford spares amongst your Austin parts?', I proceeded on my way and finally arrived at the meeting place. I stated talking to a few familiar faces, Jeff Cole, Graham, etc. The photographer, who was present on my arrival, then disappeared to find a suitable location. After half an hour, he returned and we asked if he had been to the Bahamas to do a Peter Lichfield job! However, we started off for the location and by the time we got there, it seemed we had travelled to the Bahamas.

The photo session got promptly under way, with an average of 12 shots per car. Then, halfway through the second car, 'The Law' turned up. Instead of just requesting us to move off the grass verge, we got a lot of insinuations, like 'thought you'd take a chance', and 'I could book you for this'. The rest of the shots were finished in a near by car park, and after a final chat with fellow members, I set off for home and returned about 3 p.m. It was a most pleasant day and I am looking forward to seeing the results in the December issue of the 'Automobile'."

Finally, if anyone wants to advertise or order parts, there is an Order Form in each issue, to make life a little easier for the Club Officers. A lot of people don't seem to notice this! I for one won't process orders any other way.

John Guy

Ford Motor Company Great Britain.

In 1957, a new foundry was opened at Dagenham, and two years later at the also brand new Assembly Plant, the 105E Anglia was produced. It was the company's first light car with an overhead valve engine and four speed gearbox. Production ceased in 1967, and by that time over one million Anglias had been off the line. Two engine types were available, 997cc and 1200cc.

The U.S. Parent company completed purchase of outstanding British Ford shares at a price of £119,595,645 12s in 1961.

Ford of Britain introduced in 1961 the Classic range. Styling was quite bold, with four headlights, rear fins and reverse slope rear windows. Two and four door models were available, along with ohv 1340cc and 1500cc four cylinder engines. It ran for three years, alongside its coupe sister the Capri, which was produced at the merseyside factory at Halewood that Ford opened in 1963. These were the first disc-braked cars from Ford, the production (With Capri) 126,206.

Top of the range for 1962 were the new Mk111 Zephyr/Zodiac. A very strong American influence in design was present, resulting in luxury Motoring at reasonable prices. The Zephyr 4 four cylinders ohv 1703cc, Zephyr 6 six cylinder ohv 2500cc, produced until 1962. Production figures (Zephyr 4) 105,236, (Zephyr 6) 107,006, (Zodiac) 77,323.

The Product Planning Staff under a keen manager called Terry Beckett, told the Ford directors there was a market gap waiting to be filled. It was for a new family car that allied small car running costs, with room for five passengers and luggage. The project was given tentative approval in the spring of 1960 and code named Archbishop. The clay model was approved in November, 1960, and the Directors meeting on June 1, 1961, gave the Archbishop programme the go-ahead.

A time schedule of 19½ months was laid down from clay model approval until the first production car leaving the assembly line in June 1962, and was kept.

When at last the Consul Cortina was announced in the Autumn of 1962, it caused a sensation, it was orthodox. This was at a time when all the trends were to mechanical complication e.g. Front wheel drive Mini, 1100 Hydrolastic Suspension and Ford Cologne front wheel drive V.4 Taunus 12M. Here was a car with simplicity and space. A two door de-luxe cost £494 (basic) at a time when Austin charged £596 for an A60.

The power units were four cylinders ohv 12000cc, 15000cc, and in the case of the Lotus Cortina, double overhead cam 1558cc, this same engine went into the Twin Cam Escort built up to 1970. Suspension was true Ford with Macpherson telescopic struts at the front and a rigid rear axle on semi-elliptic leaf springs. In the first three months 67,00 cortinas were sold and 300,000 in the first year. Overall production by 1966 when the MK11 Cortina appeared was just over one million.

JIM MILES.

Happy Birthday Model C

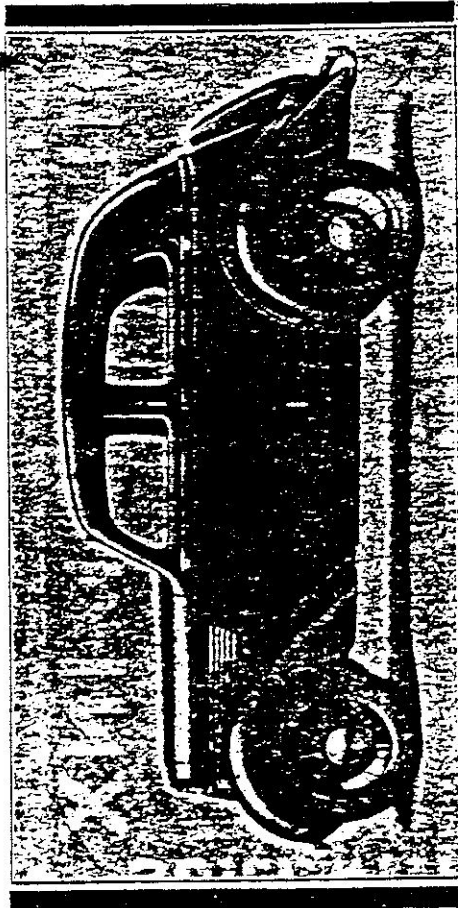
As you all know this year marks the 50th anniversary of the Model C, it was announced just before the Olympia Motor Show in the Autumn of '34. It was like the Y styled in the States by Eugene Turrene Gregorie, and catered for the market in between the 8 hp range and the V8. Features included, through ventilation, and on early models the direction indicator switch doubled up as the gear knob, plus a 70 mph top speed. Fords offered single entrance, double entrance saloons, also a four seater tourer. In the Ford organisation the C type was known as the 20E. The power unit was (and in most cases still is!) 10hp 1172cc.

In 1936 three chrome strips were added across the radiator grill, and vertical bonnet louvres, also with three horizontal chrome strips. Prices were:- Chassis £110, Two Door Saloons and Tourers £135. Production ceased in 1937 with a total of 96,553.

Unfortunately not too many have lasted the course, but those that have, are a credit to their owners, hope to see them soon at Rallies.

JIM MILES.

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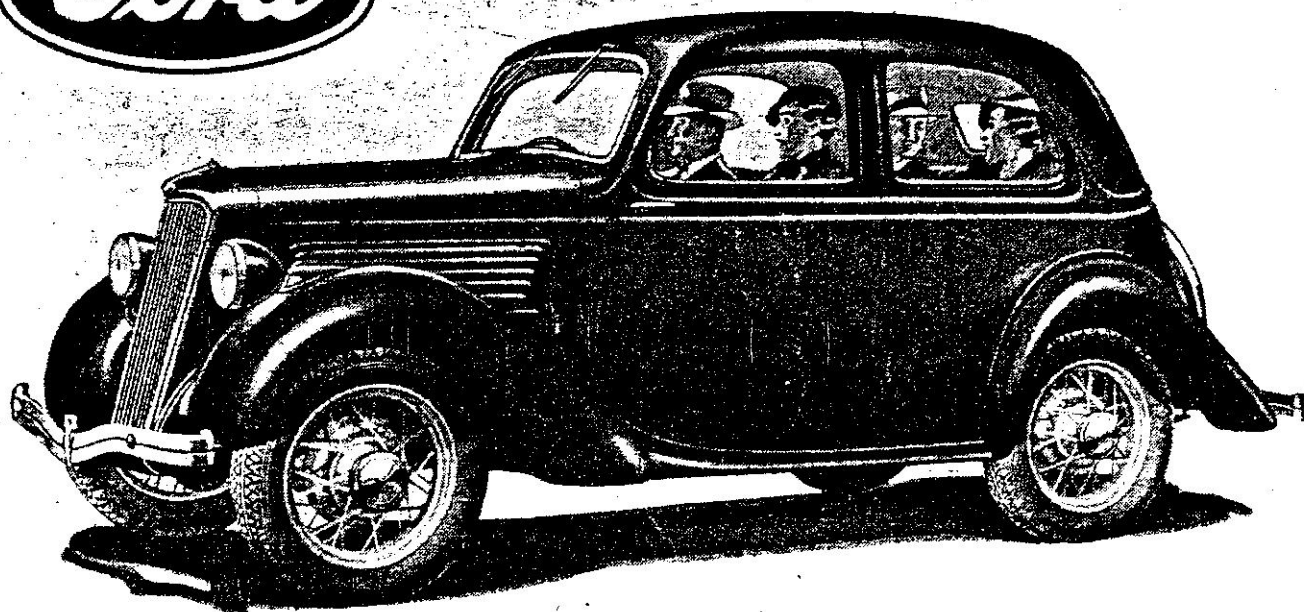
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“THERE IS NO COMPARISON!”

Most people concerned with the restoration or care of classic cars have, at some time or other had components blast cleaned using one of several available methods. The particular method used on any one component is critical. On the one hand the part could be ruined and on the other, you would be paying for a far better finish than you actually need. In this article, I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; Vapour Bead blasting will remove very little. Metal removal means 'damage'. A classic case of wrong process choice often occurs with motorcycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too high a pressure. Result.- Even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below, the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply)
3. Dry grit blasting (with suction grit supply)
4. Dry bead blasting
5. Vapour bead blasting

1. DRY SHOT BLASTING. - Although most people regard any blast cleaning process as shot blasting, technically 'shot' blasting refers to blasting with round steel balls. This is a very aggressive process and because of this it is totally unsuitable for the car restorer.

2. DRY GRIT BLASTING (with a pressurised supply). With this method, the container of grit is actually pressurised and like shot blasting is very aggressive, but it does have its uses. It will remove heavy rust and thick paint deposits from steel both quickly and cheaply. On large areas, therefore, such as car chassis it is probably the best process to use. Remember though, that it is really only suitable on thick steel parts. The reason for this is that a firm which carries out this type of blasting would normally use a coarse grit operating at a high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing or even to distort it because of the 'peening' effect of the grit. Moral; go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake calipers, brake pipes, or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over blasted' or even blasted straight through. After any component has been grit blasted, paint it as soon as possible with a good quality anti-corrosion primer. Its surprising how quickly rust will form on clean oil-free metal.

3. DRY GRIT BLASTING (with a suction grit supply). Instead of being forced to the gun, it is sucked and because of this the concentration of grit at the gun is much lower. This form of grit blasting is therefore less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged - oil seals must be either removed or well masked off. This is probably the best process for such things as suspension springs, links or any other relatively small item which is to be repainted.

4. DRY BEAD BLASTING. This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical, they do not have a cutting action. They will therefore remove contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is therefore more costly. Use it on parts where the surface would otherwise be damaged. As a true decorative surface, I consider that it is over-rated. Although a freshly bead-blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spikey' surface and because of this, it becomes dirty quickly and is difficult to clean - as you will know if you have had any components dry bead blasted.

5. VAPOUR BEAD BLASTING. The least aggressive form of all the cleaning techniques previously described. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water/air jet. Because of this high pressure water jet, each small glass bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smooths and polishes the surface, unlike the dry blast process which tends to roughen a surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered will resist corrosion far better than the original polished/lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because de-greasing and cleaning is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items will not subsequently rust. This is not a permanent rust proofing process, but will give protection for one to two weeks. -long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes. Roughly, if an item were to cost say, £5.00 to have it dry bead blasted, then to have it vapour blasted instead would cost around £7.00.

Description of the five different types of blasting is, of necessity, generalised. As an example type (2). A very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

Blast cleaning plays a very important part for anyone restoring an old car or indeed any piece of equipment. Indeed, clean, rust-free metal should form the basis for any good restoration project. Chemical rust proofing agents are now extremely reliable and play an important part in neutralising rust. I would certainly advocate their use in difficult areas where it is impossible or impracticable to blast clean. My own opinion, however, is that their use should be limited only to these areas. Other items which can be removed should be blast cleaned. There is nothing quite like painting a freshly blasted, rust-free component for renewing lost enthusiasm in a restoration project when the car is just one big box of bits.

Generally a specialist blast cleaning firm will be able to advise you on the most suitable process for your requirements, but make sure that they are in fact able to offer the various different types of process; - obviously if they only have one type of process then they may well give a biased opinion. A firm, however, which has several processes to offer will be able to give good unbiased advice - some of your components may require fine grit blasting, some coarse grit blasting, and some vapour blasting. I have seen a set of early Rolls Royce wheels which were blasted using a very coarse grit. - They were fit only for the scrap yard. "They only cost £2.00 a wheel to have blasted..."

Written for general guidance by R.F. Mann of LANGTHORPE BLASTING SERVICES.
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The compression and rebound valves are located in the base plug; the plug acting as a seat for the conical compression valve.

As the axle moves towards the frame, the motion forces the shock absorber arm upwards and rotates the actuating crank in the housing, thereby forcing the compression piston down its cylinder and drawing the rebound piston up its cylinder.

The pressure developed inside the compression cylinder forces the recuperating and non-return valve firmly on its seat in the piston head and thereby prevents the fluid passing back into the main reservoir above the pistons.

As the pressure in the compression cylinder increases, the fluid is forced down the compression cylinder passage into the valve chamber until the pressure acting on the lower faces of the compression and rebound valves is sufficient to overcome the resistance of the compression valve spring; when the compression valve will be forced off its seat and the fluid will flow past the valve, along the rebound cylinder inner passage to the rebound cylinder. Thus, fluid is transferred from one cylinder to the other, regulated by the action of the valves, Figure 4.

On the return, the energy stored in the road spring will push the axle and arm downwards, thus causing the rebound piston to move down its cylinder and the compression piston to move up its cylinder, Figure 5.

The pressure developed in the rebound cylinder is transferred to the valve chamber and assists the compression spring to maintain the valve on its seat. The fluid flows into the hollow compression valve through the radial holes and down the side of the valve stem on to the top of the rebound valve which

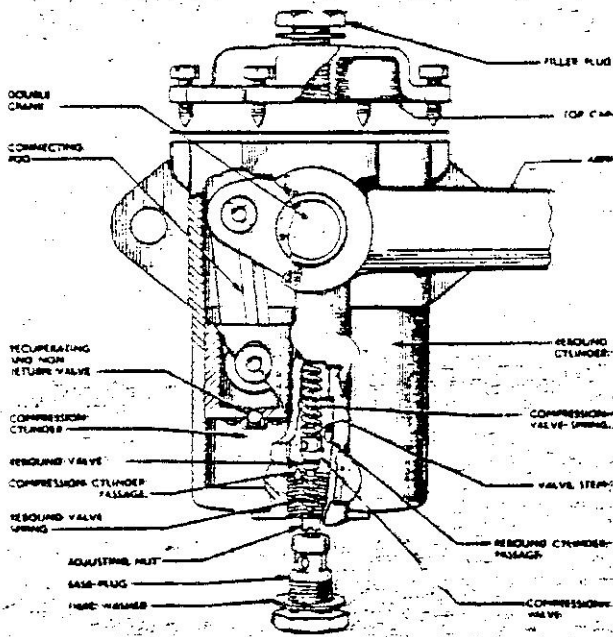


FIG. 3.—Shock absorber, sectioned view.

SHOCK ABSORBERS.

Operation.

The shock absorbers are of the dual piston, vertical cylinder type, operating in their own sealed supply of hydraulic fluid, Figure 3:

Two equal size cylinders have steel pistons which are reciprocated by short connecting rods coupled to the double crank to which the external arm is splined.

A recuperating ball valve which also acts as a non-return valve is fitted in each piston head to enable any fluid that escapes from the cylinder past the piston to be replenished from the reservoir above the piston.

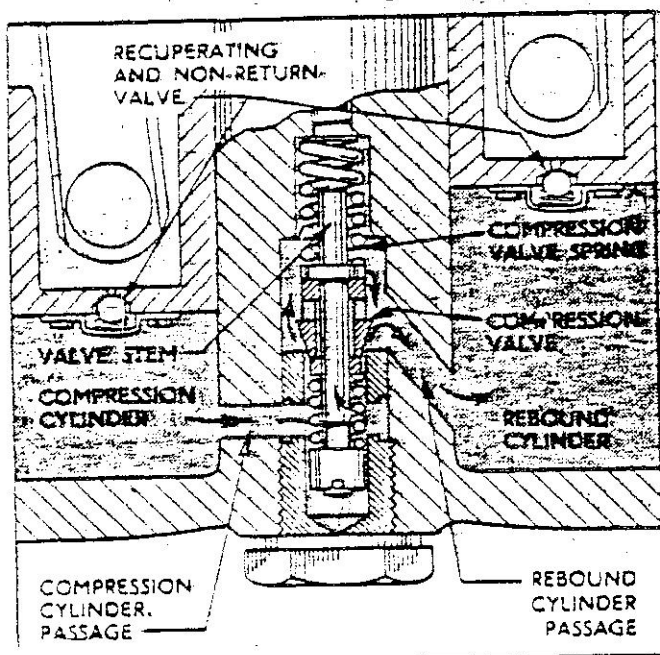


FIG. 4.—Shock absorber valve action.

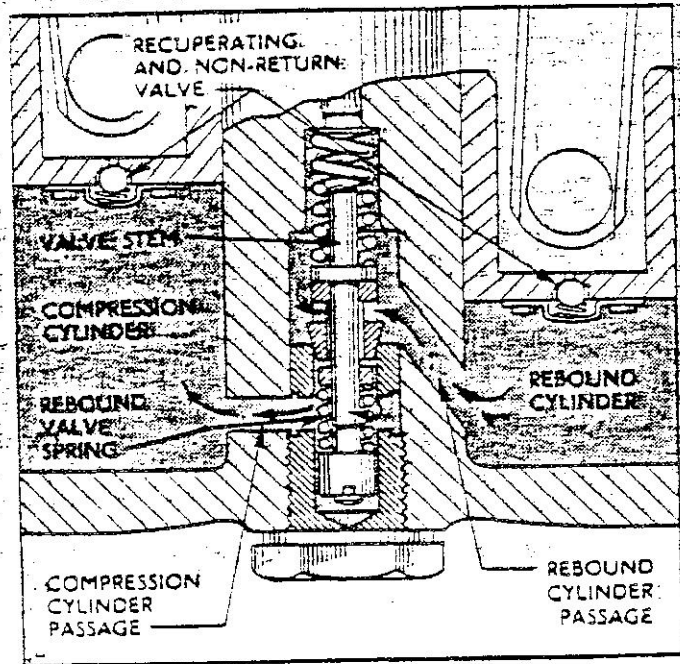


FIG. 5.—Shock absorber valve action.

4—(Chassis and Suspension)

seats against the smaller end of the conical compression valve on which it is held by the rebound valve spring.

The fluid pressure overcomes the resistance of the rebound spring, forcing the rebound valve away from its seat on the compression, when the fluid is free to flow back into the compression cylinder.

Under smooth road conditions, the movement of the axle is of insufficient speed and amplitude to force either the compression or rebound valves off their seatings and therefore a leak path is cut across the top face of the rebound valve to prevent the shock absorber becoming "solid" under these conditions. The size of this leak path is very carefully calibrated and must not be altered, as it provides the necessary restriction to the flow of fluid between the cylinders to control minor axle movement.

Maintenance.

The shock absorber body should be kept full of fluid, Part No. M-100502-C, up to the level of the filler plug hole. The cap is shaped so that air is trapped inside the lid to allow for expansion of the fluid. Do not pump fluid into the body.

Wipe the top clean before removing the filler plug, otherwise dirt may enter the interior and render it inoperative.

When shock absorbers are new, a slight leakage may occur from the rubber gland behind the arm until such a time as the gland becomes properly bedded on to the shaft.

Adjustment.

The compression setting is controlled by the position of the collar on the valve stem, the resistance of the compression valve spring and the thickness of the base plug washer.

The position of the collar on the valve stem is determined at the time of manufacture in connection with its own valve, spring, base plug and washer, so that predetermined characteristics of the compression cylinders are obtained.

It is not practicable to adjust the compression setting in service. It is essential that the thickness of the base plug washer is not altered, otherwise the compression setting will be altered.

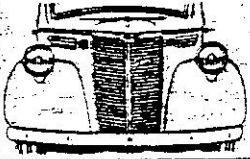
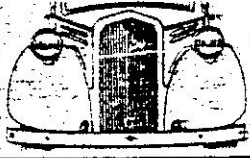
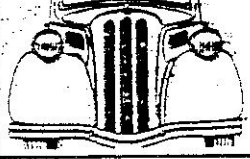
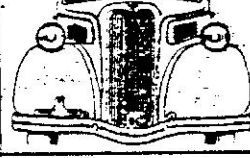
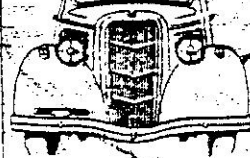
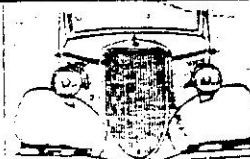
MODEL	IDENTIFICATION	MATERIAL REQUIRED	
"PREFECT" E93A		<u>FRONT SHOCK ABSORBER:</u> <u>REAR SHOCK ABSORBER:</u>	E93A-18045, RIGHT HAND E93A-18046, LEFT HAND E93A-18047, RIGHT HAND E93A-18048, LEFT HAND
"ANGLIA" E84A		<u>FRONT SHOCK ABSORBER:</u> <u>REAR SHOCK ABSORBER:</u>	BOLT 119109-52: + Required NUT 33800-5: + LOCKWASHER 34807-52: +
"TEN" 7W		BOLT 20389-52 (L.H. Only): 1 Required BOLT 119141-52E: 4 BOLT 20345-52: 2 NUT 33800-5: 5 NUT 33796-52: 2 LOCKWASHER 34807-52: 5 LOCKWASHER 34805-52: 2 SHOCK ABSORBER: PLATE E93A-5065: 2	
"EIGHT" 7T		ALL "PREFECTS" FROM ENGINE NUMBER C177633 ON 27th. MARCH 1939 ARE FITTED WITH THE LATEST TYPE SHOCK ABSORBERS AND ALL "ANGLIAS" FROM ENGINE NUMBER Y283955 ON 3rd. APRIL 1940.	
"DELUXE" C & CX		<u>FRONT SHOCK ABSORBER:</u> CE 18046/6E, RIGHT & LEFT HAND: BOLT 20349-52: 3 Required BOLT 119141-52E: 4 Required BOLT 20388-52: 1 Required NUT 33800-5: 7 Required WASHER 34807-52: 9 Required PLATE CE-18104/5: R & L Hand	<u>REAR SHOCK ABSORBER:</u> CE 18047/6, RIGHT & LEFT HAND: BOLT 119109-52: 2 Required BOLT 119141-52E: 2 Required WASHER 34807-52: 4 Required NUT 33800-5: 4 Required
"POPULAR" Y Including 3 Cwt. Van		<u>FRONT SHOCK ABSORBER:</u> CE 18045/6B R. & L. HAND	
		<u>REAR SHOCK ABSORBER:</u> CE 18047/6 R. & L. HAND	
		TYPE "1" Previous to Engine No. Y103753:	TYPE "1" After Engine No. Y103753:
		BOLT 10448-52: 2 Req BOLT 119141-52E: 2 Req BOLT 25306-52: 8 Req BOLT 20367-52: 2 Req NUT 33796-52: 8 or 14 Req * when required	NUT 33800-5: 4 Req WASHER 34806-52 8 or 14 WASHER 34807-52: 4 WASHER 34805-52: 1 PLATE YE-18124-A/5 R. & L. Hand
		BOLT 10448-52: 2 Req BOLT 119141-52E: 2 Req BOLT 25306-52: 8 Req BOLT 20367-52: 2 Req NUT 33796-52: 8 or 14 Req * when required	BOLT 10448-52: 2 Req BOLT 119141-52E: 2 Req NUT 33796-52: 6 Req NUT 33800-5: 4 Req WASHER 34805-52: 5 Req WASHER 34807-52: 1 Req PLATE YE-18124-B R & L Hand

FIG. 6.—Full details of shock absorber changes.

On the other hand, the rebound setting may be altered to suit individual owners' requirements, provided that care is exercised when carrying out the adjustment.

The valve assembly can be taken out after the base plug has been removed. No appreciable quantity of fluid will be lost unless the filler plug is unscrewed or the shock absorber arm moved.

The rebound spring adjusting nut is locked to the valve stem by soldering and the solder must be floated off before attempting any adjustment.

In general, it will be found that the standard setting of the rebound spring adjusting nut will be between 3 and 3½ turns from the fully tightened position.

To increase the resistance, tighten the nut not more than 3 slots of the castellated nut on the rear shock absorbers and not more than 2 slots on the front shock absorbers.

Lock the adjusting nut by soldering after adjustment.

Before replacing the valve assembly and springs, ensure they are free from dirt and foreign matter. fit a new base plug washer.

Top up the unit if an excessive quantity of fluid has been lost.

Shock Absorber Valves

Commencing in 1948, shock absorbers fitted to the Anglia, Prefect and 5 cwt. vans were equipped with

modified compression and rebound settings to improve the riding of the vehicle under certain conditions and to correspond with the changes that were made to the front spring.

In certain cases it may be considered desirable to modify previous type shock absorbers which can conveniently be done by fitting new valves.

These valves are available in service under the following part numbers:

- E93A-18053-B Front
- E93A-18037 Rear

No loss of fluid will be experienced when removing the valve, provided the shock absorber arm is not operated.

Do not remove the assemblies from the carton until required. It is important that the front and rear, also early type and later type, are not mixed, and as a precaution it is suggested that as a valve is removed it is replaced with the new assembly immediately.

To Fit Later Type Shock Absorbers

Earlier type shock absorbers were replaced with the die-cast type, illustrated in Figure 3.

This necessitated certain modifications to the chassis frame mounting holes, and to indicate the different shock absorbers and other material required an identification chart is given in Figure 6 which will provide a complete and easy reference for all models.

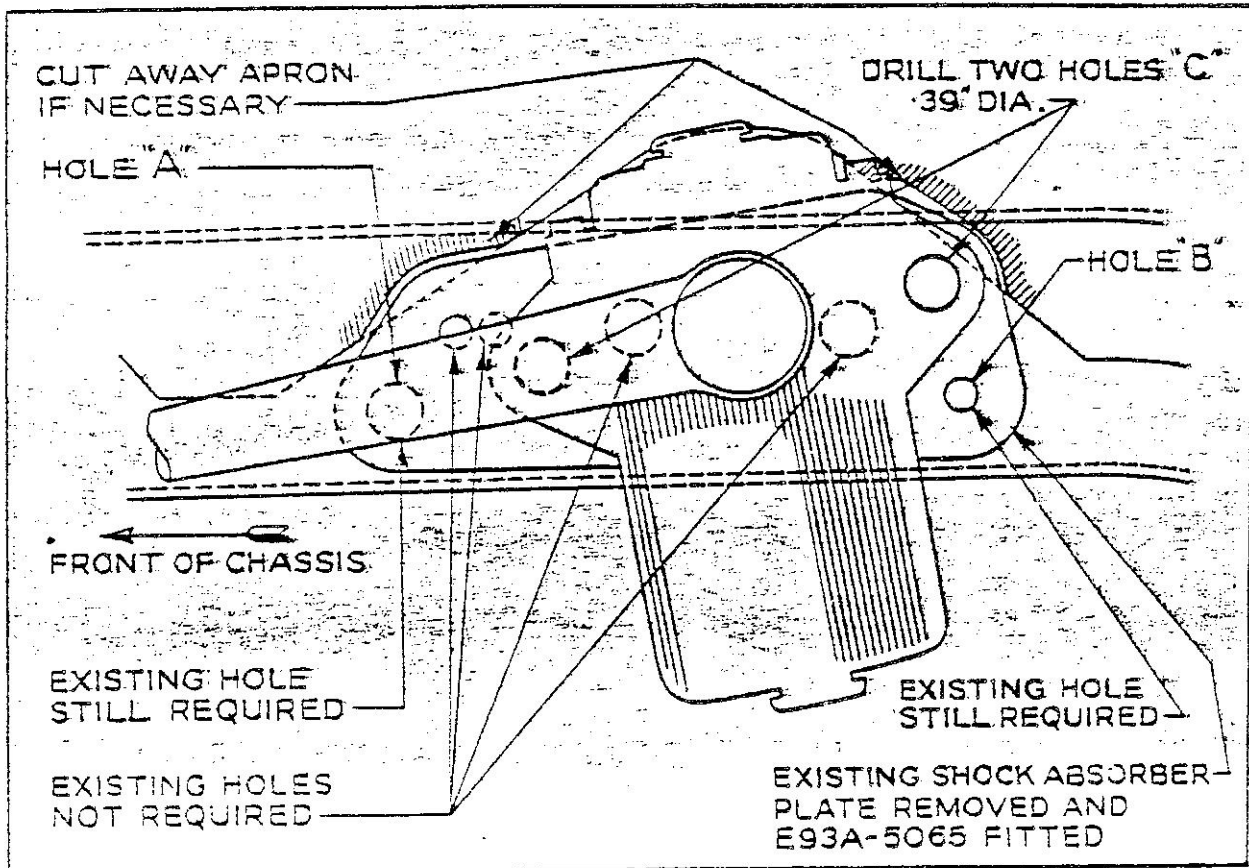


FIG. 7.

To be continued in the next letter

Dear Members,
A small amount of chat from the Chief Nutter!

MEETINGS. A.G.M.

The first meeting of the year is, of course, our AGM which will be held on Sunday, 8th April, commencing at 2pm at the Anchor Glass Works, Brent Cross, London N.W.2. Once again Mr Morgan has kindly allowed us the use of his canteen, no other areas showed interest!

The meeting is often poorly attended, perhaps a total of 10 to 12 people and invariably the same faces. A great many members live within a reasonable distance of the area and I would like to see them take the effort to be at the AGM. To make it more attractive this year I shall be raffling a Ford Y/C Jack and Handle, tickets at £1 each. This should be an incentive for you to put in an appearance.

The London Run

Sam Roberts has once again requested that we hold this event and the day I have in mind is Sunday, 29th April which this year falls between the Easter and May Bank Holidays. Again my enthusiasm at this event is dashed by the lack of attendance in previous years and I would like to hear from any members who are interested in coming along before I get too involved in the organisation of this event. The form at the very back of the Newsletter carries a box for your completion and return should you be interested in attending the London Run. Please enclose a stamped addressed envelope if interested.

The Enfield Pageant

This year, as always, this will be held over the May Bank Holiday, that is 26/27/28th May. As has become our normal practice, we will attend on Sunday, 27th May. Unfortunately, this clashes with the Belgium Run which we had intended to undertake. As Tim Brandon and Jim Miles are both organisers of the Enfield Event, they will be obliged to be at Enfield and not travel to Belgium that weekend as planned.

Silverstone Race Circuit

Over the same weekend is an extremely large Rally at Silverstone Circuit. If you are interested in that one, I think that Monday 28th May should be the date to go for.

Rallye Rombouts, Holland.

Rallye Rombouts is to take place in Holland and Northern Belgium, on the 16/17th June. We are, therefore, planning to get together a party of members to attend this event instead of the Belgium Run. However, more details of this event will be forwarded to you at a future date. If you think you would be interested, please contact me in the meantime - See rear form.

West Midlands Collector's Fair

In the last Newsletter we mentioned the above event taking place 16th to 18th June, and we had booked a display stand for Sunday, 17th June, and I had asked you to advise me if you would be interested in attending.

I needed to have a minimum of 10 vehicles with a couple as reserve. Todate, the response has been appalling and only one member has approached me. If we are to attend as a Club I shall need at least a further 9 names, plus 2 as a reserve by mid-March, or I shall be obliged to contact the people arranging the Fair and cancel our attendance. In view of the Dutch Rally I'm wondering if this would not be the wisest thing to do in any case, it's up to you!

Club Weekend

July 14/15th I am attempting to arrange a Club Weekend for our members and this will be based around the Midland Motor Museum and Bird Garden at Bridgenorth, Shropshire. Just north of this area is the Village of Ironbridge which, as you may already know, was where the first ironbridge was ever constructed in the world. In the area I understand there is a very good museum and also the Severn Valley Railway operate in that district. All points on interest which could occupy us on the Saturday. We would need to find accommodation and camping for the Saturday night and then move to Bridgenorth Midland Motor Museum on the Sunday (an accomodation list has been sent for). Those only wishing to take part in the Rally on Sunday could assemble from 11am at an allocated spot in the Bridgenorth car park.

A business acquaintance who is the London Secretary for 'The Dart Valley Railway Association' has informed me that a new station and rail extension will be opened Easter 1985. We with our cars would be most welcome, as would other Clubs. More details in future letters, but put the date in your diaries.

I think that is enough about possible Events for the moment and moves us sufficiently down the year for the time being.

Dutch Classic Car Foundation

As mentioned in the last Newsletter on Page 10, an event was to be organised this year by the Dutch Classic Car Foundation. However, due to the heavy response the event has been moved forward to June 1985 and I will advise you further when more detail is known. Meanwhile it is a date to note in the back of your diary for next year.

MANUFACTURING

I have now set in motion orders for the manufacture of 30 bumper bar-sets, C interior Door Handles (not window-winders), Y Exterior Door Handles, Long-Rad type. 200 Hubcaps for the Y model have been ordered but I have to report that progress of manufacture is extremely slow. However, for the moment I can only bear with this particular chap and hope that he comes up with goods in the not too distant future, also additional badge mounts for both S.R/L.R. models.

Running Boards For Long Rad Y's I have been looking at the possibility of redesigning these completely over the course of the winter and, with the help of one of the members, have managed to find a manufacturer who will fabricate the steel part of the running board, almost identical to the original. In conjunction with this work, a local trader has moulded a fibre glass, rubber appearance, mat from the original running board. The final result is excellent and you will not be able to tell that the mat is not rubber.

I have asked Dennis Smart, who has the other hand of these running boards to post it to the manufacturer and hopefully, within the course of the next few weeks I shall be able to offer members a pair of complete running boards, with mat moulded to them. The cost of the rubber moulded mat is quite prohibitive, i.e. £10,000 per mould. Of course, we need a pair and you can see that this was quite out of the question. This, I feel, is as far as we shall ever go with replacement running boards.

Short Rad and Intermediate model Side Lights

In spare moments, I have been making up 20 bases - 10 are spoken for, leaving 10 more to be taken up. They are extremely time-consuming to make up and quite honestly it is only when I am sitting beside my mother-in-law's fireplace in Scotland in the winter evenings that I have the time to manufacture these. Therefore, once the 10 spare ones are sold another batch will not be available until next spring. Also, on this subject, if C Model owners would like to have Side-Lamp bases for the C made, I can make them at the same time and on the same principle. Here I would need a pattern as I do not have one at the moment.

Returning again to the Y model Side Light, a replacement lense is under consideration, probably slightly different from the original as again the moulding costs of glass are quite prohibitive.

The cover is also being considered, probably cast in brass. Hopefully, these will be available in black or Satin chrome-finish at a later date.

Magniflex Bars

These, too, are on order but as they are with the same chap who is making Hub-caps, in fact are behind them in the production series, I do not visualise having these until at the very earliest, the latter part of this year.

Luggage Carriers for the back of the Y

These have been re-ordered, a quantity of 10 for this year and a further 10 next year. These will be available in about 2-3 months time, and posted direct, budget price £38.00 + p & p

Oil Can

This should have been with me now but is still not forthcoming at the time of writing this letter but if you are interested in receiving one, please forward your 'intention to purchase' which, again, is on the form at the very back of the Newsletter. The labels are printed and are available in green or black finish. As yet there has been no demand for the support bracket for the oil can but, again, if interested please use the form and I will look into a possible source of supply.

Bulb Holders for Headlamps

I have mentioned these in the past but the response has not been great, netherless, I intend to pursue the production of a double contact bulb-holder when time permits. I fear the big problem will be that of obtaining double-contact headlamp bulbs as they are virtually non-existent now. I must, therefore, suggest to you that you purchase them whenever possible at auto-jumbles either new or secondhand.

Braking Systems

The MOT I think was laid down in 1958 and since that date the standard has continued to change, obviously, in an upgrading direction. I understand from contacts within the Ministry of Transport that another level of MOT is due to be issued in the not too distant future. Needless to say, the standard will be higher and our often inadequate braking system will need to be in perfect order if we are to meet these standards. Consequently, I am in the process of ordering blanks to be forged off the levers that appear on the back plates of the braking system together with the shaft which they operate on. As these are often worn and lose, they will not meet the new standard of MOT. The return springs on the back plate and the front king pin for the braking system are also worn and these, too, will need to be replaced. The cross shaft that supports the pedals, namely, the brake and clutch are also badly worn and here an overhaul kit has been ordered for these. I hope to have news of this in the future. However, due to the complicated tooling involved in reconditioning this item it will probably be an exchange item within the Club.

Another object which is virtually obsolete but will need to be in perfect condition is that of the brake drums but, by and large, rear drums have survived in sufficient numbers for us not to need to worry about but the front drums are often in very badly worn and scorred replacement Drums/Hubs, therefore will be essential.

The probability is that I shall be exchanging a refurbished drum whereby the drum has been lined or built up in some way to the original manufacturers tolerance. Perhaps in the future we will forge a complete new drum but at this stage an exchange, reconditioned one looks most likely. BRAKE SHOES, of course, you can have them relined by your local supplier and I have had very little demand for replacement brake shoes. To date, I think it would be wise to bond these linings to the shoe instead of riveting as was originally done, thus reducing the risk of rivet scarring our valuable drums. KING PINS, I am now virtually out of old stock King Pins and must ask all members to let me have as many as possible of their old worn out King pins. I have been asked for the new ones but this needs to be on an exchange basis as we will have to refurbish the old pins. BUSHES, for these pins have already been ordered and I am now down to about 2 sets left in stock and once these have gone I don't know where we will be able to obtain replacements. Whilst excepting that these parts are not pretty they are absolutely essential and therefore, we will be obliged to give our time to them in the future.

A similar situation i.e. obsolescence, faces us with Track Rod Ends. In the past we have made up a drag link but this was costing us slightly more than the complete item could be purchased for from Belcher Engineering. Therefore, I would suggest to you that if you require a drag link you should contact Garry Miller at Belcher Engineering who is manufacturing them.

Belcher Engineering have also submitted an article which appears in this letter on the subject of Shock Absorbers. As you know, in the early days of the Club, I dabbled with a replacement kit but found it too complicated as there are too many different types. Again Garry Miller at Shepherds Grove has made a point of specialising in these kits and will offer a kit for mounting directly to a Y Model to take a converted double piston Gerling type shock absorber. If you are interested in this, contact Garry.

Also on order are 200 door hinge brass balls, 50 accelerator rod return springs and 50 front brake rod support springs.

Trim

As previously stated, I don't attempt to carry any trim material, this is best left to the professionals. If you need material, you had best write or phone Ron Mudge, who can sell you what you will need. Whilst on the subject of Trim - Who has got the Clubs carpet pattern?

Also on this subject, other major cities have trimmers, can I have recommendations, please.

Back copies

A number of members write in and ask for copies of 'Back Copies' that I no longer have, is any member prepared to sell to others Back Copies of out of print Newsletters. For the ones I don't list.

Area Controllers and other Officers

All the names on the cover will come up for re-election at the A.G.M. These are not courtesy titles, if you are not prepared to work for the Club, don't put your name forward, some of these people have done nothing over the past years. The idea of the area people is to promote local events and Rallys. I will propose at the A.G.M. an up front expense payment to all Area Controllers of £25.00, to cover or go towards postal expenses they incur throughout the year.

A record of these expenses and Post Office receipts will need to be produced at the end of our next financial year, for audit.

If you are interested in helping the Club, please write in, and would all existing Area people please confirm that they wish to continue, otherwise I will drop your name. I need about eight (8) names throughout the U.K. and Ireland (Not boarders in this Club).

Sheet Metal

By and large, most parts seem to be in hand. We have 'C' Model Side sills in production. 'Y' Bulkhead patch panels are in hand. Is there any demand for floor pans or under rear seat pans on either model?

Library

Now controlled by Jim Miles to make it easy send £15.00 deposit for all books. Make cheques payable to Jim Miles. After postage, package expenses and hire expenses.

Technical Advice

I don't get time to do it all, we have the good services of Jeff Cole on this one.

More names etc in next letter.

John Mudge

MEMBERS PARTS FOR SALE

G.68	D Cochlin	1.2.	B.112	I Smith	1.2.
2	Used Wings			Various new and used mechanical parts	
2	Used Front Windcreens			Used Long Rad Wheels	
2	Windscreen Winder Knobs				Y Member
1	Radiator			Tele: 039 43 7911	
1	10 h.p. Engine				
1	Semaphore Arm				

Y Member

Keith Child

1.2.

R.16	D Curtis	1.2.
C	Hub Caps	
C	Bonnett (1935) £15	
Tele:	0432 56302	

Radiator/Engine/Box etc complete
 Front & Rear Axles complete
 4 Good Wire Wheels with Caps
 Chassis: needs some welding
 2 Steering Boxes Tele: Billericay 25140
 From 1936 2 Door Model 7
 Standard Bonnet To, no sides.

G. Game

1 Pair Y tudor 1935 Doors complete with windows and exterior handles - £40
 1 Pair Y 1935 Front Wings, need some repair - £25
 1 S/Rad Y Front Bumper needs rechroming - £25
 1 S/Rad Grille with Badge etc. - £25
 1 1935 Y Column and Wheel - £15
 1 Model 'C' Spare wheel cover with Chrome Strip - £20
 1 Model 'C' Front Grille - £15
 1 Model 'C' Tudor Bonnet - £20
 1 Model 'C' Front N/Side Wing for repair - £20
 Complete set Model 'C' Doors Forder - £40
 1 Model 'C' Tudor Dash Board - £10
 4 Model 'Y' S/Rad Wheels - £20

Tele: 0375 891272.

MEMBERS PARTS WANTED

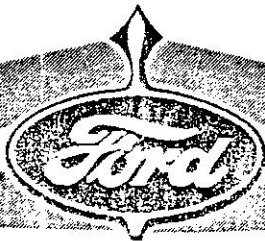
G.71	G Cole	1.2.	B.117.	M Shum	1.2.
Sml	Cover for the Timing Gear on side			Steering Wheel	
of	block			Good Steering Column/Box	
(gear	driven engine)			Rear Lamps	
Part	No. Y 6017			Tele: 05212 7891	
Tele:	01 247 0097				

J	Gates	1.2.	G.132.	R Gilchrist	1.2.
Rear	Brake Rod (1936/7 L.R.Jonathon			Running Borads - these I am attempting to	
Has	not said which one)			improve upon, I hope to have more news for	
Gear	Box Housing Clamp			the next letter.	
Rear	Lamp				

G.2	Mr Attfield	1.2.3.	Keith	Child	1.2.
Oil	Can Clips			1 Pr Headlight Trims	
Tele:	01 300 8336			1 Front Bumper + Bars	

B117	Mike Shum	1.2.3.
Good	Steering Box	
Rear	Lamps	
Tandem	Wiper Assy.	
Tel	Mablethorpe 77891	

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Model 'Y' Bulletin

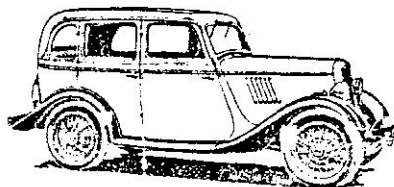
FORD MOTOR COMPANY LIMITED

Test Your Service

PAST issues have urged the necessity of circulating the Bulletin so that mechanics may be familiar with the latest practice and improvements.

Have they read the Bulletins carefully so that they may render efficient service, and are you confident that a car deliberately prepared with a number of misadjustments will be placed on the road in a minimum of time in perfect order?

If you are not confident, prepare a car unknown to your mechanics that you may be assured that they are rendering efficient service.



TRANSMISSION INTERMEDIATE GEAR ASSEMBLY

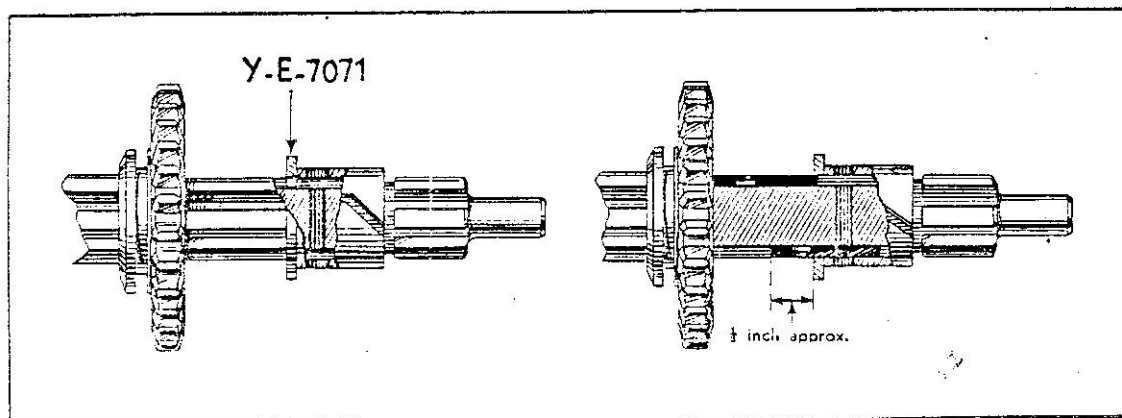


FIG. 1.

The intermediate gear bush and rear thrust washer fitted to present models of the "Y" car are of improved design; the bush and washers being held in position by means of two keys in place of the previous one.

The main shaft is now drilled right through to accommodate two plungers with a spring between them to lock both keys in position as shown in Fig. 2, right-hand illustration.

When re-assembling this improved type bush and washer, the following procedure should be carried out:—

Having placed the low and reverse gear pinion on to the main shaft with the flanged end facing the rear end of the shaft, place the rear thrust washer 19-E-7071 in position so that the splines in the washer bore are in line with the splines on the mainshaft.

The rear thrust washer may be identified by being larger in diameter than the front washer.

Next, press the intermediate gear bush on to the main shaft as described on page 15, of the Model "Y" Bulletin, Volume 2, No. 2, until it comes into contact with the rear thrust washer: this will bring the two locking plunger holes in the bush in line with the plunger hole in the shaft. Fig. 1.

From the front end of the shaft insert one of the keys between the splines where the locking plunger hole is drilled, with the longest distance from the key locking hole to the end of the key facing forwards, and press the key towards the rear of the shaft until it projects approximately $\frac{1}{2}$ inch beyond the rear thrust washer as shown in Fig. 1, right-hand illustration.

The second locking key should now be inserted between the splines diametrically opposite the first key, in a similar manner, and pressed under the

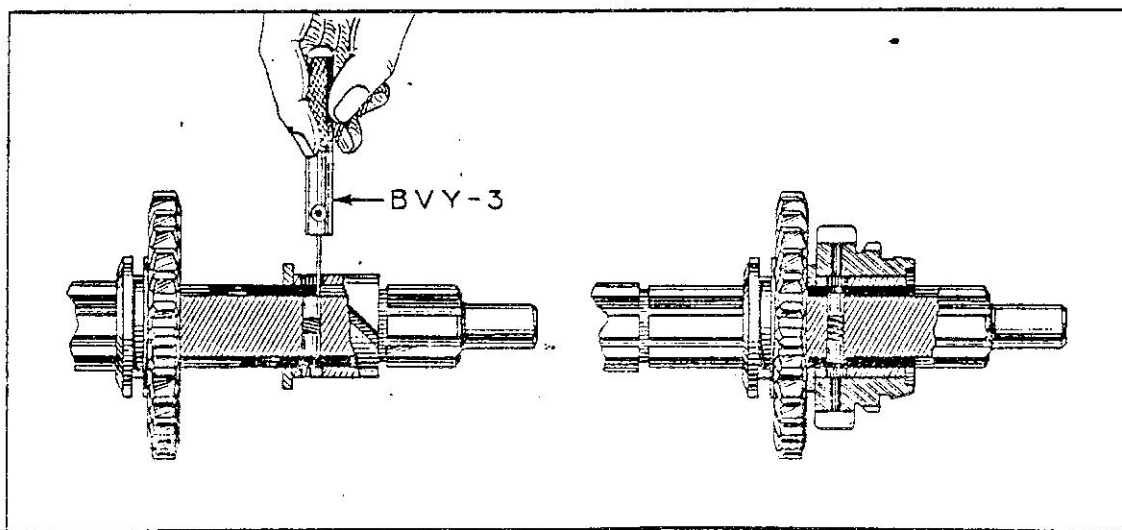


FIG. 2.

bush and rear thrust washer until the end of the key nearest the key locking hole is close to the low and reverse gear, and the other end is clear of the locking hole in the mainshaft as shown in Fig. 1, left-hand illustration.

Through the hole in the intermediate gear bush and the main shaft, a locking plunger should now be inserted, followed by the plunger spring, and the second locking plunger, Fig. 2.

The last locking plunger to be inserted should now be pressed down with the tool BVY-3 until it is below the level of the locking key Fig. 2, left-hand illustration.

Slide the key over the plunger until it is prevented from further travel by the BVY-3 tool, with-

draw the tool, and press the key forward just sufficient to keep the plungers in position.

Smear the bearing surface of the bush with gear oil and place the intermediate gear into position with the synchromesh cone facing the forward end of the shaft.

The front thrust washer may now be placed on the shaft into its recess in the intermediate gear extension and turned one-sixth of a turn to line up the splines in the washer bore with the splines on the mainshaft.

The two locking keys may now be pushed forwards to lock this washer until the locking plungers "click" home in the holes provided for them in the keys. Fig. 2, right-hand illustration.

GEARBOX PARTS

The current models of the 8 h.p. car are fitted with gearboxes, the indirect ratios of which are slightly lower than those fitted to the previous type boxes.

These ratios have been lowered by altering the number of teeth in the main drive gear and the countershaft main gear, and care should be taken when replacing either of these parts that the correct part is used.

Care should also be taken that stocks of these parts are not mixed, to prevent the incorrect part being issued.

These parts may be identified by the number of teeth on the main drive gear and the main countershaft gear as follows:—

Part number Y-7015, Main drive gear, original type 15 teeth.

Part number Y-E-7015, Main drive gear, current type 14 teeth.

Part number Y-7114, Countershaft gear, original type 29 teeth on large gear.

Part number Y-E-7114, Countershaft gear, current type 30 teeth on large gear.

Care must be taken when making these replacements that only the main drive gear Y-7015 and countershaft gear Y-7114 are used together, and the main drive gear Y-E-7015 and countershaft gear Y-E-7114 together; as the new type drive gear will not mesh correctly with the old type countershaft gear, and vice versa.

THE GENERATOR SUPPORT BRACKET

When securing the Model "Y" generator to its support, it is essential that there be a clearance between the eye of the strap and the securing knuckle on the generator support, as shown in Fig. 3.

In tightening the securing strap, care should also be taken that it is not pulled down excessively, as if attempts are made to tighten this beyond the amount necessary to hold the generator firmly to the bracket there is danger of the eyes at the end of the strap being opened out, thus entirely defeating its purpose.

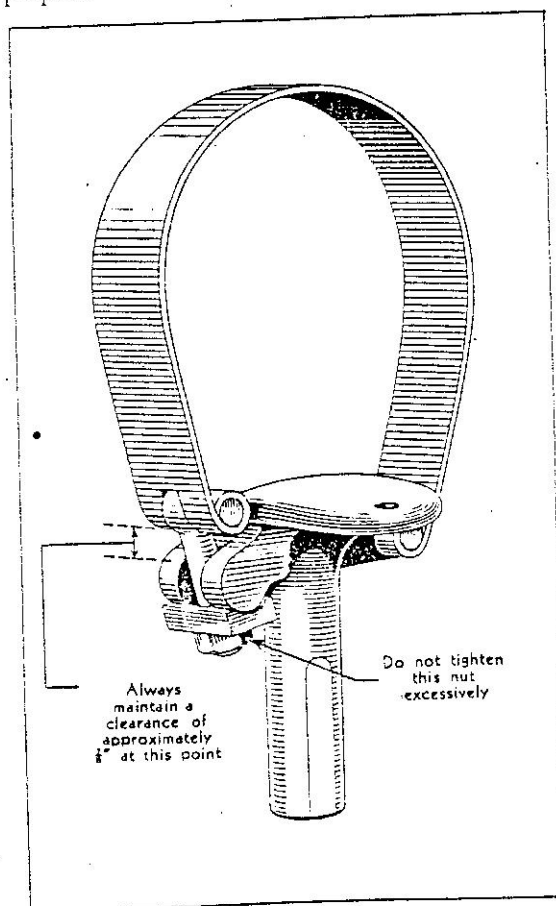


FIG. 3.

It is possible that, owing to a slight variation in the diameter of generators, the eye of the securing strap may in some cases touch the support bracket knuckle before the strap is fully tightened. If this occurs a packing of black tape should be inserted

between the strap and the generator body until a clearance of approximately $\frac{1}{8}$ inch is obtained between the support knuckle and strap eye as indicated in Fig. 3.

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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.
'Y' Pearch Bolts - two only left.	...	£ 6.00	ea.
Various Bulbs (not headlamp)	...	.40p	ea. Engine Pulleys - £3.50 ea
Wiper Blades	...	.60p	ea.
Late type Distributor Points - Rotor Arm.	...	.65p	ea.
Vacuum Motors - Wiper (Need conversion)	...	£ 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 :Sheet Metal Items :-

Body Panels: All Via Abbots Langley or Manchester

Rear valances i.e. below spare wheel L.R. & S.R. 'Y's	...	£73.00	
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	" " "
Running boards for L.R. & S.R. 'Y's.	...	£26.00	" " "
Inner Rear Wheel Arches 'Y'	...	£13.50	Pr. " "
Chase rails on chassis inside door, beside carpet -(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. " "
S.R. 'Y' Inner front wing, engine compartment.	...	£14.00	Pr. " "
Van Rear Arch.	...	£25.00	ea. " "
'Y' Engine splash guard kits - 2 parts.	...	£92.00	ea. " "
2 D 'Y' Door, make good kit - still being considered.	...	£42.50	ea. " "
'Y' Front Valances S.R. & L.R.	...	£23.50	ea. " "
'C' Front wings (to order only).	...	-Price being revised.	
'C' Rear wings (to order only).	...		
'C' Rear patch panel. (to order only).	...		
'C' Rear wing Arch (to order only).	...		

Mechanical:

S.R. and L.R. Rear Brake Rod Support Carrier Arms.	...	£ 4.75	ea. " "
Wheel Nuts, for Y and C	...	£15.00	set Post & Racking £1.60

N.B. Prices subject to revision without notice.

SPARES OFFERED BY WALLY WHEATLEY TELE 027 976 351		Plus
Distributors, complete	YE 12100B	£25.00 exchange P & P
10 h.p. Carburettors	CE 9510	£20.00 exchange P & P
Starter Motors 10 h.p.	E93A 11001C	20.00 exchange P & P
Clutch Pressure Plates		£16.00 exchange P & P
Clutch Centre Plates		£6.00 exchange P & P
Exchange 10 h.p. Engines complete with clutches (reconditioned)		

All items part-exchange and prices on application

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 PARTS

Rubber Parts

	£
AL Engine front mountings (exchange)	- 2.40 plus P & P
AL Front Radins 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	- 1.30 " "
AL Gear Box Mounts	- 8.75 " "

Body Fittings

AL Late L.R. and 4 Door 'Y', hinge centre bolts lock tab - spring.	- 0.75p " "
AL Brass balls on order. Approximate price :	- 0.60p " "
AL L.R. Bonnet Chrome Badge mounts.	- 11.50 ea. " "
AL L.R. & 'C' enamel/chrome rad badges.	- 7.55 plus P & P
AL 'Y' fixed timber roof stick kits.	- 25.00 " "
AL Bumper Bar Bolts.	- 3.00 " "
AL Door Handles for L.R. 'Y's - exterior nearside front.	- 16.50 " "
Rear four door handles and O/S/F.	- 11.00 " "
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.	

AL Club Badges, bar type.	- 3.75 plus P & P
1983 Stamford Hall Brass Plaque.	- 2.50 " "
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: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London. W.1. Tel. 01 935-0402.	
Speedo Cable K27 at 5ft 5in 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 " "
Engine top water curler (head to hose).	- 6.00 + carriage
Top hoses - straight 9½" x 1½"	- 1.50 " "
Bottom hoses - straight 8" x 1½"	- 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.

NOTE* No room for me this time - Oil Cans, with Black and Green Labels should be available in January. £12 inclusive of Postage and Packing

Graham Miles
Chairman

B151 R White	1.2.	G.3. Peter Ashcroft	1.2.3.
1 . R. Radiator Cowl, Undamaged)		2 x Headlamps Bulbs	
		Tele: Bentham 61946	

It's Me G.Miles	1.2.3..	B.150 BTB Wilkinson	1.2.3.
Spare wheel mounting Bracket to Body		L.R. Cowl/Grille	
Body Trim N/S Window pillar - S.R.		Choke & Starter Cables	
Ford 'A' Model Front Seat - my next		Seats (Minstral Tourer)	
task via two.		Tele: 0532 822 088	

Jim Parker	1.2.3.
2 x Rear Lamps. Pork Pie/Model 40	
L.R. Radiator Grille	
Tele: Farnborough (Warwicks) 454	

Two Cars For Sale Via Members.

Vernon Morgan Offers 1937 'Y' 2 door De-luxe. Reg.no. AOW 480 - New Style V.5 Log book, Very suitable for restoration, complete & reasonable condition. Kept in dry storage since 1969 - £500.00
 Tele: Vernon on Llanelli (05542 55425)

Secondly 193 'C' Saloon. Restoration has been started, condition of trim is sound and would come back, body work is very sound, and the car is sold with complete set of new Ford Original wings, as well as its own sound wings. - £500.00 for quick sale.

Tele: 0536 771654

And another 'C' Saloon (Offered by non member) is offered by Mr. Tony Oliver and is described as very sound - Ring Tony on 07535 62637 for more details.

Parts offered for sale.

1 x Rebuilt engine 10 H. P.
 1 x Gearbox - REbuilt.
 Complete set axles.
 Steering box and wheel.
 2 x starter motors. Reconditioned.
 Many various parts.
 Tools, Hub puller valve guide remover, dummy guide etc.

Open to offers on above, Mr. R. Eyre,

51, Cherry Rd.,
 Wales Bar,
 Worksop.
 Tel Worksop 771775

Graham Miles
61, Gallows Hill Lane
Abbots Langley, Herts.

MEMBERS NAME

TOWN

MEMBERS No.

Following items in production. Tick if of interest to you. No time set on delivery

'Y' Hub Caps - State number required

Front Bumper Bar

Rear Bumper Bar

'Y' L.R. Exterior Door Handles 2 Door car 4 Door Car

'C' Exterior Door Handles 2 Door Car 4 Door Car

Interior Door Handles 2 Door Car 4 Door Car (Chrome or Nickle finish)

L.R. or S.R. or C Rad Badge Mounts

L.R. 'Y' Running Boards with fibre glass imitation Rubber mat
N/S O/S or pair

'Y' Side Lamp Bases

'Y' Side Lamp Lenses

'Y' Side lamp Covers - Black/Chrome

Headlamp magniflex Bars

'Y' Rear Luggage Carriers

Oil Can. Black Label - Green Label or just Label - Green/Black

Throttle Rod Return Spring

Front Brake Rod Support Springs - Anti rattle

Door Hinge Balls - State number required.

Many items here - your response will determine the priorities. If interested please tick.

No dates for these new parts but all are now in hand.

Parts you have for sale

Parts you need. Both
Club and*from other
Members

Your Phone number please, for quick reference.

MEETINGS: A.G.M. 8th April. Anchor Glass works
LONDON RUN. 29th April. (If supported)
ENFIELD PAGENT 27th May
SILVERSTONE MEETINGS WEEK end of 26/27/28th May, would you man a club stall?
RALLYE ROMBOUTS - Holland 16th/17th June
WEST MIDLANDS COLLECTORS FAIR 17th June
CLUB WEEK END 14/15 July Bridgenorth, Shropshire.

Following back copies available. Send 17p stamp for each.
Nos. 19/20/21/22/23/24/25/26.



These much travelled cars were recently photographed by a member, can anyone say where?. The rocket assistance of CHW is a clue.