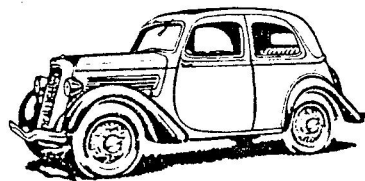
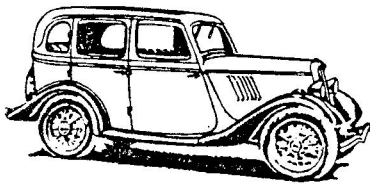


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

*NEWSLETTER OF THE*

*FORD Y&C MODEL REGISTER*

NO. 28 MARCH/APRIL '84

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JOHN GUY  
5 WOOD LANDS PLACE  
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SHEFFIELD S17 4JG

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DIRECTORS: Graham Miles, John Guy and Jim Miles

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Phillip Walford, Snitton Gate, Knowbury, Ludlow, Salop.  
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Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds.  
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#### EDITOR'S COMMENTS

This is the time of year when I wish I had completed my domestic maintenance chores and extraneous work activities so that I could do some work on the Y with a clear conscience. Well, I'm going to try hard during the next week so I can get the old girl back on the road following the Easter holiday. Perhaps when I have a large heated garage, I will work during winter?? Does anyone have such a thing and do you work through the winter?

#### CORRECTION

No, not that kind, but rather a change of issue number. For all you keen filers of old issues, the Jan/Feb issue of the Newsletter should have read Issue no. 27. This being Issue no. 28.

#### HELP!

It's great to see offers of real help coming along, like our new Membership Officer, Bob Wilkinson, in Leeds. If you are able to think of any way in which you can use your particular skills, please step forward. Perhaps there are some London area members who could help in assembly and mailing of the Newsletter, for example. We are still largely in existence through the enthusiasm and time Graham Miles gives to the Club. The more of us who can help, the longer all our enthusiasm will last, so don't be shy, have a go. We aren't an elitist or clique ridden club, everyone is quite easy going, as befits the cars of course!

#### CONTRIBUTIONS

As promised last time, we have some more car histories from Mike Shum and Phil Gillbard, and acquisition notes from Ron Smith and Stuart Wragg. Mr. S. Bancroft has sent an invaluable bearing reference list. Overseas news from Jim Fitzgerald.

#### EVENTS

In addition to Graham's further details, I have news of one or two other events. I must say, however, that our own event at Bridgenorth is a marvellous choice of venue. If you are interested in old machinery of all kinds, in addition to old cars, that area is rich indeed. As well as industrial museums and preserved canals and railways, I also enjoy cycling and running, but I can't see a way of combining the latter with a Y & C event!

On to the other events. First, an invitation from Martin Howard of the Ford Sidevalve Owners' Club.

"The Ford Sidevalve Owners' Club (Hants and Dorset Groups) cordially invite all members of the Y & C Register to Southern Sidevalve Day at Wellington Country Park, Stratfield Saye, nr Reading, Berks, on Sunday, 3rd June, 1984. Members wishing to attend should send £2.30 (cheques payable to F.S.O.C.) to Mr. M. Crouch, 30 Earls Close, Bishopstoke, Eastleigh, Hants., enclosing s.a.e. This entry fee covers admission for car plus driver (a prize will be awarded to the best visitor and plaques will be given to all entrants). Additional passengers will be charged at the special rates of £1.30 adults and 60p children payable at the gate. These entrance fees cover admission to our event plus all the other attractions of the park. We very much look forward to what promises to be a good day out for all the family.

Martin Howard (Event Organising Committee)"

Two further events starting with the Annual Transport Extravaganza at Crich, Derbyshire, August Bank Holiday. A fine setting in the Peak District at the National Tramway Museum. It attracts a happy mixture of vehicles and events. Apply to the National Tramway Museum, Crich, Matlock, Derbyshire, DE4 5DP, if you wish to enter your vehicle.

The third event, at Silverstone in 1985, looks to be the biggest, best, most ginormous event ever organised. I'm glad it isn't called Titanic! See ads. for details.

#### CAR HISTORIES

First this issue is Mike Shum's charming tale of infatuation with a new found friend.

"Most people seem to have found their car lying neglected in a barn or field in some forgotten corner of our countryside. I purchased mine from a nearby Ford Agent. This may sound surprising, but to me it was just as much a find as those hidden and forgotten.

Whilst on the trail of a Citroen 2CV for my wife, I walked into what used to be the local Ford Agent in the nearby market town. They were now selling Japanese cars, and other makes of second hand cars. Alas, the promised Citroen was not there, but my eyes fell upon a quaint little car standing alone in the farthest corner of the garage. It looked rather sad and neglected with its flat tyres and covering of dust. I casually looked it over, not even recognising what it was and joked 'Is this one for sale.' 'I don't know, came the reply, it may be, I'll ask the boss.'

I left and returned home, thoughts of the little car haunting me, how sad, someone's pride and joy lay neglected and seemingly unwanted. I could not get the car out of my mind, and returned the next day to see 'the boss'. 'It's my car, he said, it's been a local car and I bought it when we sold Fords, to stand in the showroom. Since we took over another agency, it has never been touched. I almost sold it once before. This young fellow wanted to do it up, we agreed a price, but at the last minute I found out he was going to make it a hot rod, much to my disgust, so I withdrew from the deal.' 'I have no such thoughts, I said, I would like to see her back on the road as she was.' He seemed suitably impressed, but I had by now started to think twice about the work and my capabilities.

A deal was struck, and I arranged to take 'delivery' the next day, before he changed his mind. I couldn't wait, I was more excited than if I had been collecting a new car. The next day I set off to work, my mind working overtime, with thoughts of the work ahead of me. After work I drove to collect my car. I was probably just as excited as its first owner had been 47 years ago. The tyres were pumped up, petrol poured in, and a jolt from a new battery brought her to life. Trade plates were fixed on and I carefully drove across the showroom. A small group of people had formed - 'wonderful sight' said one elderly gentleman, 'don't build them like that any more' said another.

I parted with my money and set off feeling rather conspicuous. The steering was badly worn, as I aimed between the lines and off I chugged cautiously, homeward bound. We travelled the 17 miles with no mishaps, the old lady turning a few heads on her way. I stopped outside my house for a few photographs, a timeless pose with the old church as a backdrop. A local police patrol, eyeing me suspiciously, were they interested in the car or me? I wondered. I did not wait

to find out, and jumped in, and with a casual wave shot into my drive, to the safety of home.

Work is now well under way and I hope to be on the road in 85."

Mike, Jim Miles is the one to contact for books, but I'm afraid those early back numbers are not currently available.

Now for a different tale from Phil Gillbard, though I suspect this story will be familiar to many. (The shot blasting problems are further explained in the last issue.)

"My car is a 1933 Tudor saloon short rad model Reg. no. AGO 751, Engine no. R Y955311 P, Chassis no. \*Y-18915\* (exact date of production unknown, I can only tell by the logbook, can anyone date it exactly?).

I've had the car since 1968, I paid £25 for her, when I was 15 years old. Work started with a lot of enthusiasm, stripping the car down to a rolling shell and chassis. A new plywood floor was fitted by my father, and all the paint carefully removed with a blow lamp, which cost the lives of two side windows (silly me!). The bodywork was repaired where necessary with sheet aluminium and pop rivets (ugh! I was only 15, remember). My enthusiasm waned after about twelve months because I had bought an immaculate V8 Pilot for £25 and excellent in every way. I then spent the next twelve months playing with my new bigger and better toy. When I was 17, I wanted a car on the road, the Pilot being too expensive to run as a student, it had to go. I sold it for £180 (I've been kicking myself regularly since) and bought a Mk 1 Cortina for £280. A good deal, I thought at the time. Once I passed my test, I was on the road and out getting up to no good! At that time, I went away to technical college for five days a week. This is where the story becomes sad. 'Hilda', my Y type, was neglected, moved from one lock up garage to another for almost 15 years. (Doesn't time fly when you're having fun?)

My excuses add up to lack of time, facilities and money, sometimes all three. I'm now married and have my own double garage cum workshop, with a little cottage next door. I now have a little money, not a lot of time (we have a 5 week old baby boy), but a vast amount of new found enthusiasm thanks to a friend of mine who is restoring a car himself.

Work started in the form of shot blasting. 15 years in one thin undercoat had taken its toll. My advice to anyone considering the same treatment, is DON'T. The bonnet, the bottom half of the doors and the rear of the body shell have warped badly. But trying to look on the bright side, there is no rust left, just holes. It would appear curved surfaces will stand the treatment, but any flat panels simply buckle. I've had the doors re-skinned and all necessary body and chassis welding done. I've restored many smaller items, dash board, interior metal door frames, most engine components, brackets etc., and the radiator grill. I'm now working my way around the body filling all repaired work, I'd prefer lead but I cannot master the art, it all seems to end up on the floor.

The engine is stripped, cleaned and painted and ready for rebuilding. The big end bearings needed remetalling and bearings on the crank regrinding, total cost £80. The rest of the engine appears to be in good order, regrind the valves and re-assemble. The engine I think is worth mentioning, it is basically normal in appearance, with one exception. Instead of stud bolts to fix the crank to the block, it has nuts with long bolts that appear up through the engine. One side

centre bolt having a recess in the block casting to allow the nut to be tightened. Any comments on this would be appreciated. (See engine no.) What other differences are there, if any?

If the money lasts out, I hope to have the car - I mean 'Hilda' - on the road by next summer. I look forward to driving up to some rallies and meeting some of your members. Wish me luck!"

#### NEW ACQUISITIONS

Two notes, the first from Ron Smith:

"We had travelled some distance to Chobham and at last stood looking lovingly and longingly at the car. Yes, she certainly was a Y type with a long rad, of about 1935 vintage, but very, very sad looking. She had no lights and her back panel and window were non-existent. Her owner said she was in good running order, so we started talking money, and after taking his mortgage and ten kids into consideration, we finally made a deal.

Getting her home was no bother, but then the fun began. After removing her body, we found her mechanics were indeed in good nick and we decided to make up our own rear panel. After several wasted attempts, we finally made one good enough to satisfy our high standard and had great fun fitting it.

The chassis was resprayed and she was looking pretty good. The body was re-fitted and after a good rub down and respray she was looking great. A test run told us she was at last finished.

The only problem is the doors don't open and the lights don't work..... Still, they never did on the Triang models did they?????"

and the second from Stuart Wragg:

"I have in my possession two Ford Y's, both are in need of total restoration. The first Y I acquired was first registered in May, 34. I purchased it from a chap living in the Oxford area. The history of the car is obscure. I do know that it was still running about on the South coast in the early 60's. Before that I do not know. In 1964, the car was taken off the road and left in a shed, where it was discovered last year. The chassis no. is 62054, engine no. 62054, and is maroon livery.

My second Y was purchased in December last year from Leeds. It was first registered in December, 1936. No history as yet. Chassis no. 163/85, engine no. 16385, colour black."

#### OVERSEAS

Well, one sea at least! Jim Fitzgerald sends news of his many activities in Ireland (including full length radio interviews!). Jim writes:

"The only vintage car apart from a Rolls Royce on the St. Patrick's Day Parade in Dublin was my Model Y."

The model Y apparently was the first Police Squad Car used in Dublin.

Jim also gives news of a Y & C event on the evening of 21st July, including Sidevalve Fords and other veteran and vintage cars. This is at Bellinter House, NAVAN, CO. NEATH, starting with lunch at 1.00 p.m.

Also this year is the 21st Anniversary of the Irish Veteran and Vintage Car Club, celebrated with a tour of Normandy, 6th - 12th May, £124 per person from Dublin.

In August, vintage car owners from anywhere are invited to a rally at Port Laoise, 50 miles from Dublin, base, Motel Montague.

Further events may take place in September.

Thanks, Jim, for keeping us up to date. I certainly think you are one of the most active regional controllers.

Oh well, that's enough talking about it, better get down to some restoration now, I wish it would stop snowing. Brrr!

# News

Motor 100, Silverstone Circuit, Silverstone,  
Nr. Towcester, Northants, England, NN12 8TN  
Tel. 0327 857271 Telex 311164



## EVENT SUMMARY

### WORLD'S BIGGEST-EVER MOTORING FESTIVAL RECEIVES OVERWHELMING RESPONSE

#### Motor clubs to play key role in 10,000 vehicle display

As many of you will have read in the press, Silverstone Circuits Limited have now announced their plans to stage the world's biggest ever motoring event, being held to commemorate the Centenary of the motor vehicle.

Entitled "Motor 100, A Century of World Motoring", it will take place at Silverstone Circuit, near Towcester, Northamptonshire over the three days of the 1985 Spring Bank Holiday (May 25/26/27) and comprise a staggering 8,000 to 10,000 exhibits drawn from every corner of the globe.

Indeed, invitations are being extended to all the world's vehicle producing countries. Each will be allocated sites around the perimeter of the track, and encouraged to create displays that will portray the history of their motor vehicle and allied industries, in a suitably graphic and dramatic way.

Furthermore, the motor clubs will be situated in the inner area of the circuit where they will play a major role in theme displays encompassing every period and type of motoring from veteran motor-cycles to custom cars and historic commercial vehicles to racing cars.

However, "Motor 100" will be more than just the greatest static show of motoring ever assembled, for throughout the duration, Silverstone's world-famous track will be fully utilised. Visitors will be treated to the sight of demonstrations and parades of everything from veteran road vehicles and early land-speed record cars to Grand Prix cars of all ages.

Our club has been invited to participate in this event, a unique extravaganza which has already captured the imagination of the world's motor manufacturers and their suppliers. There will never have been a show quite like it!

- Ends -

Despite this concession, we appreciate that the costs of mounting such displays could be considerable and are thus encouraging clubs to make whatever individual sponsorship arrangements they see fit - clearly, an event of the magnitude of "Motor 100" presents countless promotional opportunities.

Incidentally, in addition to the individual club themes, we are where appropriate, hoping the marque clubs will help in providing part of the historic content for motor manufacturers in the nations exhibits - in other words, the clubs concerned could be represented in two areas of "Motor 100".

We sincerely hope you will wish to accept our invitation, and if so, would ask you to contact us here at Silverstone at your earliest convenience, so that the full details can be discussed and a suitable site earmarked - thus allowing you the maximum possible time to plan your club activity.

We look forward to hearing from you,

Yours sincerely,

*Ben Barras*

Lt. Col. Eric Barras,

Chairman - Clubs Co-ordinating Committee.

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England NN12 8TN  
Tel. 0327 857271  
Telex 311164

Patron: Lord Montagu of Beaulieu



February 7, 1984

Dear Secretary,

As you are probably aware, Silverstone Circuits Limited have now announced their plans to stage the world's biggest ever motor-ing event, being held to commemorate the Centenary of the motor vehicle.

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We are sure your members will wish to be involved in this milestone of motoring history and have pleasure in inviting you to assemble a display that demonstrates the history of your marque and or club.

Our current thought is that such displays should comprise as wide a cross-section of vehicles as possible (up to a maximum of 50) plus a representation of club regalia etc.. The space required will be provided on a free-of-charge basis.

continued.....



# THAT'S Y

## The £100 Ford Saloon

Though immensely popular in North America, the Model T and its successor, the Model A, faced problems in Europe, specifically the UK. In 1920 the government introduced the 1920 Motor Car Act which imposed a tax of £1 per horsepower, making the 22-hp Model T a rather expensive car to run.

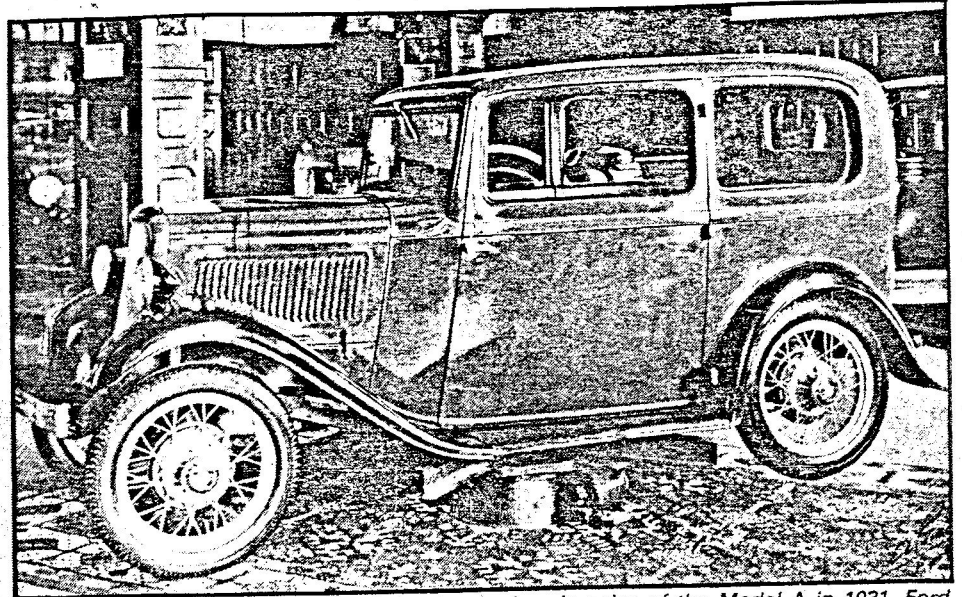
Ford's Manchester (England) management asked Henry Ford to, 'give them a redesigned motor so that they can overcome the well-nigh impregnable sales resistance they now encounter'. Obviously, being told how to run his business did not please Mr. Ford and he replied, 'Are you telling me how to design an automobile for the English market?' That was exactly what they were telling him. Even his son, Edsel, in 1926, sent him a report stating 'We know we have been defeated and licked in England.' A year later, the Model T ceased production at the Trafford Park plant.

*Below: the press, however, were not totally happy, so the car was redesigned completely and appeared on sale, as you see it below, in August, 1932. The new version was 2in wider, had a rear-mounted petrol tank and redesigned carb*

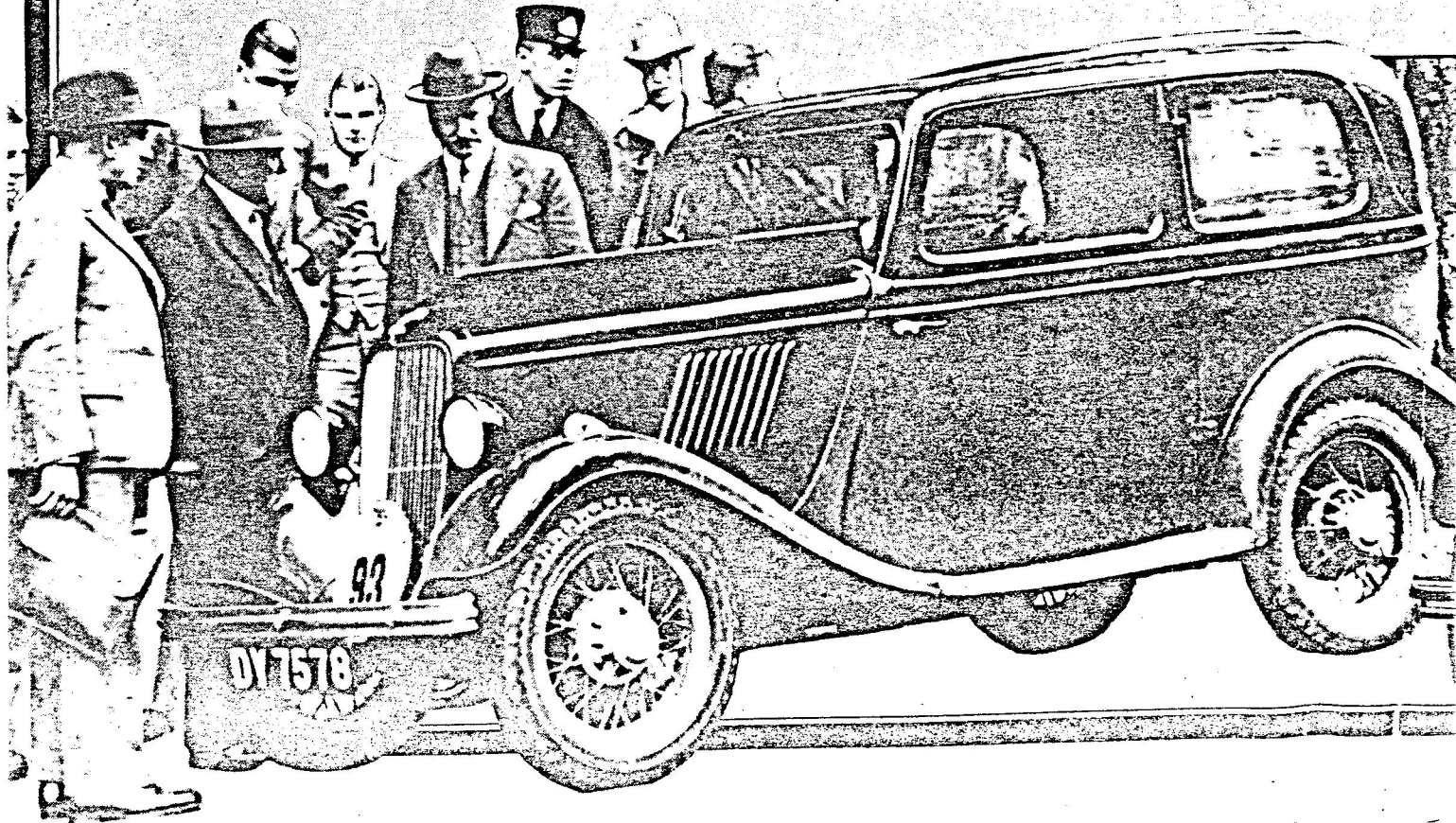
At last it began to dawn on Henry that Europe, and particularly England, needed a small car. In 1928 he showed some drawings of such a car, designed to compete with the Austin Seven, to Percival Perry, Ford's head of European Operations. Perry was, at the time, sceptical, worried that launching a totally

new car might prove to be an expensive mistake.

A rapid decline in sales, however, caused Perry to think again. The horsepower tax was hitting sales and, in an effort to boost them, a small-bore version of the Model A, known as the AF, was introduced. This gave 14.9 horsepower instead of the usual 24. It didn't help, though. It only made matters worse. The car was still comparatively expensive to get on the road and now it had no power to warrant the extra expense. By now, Perry could see the writing on the wall, and in 1930 he had fifteen assorted small British and French cars shipped to Dearborn for evaluation. Still not over enthusiastic, Perry did



*Above: in desperation, because of the drastic drop in sales of the Model A in 1931, Ford rushed through their new 8-hp car, designed especially for Europe. After only five months of development, the new Model Y was launched in February, 1932*





**VINTAGE PROMOTIONS  
(VINTAGE/CLASSIC VEHICLE PROMOTIONAL EVENTS)**

As we have seen in previous episodes of this story, Ford of Great Britain were quick in assisting the development of an improved commercial transport system in the country at the end of the Second World War.

The pre war 7V trucks both six-wheelers and four-wheelers, were reintroduced, also the E83W and E04C van, and the model E88W 15 cwt. van powered by either the 24 h.p. four cylinder petrol engine or the V8, 30 h.p. petrol engine.

Let us deal with the smallest of the commercial range for 1945, it being the E04C, virtually identical to the 5 cwt. 7V which it replaced in 1940. The engine was the 8 h.p. 933 cc unit with a three speed gearbox, suspension was transverse springs and oil-less shackles. In 1946 the fuel tank was relocated to the nearside from the rear. With the introduction of a new divided grille in 1949 the model was redesignated E494C, also the 10 h.p. engine became an overseas option. This range was discontinued in July 1954

Moving up 2 h.p. we come to the 10 cwt. E83W van. This was a semi forward control van with the engine offset to allow the pedals to be alongside the engine, so bringing the drivers position forward. Brakes were 11" diameter and cable operated.

This model remained virtually unchanged until September 1957 when production ceased.

The first post war Earls Court Show in 1948 saw the release of a new semi forward control range to replace the 7V models, this range was the ET6 with several versions: ET6 petrol engine V8 30 h.p., ET7 diesel powered by the Perkins P6 six cylinder engine. In 1953 the ET6 became the 500E range on replacement of the V8 engine by the new OHV four cylinder petrol engine of 3.6 litre capacity developing 70 b.h.p. at 2,800 r.p.m.

In 1950 Dagenham separated their vehicle design engineering division into two - Car Engineering and Truck Engineering.

The first wholly post war British designed light van was the 5 cwt. 300E based on the 100E Anglia car, and was announced on September 24, 1954. Production started on a 7 cwt. 'de luxe' in September 1955, followed a month later by a 7 cwt. standard van. In 1957 the grille, bumpers and rear lights were redesigned. It was replaced by the Anglia van in June 1961.

Following the ET6 range which was only partly Dagenham designed, an entirely new range of trucks were designed this time 100% British, the 'Trader' range. The range consisted of payload capacities from 2 tons to 5 tons, versions included tippers, trucks, articulated tractor units and six wheelers. Ford Petrol and Diesel engines were offered, the first time Fords' had designed and manufactured a diesel engine range.

*Jim Mills*

PLEASE REPLY TO:- 52 DAMSON LANE, SOLIHULL, WEST MIDLANDS.

4 Marbury Close

Kings Norton

Birmingham

B38 8YX

PAGE 12

Our Ref:- NAB/Hig/Hagley

Yr Ref:- *CLUB 20*

TEL:- 021-704-1904

021-704-1904

Dear *SM*

REF: WEST MIDLANDS COLLECTORS MOTOR FAYRE - HAGLEY HALL - JUNE 17TH 1984

Further to your entry for the above event we have pleasure in enclosing Passes etc., for your Club.

The site will be open for setting-up from 12 Noon on Saturday June 16th until 5.00 p.m. and from 8.00 a.m. on Sunday June 17th.

Please ensure that your Club is set-up and all cars in position by 10.00 a.m. on Sunday June 17th.

Free camping facilities are available on site for the nights of 16th/17th June and we also enclose a list of local Hotels/Guest Houses.

On arrival one representative of your Club should report to the Control Area (which will be situated near the main marquee) you will then be shown to your display area and given your Club Judging form. The form will be exchanged for your free trophy (if applicable) after 12 noon and before 3.p.m. when returned completed to Control.

PLEASE NOTE:- No ropes, stakes, tables etc., will be provided, please bring your own.

Please ensure that your area is left clean and tidy, a large plastic bag will be provided to your Club for rubbish.

We hope that you all have an enjoyable day at Hagley Hall and that it will give you an opportunity to promote your Club and encourage new members.

If you have any comments about this event and you think it could be improved upon then please let us know.

Yours faithfully  
(for) G-B Vintage Promotions

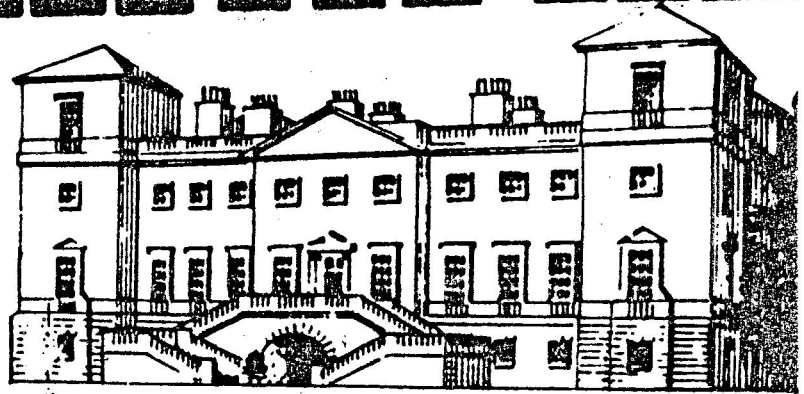
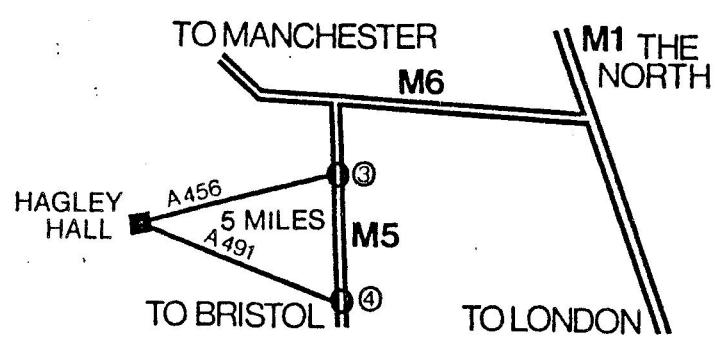
*Neil Bateman*

Neil A Bateman

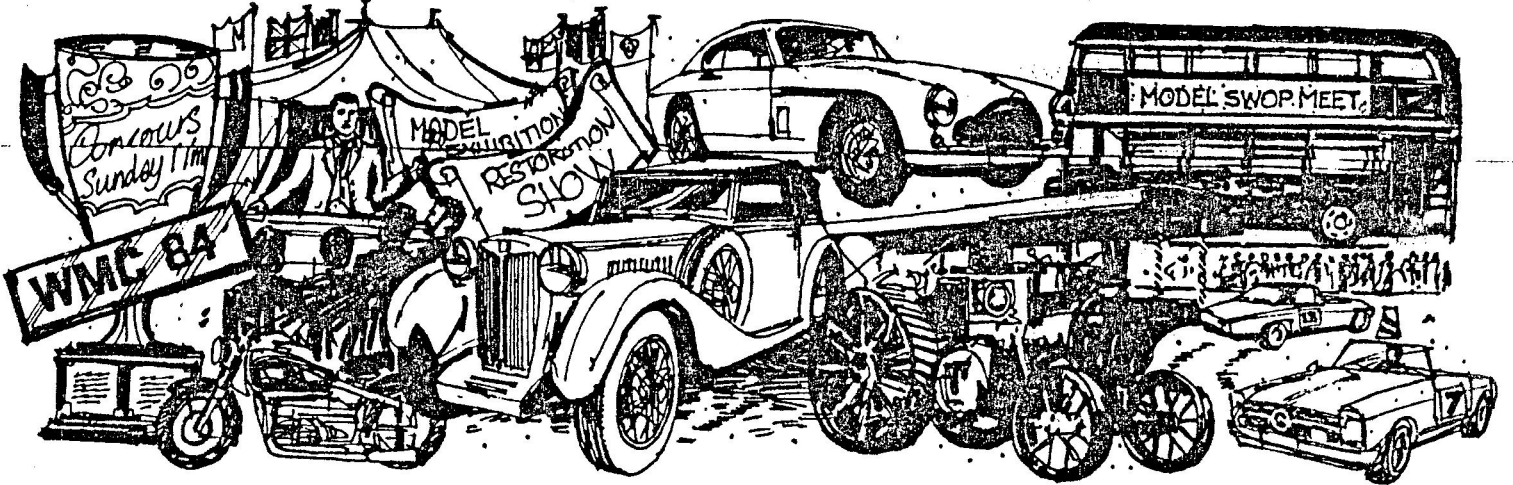
# West Midlands COLLECTORS

PAGE 13

# MOTORFAYRE



ONLY 5 MILES FROM JUNCTION 3 OR 4 OFF THE M5 THE COMPLETE FAMILY DAY OUT



# HAGLEY HALL

## JUNE 16th, 17th, 18th 1984

Admission: Adults £1.50 Children 50p.  
Refreshments and Licensed Bar.

ENQUIRIES RE. AUCTIONING OF COLLECTORS VEHICLES, AUTOMOBILIA, SPARES ETC. TO  
WALTON & HIPKISS, 149A, WORCESTER ROAD, HAGLEY. TEL: (0562) 883426.

ENQUIRIES FOR CONCOURS DISPLAY & AUTOJUMBLE TO  
NEIL BATEMAN, 52, DAMSEN LANE, SOLIHULL, WEST MIDLANDS. TEL: 021-704 1904.

MINUTES OF ANNUAL GENERAL MEETING HELD ON 8 APRIL 1984 AT  
ANCHOR GLASS CO., BRENT CROSS, LONDON

The meeting commenced at 2.30 p.m. Apologies for absence were received from Peter Ketchell, David Laxton and Colin Ault - so where were the rest of you?

AGENDA ITEM NO. 1 - MINUTES OF LAST A.G.M.

It was agreed that it was unnecessary to read the previous Minutes for 1983.

AGENDA ITEM NO. 2 - ELECTION OF CLUB COMMITTEE

Chairman - Graham Miles was nominated by Tom Morgan and seconded by Ian Smith.

Treasurer - Tom Morgan was nominated by Jim Miles and seconded by Richard Attfield.

News Letter Editor - John Guy was proposed by Graham Miles and seconded by Geoff Cole.

Archivist and Librarian - Jim Miles was proposed by Brian Mace and seconded by Geoff Cole.

Technical Advisor - Geoff Cole was proposed by Graham Miles and seconded by Ron Smith.

Membership Secretary - Bob Wilkinson was proposed by Graham Miles and seconded by John Guy.

Secretary - Jill Miles was proposed by Dennis Cochlin and seconded by Brian Mace.

Assistant Secretary - Siobhan O'Leary was proposed by Jim Miles and seconded by Dennis Cochlin.

AGENDA ITEM NO. 3 - ELECTION OF AREA ORGANISERS, PREVIOUSLY  
CALLED REGIONAL CONTROLLERS

In the last News Letter the Regional Controllers were asked to write in to confirm that they wished to be re-elected for the new club year. The only one to do so was Jim Fitzgerald for Ireland. Both John Guy for Yorkshire and Ian Smith for Norfolk/Suffolk were present at the meeting and confirmed at this time that they wished to continue in this role.

AGENDA ITEM NO. 4 - RULES AND AIMS

Previous to the Meeting the rules and aims had been discussed by the committee and the re-drafted rules and aims were put before the meeting for discussion. These were duly agreed upon and appear on a later page in this News Letter. At this point Graham advised that he hoped the club will be issuing a Membership Card and on the reverse side of the card the rules and aims will be clearly printed. Members not maintaining their vehicles in the spirit of these aims would not have their membership renewed.

AGENDA ITEM NO. 5 - ACCOUNTS AND REPORT FOR THE YEAR ENDING 31.3.84

These were duly presented by Tom Morgan, our Treasurer, and were read and approved at the Meeting. The Report and Accounts appear on a later page within this News Letter.

AGENDA ITEM NO. 6 - APPOINTMENT OF DIRECTORS TO THE NEWLY FORMED "FORD Y & C MODEL SPARES LTD".

The Committee has appointed Graham Miles as Chairman and Managing Director, John Guy as Director/Company Secretary and Jim Miles as General Director. These names have in fact already been registered in accordance with the Company Act. This company began trading with effect from 1 April 1984.

It was at this point that Tom Morgan our Treasurer, advised that now that as we are a Limited Company, an annual audit by outside auditors will be necessary. To allow for this to be done and the accounts to be presented at the A.G.M. on or about 1 April, it will be necessary for us to finalise our company year one month previously, i.e. 28 February. Therefore, in future the club year will run with effect from 1 March until 28 February (29 February in leap years). This new date will be effective immediately and will apply to both club and the Limited Company.

AGENDA ITEM NO. 7 - FORD Y & C SPARES LTD.

It was proposed by our Chairman that the current asset value of the club as shown on the balance sheet, be transferred to the Limited Company. Graham explained that as Bob Wilkinson our new membership secretary had already collected in approximately £800 in membership fees for the forthcoming year, this would be sufficient money to run the club and this is the reason why it has been decided that the present balance of the club shown on the balance sheet will be transferred to the Ford Y & C Spares Co. Ltd. in order to fund the new company.

AGENDA ITEM NO. 8 - ANY OTHER BUSINESS

Graham advised that it was the club's intention within the forthcoming year to purchase a new electric typewriter for the use by John Guy, our news letter editor and Siobhan, our assistant secretary.

It was also intended that we purchase an electric stapler for putting together the news letter. This may entail redesigning the letter but it will make life a lot easier for those putting the letter together each time.

Ian Smith advised that his club evening had dwindled and expressed interest in revitalising this social evening. Any members in Ian's area, please take note. It is held on the first Thursday of every month at the pub called "The Suffolk Poacher" at Wangford, Suffolk, near Blythborough.

Graham went on to say that as mentioned in the previous news letter it is the club's intention to re-manufacture a number of new items on the braking side of the vehicles and, hopefully, to start a recondition exchange service on front brake drums. He also asked for a working party to be assembled to strip out a number of second hand axles that have been collected over the last few years and further appealed to members possessing worn out brake drums, both front and rear, to send them to him. A total minimum batch of 30 of each type is needed to make it worthwhile for the manufacturer to set up his tooling.

At this point, our official business over, the draw was held for the Jack that had been on raffle. Tom Morgan held the winning ticket. As Tom already possesses a jack, purchased some years ago at Beaulieu, he donated the jack back again to the club and it is Graham's intention to raffle it once again at the Bridgenorth meeting.

Whilst on the subject of meetings, it was reported that there has been very little response and support this year to the suggestion of a London Run although Jim Miles has worked out an interesting afternoon for us. It was therefore decided to postpone this meeting to September in the hope that more members will come forward by that time.

Once again we were reminded that our next major meeting will be at the Enfield Pageant on May 27.

Graham reminds you that he is hoping to attend the West Midlands Collectors Fair on 17 June. The organisers report that 42 other clubs have booked in. There are a number of prizes to be won, one of the most attractive ones being issued by one of the local building societies, is for a couple, together with their vehicle, who are dressed most in keeping with the era of the car. Here again, the response by members to attend this meeting is extremely poor and we still only have two other members prepared to make the day. We need 10 cars and if we cannot get more than three of us prepared to travel to the meeting I will be obliged to cancel out. Graham appeals once again for you to support the club. Previously members from the Midlands complained that everything happens in the South; well, this is in the Midlands as indeed is the club weekend, and to that I have had a totally nil response.

This, let me remind you, is taking place 14/15 July. Accommodation in the area will need to be booked and an approximate number expected at the venue, Bridgenorth Motor Museum, will need to be advised in order that the necessary car parking area can be allocated to us. Therefore, gentlemen, your support is needed at both of these events. Bridgenorth is held this year instead of Stanford Hall.

Returning back to the weekend of 16/17 June and the Dutch weekend that Jim Miles has organised, "The Rallye Rambouts." This has been moved back a weekend due to the European elections on that date, to the weekend of 23/24 June. We are limited to the amount of vehicles we can take, but we have provision for perhaps one or two more members to take part in this meeting. The exact money donated by a major European manufacturer eludes me for the moment, but is enough, apparently, to pay for an evening ball and accommodation in an hotel on the Saturday night and so I would think it well worthwhile attending.

So to re-cap, we need more support for the Midlands Collectors Fair on 17 June and our proposed club weekend 14/15 July. Please see the return form if you are interested in attending either or both events.

#### GRAHAM'S COMMENTS

The month of April is one of my busiest work mileage wise, so I must be mad trying to get everything done this month. The new Sierra I had at the beginning of the month has now covered over 3,000 miles in the last three weeks. Both on business and pleasure, I've been as far north as Inverness, where Leonard Morrison reports a 'Y' for sale at about £300, now alas rather sad, but it was being rallied 3 years ago. As far west as Cardiff and as far east as Hull - not too far south, only Croydon, all the time looking for Parts. Alas very hard to find now, but to add to our stock of spares, 1,000 6v bulbs or more, 500 front and rear shackles, a set of engine liners, crank shaft, con rods, re-con radiator, good hub pullers, 6v ignition coils - in fact so many odd parts I can't remember them all, so just keep writing in for parts needed.

Ford Bulletins - I've been asked by several members to produce all the copies up to 1937. I can't. I have on file a letter from the Legal department <sup>CP.F.M.C.</sup> reminding me of the 50 year 'Copyright' Law, so I keep a few months out of that date and everybody's happy.

Beaulieu - Those needing spaces get in touch, and help is wanted.

Now the Good News - Road Fund Tax for us reduced to £60.00

Now the Bad - Just about every manufacturer is reporting problems, so new parts are slow.

Now the Moans - The turn out at the A.G.M. was abysmal, the usual faces voting themselves in and out of the positions. The support for the 'West Midlands Collectors Fair' and our club meeting at Bridgenorth is disgusting.

I don't have to spend my time running this club, packing, storing, sorting, invoicing, recording cheques, chasing bad debts, news letter work, etc. I too have a wife and young family who demand my time. Without being conceited, if I stop, so will the club.

Think about it.

## FORD Y &amp; C MODEL REGISTER

Balance Sheet at 31.3.84

	<u>Assets</u>		<u>Liabilities</u>
Stock in hand	975.00	Retained profit	2761.08
Stock in Bank	1761.03		
Cash in hand	25.05		
	<u>2761.08</u>		<u>2761.08</u>

Trading, P & L Account - Year to 31.3.84

Sales of parts, etc.	4693.30		
Subscriptions & Donations	1760.25		
Sundry income	<u>110.00</u>		6563.55
Less: Opening Stock	1650.00		
Purchases	4535.53		
	<u>6185.53</u>		
Less: Closing Stock	975.00		5210.53
Gross Profit:			<u>1353.02</u>
Less: <u>Administration Costs</u>			
Show expenses	314.50		
Stationery & Postage	453.48		
Storage Rental	102.72		
Travel expenses	58.00		
Formation expenses			
Y & C Spares Ltd.	230.00		
Bank Charges	<u>10.83</u>		<u>1169.53</u>
			183.49
Net Profit:			
Add Retained Profit at 31.3.83			<u>2577.59</u>
			<u>2761.08</u>

CLUB RULES AND AIMS

1. Members should either own or have an interest in a Ford Y or C Model: these vehicles being restored or maintained as closely as is possible to their original specification.
2. The Committee will be elected each year at the A.G.M.
3. Both the Club's and the Ford Y & C Spares Ltd's financial year is from 1st March to 28th February. Financial statements for the preceding year will be presented at the A.G.M.
4. The Committee reserve the right to refuse or discontinue membership of any person whose activities are not in keeping with the general aims of the club.
5. Membership will be deemed to have lapsed if not renewed by 1st June. At the Committee's discretion lapsed members may be asked to pay part or all of arrears due.
6. The Club is non-profit making.
7. The annual subscription for the ensuing year is to agreed at the A.G.M.
8. Spares published prices are for members benefit only: non-members will be charged 50% over the members price.
9. A percentage of the Club's cash assets is to be transferred to "The Ford Y & C Model Spares Ltd." to enable the "Ltd. Co." to finance the tooling and manufacture of obsolescent replacement parts. This percentage to be agreed by the Committee. It is understood that the 'Ltd. Co.' will finance the Club should this become necessary.



## SECTION K

# THE CHASSIS AND SUSPENSION

### Springs

<b>Front:</b>		
Type	.....	Transverse semi-elliptic.
Number of leaves	.....	9.
Width, early cars	.....	1.23 to 1.25.
Later cars	.....	1.75.
Static load rate, early cars	.....	253 lbs. per in.
Later cars	.....	305 lbs. per in.
Length, centres, eye to eye	.....	32.81 to 32.94 under load of 730 to 790 lbs.
Laden height	.....	3.38 at 730 to 790 lbs.
Free height	.....	6.38.
Thickness of leaf	.....	.185.
<b>Rear:</b>		
Type	.....	Transverse semi-elliptic.
Number of leaves	.....	10.
Width	.....	1.73 to 1.74.
Length, centres, eye to eye	.....	36.18 to 36.31 under load of 1,400 lbs.
Laden height	.....	4.62 at 1,350 to 1,450 lbs.
Free height	.....	9.31 to 9.44.
Load rate	.....	295 lbs. per in. deflection.
Thickness of leaves	.....	.185.

#### Springs.

Commencing early in 1947, all Anglia, Prefect and 5 cwt. vans were fitted with a heavy duty  $1\frac{3}{4}$  wide front spring (in place of the  $1\frac{1}{4}$  wide type), a reinforced front member, modified radius rod and rubberised spring shackle bushes with a corresponding change to the rear spring shackle bushes which were also of the rubberised type. (See Figure 1).

In service both types of spring, shackle, etc., are available, although it must be pointed out that the later type shackles and bushes will not fit the previous type springs.

In the case of the rear spring, the main leaf only was modified to accommodate the later type shackles and bushes.

Assembly should be carried out in the following manner.

After assembling the later type parts, the shackle bolt nuts should be tightened up thoroughly so that the shackle plate nips the bush inner sleeve when the spring is in the normal position carrying the weight of the vehicle. Always tighten up the nut and under no circumstances loosen it to line up the cotter pin hole in the bolt.

It is not necessary to lubricate the later type shackles and bushes, which should be maintained in a clean condition.

The later type front spring can be easily identified by means of the thicker Nos. 1 and 2 leaves, which are No. 5 gauge (0.225) in place of No. 7 gauge (0.185) used on the previous type.

It will also be noted that the lengths vary and that the free height of the later spring is 6.0 against 6.75 on the previous spring.

The later type shackle plate is approximately 2.00 between the flanges, i.e.,  $\frac{1}{8}$  wider than the previous type as shown in Figure 2.

The later type bush can be identified by means of the extended inner sleeve (approximately  $\frac{3}{8}$  each end) as illustrated in Figure 2.

It is not permissible to fit the previous type bush with the later type shackle plate.

Whenever fitting the later type shackle plates and bushes, only the longer type bolt should be used.

It is important that the final tightening of the shackle bolts and nuts is carried out when the weight of the vehicle is imposed on the springs.

Care is to be used when installing rubber type bonded shackles on 10 h.p. vehicles, otherwise it is possible that they will be unduly stressed. This coupled with the additional stress caused when the spring flexes, may cause the bonding to be destroyed.

In order to arrive at the correct setting, the bushes should be inserted with the spring in such a position that the distance between the under side of the main spring leaf to the centre line of the spring perches is as follows:—

Model	Front Axle	Rear Axle
EO and C/CF	.35 to .55	3.90 to 4.10
EO4A/AF	.35 to .55	3.08 to 3.28
E93A/AF	.10 to .30	2.84 to 3.04

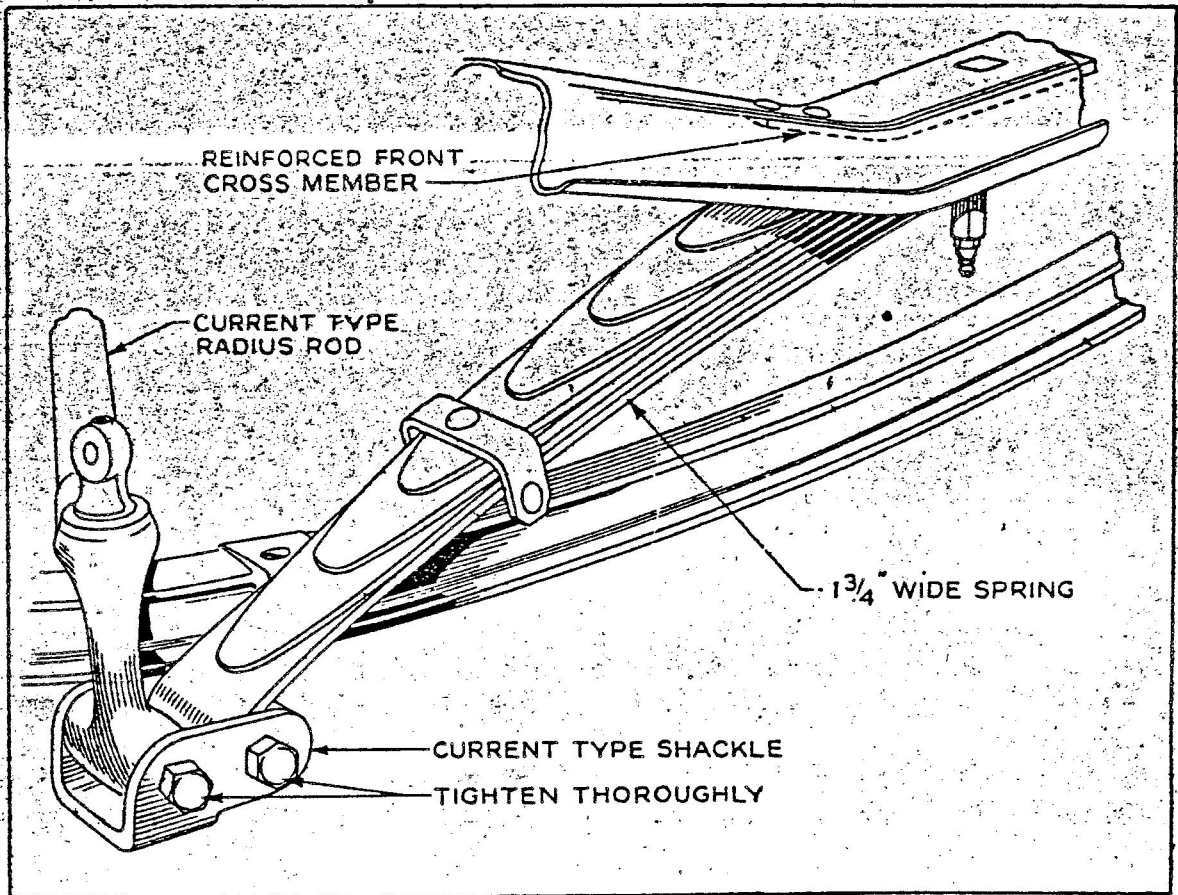


FIG. 1.—The modified spring, shackle and radius rod.

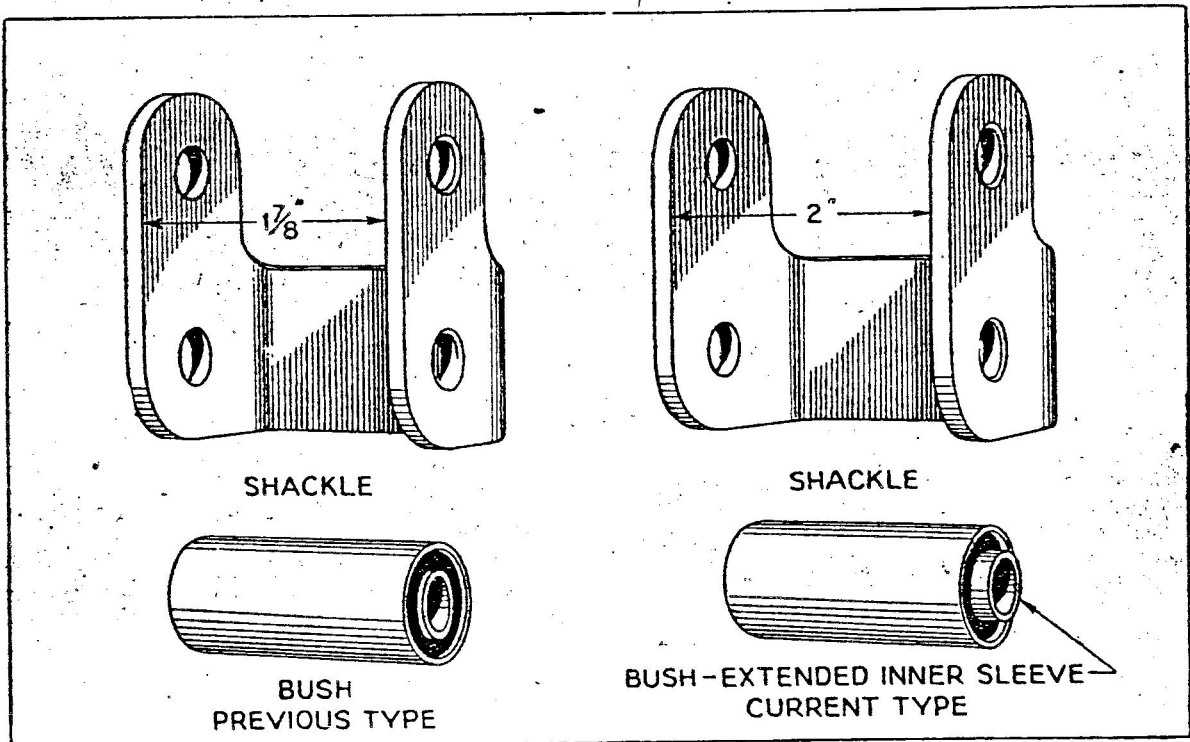


FIG. 2.—Old and new type shackles and bushes.

**6—(Chassis and Suspension)**

To avoid duplication in the fitting instructions, it is important in each case, whenever carrying out this modification, that the vehicle is securely supported on the chassis frame by means of suitable stands to permit both front and rear axle assemblies to reach their lowest position when the wheels are removed.

Unless this is effected, difficulty may be experienced in positioning the drilling machine when making the mounting holes in the chassis frame.

It is also most important to check that the head of the front spring centre bolt is correctly positioned in the orifice in the front cross member and that the spring is securely mounted. Any tendency to looseness might permit the shock absorber to foul the radius rods.

**To Fit Front Shock Absorbers, Prefect, Anglia, Ten and Eight Models.**

Remove the wheel and shock absorber assembly.

Then remove the bolt and lockwasher securing the steering bracket to the frame and the shock absorber plate on the right-hand side. If a bolt and nut is fitted on the left-hand side, this should also be removed.

Carefully dismantle the shock absorber plate by removing the retaining rivets and discard the plate.

Position the new shock absorber plate (E93A-5065), cutting away the wing apron, if necessary, as shown in Figure 7. Refit the steering bracket bolt and lockwasher through the hole "A" at the front end of the shock absorber plate on the right-hand side (using

the following material on the left-hand side: bolt 20389-S2, nut 33800-S and lockwasher 34807-S2).

Assemble the bolt 20345-S2 through the small hole "B" at the rear of the plate and secure it to the frame with the nut 3379-S2 and lockwasher 34805-S2.

Using the shock absorber plate (E93A-5065) as a guide, drill two .39 diameter holes (marked "C" in Figure 7) through the frame.

Mount the new type of shock absorber and secure it to the frame through these latter holes, using the bolts 119141-ES2, nuts 33900-S, and lockwashers 34807-S2, and tighten up thoroughly.

**To Fit Rear Shock Absorbers, Prefect, Anglia, Ten and Eight Models.**

Remove the wheel and shock absorber assembly.

Drill two holes .39 diameter in the existing shock absorber plate in the positions shown in Figure 8 using the shock absorber as a template.

Mount the new type shock absorber and secure it to the plate, using the bolts 119109-ES2, nuts 33800-S, and lockwashers 34807-S2, and tighten up thoroughly.

**To Fit Front Shock Absorbers to Popular Models (1932-37).**

Remove the wheel, shock absorber and existing shock absorber mounting plate.

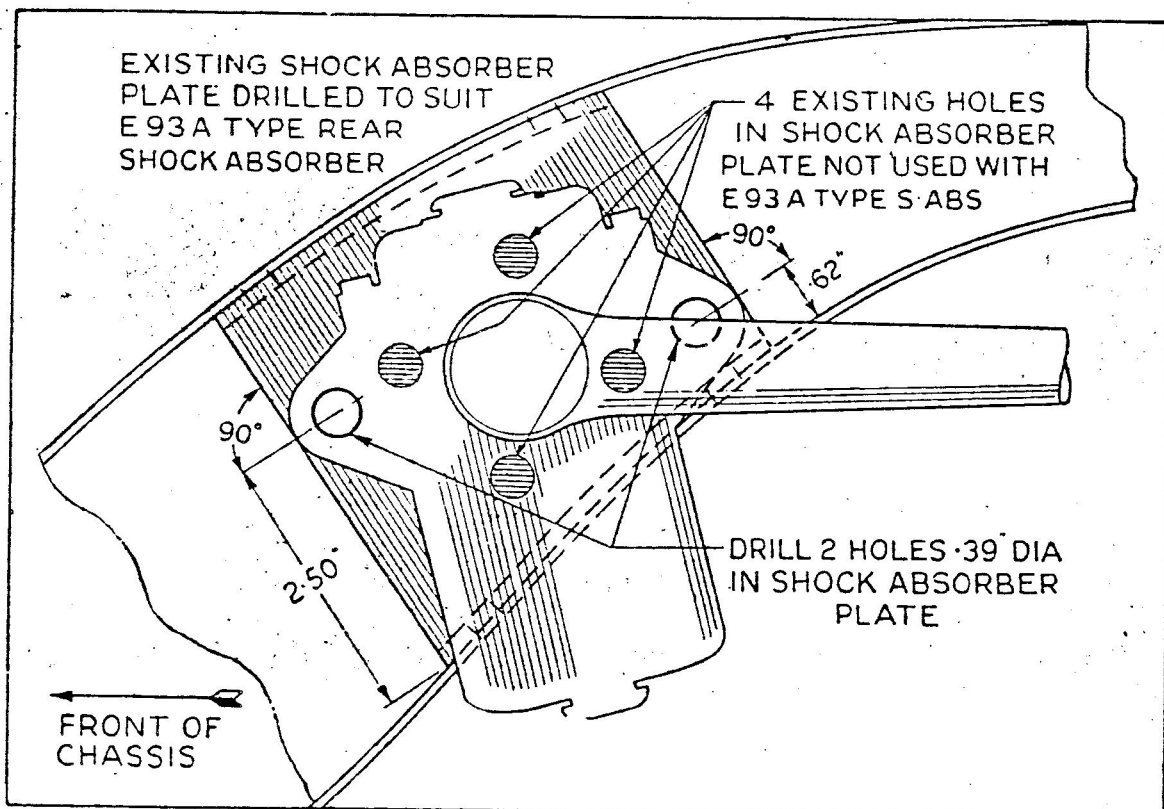


FIG. 8.

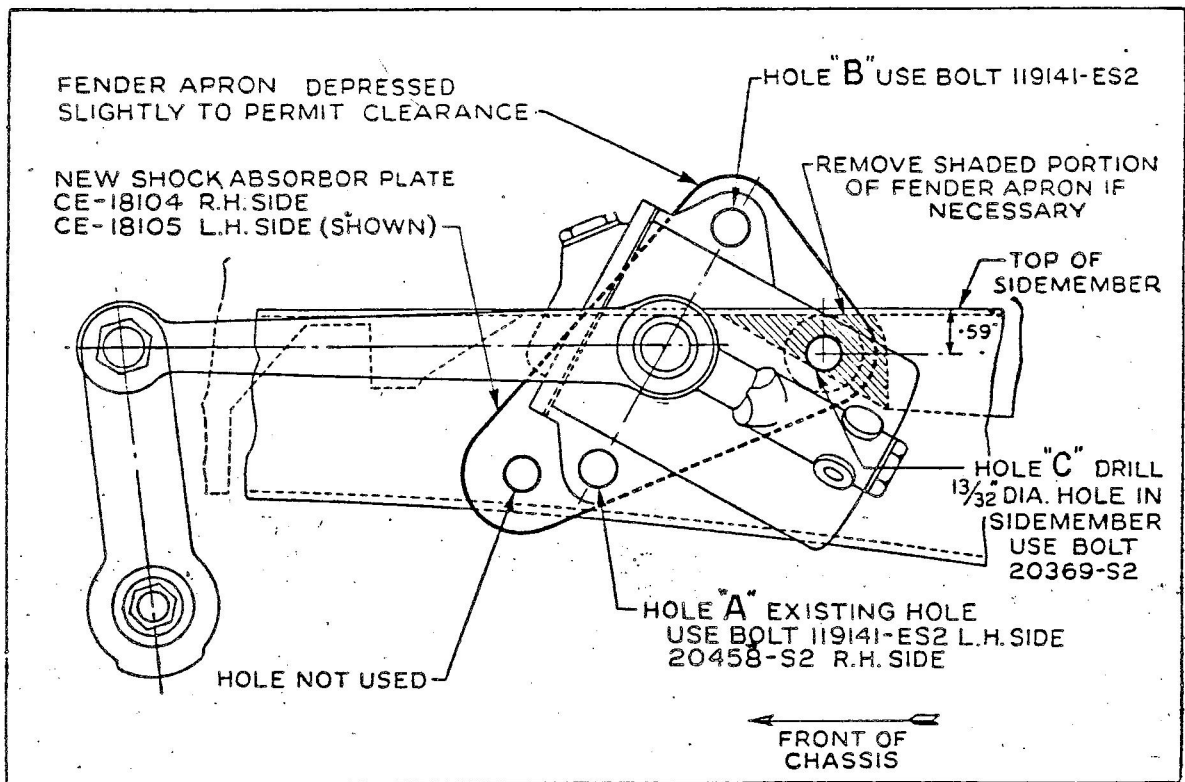


FIG. 9.

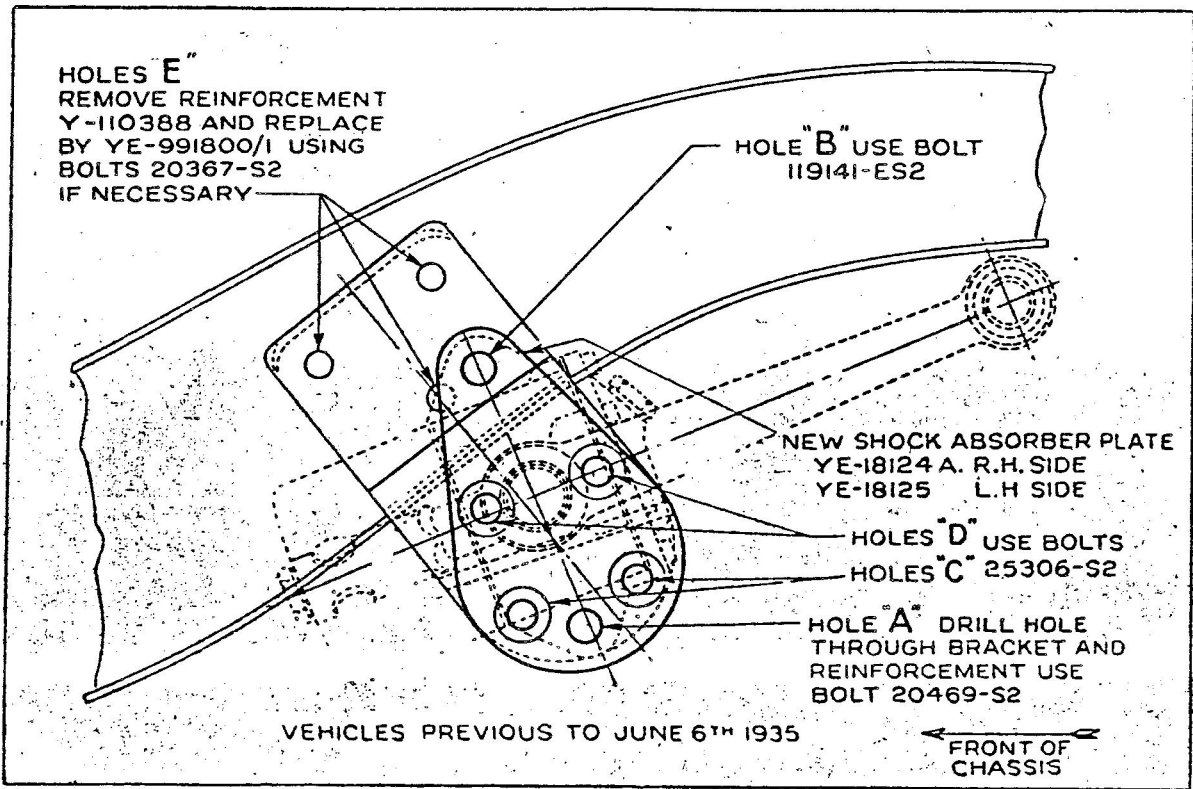


FIG. 10.

CLUB PARTS FOR SALE  
PLEASE 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. PLEASE MAKE CHEQUES PAYABLE TO 'FORD Y & C SPARES LTD.'

Postage and Packing - on each order, add 25p for packing. Postage extra.

PLEASE NOTE: The Ltd. Co. does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

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

Front and rear Shackles (Pattern part)	£ 1.00 each
Genuine Ford front Shackle (not plates or nipples)	£ 2.25 each
Bushes for same	£ 0.75 each
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
Rear Hub Seals (Large - outer)	£ 1.00
Female Track Rod End	£ 5.00 each
Engine Valves - early types	£ 2.50
- few late types	£ 2.50

2 x 'Y' King Pins - 4 bushes - 2 thrusts	£12.00 each
2 x 'C' King Pins - 4 bushes - 2 thrusts	£ 9.00 each
Engine Piston, various sizes (no post-war 8 h.p.)	£12.00 per set - send sample of old one
Various bulbs (not headlamp)	£ 0.40 each
Engine Pulleys	£ 3.50 each
Wiper Blades	£ 0.60 each
Late type Distributor Points - Rotor Arm	£ 0.65 each
Vacuum Motors - Wiper (need conversion)	£ 4.00 each

Gaskets - various types - but no Sump now - ask for details  
Many, Many various old, new and used items. Write, giving requirements on the form provided. Also, have a large stock of used parts.

REPRODUCTION PARTS

Body Panels

Rear Valances i.e. below spare wheel L.R. & S.R. 'Y's	£73.00 each
Rear wings for L.R. & S.R. 'Y's	£41.00 each
Front wings for L.R. & S.R. 'Y's	£78.50 each
Running boards for L.R. & S.R. 'Y's	
Inner rear wheel arches 'Y's	£26.00 each
Chase rails on chassis inside door, beside carpet (state 2 or 4 door)	£15.50 per pair
Y Van chassis side and rear panels	£ 7.30 each
Van side panels to order	
S.R. 'Y' inner front wing, engine compartment	£16.00 each
Van rear arch	£20.00 each
'Y' Engine splash guard kits - 2 parts	£14.00 per pair
'C' Rear body supports	£22.00 each
'C' Side sills	£35.00 each
'Y' Front valances S.R. & L.R.	£25.00 each
'C' Front wings - to order only	£92.00 each
'C' Rear wings - to order only	£42.50 each
'C' Rear patch panel - to order only	£23.50 each
'C' Rear wing arch - to order only	Price being revised

Mechanical - Re-manufactured

S.R. & L.R. Rear brake rod support carrier arms	£ 4.75 each
Wheel nuts for 'Y' and 'C'	£15.00 per set plus £1.60 for P & P
Lever rear brake camshaft CE-2235 RH	} Re-manufacture being considered
Lever rear brake camshaft CE-2236 LH	
'Y' Pearch bolts	Re-manufacture being considered

Rubber Parts

Engine front mountings (exchange)	£ 2.40 each
Front radius ball	£ 1.30 each
Steering dust covers	£ 0.70 each
Under bonnet rubber sets - 9 items	£ 4.75 per set
Brake and clutch pedals - exchange	£ 2.00
L.R. and 'C' Rear brake rod support ends rubber	£ 1.80 each
Gear box mounts	£ 8.75 each

Body Fittings

Late L.R. and 4 door 'Y' hinge centre bolts lock tab - spring	£ 0.75 each
Brass balls door hinge	£ 0.60 each
L.R. Bonnet chrome badge mounts - on order. Last price	£11.50 each
L.R. & 'C' enamel/chrome rad. badges	£ 7.55 each
'Y' fixed timber roof stick kits	£25.00
Bumper bar bolts	£ 3.00
Door handles for L.R. 'Y's - exterior nearside front. On order	£16.50 each
Rear four door handles and O/S/F	£11.00 each
Both above - lock barrel and base excusion (Plates not supplied).	
<u>Windscreen frames for L.R. 'Y's being offered by</u> Chris Glover, 1 Percy Road, Guildford, Tel. 0483 505199 after 8 p.m. Price on application.	
Rear Luggage carriers, 'Y' car only - on order. Budget price	£40.00 each
Club badges, bar type	£ 3.75 each
1983 Stanford Hall brass plaque	£ 2.60 each
Copper Bifoliated rivets	£ 0.15 each

Mechanical

Speedo cables - contact direct: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402	
Speedo Cables K27	5 ft 8 in long - Y
K28	5 ft 1 in long - C
Price on application	
'C' Model exhausts - stock with tailpipe	£42.00 plus carriage
'Y' exhausts - stock (3 old stock at £35.50)	£40.50 plus carriage
Floor board screws	£ 0.05 each
Floor board no. 2 taps	£ 1.20 each
Engine top water outlet (head to hose)	£ 6.00 each
Top hoses - straight 9½" x 1¼"	£ 1.50 each
Bottom hoses - straight 8" x 1¼"	£ 1.25 each
Oil can transfers, black only at present	£ 3.00 incl. p & p
Oil cans - on order. Production problems to be overcome.	

N.B. Prices subject to revision without notice.  
Postage and packing extra on each order.  
Remember - Cheques payable to 'Ford Y & C Spares Ltd.'

SPARES OFFERED BY WALLY WHEATLEY, TEL. 027 976 351

Distributors, complete YE 12100B	£25.00 exchange plus p & p
10 h.p. carburettors CE 9510	£20.00 exchange plus p & p
Starter motors 10 h.p. E93A 11001C	£20.00 exchange plus p & p
Clutch pressure plates	£16.00 exchange plus p & p
Clutch centre plates	£ 6.00 exchange plus p & p
Exchange 10 h.p. engines complete with clutches (re-conditioned).	
All items part exchange and prices on application.	

MEMBERS PARTS WANTED

G 71 G. Cole 1  
Side timing cover, gear driven  
engine, part no. Y 6017  
Tel. 01 247 0097

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J. Gates 1  
L.R. rear brake rod  
Gearbox rear clamp  
Rear lamp

---

G 2 R. Attfield 1.2  
Oil can clips  
Tel. 01 300 8336

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B 117 Mike Shum 1.2  
Good steering box  
Rear lamps  
Tandem wiper assy.  
Tel. Mablethorpe 77891

---

R 16 D. Curtis 1.2.3  
'Y' owners, swap your incorrect  
Model 'C' spare wheel cover for my  
correct Model 'Y' one.  
Tel. 0432 56302

---

R. Walker 1.2.3  
2 x headlamp rims and reflectors  
Horn button chrome surround  
2 x headlamp bulb holders  
Tel. Worcester 640320

---

G 37 R. Booth 1.2.3  
Running board rubbers  
Jack and starting handle  
Tel. 0747 4595

---

G 4 D. Ashton 1.2.3  
Windscreen and frame  
Tel. Newark 76027

---

B 123 A. Tippen 1.2.3  
Driver's door handle base escutcheon  
plate  
Tel. Ashford 22070

---

R.29. G. ELSWORTH. 1.2.3.  
'C' Engine or Block.  
Tel. Frinton 4621.

---

B. 52. D. Macdonald. 1.2.3.  
urgently needed front 2\*(two foot) of  
chassis, off side, beside engine.  
Tel. 031 332 4032.

---

B.151. R White. 1.2.3.  
'Y' L.R. head lamp rim.  
Tel. 0279 419465.

Keith Child 1  
Front bumper dum irons  
Pair headlamp trims

---

B 151 R. White 1  
L.R. Radiator cowl

---

Chief Nutter G. Miles 1.2  
Spare wheel clamp and body bracket  
S.R. screen pillar side trims  
Clip, body to tool box lid  
Model A front seat

---

G 3 P. Ashcroft 1.2  
2 x headlamp bulbs  
Tel. Bentham 61046

---

G 7 D Appleton 1.2.3  
Chrome rims for instruments  
Tel. 0493 664759

---

B 72. Jim Parker 1.2.3  
1934 'y' Steering wheel.  
2 rear lamps  
L.R. radiator grille  
Oil can clips  
Tel. Farnborough (Warwick) 454

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B 150 Bob Wilkinson 1.2.3  
L.R. grille  
Choke and starter cables  
Seats  
Tel. 0532 822 088

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G 86 D. Cochlin 1.2.3  
Passenger seat mounting hinge  
Tel. 01 505 6490

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B 11 N. Loran 1.2.3  
Windscreen frame or parts of  
Tel. 01 561 8986

---

G 103. B. Dixon. 1.2.3.  
L. R. radiator grill.  
Front spring.  
Tel. Sheffield 345417

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B.91. R.Taylor. 1.2.3.  
L.R.'Y' Set rear seats  
Dip stick, early engine,  
Oil pump.(TRY WALLY WHEATLEY)  
Sump early engine,  
trafficator switch.  
Tel. Leicester 607184

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B 142 R Wakefield. 1.2.3.  
Fuel feed pipe,pump to carb.

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G 21 D. Birch 1.2.3.  
L.R.'Y' REAR SEATS  
WINDSCREEN COMPLETE

LIST CLOSED 1-5-84.

TEL 021-459-6100

MEMBERS PARTS FOR SALE

G 86 D. Cochlin 1  
 2 Used Wings  
 2 Used front windscreens  
 2 Windscreen winder knobs  
 1 Radiator  
 1 10 h.p. engine  
 1 Semaphore arm  
 Y member

R 16 D. Curtis 1  
 C Hub caps  
 C Bonnet (1935) £15  
 Tel. 0432 56302

G. Game 1.2  
 1 S.R. Y Front bumper, needs re-  
 chroming, £25  
 1 S.R. grille with badge etc. £25  
 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  
 Fordor - £40  
 1 Model 'C' Tudor dashboard - £10  
 Tel. 0375 891272

B 112 I Smith 1  
 Various new and used mechanical parts  
 Used Long Rad Wheels  
 Tel. 039 43 7911 Y member

Keith Child 1  
 Radiator/engine/box etc. complete  
 Front & rear axles complete  
 4 good wire wheels with caps  
 Chassis - needs some welding  
 2 steering boxes  
 From 1936 2 door Model 7  
 Standard bonnet top, no sides  
 Tel. Billericay 25140

G 37 R. Booth 1.2.3  
 Roger can offer all parts from a Y  
 he is dismantling - grille, door  
 handles, etc.  
 Tel. 0747 4595

R. Walker 1.2.3  
 2 pork pie lamps, poor condition  
 Tel. Worcester 640320

List closed 1 May 84.

*Evening Herald June 21. 1972.*



● Gardai Bob Treacy (right) and Tom Flanagan beside the first traffic-squad car.

**Veterans  
 recall  
 early  
 squad car**

CHUCKLES came from veterans Bob Treacy, now living in Dublin and Tom Flanagan, a native Metropolitan: when they watched the intricate manoeuvres of the Garda motor cycle squadron in The Depot grounds during the Jubilee celebrations last week. For Bob and Tom it recalled driving a motor cycle back in the 1920's while they were on traffic patrols.

It was fitting that they were invited as special guests by the Department of Justice for in 1938 they were promoted to the crew of one of the first Garda traffic-patrol cars (seen in picture). These cars were the fore-runner of the modern Garda fleet.

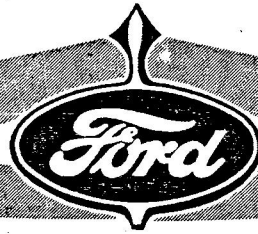
Bob and Tom watched them doing their routine in The Depot Square and remembered that the reflective red roof surface of the moderns to enable helicopters to pick them out during a chase was a long way from the 30-miles-an-hour Ford they manned in 1938.

Bob Treacy, now living a stones throw from the Garda Depot, came up to the ladder to the rank of Inspector and retired in the middle sixties as did his colleagues Tom Flanagan.

NOTE: MEMBERS LIST

If any member would like to have an up-to-date list of members - these are available at a cost of £1.00.





# Model 'Y' Bulletin

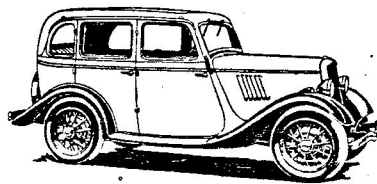
FORD MOTOR COMPANY LIMITED

## *Improved Facilities*

ARE the facilities offered by you all that is to be desired? Have they improved and kept pace with the latest production? Is your equipment "up-to-date" that any Ford car brought to your repair shops may be dealt with speedily and accurately?

If you cannot answer "yes" to the above questions, you are not offering the facilities a Ford owner expects of his dealer.

Bring your equipment "up-to-date" that repairs and adjustments may be carried out with factory precision, and that both owners and yourself may obtain the benefit of "*Improved facilities.*"



## MODEL "Y" TIMING PIN

A timing pin, part number Y-E-6023, has now been added in the cylinder front cover of the Model "Y" car to facilitate ignition timing.

The camshaft timing gear has an indentation on its forward face to indicate the correct position of the pistons when setting the distributor as described below:

1. Check the gap between the contact breaker points, and if necessary adjust to the correct clearance of from .018 inch to .021 inch.

2. Screw out the timing pin located in the cylinder front cover and insert the plain end of the pin into the hole from which it has been removed.

3. Turn the engine slowly by means of the starting handle, pressing the timing pin in at the same time.

When the pistons are in the correct position for setting the distributor, the timing pin will be felt to drop into the indentation in the camshaft timing gear.

4. Replace the distributor with the rotor contact pointing to No. 1 cylinder contact point position, and secure the distributor to the cylinder head.

5. The clamp bolt may now be slackened off, and with the timing pin in position, turn the distributor body in a clockwise direction until the contact breaker points just commence to open. This should occur when the condenser is facing

the cylinder head.

Lock the distributor body clamp by tightening the clamp bolt, and test the ignition setting by withdrawing the timing pin, and with the ignition switched on, slowly turn the engine by means of the starting handle until the timing pin again drops into the indentation in the timing gear, when a spark should occur between the contact breaker points.

If no spark occurs, some error has been made, and it will be necessary to carefully re-check the setting until the above conditions are fulfilled.

When the ignition is correctly timed, turn the ignition switch to the "off" position, withdraw the timing pin and screw it back tightly into the front timing cover.

When stocks of the original type front cover part number Y-6019 are exhausted, only the timing cover fitted with the timing pin will be supplied for replacements, and when fitting these to those engines not equipped with a camshaft gear with the timing indentation on its forward face, the plain portion of the pin should be cut off to prevent any possibility of attempts being made to re-time by using the pin.

These engines should be timed by the method described on page 8 of the Model "Y" *Bulletin*, Volume 2, No. 1.

## CARBURETTOR EMULSION BLOCK AND GASKET

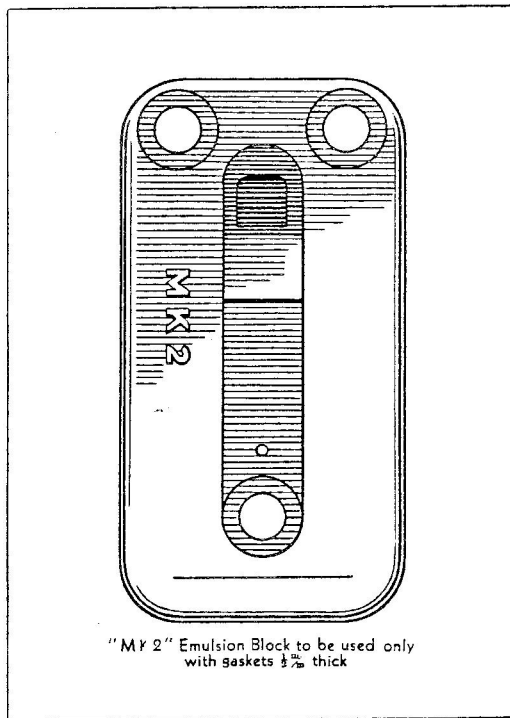
A modification has been made in the emulsion block and gasket on the carburettor fitted to the Model "Y" cars.

The gasket, part number Y-E-9592, has been reduced in thickness from 1 m/m to  $\frac{1}{2}$  m/m, and the emulsion block part number Y-110881 has been increased in thickness to permit the emulsion block beak to be located in the same position as with the previous type of block and gasket.

The modified emulsion block Y-110881 may be identified by the mark "M.K.2," cast on the face of the block as shown in Fig. 4.

Care should be taken when replacing either of these parts that only the modified gasket and M.K.2 emulsion block are used together.

On no account must the modified  $\frac{1}{2}$  m/m gasket be used with the original emulsion block or the original 1 m/m gasket used with the modified M.K.2 emulsion block.



"M.K.2" Emulsion Block to be used only with gaskets  $\frac{1}{2}$  thick

FIG. 4.

## THE COUNTERBALANCED CRANKSHAFT

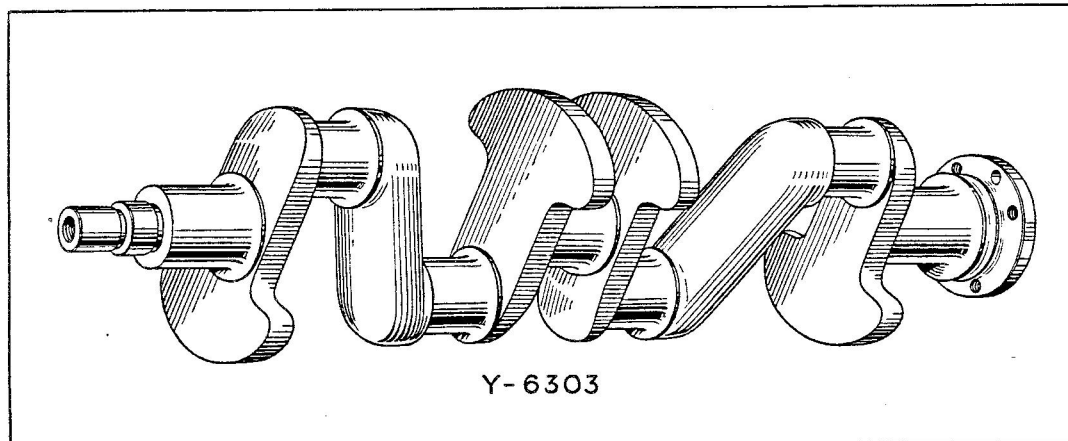


FIG. 5.

A counterbalanced crankshaft Y-6303 illustrated in Fig. 5, is now fitted to the Model "Y" engine.

The addition of the balancing weights, and the precision with which these crankshafts are tested and balanced, gives the greatest possible smoothness of running over a wide range of speeds with the consequent increase in the life of the wearing components of the engine due to decreased vibration.

Undue vibration, or a vibrational period, may usually be traced to some insecure fastening of the

engine in the frame, therefore this point should be carefully checked.

If after checking it is desired to fit the counterbalanced crankshaft to an engine not previously so fitted, it will be necessary to grind a small flat on the camshaft bearing housings to permit a clearance for the balance weights.

It will also be necessary to bend the oil return pipe from the rear main bearing just sufficient to clear the rearmost balance weight.

## FITTING THE DIMMER SWITCH

The dimmer switch, part number Y-110378 fitted to current models of the "Y" car may be fitted to those cars not previously so equipped, as follows:

A hole of suitable size and shape to accommodate the switch should be cut in the No. 1 floorboard to the left of the clutch pedal, and the switch secured into position.

Disconnect the wire marked black with red tracer, and the wire marked black with green tracer from the lighting switch, and connect these wires one to each of the outward terminals of the dimmer switch.

The two vacant terminals on the lighting switch should now be connected together and a wire run from them to the input terminal of the dimmer switch.

To make these connections using the previous type wiring loom, part number Y-E-14401-A, it will be necessary to open up the loom braiding, shorten or lengthen the wires as required, and

connect them as above.

This will not make as satisfactory a conversion as the installation of the latest type loom, part number Y-E-14401-C, which being constructed to meet the requirements of the dimmer switch installation, will give the necessary protection to the wiring and will make a far neater job.

It should be noted that when the dimmer switch is installed, it is possible to connect a fog lamp to the lighting switch by omitting to connect the two vacant terminals together, connecting the dimmer switch input wire to the terminal previously occupied by the wire marked black with red tracer, that is, to the previous "headlamp dipped" terminal, and running a wire from the previous "headlamp normal" terminal to the fog lamp.

This will result in the fog lamp being brought into operation, and the headlamps being switched off by moving the lighting switch to the full extent of its travel to the left.

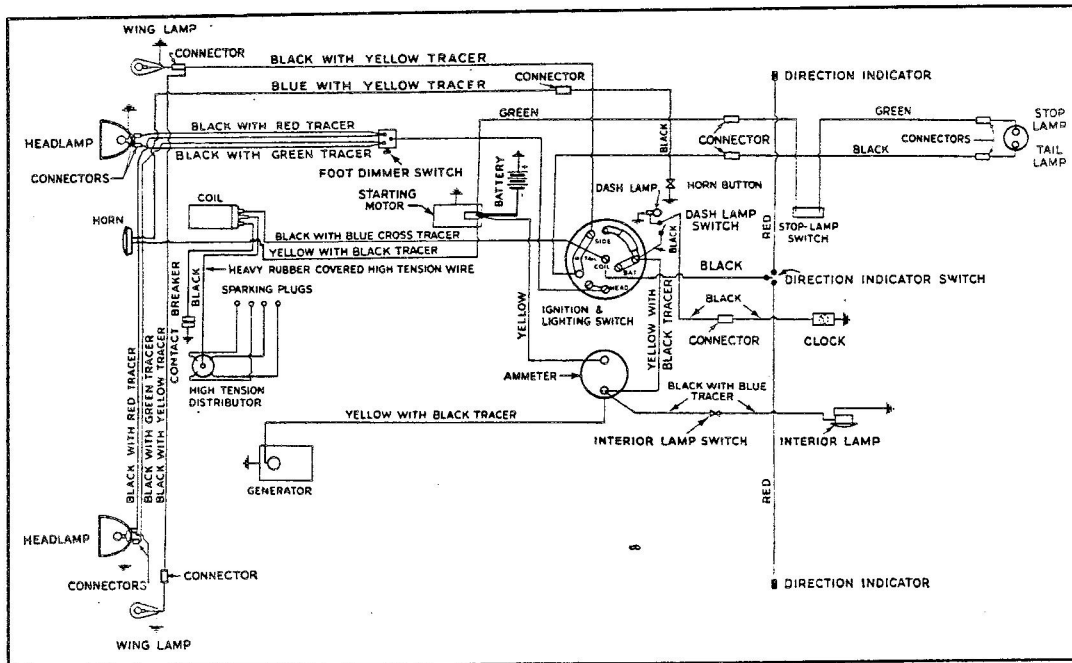


FIG. 6.

Wiring Diagram.

(Showing Direction Indicators, blocklight, and Interior Light fitted to Saloons-de-luxe only).

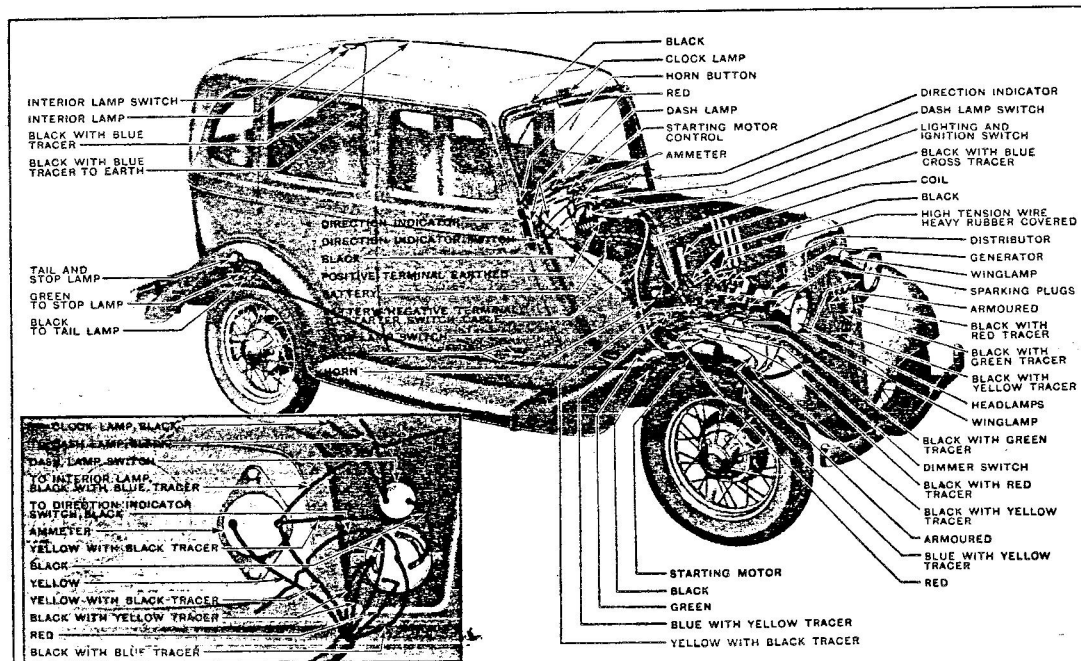


FIG. 7.

Electrical System.

(Showing Direction Indicators, blocklight, and Interior Light fitted to Saloons-de-luxe only).