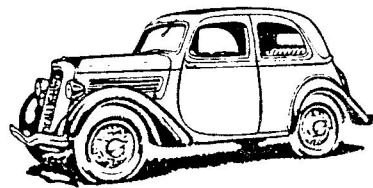
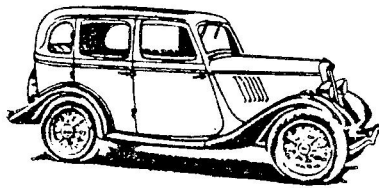


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO. 29, MAY/JUNE, 1984.

**NEWSLETTER EDITOR:-**

JOHN GUY  
5 WOOD LANDS PLACE  
TOTLEY RISE  
SHEFFIELD S17 4JG

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GRAHAM MILES  
61 GALLOWS HILL LANE  
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Norfolk/Suffolk	Ian Smith	61 Bredfield Road, Woodbridge, Suffolk, IP12 1JB.
Yorkshire	John Guy	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.

INCORPORATES FORD Y & C MODEL SPARES LTD.

DIRECTORS: Graham Miles, John Guy and Jim Miles

THE CLUB YEAR COMMENCES ON 1ST MARCH, AND RUNS THROUGH TO 28TH FEBRUARY. ANNUAL SUBSCRIPTION PER MEMBER, £7.50, DUE ON 1ST MARCH EACH YEAR. OAP'S, £5.00, OVERSEAS MEMBERSHIP (SURFACE MAIL), £10.00. ALL PAYMENTS IN STERLING ONLY.

USEFUL CONTACTS, NAMES, ETC.STOCKISTS EARLY FORD PARTS

Mr. Bert Thomas, 59 Salsbury Grove, Mytchett Camberley, Surrey.  
Tel. 0252 543840

Phillip Walford, Snitton Gate, Knowbury, Ludlow, Salop.  
Tel. 0584 890430

Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds. (Shock Absorbers Kits etc.)  
Tel. Stanton 50289

Nordian Services 1979 Ltd., Walter Tower, Matching Green Airfield, Essex.  
Tel. 027 976 351

TRIMMER (MEMBER)

Ron Mudge, Minet Drive Works, Minet Drive, Hayes, Middlesex.  
Tel. 01 573 6699

WIRING LOOMS

The Seven Workshop, Denvers Yard, Barwick, Nr. Ware, Herts.  
Tel. Much Hadham 2076

RE-CON STEERING BOXES

Lione (Merton) Ltd., 124 High St., Merton, London, SW19.  
Tel. 01 540 5717

PRESSED NUMBER PLATES

Black/Alloy - G. Tipper & Co. Ltd.  
Tel. 0702 553225

RE-CON SHOCK ABSORBERS

Pear shaped and Luvax undertaken etc. N. Cousins, London House, Lower Rd., Cookham, Maidenhead.  
Tel. 06285 26229

INSURANCE QUOTATIONS

Hall & Clarke 01 965 2751  
Guardian Royal Exchange 01 398 7281  
Norwich Union Romford 22333  
David R. Melleney & Son 03752 2239

TYRES

Tony Etheridge, 118 Oaklands Drive, Oxhey, Watford, Herts.  
Tel. Watford 31699 - callers to above address BY APPOINTMENT ONLY  
4.50x17 £19.00 Tubes £4.50 Tapes 8Op+VAT

TRIM SUPPLIERS

Paul Beck, Barney's Farm, Happisburgh, Norwich.  
Tel. 0692 81534

Woolies (I&C Woolstenholmes) Ltd., Off Blenheim Way, Northfields Ind. Estate, Market Deeping, Peterborough.  
Tel. 0778 347347

Boyriven Textiles Ltd. Riven Works, Bridgewater Road, Wembley, Mddsex.  
Tel. 01 902 9581

STOVE ENAMELLING SHOT BLASTING

Lap-Tab Ltd., 215 Tyburn Road, Birmingham. Tel. 021 328 1697

## EDITOR'S COMMENTS

Sometimes, when I sit down to write this piece, I have quite a pile of letters to go at. This time I have very few letters as such, but more bits and pieces of information and quite a lot from Graham, so things seem to balance out.

I am also trying to be a bit more methodical and have reformed my filing system so that I can clear up any matters that I previously missed, so if your problem has cleared up in the meanwhile, I apologise for using the material at a late stage.

### WORRIED OF .....

During the last couple of months, I received one or two worried notes or telephone calls from members wondering what has happened to their newsletter.

I'm afraid we don't guarantee to produce a given number of letters in a given time, everything being done on a voluntary basis. If your sense of equilibrium is disturbed by this kind of asymmetrical chronology, then please volunteer your assistance to help in the production and mailing. We do, however, try to produce 6 Newsletters a year, the value of which I think is amazing, when you pay how much for your classic car mags per annum?

### WHERE IS IT NOW?

Two letters asking this question, one from Alan Gates of 123 Rainham Road, Hornchurch, Essex, with a 1967 photo of OW 9959, wondering if anyone knows its whereabouts.

The second in the form of a brand new Model Y sale receipt from Bob Wilkinson, dated 12th June, 1937. The garage was Whaddon Chase Garage, Linslade, Leighton Buzzard, and the car bought by a Mr. J. P. Lamb, Glen House, Linslade. There is no registration number, but someone may recognise their car's origin. The bill came to £112 3s 6d.

### NORTHERN SPECIALIST

Bob Wilkinson also writes;

"People in the Leeds area may be pleased to have another 'blasting' contact. David Boyd of Boyd Eastthorpe Ltd., Leathley Road, Hunslet, Leeds, 10, Tel. 0532 443931, will be pleased to help members with any blasting needs. I can certainly recommend him.

Boring! Another contact for re-boring and fitting shell bearings to obviate re-metalling of Ford 8/10 big ends is Mr. E. Bland, Motor Engineer, 57 Westgate, Monk Bretton, Barnsley, Tel. 0226 84951."  
(Barnsley is generally reckoned to be the centre of the Universe by its inhabitants! - Ed.)

As our Membership Secretary, Bob also adds a last chance reminder to all those who haven't yet renewed their membership.

### ARTICLES

Not content with giving us the latest Club and Production news, Graham is contributing some detailed research into lighting requirements. I hope you all have metric tapes to check your car!

Jim Miles continues his sterling One Man Research into Ford's history. I wonder if the Ford Motor Co. appreciate this effort?

FORTHCOMING EVENTS

This year, many clubs and organisers have sent us notice of their events. Some will already have occurred by the time this Newsletter arrives, so I have listed those which I estimate to follow your receipt of this Newsletter.

If no address is given with the event, then it is too late to apply for vehicle entry. These events are not Y & C events and comprise an information list only.

OUR CLUB WEEKEND IS 14TH-15TH JULY AT BRIDGENORTH

Some forthcoming events notified to this Club:

- 23rd June                   Sussex Fayre, 12.30 p.m.  
Oathill Historic and Classic Car Show  
Write to C. N. Gow, Appledore Gardens, Haywards  
Heath, RH16 2AQ, or just turn up on the day.
- 24th June                   1984 Practical Classics Bromley Pageant of Motoring,  
Norman Park, Bromley, Kent.
- 1st July                    1984 Powderham Rally, Powderham Castle, Kenton, Exeter.
- 8th July                    Fleet Carnival Annual Motor Show and Autojumble.  
Entry forms from 15 Fleet Road, Fleet, Hants.  
Tel. Fleet 3261.
- 14th-15th July            KEEP CLEAR OF ALL OTHER EVENTS AND ACTIVITIES
- 15th July                   T.W.S.S.C. Vehicle Rally.  
Tinsley Wire Sports and Social Club, Ferras Road,  
Tinsley, Sheffield.
- 19th August               Bognor Regis Rotary Motor Gala, West Park, Bognor Regis,  
West Sussex, in aid of Mobile Cardiac Resuscitation  
Units. Entry forms from One Balmoral Close, Aldwick,  
Bognor Regis, West Sussex, PO21 4PP.
- 27th August               Merton Concours D'Elegance, Morden Park, Morden, Surrey.  
S.A.E. to Mr. F. W. Jones, 96 Hartfield Road,  
Wimbledon, London, SW 19 3TF.
- 25th-27th August        Grand Transport Extravaganza, National Tramway Museum,  
Crich, Derbyshire, DE4 5DP.
- 1st September            Lewis's Veteran and Vintage Car Rally, at International  
Garden Festival. Entry forms before 3rd August from  
M. W. Hughes, 33 Farndon Way, Oxton, Birkenhead,  
Merseyside, L43 2NP.
- 1st-2nd September       Festival of Transport, Margam Country Park, nr. Port  
Talbot. The Park Director, Margam Country Park,  
nr. Port Talbot, West Glamorgan.
- 15th September           Car Rally, Stanborough Park, Welwyn Garden City in  
conjunction with Welwyn and Hatfield Water Carnival.  
Classes for all vehicles, autojumble, fair, etc.  
Details from Alan Martin, 49 Rowelfield, Luton, Beds.,  
LU2 9HL.
- 30th September           All Ford Rally, Quainton Railway Station, off A41  
between Aylesbury and Bicester. Trophies for 9 classes.  
S.A.E. to Mr. B. Tredwell, 32 Caldecott Road, Abingdon,  
Oxon, OX1 45HB.



AMAZING NEWS!

We bring our British members glad tidings of the strange happenings at the Department of Transport, where someone appears to go against all Government traditions of taxation and has introduced a 'concessionary' tax rate for our cars. I feel as though I ought to keep quiet about it in case they take it away again! Where is the catch?, I ask myself. Perhaps increased M.O.T. test standards are expected to clear us all off the roads anyway! For shame at my cynicism.

MODEL Y BULLETINS

Summer for car owners in the thirties was obviously very similar for Y owners in the eighties who also store their cars over the winter period. If everyone did that, seasonal traffic variations must have been considerable. Presumably there were sufficient Public Transport alternatives for winter use in those days.

This edition sees the conclusion of the Bulletins on using the later type of shock absorbers. Do we have enough demand for conversion kits? Does anyone have a kit we can copy from?

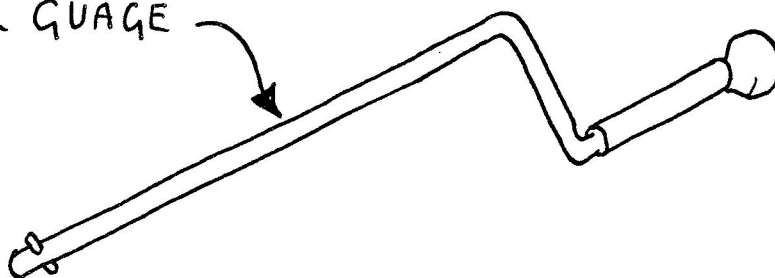
Well, that's another afternoon gone without getting to work on the car again. Tomorrow I will start!

John Guy

John Guy

NEW! A. Hubcap's guide to Ford Parts.

No. 1. FUEL GAUGE



This bio-mechanical device gives 100% reliability.

## LIGHTING REQUIREMENTS

### Construction and Used Regulations as applicable in the U.K.

#### Obligatory Lights:

Two head lamps (one if first registered before 1931)  
Two side lamps  
Two red rear lamps  
Two red reflectors

Vehicles first used prior to April 1st 1980 exempt rear fog lamps.

In general, all lamps to the front are to be white, those to the rear are to be red.

#### Head lamps - General Summary

One to each side of vehicle. Both must be able to emit dipped beams and main beams independent of each other.

For vehicles first used before October 1969, positions are as follows. Not less than 350 mm apart, not more than 400 mm from outer edge of vehicle. Not more than 1200 mm from ground or less than 500 mm. (top and bottom measurements respectively). Position of each lamp must not differ by more than 2.5 cm.

The dipped beam, (in our case the second fixed filament) must not dazzle a person at a distance of 7.7 m from it, at a position 1.1 m above its plane. Lamps must be matched and emit the same colour of light, obligatory side lamps may be incorporated in these lamps. The minimum wattage is to be not less than 30 watts.

Head lamps to be used during hours of darkness (officially  $\frac{1}{2}$  hour after sun set and  $\frac{1}{2}$  hour before sun rise - try that in court and see how you get on!) where street lamps are less than 200 yards apart. So you must convert to double dip lamps on both head lamps.

#### Side lamps

Very little said about them, only that the glass must be of an "obscure" material, not more than 1700 mm from ground and not less than 400 mm from edge of vehicle.

#### Rear lamps (now the fun begins)

Two Red lamps to rear - not less than 534 mm (21 inches) apart, equidistant on each side of the vertical centre line of the vehicle, at the same height, identical in type and size, the illuminating surface of each lamp not more than 400 mm from edge of the vehicle, not more than 1.07 m (42 inches) high and not less than 381 mm (15 inches) at lowest part.

As with all rules, there are exceptions: we fall in for some of them.

#### Schedule 1A

- (c) The illuminating surfaces of each lamp are not less than 600 mm apart, except where the overall width of the vehicle is less than 1300 mm - 400 mm apart.

Our cars are over 1300 mm wide - the 'Y' is narrowest at about 1380 mm, so the lamps must be more than 534 mm apart as they now refer to the "illuminating surface" and not the physical body of the lamp. As the average number plate is 20½" - 21" long the lamps must be placed either side in order to get a centre of 600 mm (23½") or more. This is if you wish to use only two lamps and mount them each side of the number plate and not on or near the wings. If you do, a separate lamp may be necessary to illuminate the number plate: little seems to be said about this lamp except it must show a white light on the number plate only. If it shows red as well, this is to be only in a rearward direction. Nothing is said about the shape of this possible third rear lamp, but I remind you that the two outer main ones must be the same.

So if we do our sums, 400 mm to the outer edge of the vehicle = 800 mm, the distance apart 600 mm = 1400 mm - the car is 1380 mm wide, so by the skin of our millimeters we can put lamps either side of a number plate and be legal. (Well I think so anyway).

There are all sorts of angle requirements - but just mount them square, it saves a lot of explanations.

#### Stop lamps

All stop lamps must show a red light which must be diffused and non-flashing, wattage of each lamp not more than 36 w and not less than 15 w. In our case the lamps are dual purpose so the position of them has been already discussed. One single lamp would seem to be acceptable.

#### Rear reflectors

Be it sufficient to say two must be fitted, one to each side, reflect a red colour when illuminated, be mounted square to the vehicle, be not less than 1½" in diameter if round and if another shape, be able to accept a 1" diameter circle if inscribed therein, and not less than 400 mm from the edge of the vehicle.

We are exempt from Rear Fog lamps, flashing direction indicators, (although the flashing lamps or direction indicators are mandatory for vehicles used after 1st January 1936), hazard warning lamps or reverse lamps.

#### Lights required during daylight hours

Basically, if daytime visibility is seriously reduced by fog, smoke, heavy rain or spray, snow, dense cloud or similar conditions, you are to have the obligatory lamps switched on.

It is the drivers responsibility to decide when lights are to be switched on, bearing in mind the need "to see and be seen". It is also the drivers responsibility - not the owners - to see these lights are clean and working correctly.

Next bulletin, I'll try and find time to see how the M.O.T. man views this little lot.

*Stephen Miles*

RE-MANUFACTURING REVIEW

Time to sit down and review the situation.

A tool maker has been asked to make tooling for the following parts:

Y3030 - Perch bolt (located front axle beam - to road spring)  
Y2076 - Shaft, front brake - R.H. (located top of King Pin)  
Y2077 - Shaft, front brake - L.H. (located top of King Pin)  
Y2084 - Lever, front brake (connects 2076/7 to brake rod)  
YE2235 Lever, rear brake R.H. (located to rear brake rods)  
YE2236 Lever, rear brake L.H. (located to rear brake rods)

All above parts except Y3030 can be used on 'C' models, YE parts not suitable for S.R. models.

Tooling is expensive; when these are made, quantities will be forged and sent to a machine shop. For the present time this is the extent of tooling and forging.

Front drums are being considered Y1105, but here the decision for tooling and remanufacture will be considerable, but if we remanufacture, a replacement bearing can be used to replace the present inboard one which is now obsolete. In the meantime re-sleeving old drums on an exchange basis may be our short term answer.

A hundred metres of spring wire has been ordered: this will be used to make up the following springs:

Y2096 - Spring (front brake lever) R.H.  
Y2097 - Spring (front brake lever) L.H.  
Y - Front brake rod anti-rattle  
Y2220 - R.H. rear brake lever  
Y2221 - L.H. rear brake lever  
Y9737 - Spring throttle return.

Front and Rear Bumper Bars: We have problems here, but a third company has been approached. Those of you with £30 deposits outstanding may like a refund due to the delay. Write in if you would.

Running Boards: David has met his share of problems here, but now thinks he has overcome them, so hopefully not much longer now.

Hub Caps: Lots of problems here, we may have to spend a lot more money on tooling, as a consequence of which these too are delayed. But I do have plenty of support for them so we will persevere. As previously stated, due to the very low demand, I don't have any intention of reproducing 'C' hub caps - plenty at Auto jumbles.

Chrome Parts: Door handles, L.R. - Y and 'C' all in production as are radiator bonnet mounts.

Prototype Brake/Clutch pedal reconditioned assemblies - in hand and looking hopeful.

Early 'Y' side light bases are made, just awaiting the cable and base rubber mats to be fitted. Not enough support for covers and lenses to proceed at present.

Magniflex bars for head-lamps delayed at present.

Oil cans - the manufacturer just keeps reporting delays - but I expect he will get these.

'Y' rear luggage carriers should arrive in the near future and will be dispatched direct from supplier. I have a list of those who have shown interest and will be sending out a letter to those on the list once I have them.

Double filament head lamp bulbholders as previously mentioned are still in abeyance, but await a larger demand from the members.

Other items in the minds eye are L.R. 'Y' windscreen frames and shock absorber conversion kits.

However, our money won't run to everything, so this little lot will do for the present.

Why the "Limited Company" - some have asked, but not many.

The reason is to protect the main organisers of the club, due to what may be considered the over protective laws of our land.

Beaulieu The stalls have now been ordered. We have asked for a block of four and Ray Sales selling his M.G. Reproduction parts will be along side us on a fifth stall. I have already sent out bills to last year's helpers, but could do with more people who are prepared to spend some of their time to assist me to run the CLUB stand.

'The Moans' title produced a number of letters of support and some more vehicles at 'HAGLEY HALL', but still far short of the allocated 10. At the time of writing this we are up to 6, three of those from Southern Hertfordshire and one driver from Surrey - his day will start at 5.00 a.m.

Throughout the year various reports from members all over the country of major events in various principal towns are sent to me, with the suggestion that we have a club stand at them, so early in the year I selected one, at a pleasant sounding country house, very conveniently situated just south of Birmingham and easily accessible from Bristol, Southern Wales, the Midlands, etc. The result is that the bulk of the participants are the usual faces from the Home Counties. So Gentlemen, is there any point in trying to arrange our participation in these events?

'Bridgenorth' the club week-end this year, not at Stanford Hall, so don't wait for Stanford Hall because you'll wait a long time! If you are intending to come on the Bridgenorth week-end, complete the form attached to this letter and return it to me along with a S.A.E. Don't assume I know you will come, but confirm it to me in writing. When the numbers are known I will make a decision on whether we have enough numbers. Don't delay, do it today!



Overseas Members We now have quite a number of members living in other parts of the 'Globe' but you are all very quiet members. We would like to hear from you, with histories of your cars. One potential Spanish 'C' model owner reports that his car was used in the Spanish Civil War - beat that! - and had its front lamps shot off, hence my appeal for 'C' front lamps. A report or two from some of you with the history of your car and the atmosphere at local events would make interesting reading.

Sheet Metal As no doubt you noticed in last months bulletin (and it was last month!), 'C' model side sills and body rear support brackets appeared. The next two items are the floor pan of the 'C', both under the rear seat and below the rear passengers feet. The patterns for the 'C' parts are from Don Malins model. However, it has not gone unnoticed that the prices of the sheet metal keep rising. Now that our present suppliers are established the prices are slowly creeping up, so I'm trying a new source to see if the prices can be kept down: one added advantage to this chap is that he's not V.A.T. registered, so straight away we save 15%.

Cars for Sale I know of one 'C' saloon in good order for £500, and a 'Y' saloon at £500 and one at £300, all very reasonable prices, and for that matter cars at £1500 plus. So if anybody would like a car let me hear from you. Also a late 'Y' Van is on the market, but like mine in need of a complete set of new 'splinters'. When mine takes to the road, hopefully next year, it will have now wood everywhere except in two places, and there will be a prize for the member who can spot the position - something to think about.

Club Rules and Aims were published in the last News Letter and brought reports of a couple of 'Customisers' as they are known. These members are now suspended until confirmation reports reach me. Gentlemen - if you are 'Customising' these cars, you are not welcome in this club. Please resign, sooner or later you will get found out. I feel quite certain there are four others in our numbers. They too will be checked on. Let me make it very, very clear - if you are one you're not welcome, and I ask other members to inform on you quite openly. I don't do the amount of work I do do for these vehicles to encourage some of you to destroy them.

Summary More cars at Hagley Hall needed. Bridgenorth need to confirm their intention of being present. Helpers at Bealieu Show stand needed (subject to tickets) and the old, old cry, helpers to put this News Letter in the post to you all. The previous one as with most was sent out with the help of Jim Miles and his wife and two 14 year old children. We stopped stapling them and saved ourselves hours. Plenty of you live near either Jim's or my house, so let's hear from you, don't be shy.

Finally, the 'Dreaded Red Stamp' - if you've got it, we haven't. It means that according to club records your subscription for the current year has not been received by Bob Wilkinson, and this will be your last News Letter. If you disagree, write in to Bob Wilkinson.

### 8—(Chassis and Suspension)

Locate the new shock absorber mounting plate CE-18104/5 by means of the bolt 119141-ES2 on the left-hand side and the steering gear housing bolt 20458-S2 on the right-hand side at hole "A", as shown in Figure 9.

Then position the new plate so that the centre of the counter-bored hole (marked "C") is .59 from the top of the side member and drill a  $\frac{13}{32}$  diameter hole through the side member to accommodate the bolt 20369-S2. It may be necessary to remove the surplus portion of the wing apron to permit the new plate to seat securely (Figure 9).

Assemble the shock absorber to the holes "A" and "B", using the bolt 119141-ES2 at the latter point, bending the apron slightly, if necessary, to clear the bolt head and tighten up securely.

#### To Fit Rear Shock Absorbers to Popular Models (1932-37).

This is the only model that requires a new rear shock absorber to bracket mounting plate and to meet existing conditions there are two types of plate available.

**Type 1:** On vehicles previous to the approximate engine number Y-103753 in June, 1935, it will be necessary to fit the new plates YE-18124-A/5, also the reinforcement YE-991800/1 may be required, as shown in Figure 10.

Identification can also be established by means of the rear shock absorber brackets, which will be found in the following conditions, "A" and "B".

"A"—If the bracket Y-110085/6-B and auxiliary bracket YE-991800/1 are fitted, no alteration is necessary apart from fitting the new plate.

In this event it will be necessary to procure the larger quantity of bolts, nuts, etc., shown in the tabulated list (Figure 6).

"B"—If the bracket Y-110085/6-B and reinforcement Y-110388 are fitted, the latter should be removed and replaced by YE-991800/1, as shown in Figure 10. See also the note relating to holes "E", shown in Figure 10.

In this event only the lowest quantity of bolts, nuts, etc., will be required.

Having established the above condition, mount the new plate YE-18124-A/5 at the original four holes marked "C" and "D" (Figure 10) in the existing bracket, using bolt 25036-S2, and drill the lower .39 through the bracket and reinforcement, using the new plate as a template.

Mount the shock absorbers to the holes "A" and "B", using the bolts 20469-S2 and 119141-ES2 respectively, and tighten up securely.

**Type 2:** On vehicles after the approximate engine number Y-103753 in June, 1935, it will be necessary to fit the new plate YE-18124-B on both right and left-hand (see Figure 11). Identification is by means of the rear shock absorber bracket YE-5067-8-C, as shown in Figure 12.

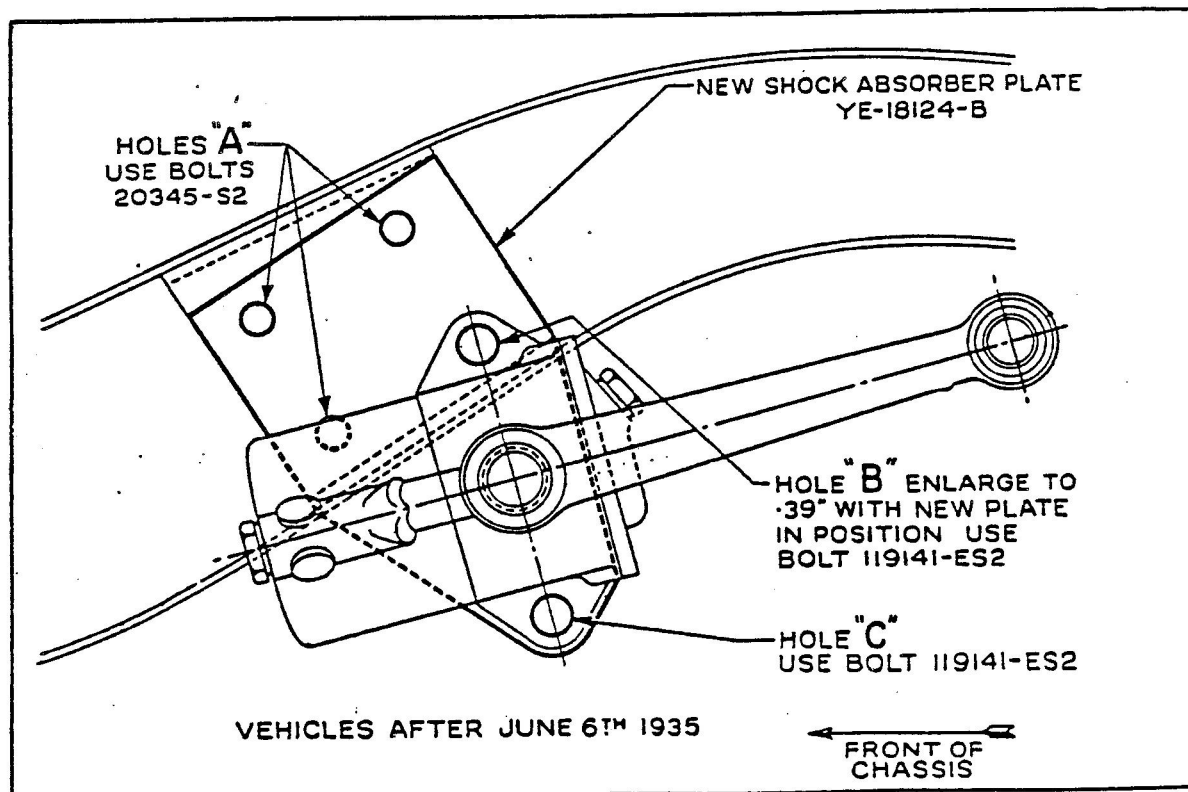
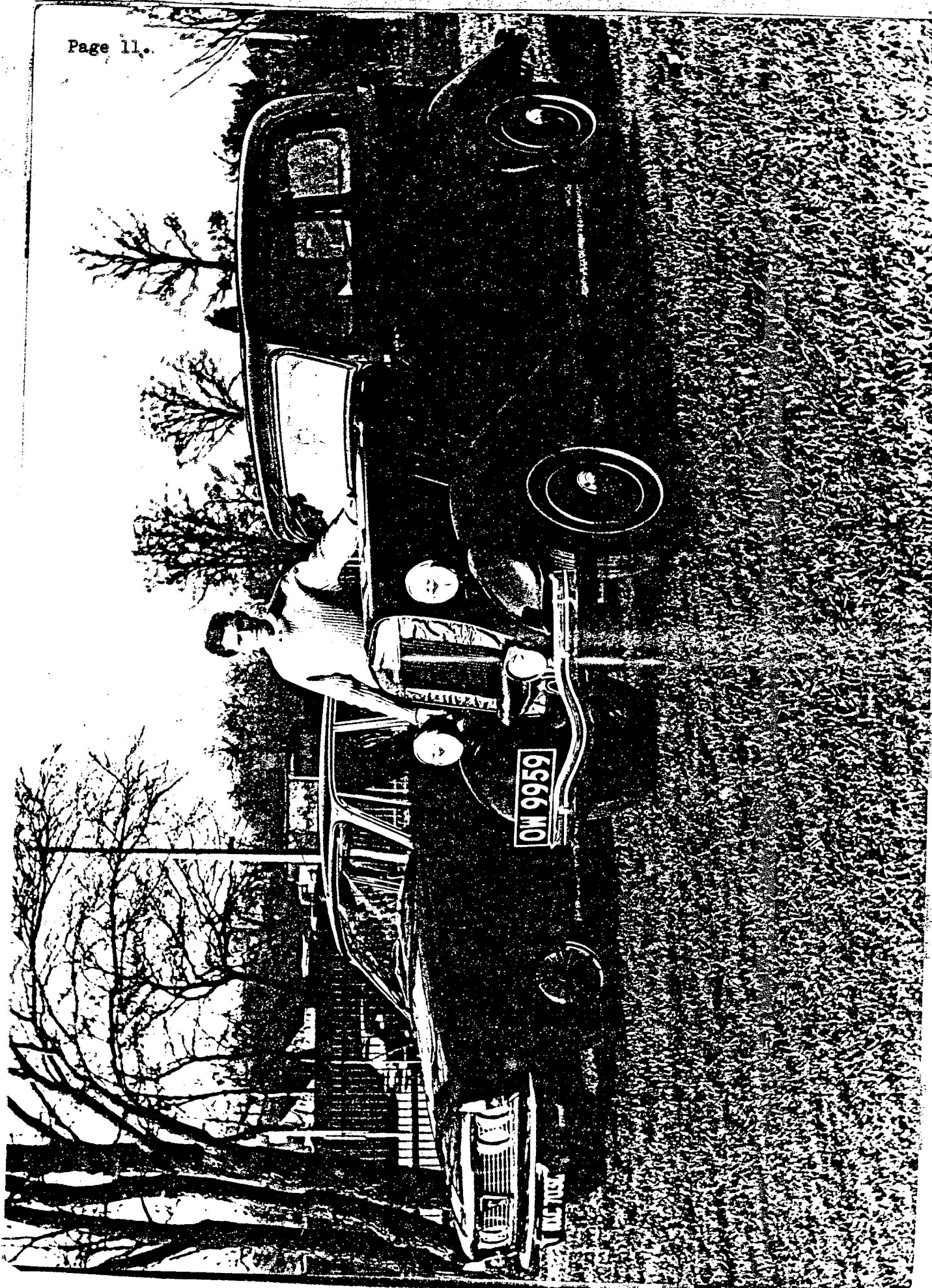


FIG. 11.



1932 1/2 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

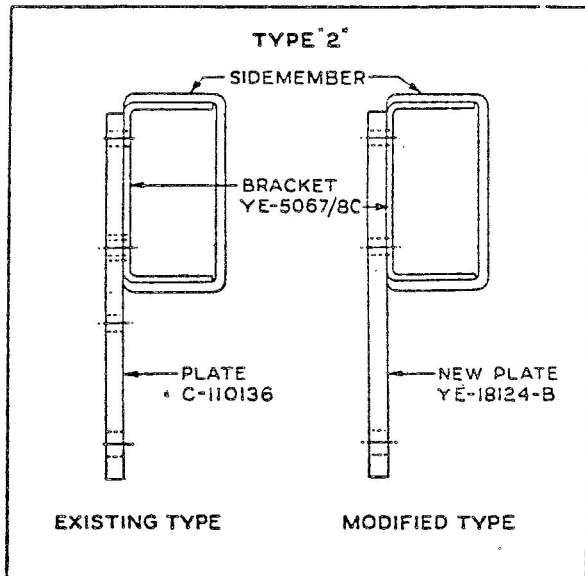


FIG. 12.

Remove the original plate C-110136 and mount the new plate YE-18124-B to the existing three holes marked "A", using bolts 20345-S2, and enlarge hole "B" in the bracket YE-5607/8C to .39 diameter, using the new plate as a template.

Assemble the shock absorber to the holes "B" and "C" using the bolts 119141-ES2, and tighten up securely.

**To Fit Front Shock Absorbers to De Luxe Models.**

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

Before mounting the new shock absorber plate CE/18045/6-B to the existing holes, "B" and "C" (see Figure 13), fit the bolt 119141-ES2, 1 1/4 long, to the top hole "A" of the plate. Use the bolt 20388-S, 1.00 long, in place of the original steering bracket bolt on the right-hand side of the vehicle, hole "B", and the bolt 20369-S2, 7/8 long, in this hole on the left-hand side.

Always assemble the bolt 20369-S2 at hole "C" with the head to the outside in the recess to prevent it fouling the shock absorber body.

Using the new shock absorber plate as a template, drill hole "D" .39 diameter through the side member. Mount the shock absorber to holes "A" and "D" and tighten securely.

It may be found necessary to bend slightly the shaded portion shown, when mounting the new plate to permit clearance between the bolt head and the wing apron, also remove the surplus material at the lower right-hand side of the apron to allow the new plate to seat without obstruction.

**To Fit Rear Shock Absorbers to De Luxe Models.**

Remove the wheel assembly and shock absorbers. Also the lower rear rivet of the existing bracket to the frame plate, as shown in Figure 14 to permit the shock absorber to seat squarely.

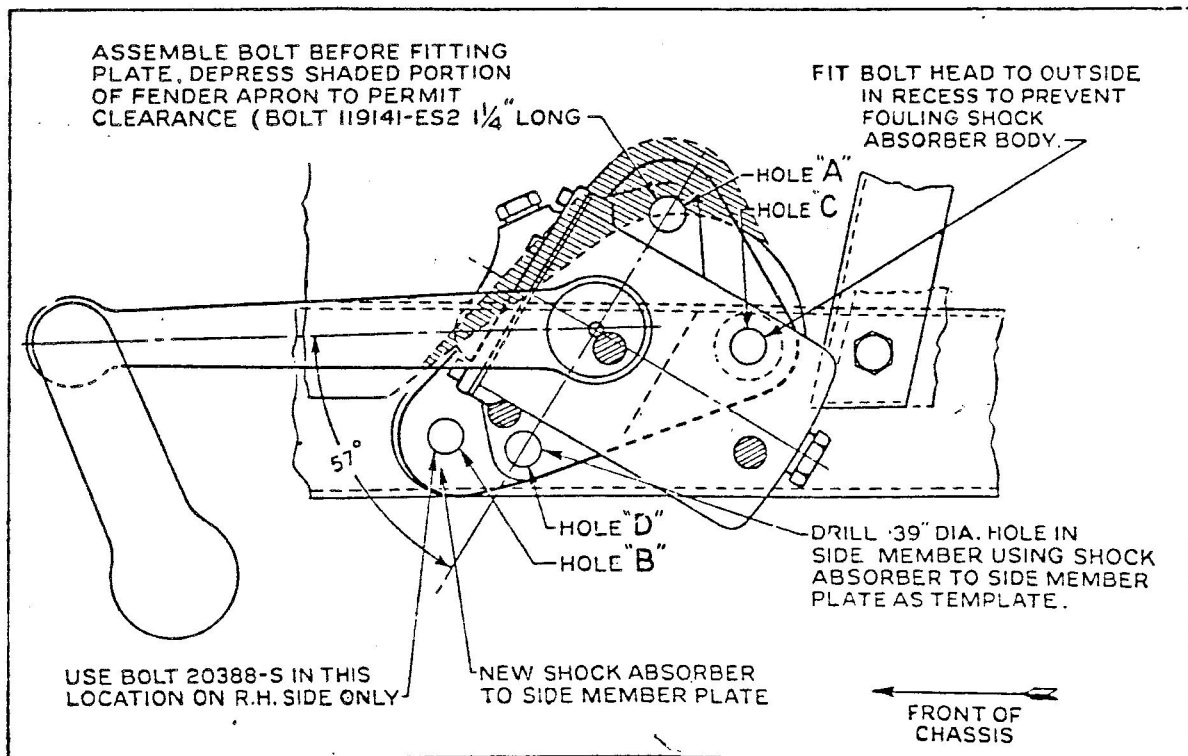


FIG. 13.

### 10—(Chassis and Suspension)

Enlarge the lower left-hand hole "B" in the existing bracket to .39 diameter and drill a .39 diameter hole "A" in the bracket and the bracket to the frame plate, .41 to the inside of the centre of the hole from which the rivet has been removed and 3.38 from the centre of the enlarged hole "B" as shown in Figure 14.

Before drilling hole "A", the shock absorber should be connected to the marked hole to ensure correct centres.

Mount the shock absorber, using the longer bolt 119141-ES2 at the top hole (marked "A") and the shorter bolt 119109-ES2 at the lower hole "B", and tighten securely.

**Correct Type Shock Absorber.  
Fluid (S.A.E. 20).**

It is extremely important that only the correct fluid (M-100502-C) is used; ordinary hydraulic brake fluids are not suitable.

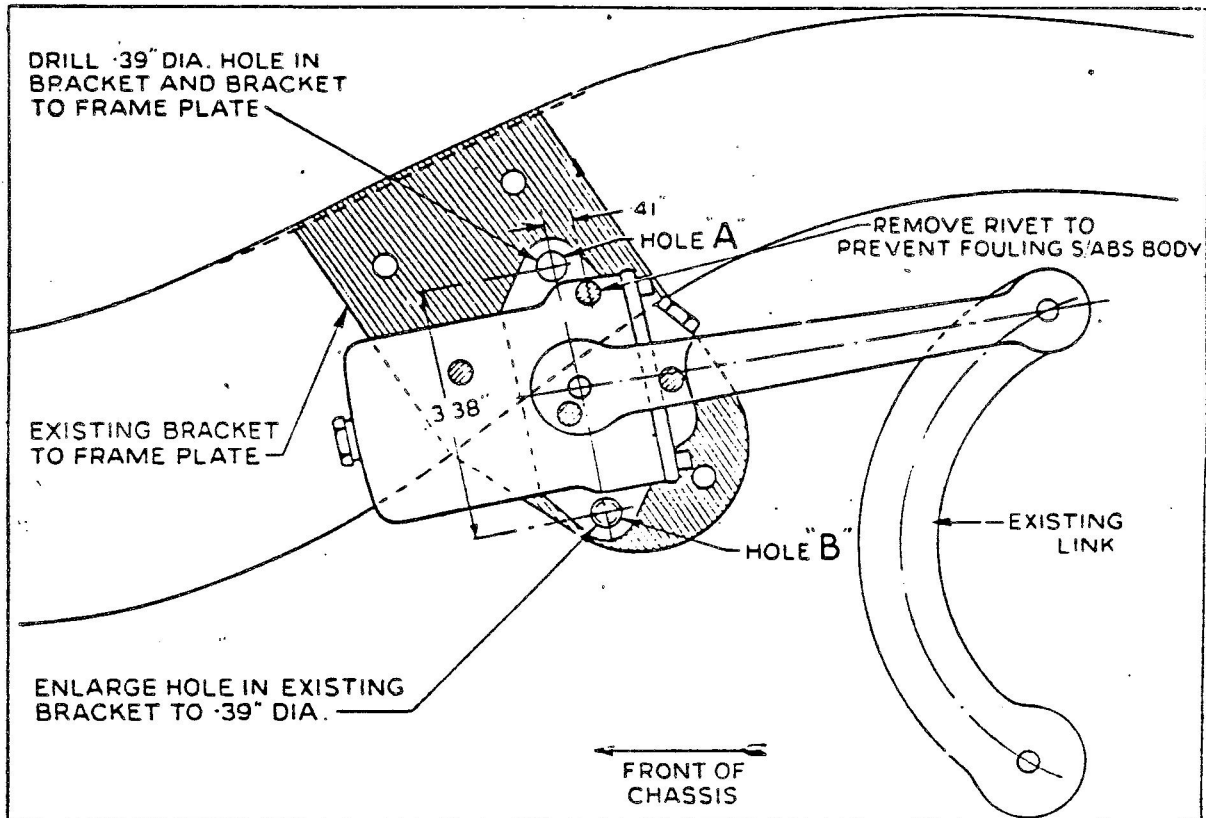


FIG. 14.



MEMBERS PARTS FOR SALE

G. Game 1  
 1 S.R. 'Y' front bumper, needs  
 rechroming, £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

G 37 R. Booth 1.2  
 Roger can offer all parts from a Y  
 he is dismantling - grille, door  
 handles, etc.  
 Tel. 0747 4595

R. Walker 1.2  
 2 pork pie lamps, poor condition  
 Tel. Worcester 640320

R. Eyre 1.2.3  
 1 Rebuilt gear box )  
 1 Complete rear axle ) 'Y' parts  
 1 complete front axle )  
 3 wheels and tyres )  
 £50 for the lot, or will split.  
 Delivery can be arranged.  
 51 Cherry Tree Road, Wales, Nr.  
 Sheffield, Tel. Worksop 771775

G. 52. J. Brookes 1.2.3.  
 10 HP Manifold and Carburettor  
 2 Distributors  
 Starter motors - Reconditioned  
 Fuel pumps  
 Genuine Ford Shackles, front and  
 rear  
 2 wheels - rusty but sound  
 Drag Links  
 Track Rod Ends  
 Door handles - complete  
 Ignition switches - with keys  
 Door locks with keys  
 New ring gear for E93A  
 New front axle peckes and nuts  
 1 7 W type Perch bolt suit - C  
 front stubb axles. Left and Right  
 King Pins  
 Varous speeds Cables.  
 Speeds - Copper Stuart  
 Petrol Gauge  
 New and Used Vales  
 Gear box  
 Various prop shafts  
 and lots of gear box inners  
 Window Winding gear  
 Various Springs

G86 D.Cochlin 1.2.3.  
 2x used front wings. L R.  
 used radiator.  
 10 H.P. engine.  
 trafficator arm.  
 chrome horn surround.

-----  
 Joe Brookes Continued.  
 4 Bra back plates - front  
 3 Front brack drums good condition  
 2 Front worn brake drums  
 Crown wheel pision - sound  
 Thrust Bearings  
 3 Clutch pressure plates used.  
 Clutch disc 2 Ct new unused stering  
 column  
 Various heads 2Y + 1C  
 2 tyres 450x17 good condition  
 Brake push rods  
 Brake cam shafts.  
 Bonnet tape  
 4 speedo drive hears  
 spring U Bolts  
 Brake adjusters  
 Cotter pins  
 Wheel nuts  
 2 second hand carburettors  
 6V oil filled coil-runbaker  
 1 rear axle early Y  
 4 radiators  
 Back and side window glass  
 2 new sets of King pins  
 Rear mudguard Y type LR offside  
 sound, but damaged running board and  
 rustfree.  
 1 new spring spreader for sale or hire.

Joe does not have a phone, so you will have  
 write and enclose a S.A.E.  
 26, Duncliffe Lane,  
 Melbourne, Derbyshire, D E 7. 1 G E.

B 20. K. Loran. 1.2.3.  
 S.R. Front bumoer.  
 L.R. front and rear axles.  
 L.R. used front wing, nearside.  
 Dash board with early petrol gauge.  
 S.R. & L.R. road wheels.  
 COMPLETE CAR, 1934 L.R. 4 door. Dry stored  
 many years, dismantled but  
 complete, except seats.  
 Space needed, hence £150 only.  
 01-573-3459

WANTED C/O GRAHAM MILES.  
 'C' Model front side lamps, & head lamps.  
 or parts of.

MEMBERS PARTS WANTED

G 2	R. Attfield	1	Chief Nutter	G. Miles	1
Oil Can clips Tel. 01 300 8336			Spare Wheel Clamp and body bracket S.R. screen pillar side trims Clip, body to tool box lid Model A front seat		
B 117	Mike Shum	1	G 3	P. Ashcroft	1
Good steering box Rear lamps Tandem wiper assy. Tel. Mablethorpe 77891			2 x headlamp bulbs Tel. Bentham 61046		
G 6	D Cochlin.	1.2.3.	B 72	Jim Parker	1.2
Any part or parts of rear lights. 01 505 6490			1934 'Y' steering wheel 2 rear lamps L.R. radiator grille Oil can clips Tel. Farnborough (Warwick) 454		
	R. Walker	1.2	B 150	Bob Wilkinson	1.2
2 x headlamp rims and reflectors Horn button chrome surround 2 x headlamp bulb holders Tel. Worcester 640320			L.R. grille Choke and starter cables Seats Tel. 0532 822 088		
G 37	R. Booth	1.2	B 11	N. Loran	1.2
Running board rubbers Jack and starting handle Tel. 0747 4595			Windscreen frame or parts of Tel. 01 561 8986		
G 4	D. Asnton	1.2	G 103	B. Dixon	1.2
Windscreen and frame Tel. Newark 76027			L.R. radiator grille Front spring Tel. Sheffield 345417		
B 123	A. Tippen	1.2	B 91	R. Taylor	1.2
Driver's door handle base escutcheon plate Tel. Ashford 22070			L.R. 'Y' set rear seats Dip stick, early engine Oil pump (TRY WALLY WHEATLEY) Sump, early engine Trafficator switch Tel. Leicester 607184		
R 29	G. Elsworth	1.2	B 142	R. Wakefield	1.2
'C' engine or block Tel. Frinton 4621			Fuel feed pipe Pump to carb. Tel.		
B 52	D. Macdonald	1.2	G 21	D. Birch	1.2
Urgently needed, front 2 ft. of chassis, off side beside engine Tel. 031 332 4032			L.R. 'Y' Rear seats Windscreen complete Tel. 021 459 6100		
B 151	R. White	1.2	B 72	Jim Parker	1.2.3.
'Y' L.R. headlamp rim Tel. 0279 419465			Exhaust manifold. Passenger door centure hing, L.R. 'Y' 0295 89454		
G 7	D. Appleton	1.2	B 59	Christopher Nicolaides	1.2.3.
Chrome rims for instruments Tel. 0493 664759			L.R. windscreen N.S.F., door glass. 01 648 9050		
G 86	D. Cochlin	1.2			
Passenger seat mounting hinge Tel. 01 505 6490					

CLUB PARTS FOR SALEPLEASE 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 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	£ 0.50 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 PARTSBody 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).

Windscreen frames for L.R. 'Y's being offered by

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 Price on application  
K28 5 ft 1 in long - C

'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.	

# THE ALL FORD RALLY

TO BE HELD AT

QUANTON RAILWAY STATION ON SEPT 30th

For every Ford model ever made up to 1965.

English cars, American cars, Trucks, Tractors, Vans, Custom, Rods, we want all of you. So come and have a nice day. But due to the size of the field we can take 300 entries only.

There are nine classes as follows:

1. Cars to 1930
  2. Cars 1931 to 1941
  3. Trucks, Vans, Tractors
  4. Post war to 1959 4 cylinders
  5. Post war to 1959 6 & 8 cylinders
  6. 1960 onwards 4 cylinders
  7. 1960 onwards 6 cylinders
  8. Post war American
  9. Custom Rods & Vans
- There will be Three Trophies for each class  
There will be a Steam Engine Plaque for everyone  
There will be Autojumbles, Stalls & Tradestands  
There will be Hot & Cold Refreshments  
There will be a Beer Tent  
There will be parades around the ring  
There will be a running commentary  
There will be Steam Engines in steam

You will find Quanton Railway Station off the A41 between Aylesbury & Bicester.



Send SAE to:  
Mr. B. TREDWELL,  
32 Caldecott Road  
Abingdon  
Oxon OX1 45HB  
or Ring (0235) 30720

## OLD FORDS NEVER DIE

SO BRING YOURS. WE WANT TO SEE IT

### The Ps's

Since the earlier pages were typed I have managed to get our numbers up to nine vehicles, at Hagley Hall, but only one C model at present.

### Beauleau

Due to the high cost of stalls this year, and lack of on site camping facilities one group of our members has decided to pull out, I am at the present trying to get our holding reduced by one stall, but I may not succeed, so if any members would like a stall let me know.

### Used Spares

Thanks to a donation from John Clarke our Lock-Up was busting at the seams, a tidy up session aided by Dennis Cochlin and Richard Attfield has put everything in order, well more or less, and for the first time I can quickly do a count up on our stock, 20 gearboxes should please Tom Morgan! I will be writing to some of you offering parts, but if you have already located them please let me know. This letter as with all our recent letters has a page or two of items for Sale and Wanted it is up to you to make use of the telephone numbers given and chase each other up. Roger Booth Who has or rather had a complete car for sale in parts is amazed by how few of you rang him up for parts.

### Membership Cards

Some people have written in to various offices of the club to say they have not yet secured one, not surprising really as we have never sent any out. However, all is not lost, for they are being designed by Chris Nicolaides who's line of work this is and he will arrange the printing of them once the design is agreed, then our new Membership Secretary Bob Wilkinson will arrange their dispatch via the News Letter. Incidentally all letters go out at the same time - there are not any first or seconds in this one, late perhaps but together.

### Lost In Post

A letter from myself and David Parry - who kindly does our banking etc., containing 23 membership subscription cheques has gone astray, and must now be assumed lost. The names of the 23 members concerned are recorded, so please check to see if you have a letter in with this 'Bulletin' informing you that you are one. Sorry for any work this may cause you, but it is beyond my control.

If you cannot get your car to Hagley Hall, look in, we will be there! But Bridgenorth relays upon your written confirmation.

Yours



DUE TO THE SIZE OF THE FIELD ONLY THE FIRST 300 VEHICLES CAN BE ACCEPTED SO PLEASE SEND YOUR ENTRY FORM NOW !!!

To: Mr. B. TREDWELL,  
32 Caldecott Road  
Abingdon  
Oxon OX1 4SHB  
(0235) 30720

ENTRY FORM ALL FORD RALLY

PLEASE USE BLOCK CAPITALS

VEHICLE EXHIBIT ENTERED IN WHICH CLASS (1-1 to 1930) (2-31 to 41) (3-COMMERCIAL) CLASS No.	
(4-45 to 59 4cyl.) (5-45 to 59 6 & 8 cyl.) (6-1980 on 4cyl.) (7-1960 on 6 cyl.) (8-1945 on AMERICAN) (9-CUSTOM & RODS)	
MAKE	MODEL
YEAR	REG. No.
ENGINE Capacity HP/c.c.	No. of Cylinders
BODY TYPE	

OWNERS NAME  
(BOLD CAPS PLEASE)

OWNERS ADDRESS  
(BOLD CAPS PLEASE)

BRIEF HISTORY OF VEHICLE: (Something for the Public Address)

INSURANCE DETAILS.

(All vehicles moving on the site should have Third Party Liability (Traffic Act) Insurance) please give details:

Company: \_\_\_\_\_ Valid until: \_\_\_\_\_

N.B.: This Insurance must NOT exclude use on rally sites.

Will you be staying overnight Sat / Sun YES / NO Camping / Caravans / Caravan Number of persons. \_\_\_\_\_

PLEASE ENCLOSE STAMPED ADDRESSED ENVELOPE FOR RETURN OF ENTRY RECEIPT.

SIGNED \_\_\_\_\_ DATE: \_\_\_\_\_

ENTRY RECEIPT for QRS use only.

Mr/Mrs \_\_\_\_\_ your entry number for the

ALL FORD RALLY to be held at QUAINTON RAILWAY CENTRE on SUNDAY, 30th SEPTEMBER,

1984 is \_\_\_\_\_ a space has / has not been reserved for you for overnight camping on

Sat./Sun. 29th and 30th September, 1984

To: Mr. B. TREDWELL,  
32 Caldecott Road  
Abingdon  
Oxon OX1 4SHB  
(0235) 30720

for Quainton Railway Society, Ltd.  
Quainton Railway Centre

Jim Miles

F M C G B

A new forward-control medium van range designated 400E was introduced on November 1st, 1957, a few months after the launch of the Trader range. It came in two versions 10/12 CWT and 15 CWT. The vehicle was very popular and because of a separate chassis it was easily adapted for special bodies, for example - pick up types, side loading doors, mini-buses and of course the Martin Walker Dormobile caravan conversions.

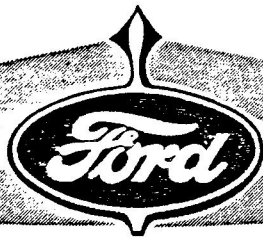
Power has by the 1703 cc Consul engine and the van weighed in at just under a ton. With the introduction of the Transit in 1965 the 400E range was discontinued.

On June 7 1961 the new Anglia van range was announced, and was in 5 CWT and 7CWT versions. The front end had the Anglia cars sloping bonnet and the rear windows were much larger than its predecessor. A four-speed gear box was fitted with Synchronesh on second, third and top gear. The engine was the 105E unit of 997 cc OHV. In July 1962 an optional 1200 cc engine was announced.

Production of the 307E Anglia van ceased in late 1967 after over a quarter of a million vans had been built.

The Anglia's successor was the Escort van introduced on April 5 1968 with two models, the 6 and 8CWT, and two engine sizes, 1100 and 1300 cc. A new innovation for Ford light commercials was the use of rack and pinion steering. Borg Warner type 35 automatic transmission became optional on 1300 cc vans in November 1968, thus making it one of Britain's first light vans with two pedal controls.

Bold weather trials in Finland in 1964, plus 300,000 miles of testing of a new range of semi forward control vehicles code named Redcap culminated in October 1965 with the launch of the Transit, developed for production at both Genk in Belgium and Southampton in Britain. Engine sizes originally the 1.71 litre V4 Petrol or Perkins 4/99 diesel for short wheelbase and for long wheelbase the 2 litre V4 petrol. Automatic transmission was available with petrol engines in 1967. By 1971 the 2.4 litre York diesel made by Ford itself, and automatic transmission were optional on this version. Improvements are being made on this model constantly and it has been a great success worldwide for Fords.



# Model 'Y' Bulletin

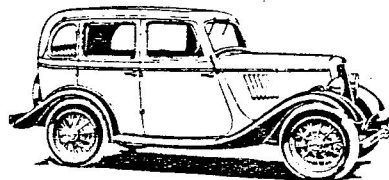
FORD MOTOR COMPANY LIMITED

## Summer Preparations

WITH the approach of the second licensing quarter, and the summer season, owners who have stored their car during the winter will be considering preparations for placing it on the road again.

Bring to the notice of these owners that in their preparations a general inspection and tune-up of their car is essential for trouble-free running during the coming season.

Other owners who have used their car throughout the winter, and have probably put off minor adjustments until the car is not running efficiently, should also be advised to have their car inspected and adjusted where necessary.



## RUNNING BOARDS

Fig. 9 illustrates the various types of running boards that have been fitted to the Model "Y" vehicles. (Offside boards only illustrated).

The board Y-16450/1-B shown in the top illustration, is that originally used and may be identified by the rustless steel moulding along the outside, and front and rear edges.

This board was replaced by Y-E-16450/1-B (centre illustration Fig. 9) which was of similar shape to the original board; the moulding on this board, however, being of rubber instead of rustless steel.

With the introduction of the spare wheel carrier on the offside running board of the 5 cwt. van, the board drilled for securing the carrier brackets was held under part number Y-E-16450-C.

As this board was of similar design to the Y-E-16450-B, only the Y-E-16450-B board will be supplied in future for this replacement. It will then be necessary to drill two holes in the board in the position shown in Fig. 8 to accommodate the wheel carrier.

With the introduction of the current models a new running board is used which is carried under part number Y-E-16450/1-D. These are similar to the previous type in that they have a plain rubber

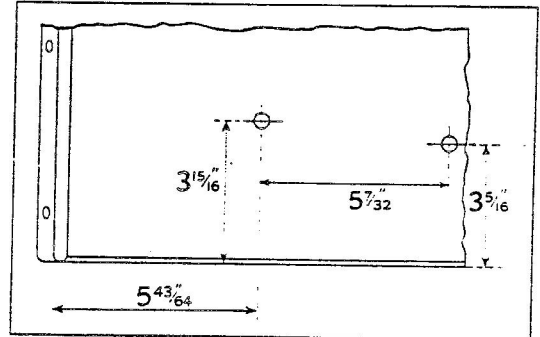


FIG. 8.

moulding, but differ at the forward end in that they are deeper, as shown in the lower illustration of Fig. 9, to match up with the present type front mudguards.

It should be noted that the running board shields Y-16478/9 are now obsolete and will no longer be supplied.

Bring this to the notice of your stores department so that no error may be made in ordering these parts.

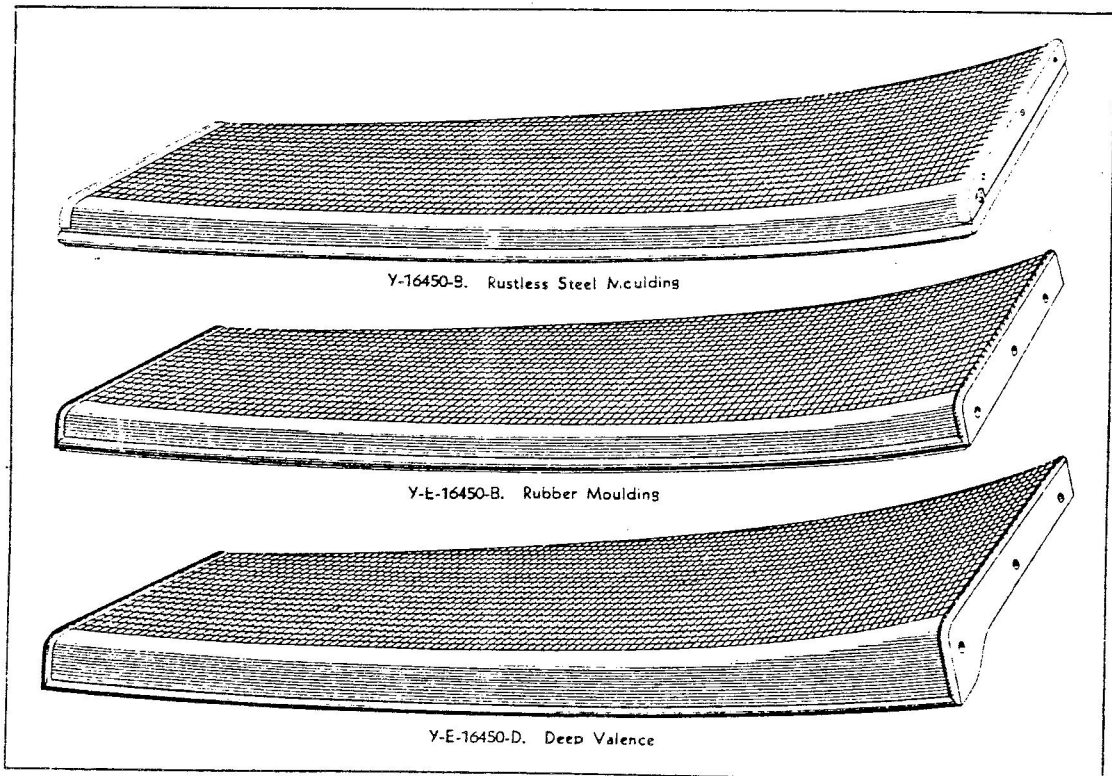


FIG. 9.

## BATTERY FILLER PLUGS

Fig. 10 illustrates an improved type battery filler plug, part number B-E-10720, now being used in the Model "Y" batteries.

The original plugs fitted, part number Y-E-10720, had the vent hole drilled directly into the centre recess as shown in the upper illustration of Fig. 10.

The later improved type plug B-E-10720, has the vent hole entered into a transverse passage as shown in the lower illustration, thus preventing the possibility of the electrolyte being splashed through the vent hole.

Where cases of leakage of the electrolyte through the filler plugs occur on the early model cars fitted with a battery without a cover, it will effect an improvement if the later type filler plug B-E-10720 is fitted.

Only the improved type plug B-E-10720 will be supplied for replacements in future.

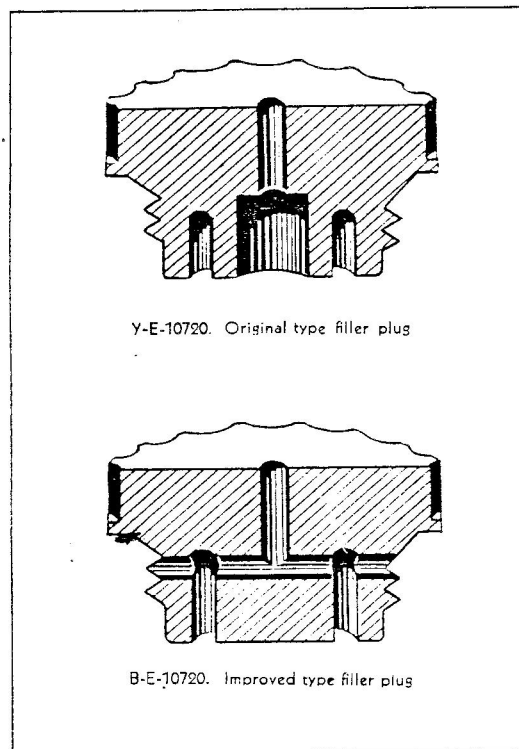


Fig. 10.

## BATTERIES

A number of Model "Y" cars are on the road that have had a number of electrical accessories added since the generator charging rate was last set, and in these cases, where the accessories are in constant use, the extra drain upon the battery may be sufficient to prevent the generator from maintaining the battery in a fully charged

condition.

The batteries on all cars should be checked when the car is brought into your repair shops for any reason and the charging rate increased if necessary.

In cases where the battery charge is well "down," it will be necessary to advise a recharge from a separate source.

## DECARBONISING

During the operation of decarbonising, great care should be taken that no carbon is allowed to fall into the cylinder bores, as any particles that may lodge between the piston and cylinder walls will give rise to excessive wear, or scoring of the cylinders.

Numerous slight scores of this nature may easily cause an excessive consumption of oil and a certain loss of performance as well as an early renewal of pistons and piston rings.

It is recommended that when two pistons are brought to the top of the stroke for removal of the carbon, the two cylinder bores in which the pistons are at the bottom of the stroke be filled with clean rags to prevent any carbon particles from falling

into the cylinder bores.

When the first two pistons have been cleaned, the rags in the cylinder bores should be carefully removed and cleared of any carbon that may have fallen into them, and the above procedure carried out with the second two pistons at the top of the stroke and the cleaned rags in the first two cylinder bores.

After decarbonising, all cylinder bores should be carefully wiped out, and finally cleared with an air blast.

If these precautions are taken, complaints of heavy oil consumption and loss of performance after decarbonising should not be received provided all other adjustments are correct.

## DISTRIBUTOR BREAKER ARM

An insulating washer, part number Y-110816, has been fitted under the contact breaker arm of the Model "Y" distributor to prevent any possibility of "shorting" between the contact breaker arm and the shoulder on the bearing post after the arm has bedded down on its bearing.

This washer is shown in position in Fig. 11 and should be fitted to every car that comes into your repair shops.

A number of cases of irregular running may be traced to an intermittent short at this point, where the insulating washer Y-110816 is not fitted, and should not be overlooked when tracing ignition troubles.

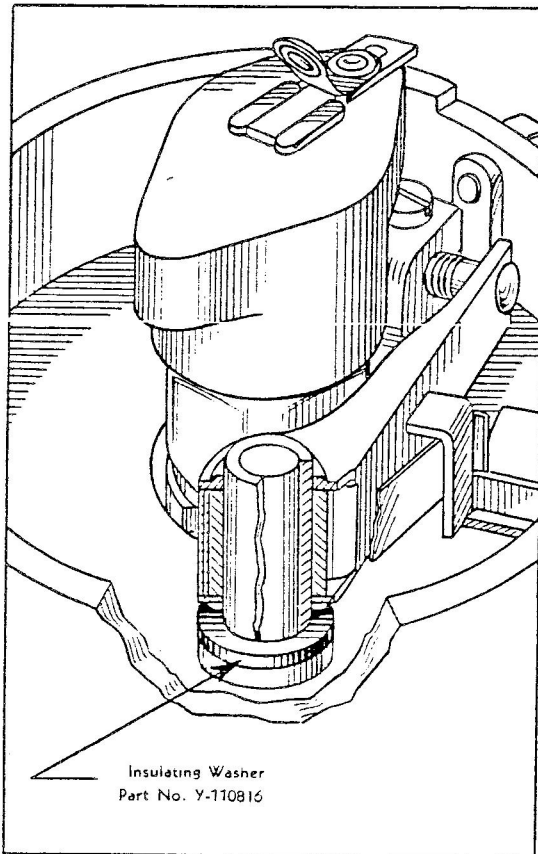


FIG. 11.

## AIR LINE CLIP

A "bolt on" clip is now being used in current Model "Y" production to secure the petrol and air line to the chassis immediately opposite the exhaust pipe to prevent the clip from vibrating off and the

petrol and air line coming into contact with the exhaust pipe.

It is possible, that if the petrol and air line touches the exhaust pipe, the heat may cause a "vapour lock" due to local vaporisation of the petrol at the point of contact with the exhaust pipe, and also cause erratic operation of the petrol gauge due to local air expansion in the air line.

It is recommended that when cars are in for overhaul this "bolt on" clip, part Number B-9295, be fitted.

On cars not originally fitted with the "bolt on" clip, it will be necessary to drill a  $\frac{5}{16}$  inch diameter hole in the near side chassis side member top flange 5 inches in front of the air line hole and  $\frac{15}{16}$  inch from the inside edge of the flange, as shown in Fig. 12.

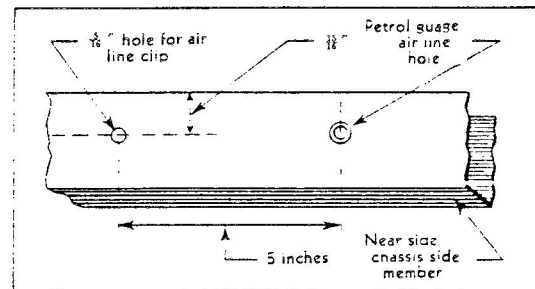


FIG. 12.

## SHOCK ABSORBER SETTINGS

To give increased riding comfort, the resistance valve settings on the Model "Y" shock absorbers have been modified.

The modified settings are as follows:—

Screw the resistance valve R. (Fig 64, Model "Y" *Bulletin*, Volume 2, Number 11) in until it just touches its seating, then unscrew 1-1 3 turns for the front shock absorber setting, and 1-1 8 turns for the rear shock absorber setting.

From this approximate standard setting the actual degree of resistance to suit the owner's particular requirements may be determined.



PLEASE COMPLETE AND RETURN TO:

Graham Miles, 61 Gallows Hill Lane, Abbots Langley, Herts. WD5 ODD

MEMBER'S NAME:

TOWN:

MEMBER'S NO:

PLEASE RETURN PROMPTLY !!!

I will be able to attend the Club Weekend which this year takes place over the weekend of July 14th/15th.

I will attend Saturday 14th July, 11.00 a.m. Assembly along side 'The Ironbridge', Ironbridge, Salop.

I will attend Sunday 15th July, 11.00 a.m. Car Park, Bridgenorth Motor Museum, Bridgenorth, Salop.

With my 'Y or C'

Saturday, tick box if 'Yes'

Sunday, tick box if 'Yes'


Send me a S.A.E. with this form. The event will only happen if support is over 20 vehicles. Only if this number is reached will I proceed and write to all the 'Yes's'. DO NOT assume it will happen and just turn up - you may be on your own!

List

if you would like a copy of an accomodation in the area, send additional S.A.E.

Parts Wanted

Parts for Sale

Your telephone number please, for quick reference:

Back copies available (U.K. 17p each) - send a stamp  
Nos. 19 - 28 inclusive.

If you would like a copy of the Mailing List send a £1 note direct to Jill Miles.

Remember members with part restored vehicles can bring them by trailer, or how ever to the Sunday meeting, these vehicles can be entered for the 'Eric Suffton' memorial trophy, a fine shield that is held for a year, your own details are entered on a seperate shield.

All vehicles can enter for trophy in their class, but I need time to get them ordered, and as things stand at present I hav'nt got that time unless these form's are returned proptly.

yours G.M.