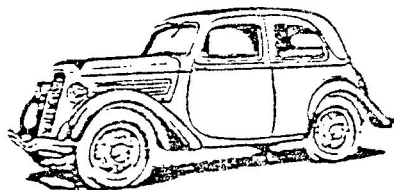
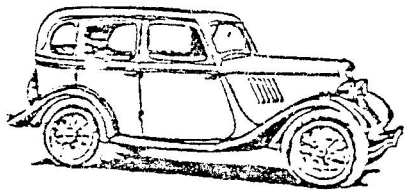


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 30 JULY/AUG. 1984

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EDITOR'S COMMENTS

Issue No. 30. That must represent some kind of milestone in the Club's, and therefore the cars' history. Thirty was also the age in years of my own Model Y when I bought it.

When I think back, it is amazing how my attitudes towards cars in general, and that car in particular, have changed in the intervening twenty years. I learned to drive on a Ford Popular of the mid fifties, with the odd few driving lessons in a driving school's Morris Minor, literally paid for by hard earned delivery of newspapers.

Achieving ownership of my very own Model Y, I was not greatly aware of suffering any real loss in driving quality, apart from the obvious one of our infamous rod braking systems, although with hard work even these can produce reasonable results. The Model Y suspension always seemed slightly less harsh than the similar but beefed up system on the 'Pop'. I suppose the Morris had a heater but in those days of string vests, overcoats and car rugs, it didn't seem to matter too much anyway. In winter we simply 'toggled up' and carried an ice scraper, snow shovel and wheel chains or straps. Generally the Y held its own very well. Even on long trips I was never aware of being significantly slower than the rest of the traffic.

Now, however, when the Y goes on the road, you suddenly realise how things have changed. The precision and surety we expect from our brakes, suspension and steering, economical, high speed cruising, brisk acceleration and cosseted, even hified interiors are part of a very different world. So, unfortunately, is the density and speed of the traffic. Not everything has progressed. If I am honest, I no longer enjoy a lot of my driving time.

It is entirely different out in the Y. Aggression fades to be replaced by stately progress and smiles. Your being on the road brings real pleasure to others and mile by mile you contribute to someone's day. Except, of course, for the occasional Mr. Toad, who still sees you as an unpardonable obstruction and travels on your tail or cuts in front apparently unaware that if he uses his full braking power, you might sail straight through him. I hope this hasn't happened to any member, but it is one of my fears, along with that of wandering off course whilst not paying full attention.

Returning to the original point of the 30th issue, it is interesting to note how the Newsletter and the Club have changed. Our format has become firmer and more confident, the Club structure more consolidated.

One thing which seems not to change is our poor attendance at Club events. I felt sure a superb venue like Bridgenorth would have attracted more people. Oh well.

EVENT SUCCESS!

The above flop was not the case here, with a vivid description later from Graham, and a hearty congratulations contributed by Sam Roberts on gaining a Club trophy.

ARTICLES

Graham continues the definitive version of Model Y lighting under the current regulations and makes further contributions in holiday stories, events and state of manufacture. Jim Miles continues his unique history of Ford Motor Company and passes on the following fascinating letter from Tony Eldridge. In addition, Jim records what sounds to have been a very civilised trip over to Belgium.

LETTERS

"The history of the Model C is somewhat vague, but I think that the letter from the Montagu Museum sums up the attitudes of most people at a time when it was possible to find things out; the cars were just plain uninteresting! One thing that puzzles me is the figures for total production of these cars. The figures quoted to me by Fords is at variance with those published today, yet my car's number is not far off from the figure of 59,000 and production of the 'C' was stopped in May, 1937. So were there really 92,000 made?

Many years ago, I met a man at a rally who used to work at Fords pre-war, and had the job of costing the cars then in production. Apparently the Model C was too expensive to make by the standards of the day and its Americal looks were about as well liked as those of a series F Vauxhall Victor. So, in order to widen appeal and reduce costs, the 7W was designed. The Ford Motor Company were dismayed that a Model C could not be sold for more than £135 and the chassis cost was too high. There must be some truth in this story because the Model C was face lifted in Germany right up to 1939, so it was not a total flop as a motor car. Only two years ago at the infamous celebrations at Dagenham, one of the modern day engineers took one look at my car and pronounced it too expensive to make because of the multi compound curves of the body added up to a lot of press work and welding up. Even today it would not be a viable design.

Other points that come to mind concern body finish. There have been some suggested colour schemes for the Model C. As far as I am aware, the bodies after 1935 were finished all one colour with wheels to match, unless they were cream. Any coach lining followed the colour of the interior. Having seen a totally original specimen in 1958 which was all black with red leather interior, the coach line was red. And to my recollection, the radiator grills were usually grey or silver. My car had a grey grille from new because on removing the chrome trim bars, behind them was the original paint. I matched it to Ford Corfe grey. In old age, the cars usually ended up hand painted and the grilles were painted any old colour. Even Model Y's were most often seen with a silver (or black) grille. And the grooves in bumpers were black with the hub caps (on C's) having the name "Ford" filled in in dark blue. Again from childhood memories culled from the garage where my father worked, body colours usually seen were black, grey, beige or blue. A green CX did finish up beneath the foundations of a new building in Victoria Street SW1 in 1962 as I saw it there!

As I recall them, the Model C was a car that most people were pleased with as transport, but were quite glad to dump as the rust and wear and tear reduced them to tired old nails. There was not the desire to keep them going in the same way as the Model Y went on almost for ever. So, it was not likely that one would see details on these cars that were not original factory details. In other words, no one picked out the grooves on bumpers in red so as to confuse historians a decade or more later! Indeed, in 1963 it was considered quaint that someone should renovate a Model C and then use it only for rallies.

Turning to the Model Y for a moment; those cars did come in for some customising about 25 years ago. But I recall that prior to this, most Y's were very well cared for and were usually black, blue or a greyish green, with red or green upholstery being the most common. Few ever seem to have had cream wheels. However, as they all looked alike to me, I only learned some of the finer points about them on joining the Y & C Register!"

It always surprises me that the C should have proved not to weather the years very well when the cars so obviously had such a very similar design background. Has anyone any theories on this? We don't have enough letters or articles on Model C's.

John Luby

Dear Members,

Contribution from the Chief Nutter! Brought to you from the sun-drenched beaches of France. Not, as you may first think, in the far south but just 15 miles south of Boulogne. Why go further when the sun is shining and the beaches in the north are better than those in the south anyway.

I first came to these beaches when I was a schoolboy - with six long weeks for summer holidays, something needed to be done with them. I believe I came on my bicycle with a friend just to check that people really did say 'Avez vous?' The point being that when I came here that first time, the war had been over only about 10 years or so and the enormous gun emplacements and defences that the Germans had built were still, for the most part, intact. They had not been dismantled and the land built upon. Obviously, the Allied Forces had destroyed the actual guns, just in case they had to fall back and thereby place them again in the hands of the German troops, but the maze of tunnels and observation turrets were still intact.

Now that I come to see them, some 30 years on, I find that they have been largely destroyed. Obviously, the huge blocks of concrete that were the main part of these emplacements are still intact, although many have been eroded by the sea water and have slid to a drunken angle. The tunnels have largely disappeared but those that remain are blocked by sand. Much of the land has since been built upon. Some of the inner forts are still here and used for all sorts of other purposes, sheds, general purpose buildings. There are some situated in the centre of a caravan site and there are even four caravans perched on top of the roof of one fort. Another man has built a house, using one of these forts as a foundation. You could probably not find a more sound foundation for a building than this. The fort itself has had the side wall cut out and has become a cellar/garage.

What I find interesting is that we restore something like Warwick Castle or Maiden Castle, which is really no more now than a Monolithic earthworks, and yet these forts which will never again be built because today's armies have decided that such things are useless, you simply go around them rather than taking a direct frontal route and, in any case, modern explosives have made the interiors of these very unsafe places to be. Therefore, these will never again be recreated and yet, here in France, where there are examples of these forts, probably the largest the world has ever seen, they have been left to decay in to ruins.

So, Members, when you have completed your present Y Model restoration and perhaps feel like tackling something a little bit larger, there are boats leaving Folkestone and Dover just about every hour and you could nip across the Channel and make a start! It should keep you quiet for quite some time.

MEETINGS

In the last Newsletter, I said that I was desperate for members to attend Bridgenorth. Well, I was still desperate when I put the letters in the post to those who had said they would attend, advising them that I was sorry, but there just weren't enough of us and we would have to scrap it. Of the eight who said they were coming, there were three 'doubtfuls'. Jeff Cole had, unfortunately, fallen and fractured two ribs, Jim Miles was definitely out, having had his back axle blow up following the Belgium trip, and John Guy because his engine needed changing. With just five of us I had no option but to cancel. However, undeterred, I will try again next year.

When you fill in your membership forms at renewal time next year, for return to Bob Wilkinson, I will ask you to say whether or not your car is on the road and how far you are prepared to travel. Also, I shall ask for suggested months of the

year when it would be possible for you to be at a meeting with the Club. Armed with these facts and figures, I shall then see where on the map is the most central point, which month of the year is the most suitable and we will go from there. I am determined to get 100 of these vehicles together if at all possible, although whether I will live long enough is doubtful!

Another meeting that never was - The London Run. I am now suggesting that we hold this during the latter part of September and once again ask you to let me know if you are prepared to come along. There is a form at the back of this Newsletter for you to complete and return to me. Providing we have enough members to participate, I will contact you again. Jim Miles has worked out a route with three different meeting points.

THE MEETINGS THAT HAPPENED

The Hagley Hall Meeting - I managed to get eight other members to come along and we put on a show. Unfortunately, we only had one C Model present, brought along by Dave Curtis. Dave's C Model is an excellent example of the convertible, but no C Model saloon, which was disappointing as I would like to have represented the whole spread of the range, this being the C Model's 50th Anniversary Year. Other vehicles there included Eve Chapman's very nice '32 Abbey Open Tourer, Arthur Taviner, Sam Roberts and Jeff Cole brought along their 2 door Saloons and Colin Ault brought his newly restored 1935 Popular. Graham Forbes drove Tom Morgan's '32 Short Rad to represent this model. These vehicles gave us a fair representation of the range of 2 door Models from the '32 Model through to the £100 Popular. Chris Cheesman kindly transported my half-built van body-shell and, with the aid of an enormous trailer which I had managed to borrow from work, I trailed up the Alan Taylor - no mean feat, I might add, when the trailer is about 20 ft long! and seemed almost as wide, and weighing just about as many tons. The net result was that our Club was judged to be "The Club presenting itself in the most favourable manner" and we won a very pleasing silver cup. So, thank you, lady and gentlemen, those of you who attended, it made the afternoon very worthwhile. It was particularly nice to see Dougy Dickson there. Dougy had flown down from Fife via Edinburgh the night before and came along that day just to meet a few people.

Later in the year, as you may recall I mentioned in the last Newsletter is the All Ford Rally at Quainton and I would like to see a few of us taking the trouble to be there as this is a very nicely arranged day for Ford members.

The other meeting that will be taking place, of course, is Beaulieu, the second weekend in September, 8th and 9th. The Club will have a stand there, as has been our practice over the past few years. This year we will be on stand no. C80/81 in Field C. I still believe I can arrange to obtain a few more stall holders tickets for those who are interested. These tickets will allow admission to the grounds the previous Friday, i.e. 7th September. I cannot, however, issue you with any car passes as these are very restricted. I should also like to think that those members taking advantage of the stall holders tickets will be prepared to do a little bit of duty on the stand, talking to people who come along to make general enquiries and helping to relieve those of us who are there all the time, so that we, too, can enjoy Beaulieu and have a walkabout. It has been noted, with some amusement, that there are those Club members who visit Beaulieu and actually make a point of skirting around the Club stand, just in case they might get involved in doing anything! We have yet to resort to press gang tactics but any help would be much appreciated. For those of you who just want to stop just to say hello, you will also be welcome.

MANUFACTURING

In the last Newsletter, we published a list of items I am hoping to be able to get manufactured. The Springs are coming along O.K., although, of course, we have to make time for patterns, etc. These will be made by hand and so they will take time to produce. The various levers and mechanical items on the Braking system can be made, but cost must be borne in mind. We have been quoted £500 (and that is cheap) per item per set of tools. Unfortunately, we are not able to afford some £4,000 plus VAT for this type of tooling.

An alternative way to do this is to have moulds made of these items, into which wax is poured - the moulded item is then set into a ceramic material. This is then fired which, of course, melts the wax and leaves behind a model. Into this is then poured the steel and the clay is eventually broken away leaving behind the required shape. These then have to be machined and brought to the correct standard sizes. All this does take time, but this I don't mind, providing I can feel that people are helping me. All this can only be done by hand, although I intend to have numerous moulds to speed up the process, but in no way can it be done quickly.

We are trying to get Bumper Bars made, but keep running into difficulties on this one as people keep looking into this and then turning it down, but we are now hopeful that we have found one firm in the North who will be prepared to manufacture these for us. Their problem seems to be how to make the ends but I think we may have overcome this with them now.

Our LUGGAGE CARRIERS are now available. I have a list of those members who have asked about them, so if you are still interested, send a cheque made out to 'Ford Y & C Model Spares Ltd.' for £41.00, made up as follows: item £38.00, postage and packing £3.00.

We can now manufacture all the timber items for these vehicles but we do need patterns for such items as flooring, etc. Roof stick-kits are still in stock and I am shortly to replace my present stocks of these, which may mean a price increase? Jim Robertson in Edinburgh reports that he has managed to find a firm who make the necessary iron work which goes with these kits and I am intending to ask Jim if he can get a price for a quantity of these iron brackets to make that job a little bit easier for those of you who aren't so keen on fabricating items. So, slowly but surely, items are being manufactured.

This is a good time to remind you that the list published in the Newsletter does not necessarily represent stock held, but consists largely of items I can supply. Items such as King pins are constantly running out and I battle continually to replace them. I have now run out of Thrusts and have had to get them manufactured. I am shortly going to run out of Bushes and plan to get these manufactured and so the story continues. I have a firm who is prepared to forge the nearside Pin. I do not at present have any of these, but we are also considering refurbishing old pins and I would ask you to send me all old and worn out King pins you can possibly spare. When I have a suitable amount (I am looking for at least 30), I will attempt to get them refurbished. Please check your garage for any old King pins which you may have floating around - and let them float around in my garage instead!

The Brass items, brass chromium-plated items, that is to say, should be available by Beaulieu but I do have one problem and that is with the C Model. The radiator mount needs to be checked against a radiator grille before they are plated. As I don't have a C Model grille, I would appeal to anyone holding one, it doesn't matter what condition the bottom half is in providing the top half is sound and unbent, so that I can check these parts fit snugly against them before they are sent to the polishing and plating department.

I think that is about it on manufacturing, it is slow and laborious work. David Laxton is still trying to get running boards made for us and we keep meeting problems, but as we are doing these things through the back door, we have to take second place if we are to try and retain sensible costing.

That's about it from me, gentlemen, although I am sure to remember something else as soon as this is sent away to be typed. In future, our typing will be carried out by Siobhan O'Leary, John Guy's wife, and we have presented her with a new Olympia typewriter to complete the task. As Siobhan is now at home, she has kindly agreed to take on the bulk of the typing for the Newsletter. John is keen to do more towards the Newsletter and I am only too pleased to let him, as quite frankly, I am not the academic type and putting together a Newsletter does not come easy to me.

Bob Wilkinson is doing an excellent job as Subscription Secretary.

Graham Game amused me the other week when he told me about the time he was doing rather a lot of work for the Side-Valve Club and a rather annoyed gentleman rang him up and said "I couldn't find your Company anywhere - I drove up and down your street and just couldn't find your premises." Graham had to tell the fellow that he did not do this work full time, it was merely a hobby and did not, therefore, have any business premises. This is just a reminder to those of you who think the officers of the Club spend our lives working for the Club - it is our hobby and interest but there are other things which must come first. Of course, if any of you out there would like to volunteer John needs more items of interest from you, the members, to help fill up these pages, etc.

I will close now and hope to see some of you at Beaulieu in September.

PS. When I pack and send out spares on trust, please pay promptly and remember to add the cost of postage, as at the packing stage the postage value is not known. Also, please return tools that are out a lot more quickly than you are doing. Shackle reamers are the worst.

Congratulations
GRAHAM

LIGHTING REQUIREMENTS - AS SEEN THROUGH THE EYES OF THE M.O.T. TESTER

In the last Bulletin, we saw how the construction and use regulations demanded certain lights to be fitted to motor vehicles and it was evident that our vehicles, in respect to front lighting, basically still complied with these requirements, except that the headlamps had to be fitted with double dip filament bulbs in both lamps. However, I think if somebody wanted to be awkward, they could argue about the design of the sidelamps with their central bar obscuring the lamp, this type being on early 'Y's and 'C' models, but I have never heard of this argument being put against our lights and so until it does, we will leave well alone.

The rear of the vehicle has, however, undergone considerable changes with respect to lighting and it is now necessary to fit two red lamps to the rear of the vehicle. The dimensions of our vehicles are such that we can just about fit these lamps either side of the number plate and still comply with the lighting requirements. Separate reflectors would have to be fitted and these to be fitted not less than 400 mm from the outer edge of the vehicle. All the reflectors and lamps to the rear should, of course, be red, and those at the front should, of course, be white.

The situation doesn't end there, though, because having fitted the lamps, they must now be to a satisfactory standard level of working to meet the Ministry of Transport testing, and I will basically go through what the Inspector will look for when he looks at your vehicle.

Section One deals with the FUNCTION OF OBLIGATORY REAR AND FRONT LAMPS. As we have previously said, two lamps must be fitted both to the front and the rear of the vehicle and the Inspector is to see that these lamps are functioning and that these lamps are showing white and red lenses respectively. The lamps must be undamaged and the lenses must be free from cracks and be in working order. The lamps must not be obscured or shielded by other parts of the vehicle. It merely states that the lamps must be visible from a reasonable distance. Strangely enough, it is not the responsibility of the tester to check the measurement or the fitting of these lamps. It is only necessary that the Inspector carries out a visual observation, to ensure that the lamps are basically set at the same distance from the edge of the vehicle and basically at the same height.

If the vehicles are not used during the hours of darkness and were originally constructed in this manner, there is no obligation for them to be fitted with lamps of any kind.

HEADLAMPS - these lamps can be white or yellow, providing that they are of matched colour. It is merely requested that these lamps, when operated, illuminate the road with sufficient intensity for you to see where the vehicle is going. The aiming of the lamps is checked at this point to see that they do not dazzle on-coming vehicles.

Reasons for failure: if the lamps do not operate when switched on, do not dip or show main beam when the mechanism is operated or if one of the dip beams or both fail to dip, but in fact go in an upward direction or to the offside: if the lamps are of different colours to each other, i.e. one yellow, one white: if one of the lamps is missing or damaged or has the glass incorrectly located or is cracked or simply missing altogether, then that lamps can be deemed unsatisfactory: if indeed the lamp does not emit sufficient intensity to illuminate the road ahead, if the wiring to these lamps is defective or the switching and the lamps do not operate immediately, these are all reasons for failing that lamp or lamps.

Once again, the Inspector is not obliged to check the legal positioning of these lamps, merely to see that they are visually satisfactorily located on the vehicle. I suppose if they were obviously incorrectly fitted, then he may well resort to his tape measure. He does not, at this point, inspect the operation of any non-obligatory lamp, such as fog lamps. In fact, he totally ignores their fitting altogether.

We now come on to STOP LAMPS - remember that here the law does not demand two lamps but only one for our vehicles. Of course, it may be in your own interest to fit two as this has become modern practice and it may be the case that the vehicle following you just happens to be watching the wrong lamp. The Inspector will simply check that the lamp or lamps show a red light when the foot brake is applied. Our vehicles were first used before January, 1971, and therefore do not require two lamps as previously said. The reason for failing the vehicle is much the same as any other lamp: if the lamp does not operate when the foot brake is applied or if the lamp remains on when the foot brake is released: if the lamp has cracked or damaged lenses and does not emit sufficient intensity to make it a functionable lamp: if the lamp is indeed missing altogether or has faded or obscure lenses, then the vehicle can be failed.

Once again, the position of these lamps is not checked other than visually. If the vehicle, and in our case it was, was first used before September, 1965, the lamp may be combined with a direction indicator, although, of course, our vehicles were not built in this manner when first constructed. As I have said, one lamp is sufficient, but this lamp should be fitted to either the centre or the off side of the vehicle. If, however, you fit two lamps, then you need to comply with the regulations post January, 1971. Having said this, it simply states that the lamps must be fitted at either side of the vehicle within the prescribed boundaries and of course, must function, etc., etc., when the foot brake is applied.

Obligatory REAR REFLECTORS - the examiner will check the condition and fitting of the reflectors to the rear of the vehicle to see that they are red in colour and are securely mounted to the vehicle. If one is missing, cracked, broken, chipped or simply loose, these are all reasons why the examiner will fail the vehicle. There are no exceptions to this and two reflectors within the prescribed 400 mm boundary of the vehicle must be fitted in a vertical position.

Tape, reflective tape that is, is not an acceptable substitute for the reflector.

Section 5 - the function of DIRECTION INDICATORS.

Section 5.1 deals with a similar type which is mainly applicable to our vehicles. although it does go on to say under Section 2 that vehicles first used before January, 1936, or vehicles which cannot exceed 50 miles per hour need not be equipped with direction indicators. However, vehicles fitted with direction indicators must meet the requirements of this inspection, so vehicles up to 1936 do not really require any at all in the UK.

It goes on to say that it is not the responsibility of the tester to check that the colour is correct as when it was first fitted - apparently the arms have undergone various colour changes. It is also not the responsibility of the tester to check the position or visibility of various angles of the direction indicators. This is probably just as well, as you cannot see them from behind on early S.R. 'Y's. The Inspector will check the operation of the indicators with the ignition switched on if necessary, to see if they leave the vehicle side smartly, illuminate themselves and show an amber light to front and rear. He will check that they return correctly to their box when switched off, and

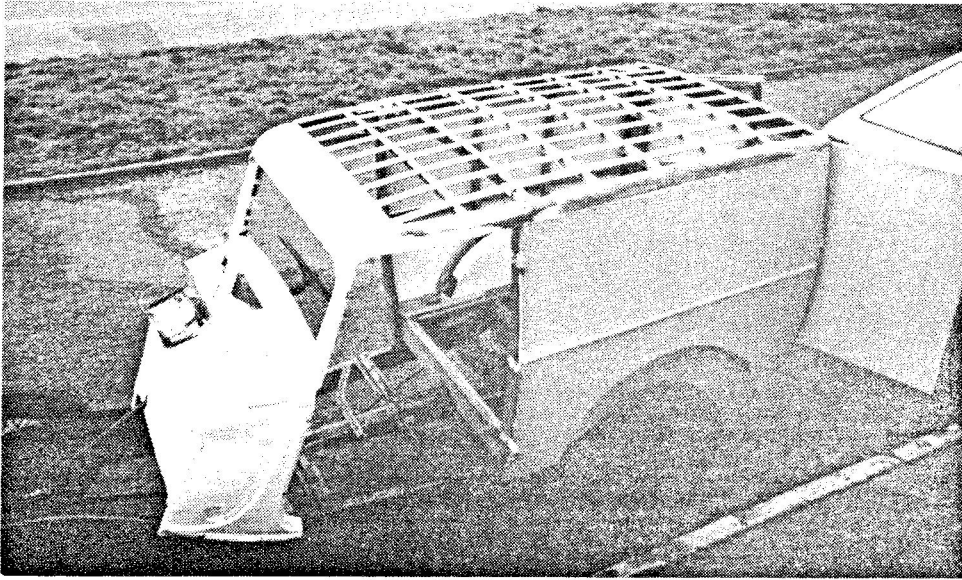
also that there is a tell-tale lamp on the dash to show that the indicator is being operated. He will not need to look for this lamp, as the indicator is mounted forward of the driver's vision for the driver's position, this being the case on the early vehicles where the traffic indicators were mounted on the bulkhead forward of the driver's head. Reasons for failure have basically been summarised: that the operation of the arm does not stick when either emerging or returning: that when the traffic indicators show, they illuminate a lamp both to the front and rear and that the colour is amber: that the tell-tale lamp is operational when the traffic indicators cannot be seen from the driving seat.

Section 5.2 of this test gives us the flashing times of indicators. If the vehicle is fitted with flashing indicators, he will check that they flash at the correct rate, namely, one to two flashes per second. He will also check that those at the front of the vehicle are either white or amber in colour and, of course, those to the rear are either red or amber. He will also, once again, check that there is a tell-tale lamp indicating their correct operation. There is no need for a tell-tale lamp as flashers can be seen once more from the driving seat. His reasons for failure are obviously, if the colours are wrong, front or rear, or that they do not flash at the correct rate. However, if they are slow, it will be acceptable to check them with the engine running to see if they speed up to the correct rate, i.e. with charging on-line. He will also check, once again, that the tell-tale lamp is doing its job, if necessary. He will, of course, check them as any other lamp to see that the lenses are correct and damage-free, and that they are correctly mounted and the wiring, etc., is sound. This, of course, is common sense.

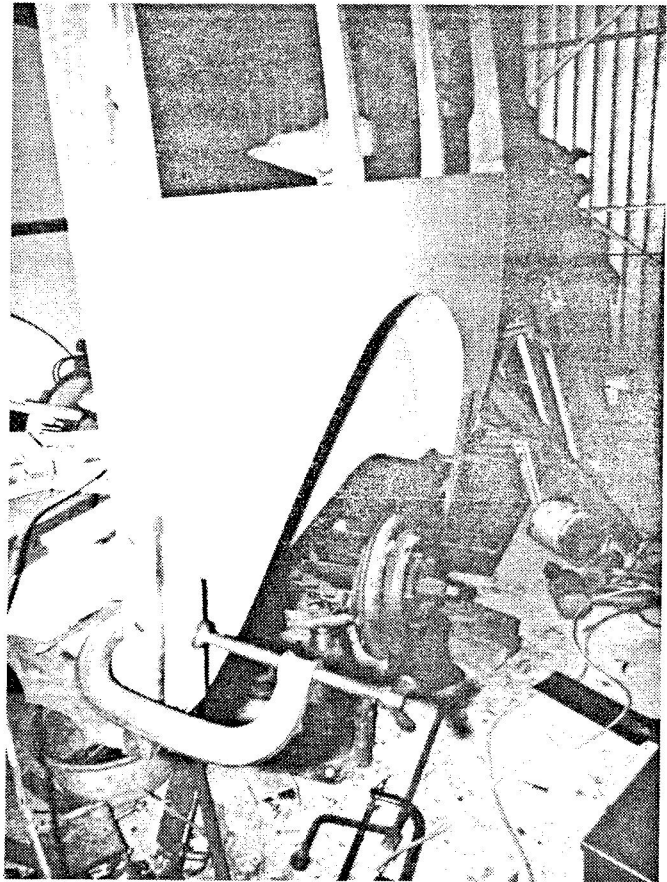
Section 6 deals with the AIMING OF THE LAMPS. Strictly speaking, your lamps do not comply with any of these legislation type patterns of beam. It is sufficient to say that our lamps are designed so that the bulb is set on the main beam. The dip beam basically looks after itself as with the early type of set filament bulb that we have. It is not really possible to focus both filaments as the bulbs were not made to an accurate enough standard, and therefore the dip beam is often of a poor nature. He will want to see that the beam, be it poor or good, dips to the near side of the vehicle, for left hand drive vehicles. If it dips to the centre of the road, this is not acceptable as we have a right hand bulb fitted and this would be a reason for failure. As we have previously said, we must have two head lamps and they must both dip simultaneously and turn to main beam simultaneously. The switching method is left to the design by the manufacturer, whether it be floor or hand changed, it is not commented upon. The intensity of these lights is not clearly defined for our vehicles, it is merely sufficient to say that they must not dazzle on-coming vehicles if the lamp is incorrectly aimed or if the bulb is incorrectly focused, bearing in mind that the lamps we have are focused on the rear of the lamp by moving the screw and the bulb in and out. It is necessary, therefore, to set our lamps on the main beam and not to try and set them on dip and main beam, as you will find it almost impossible to get both filaments in the correct position relative to the reflector.

I think, by and large, that summarises the lighting of our vehicles and hopefully in the next issue, although I have personal commitments that will probably prevent me from finding much time, I will try to find the next passage of the MOT Tester's Manual and see what other goodies lie in store for us.

Graham Miles



**THE 'MILES' VAN AS
IT TAKES SHAPE**



FMCGB

Following the announcement of the Thames Trader medium truck range in March, 1957, Ford's kept on improving the range. For instance, for off-road use, a four-wheel drive version of the Trader could be supplied. The 4 x 4 was available from All Wheel Drive Ltd. in the three wheelbase lengths of 108 ins., 138 ins. or 160 ins., the six cylinder engines being specified for all models.

In 1960, the '75' - a 7½ tonner, was introduced, together with heavy-duty tyres and stronger front springs. The old Connetted Thames range were updated in 1962, this took the form of a combination of a series of models from 1½ to 5 tons under the Trader name and redesignated the NC range. The new models were given a less angular cab from the Cologne factory.

Ford's D-series trucks introduced in 1965 were breaking into the medium truck market which Bedford had been serving with their TK from 1959. However, it was to make an impact with operators. The ranges were designed for payloads of 2 tons to 8 tons, also there was tipper chassis and 6 x 2 and 6 x 4 six wheelers, and articulated tractor versions. Petrol and Diesel engines were listed along with four different gear boxes and a choice of two tilt cabs (standard or custom). The K-series (formerly the NC Trader) was a supplement to the D range. Together the D and K series attracted the customers, while Ford's were working for increased payloads, this came to fruition in 1967 when the D1000 was introduced. With the new model the upper had been pushed to 16 tons gross for the four wheeler and 28 tons gross for the articulated model. Power came by way of a Cummings V8 diesel, not long after this Ford's introduced their own V8 diesel engine of 8360 cc.

It was around this time that the petrol engine was dropped in favour of the diesel for vehicles down to the two ton range.

Bridging the gap between the Transit and the D & K series, Ford introduced the A series light truck range in September, 1973. The number of variations offered were many. However, the A series has not found such widespread success as its smaller and larger brothers. Following close on the heels of the A range came the Cargo, a slightly larger version of the A.

Before we get to the largest of the commercial range, lets look at the smallest, the Fiesta van, released in March, 1978, and based on the front wheel drive hatchback car of the same name. The cars are built at Dagenham as well as in Spain, all the vans come from Spain. Two engines are offered - 957 cc and the 1117 cc. The carrying capacity is 42.6 cubic feet and a payload of 350 kg.

The D1000 had provided Ford with a foothold in the exclusive sector of the province of the accepted heavy vehicle manufacturers. After much research, the new H series appeared at the end of April, 1975, and was of course the Transcontinental. The first line up was of two basic models - a 4 x 2 and a 6 x 4, and available in short wheelbase form as a tractor unit or in long wheelbase as a rigid vehicle. The four wheel tractor models came in two weight categories - 34,000 kg. and 42,000 kg. There is room enough for two bunks in the cab along with three seats. The top engine offered in 1975 was the straight six Cummings Super 252 of 15.18 litre, and 13 speed gearbox. Production of the 1000th Transcontinental was achieved in May, 1976.

So, as we can see, Ford of Britain have a range of Commercial vehicles second to none to cover all requirements from a tiny Fiesta to the giant Transcontinental.

Jim Miles

THE BELGIUM RUN

On Friday morning, 22nd June, three cars set off from Waltham Abbey, destination Dover. Tim Brandon was on point in his '36 Tudor, in the middle was Harold Pritchard and his Ruby Austin! Yes, you read it right, Austin, I was tail end Charlie in my '35 Tudor. We all met up with Ron Smith and his Fordor Y at Dover Docks, then boarded the ferry to Calais.

A short drive through France and into Belgium to Brasschaats, just the other side of Antwerp and our Motel for the night. Next morning, bright and early, we called for the Chairman of the Ancient Ford Club of Belgium, Roger de Decker, and he led us to Antwerp in his Model A to begin the Rally. At Rally Control all drivers and passengers were given a rally kit which included white wind-cheaters with commemorative design.

I think some of the cars taking part are worth a mention, among them a 1910 De Dion Bouton, a Rochet Schneider torpedo tourer, two Bugattis, a 1922 Model T single decker bus, plus a Silver Ghost, a Minerva and many more nice vehicles, a total in all of sixty two.

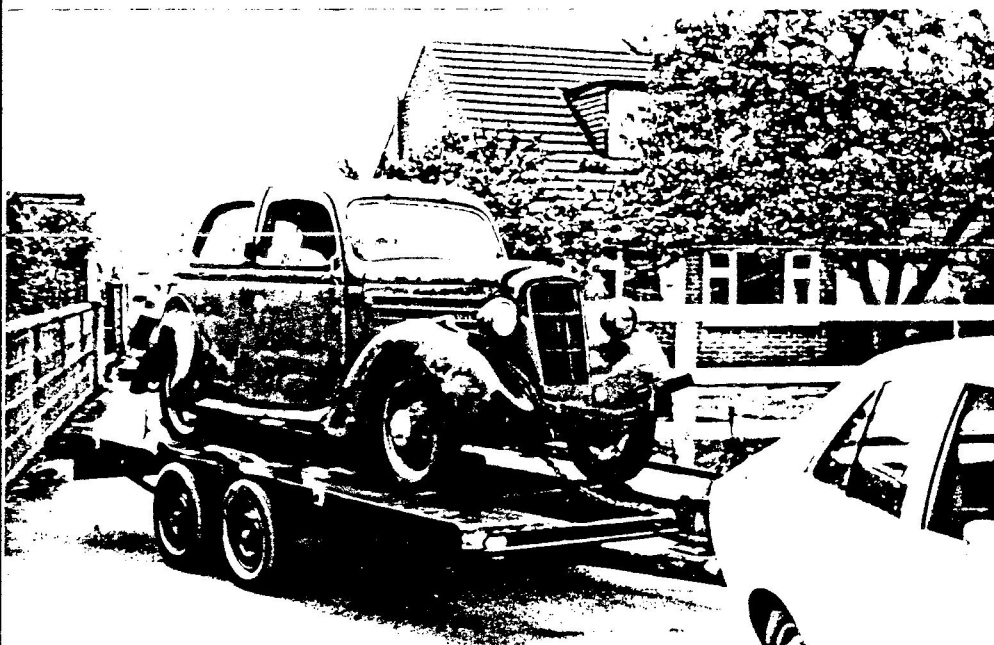
We then set off on a navigation course which took in nice scenery and lunch and afternoon tea in two private castles. Saturday's rally finished up in the grounds of Antwerp Zoo, where the cars were looked after by security guards. Then everybody was taken by coach to the Crest Hotel, there we changed and returned by coach to the Zoo Banqueting Hall for a feast. It was a lovely setting with the old cars in the ornamental gardens and pink flamingos wandering among us. Next morning we returned to collect our cars rather bleary eyed!

Sunday's run began as on the previous day but finishing up with a timed 30 km course. Afterwards, all entrants met up at a smart restaurant for prize giving, incidentally our party all came within the top half of points.

Then came the parting of the way as Yvonne and I continued on for a short motoring holiday in Northern France.

I must add a word on the courtesy shown to us on Continental roads, drivers of lorries as well as cars showed great consideration for our slower old timers.

Jim Miles



C Model saloon,
complete but in
need of
restoration -
see 'MEMBERS
PARTS FOR SALE',
last item.

G 37 R. Booth 1
 Roger can offer all parts from a Y he is dismantling - grille, door handles, etc.
 Tel. 0747 4595

R. Walker 1
 2 pork pie lamps, poor condition
 Tel. Worcester 640320

D. Cochlin 1.2
 2 used front wings L.R.
 Used Radiator
 10 hp engine
 Trafficator arm
 Chrome horn surround

B 20 K. Loran 1.2
 S.R. front bumper
 L.R. front and rear axles
 L.R. used front wing, nearside
 Dashboard with early petrol gauge
 S.R. and 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
 Tel. 01 573 3459

Graham Miles 1.2
 'C' Model front side lamps and headlamps
 or parts of

G 52 J. Brookes 1.2
 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 x 7W type Perch bold suit C front stubb
 axles, left and right
 King pins
 Various speedo cables
 Speeds - copper stuart
 Petrol gauge
 New and used valves
 Gear box
 Various prop shafts
 and lots of gear box inners
 Window winding gear
 Various springs
 4 brake back plates - front
 3 front brake drums - good condition
 2 front worn brake drums
 Crown wheel piston - sound

G 52 J. Brookes (continued)
 Thrust bearings
 3 clutch pressure plates - used
 Clutch disc 2 Ct new unused steering column
 Various heads, 2 'Y' and 1 'C'
 2 tyres 450 x 17 - good condition
 Brake push rods
 Brake cam shafts
 Bonnet tape
 4 speedo drive heads
 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, L.R. offside, sound
 but damaged running board, and rust free
 1 new spring spreader - for sale or hire
 Joe does not have a telephone, so you will
 have to write and enclose a S.A.E.
 26 Duncliffe Lane, Melbourne, Derbys. DE7 1GE

R 16 D. Curtis 1.2.3
 1 10 hp gear drive, pre 1936 engine, for
 rebuild, £10
 Tel. 0432 56302

G 5 R. Adcock 1.2.3
 CAR, 1934 2 door Y saloon, rebuilt, taxed,
 MOT, etc. DAN 2553, Price £1,800
 Tel. 024551 2553

G 72 G. J. Clements 1.2.3
 Various parts - mostly mechanical

B21 J. Laidlaw 1.2.3
 1935 Y 2 door, dismantled but all parts there.
 Chassis and body very good condition,
 4 new wings and F panel and running boards
 Price £700 ono
 Tel. Jedburgh (08356) 2887

Ron Smith 1.2.3
 Most of a 'Y' 2 door saloon, as rescued by
 Ron Smith. The Club probably has balance
 of used parts for those missing. Price £95
 Tel. Bracknell 20074

T. L. Malpass 1.2.3
 C Model saloon, complete but in need of
 restoration, offered to Club. Price £150.
 Contact Graham Miles

R. Walker	1	G 103	B. Dixon	1	
2 headlamp rims and reflectors Horn button chrome surround 2 headlamp bulb holders Tel. Worcester 640320		L.R. radiator grille Front spring Tel. Sheffield 345417			
G 37	R. Booth	1	B 91	R. Taylor	1
Running board rubbers Jack and starting handle Tel. 0747 4595		L.R. Y set rear seats Dip stick, early engine Oil pump (TRY WALLY WHEATLEY) Sump, early engine Trafficator switch Tel. Leicester 607184			
G 4	D. Ashton	1	B 142	R. Wakefield	1
Windscreen and frame Tel. Newark 76027		Fuel feed pipe Pump to carb.			
B 123	A. Tippen	1	G 21	D. Birch	1
Driver's door handle base escutcheon plate Tel. Ashford 22070		L.R. Y rear seats Windscreen complete Tel. 021 459 6100			
R 29	G. Elsworth	1	B 72	J. Parker	1.2
C engine or block Tel. Frinton 4621		Exhaust manifold Passenger door centre hinge, L.R. Y Tel. 0295 89454			
B 52	D. Macdonald	1	B 59	C. Nicolaides	1.2
Urgently needed, front 2 ft. of chassis, offside beside engine Tel. 031 332 4032		L.R. windscreen N.S.F., door glass Tel. 01 648 9050			
B 151	R. White	1	G 86	D. Cochlin	1.2
Y L.R. headlamp rim Tel. 0279 419465		Any part or parts of rear lights Tel. 01 505 6490			
G 7	D. Appleton	1	G 71	J. Cole	1.2.3
Chrome rims for instruments Tel. 0493 664759		1933 S.R. sidelamp bases Early engine (gear driven cam) Side timing cover Y6017 Gear (oil pump and distributor drive) Y6551 Tel. 0279 37650			
G 86	D. Cochlin	1	G 9	C. Ault	1.2.3
Passenger seat mounting hinge Tel. 01 505 6490		Full set of good hub caps for Y model Tel. 021 744 2855			
B 72	Jim Parker	1		J. Kirby	1.2.3
1934 Y steering wheel 2 rear lamps L.R. radiator grille Oil can clips Tel. Farnborough (Warwick) 454		Pair of front pear shaped shock absorbers Tel. Leeds 823318			
B 150	Bob Wilkinson	1	B 37	V. Morgan	1.2.3
L.R. grille Choke and starter cables Seats Tel. 0532 822088		Rear number plate/lamp bracket			
B 11	N. Loran	1	30	B. Mace	1.2.3
Windscreen frame or parts of Tel. 01 561 8986		1 set of gaskets 8 hp Y 1 interior door handle Tel. 0603 45558			

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).	
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.



Model 'Y' Bulletin

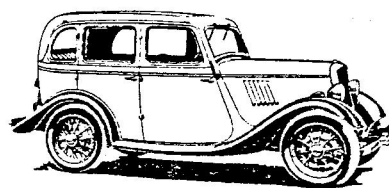
FORD MOTOR COMPANY LIMITED

Lubrication

NOW that Summer has arrived, see that all cars brought to your premises are using the correct Summer grade of oil.

Impress upon owners the importance of changing their oil to the Summer grade so that efficient lubrication may be maintained under the higher temperature conditions.

When the oil is changed, suggest to the owner that all adjustments are checked, and corrected where necessary to ensure the most efficient working.



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

THE WINDSCREEN WIPER

The following description of the operation and construction of the windscreen wiper fitted to the Model "Y" cars will enable small adjustments to be carried out, and the wiper to be correctly dismantled and assembled.

Maintenance instructions, and details of the method of removing the wiper from the car body have been published in Volume 1, Number 1, page 8, of the *Model "Y" Bulletin*.

Construction and Operation of the Windscreen Wiper

The suction pipe A, Fig 17, is connected directly to the hole B in the side of the vacuum chamber cover C; this hole is connected to the holes on each side of it alternately by the reversing valve G, Fig. 18, these holes also are connected one to each side of the vacuum chamber D, which is divided by the vane E: the vane being a close fit in this chamber.

Air drawn by the suction of the engine passes from the side of the vacuum chamber D that is connected to the hole B by the reversing valve G, causing the vane E to be drawn to one side.

Movement of this vane, which is connected to the shaft H turns the trip arm J, Fig. 18, until the lower end of the trip plate K, which is pivoted to the trip arm, passes the centre line of the vane shaft and trip spring anchorage.

At this point the action of the trip spring L throws the reversing valve sharply to the other side of its working stroke thereby connecting the centre hole B (or main air passage) to the opposite side of the vacuum chamber, drawing the vane E to the side of the chamber now being exhausted, while air is admitted to the side of the chamber last exhausted through the hole that was previously connected to the main air passage by the reversing valve.

Movement of the vane E across the vacuum chamber operates the reversing mechanism as before, repeating the above operations as long as the switch is in the "on" position.

Dismantling the Windscreen Wiper

If the wiper fails to operate, or operates erratically, remove the cover on the side of the motor to expose the reversing mechanism and valve.

This mechanism may be dismantled for repair by lifting the trip plate K from its anchorage in the trip arm J which will permit the trip

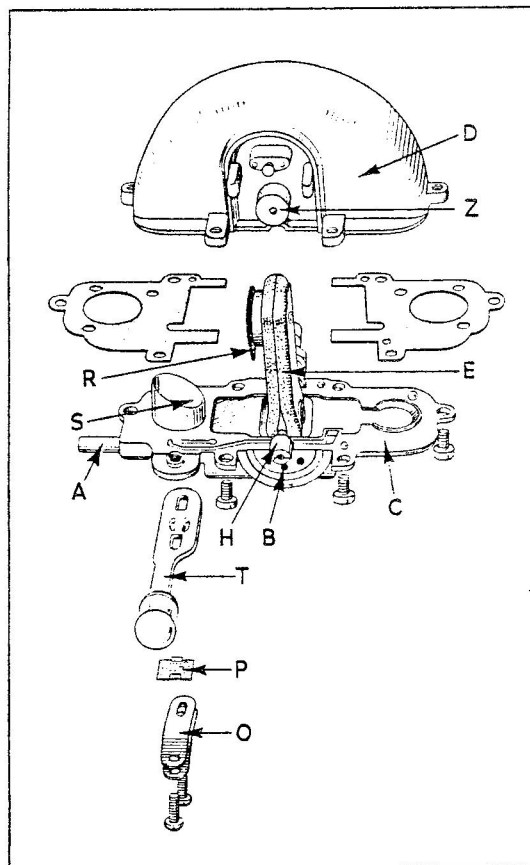


FIG. 17.

arm, the spring anchorage plate M, and the reversing valve G to be removed.

Examine these parts for breakage, and the spring anchorage plate M for distortion.

The operating switch should also be examined by removing one of the screws that secures the brass spring O, Fig. 17, in position, this will allow the spring to be swung aside and the switch valve P removed.

If the reversing mechanism and the operating switch are in order, the cover C should be removed from the vacuum chamber D, when the vane E may be lifted from its bearings in the cover.

Repair and Assembly

When examined, the vane E should be well greased with a light grease and the leather pliable.

Note should also be taken that the leather valve R seats flat on to the air tube S on one side of the vacuum chamber cover, and that the valve leather is also pliable.

If this valve is damaged in any way, or if the vane leather has become hard and has started to separate, the vane assembly will have to be replaced.

When re-assembling the vacuum chamber cover and vane assembly to the vacuum chamber, smear a film of pressure gun grease over the leather portions of the vane. This will ensure a comparatively air tight division in the vacuum chamber, and will keep the leather pliable.

Before replacing the cover assembly, the paper gaskets should always be renewed.

Having re-assembled the vane and cover, the reversing mechanism may be examined and re-assembled.

Particular note should be taken of the order of assembling, as it is possible to assemble these parts incorrectly with the result that the wiper will work erratically.

Place the reversing valve G over the end of the vane shaft so that the recess in one face of the valve lays over the three holes in the side of the vacuum chamber cover.

Examine the spring anchorage plate M to make sure it is not distorted in any manner. This plate should be perfectly flat with the exception of the small cross bar that holds one end of the trip spring. See that the felt pad Z is on its stud, and place the spring anchorage into position with the end nearest the cross bar hooked over its stud on the wiper body and the cross bar curving inwards; the other end being placed over the end of the vane shaft projecting from the casing.

The trip arm J should now be assembled with its pivot in the hole in the end of the vane shaft, and the other end between the two short arms of the reversing valve G.

Hook one end of the trip spring L over the cross bar on the spring anchorage plate, and the other end in the small notch in the cut away portion of the trip plate K, the large notch in this cut away portion being engaged with the small slot in the end of the trip arm J.

The operating switch should be assembled with the switch arm T flat against the valve ports on the casing, followed by the switch plate P with the leather covered face against the switch arm ports, and the two projections on the switch plate engaging with the two large slots in the switch arm.

The brass spring O is bent to a flat "V" shape providing the necessary pressure on the switch plate to prevent any leakage at this point, and may now be replaced by securing the end with the circular hole to the tapped hole provided for it nearest the wiper blade, so that the point of the "V" bears against the switch plate.

The other end of the spring, i.e. with the elongated hole, is secured by a screw in the other hole provided for the spring fixing, and is screwed down until sufficient pressure is exerted on the switch plate to prevent any leakage at this point, at the same time enabling the switch arm to be operated easily.

Leakage at this point will probably be due to a damaged leather facing of the switch plate, or to the switch plate being incorrectly assembled.

Do not place excessive tension on the switch spring.

After re-assembling, the reversing mechanism may be oiled with a few drops of light machine oil on the felt pad Z; this will suffice for a considerable period.

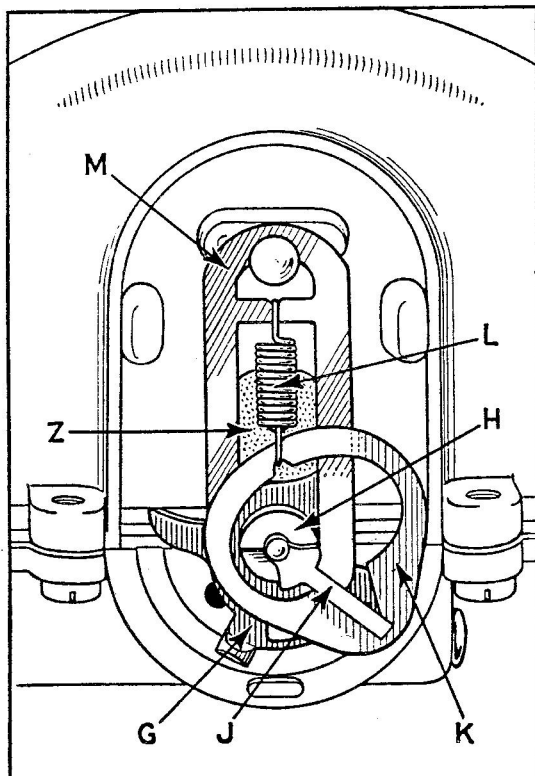


FIG. 18.

OIL RELIEF VALVE

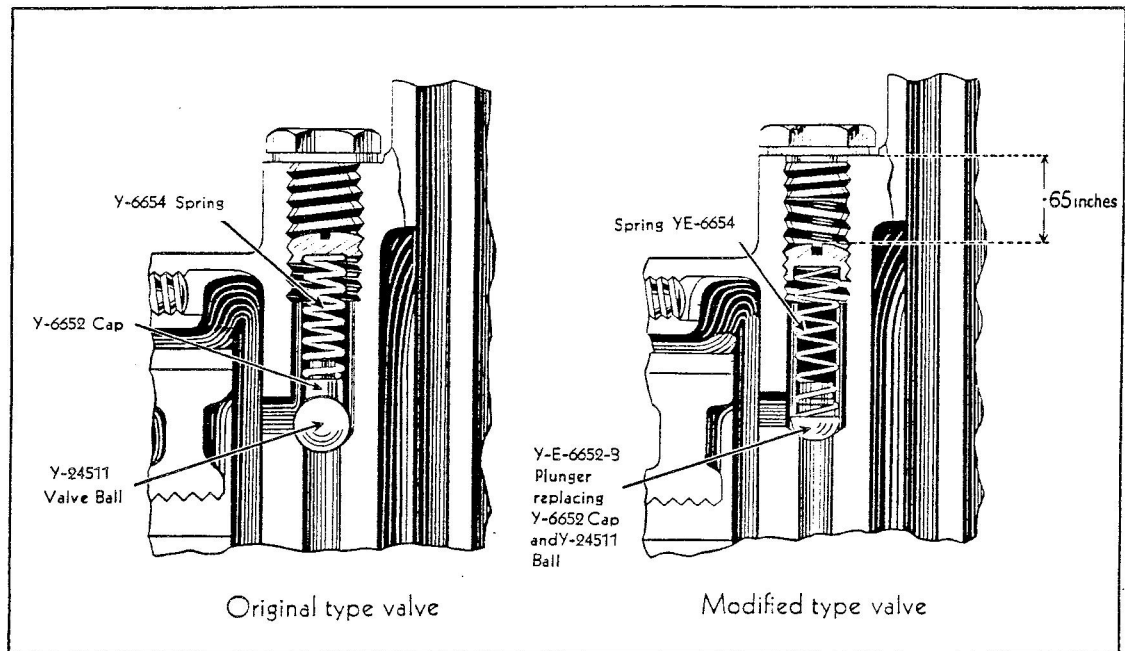


FIG. 19.

The oil relief valve fitted to the Model "Y" engines has been modified as shown in the right hand illustration of Fig. 19.

It will be seen that the plunger YE-6652-B replaces the ball and cap previously used; the stem of the plunger being a press fit into the spring YE-6654 permits the assembly to be inserted in the cylinder block without the danger of the relief valve becoming "jammed" as described on page 64 of the *Model "Y" Bulletin* Vol. 2, No. 9.

The later type spring is shorter than the previous design, and care should be taken that it is

not used with the previous ball and cap type valve.

When re-assembling the new design valve to an engine, the approximate standard setting may be determined by screwing the adjusting screw down until the top of the screw is .65 in. below the face of the cylinder block as shown in Fig. 19.

This setting should always be checked by means of an oil pressure gauge, and adjusted to give the correct pressure of 30-lbs. per square inch maximum as described on page 8 of the *Model "Y" Bulletin*, Vol. 1, No. 1.

Care should also be taken when assembling the spring to the valve, that the valve is pushed right home in the spring coils.

FUEL PUMP SPRINGS

A slight change has been made in the fuel pump diaphragm spring fitted to the Model "Y" engines.

These springs reduce the possibility of the fuel pump developing excessive pressure when the engine is idling, or when the car is driving the engine downhill with the throttle closed, causing flooding at the carburettor.

The later type spring may be identified by

being 1 in. in length as against 1-3/16 in. length of the previous type. The later spring is also marked with red paint at one end.

Only the new type spring will in future be supplied for replacement purposes, and it is advisable when a fuel pump is stripped for any reason, to replace any original type spring with one of the later type.

Keith puts van back on road

THE residents of Wokingham, Berkshire, will doubtless be surprised to see this pre-war Ford 8 van cruising around their neighbourhood.

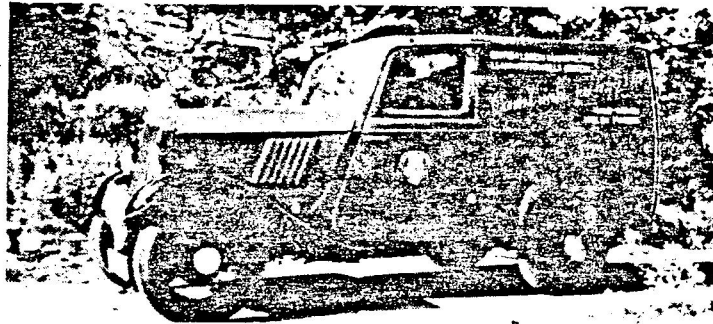
Not only is it not of this era, it's also some way out of its area.

For the 1936 van is almost certainly the one originally used by the Legion's Cambrian Factory Ltd at Llanwrtydells, Brecon.

Veteran car enthusiast Keith Button bought the van four years ago when it was in pretty poor shape.

He has lovingly restored it to its original condition, including painting it in its former livery.

It wasn't until he was part way through the restoration that he



realised it was an old Legion vehicle. After he'd removed several coats of paint, he got back to the original signwriting which gave the company's name and address.

He contacted the Cambrian Factory who confirmed that they did

once own a Ford 8 van and indeed one of the older employees actually remembered the vehicle.

Having lavished so much time and money on the vehicle, Mr Button, a 44-year-old project engineer, intends to keep it in tip-top condition.

AN ARTICLE IN
THE BRITISH
LEGION MAGAZINE
ON KEITH BUTTON'S
FORD 5 CWT VAN.

INTERNATIONAL

Beaulieu Autojumble

THOROUGHLY
Classic cars

Sponsored by

Over 1300 stalls selling everything connected with motoring or motorcycling.

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

hundred cars for sale in the Automart.

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



**SEP 8
AND 9**

OPENS 10a.m. SATURDAY 8th & SUNDAY 9th SEPT. 1984

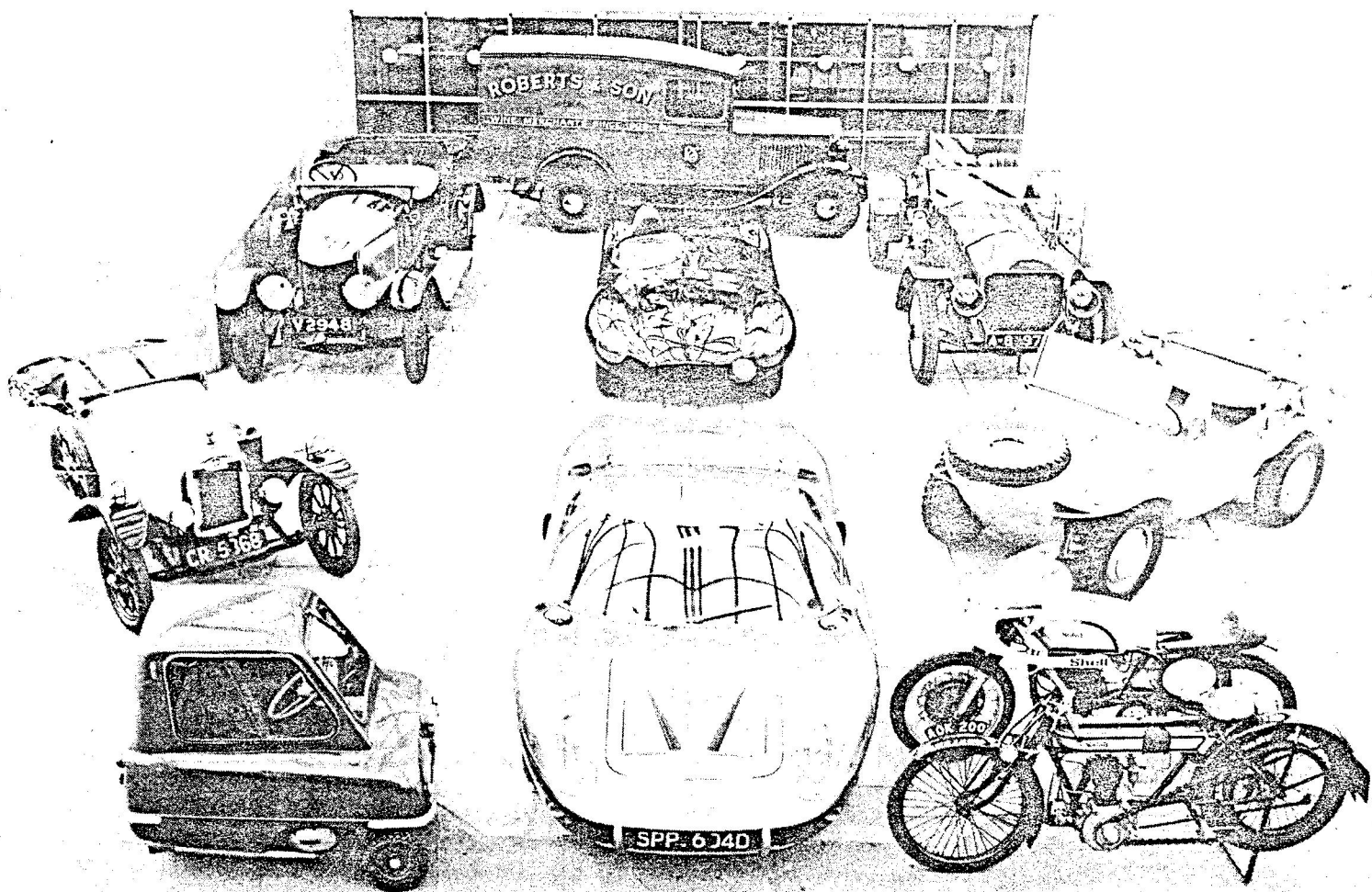
BECAUSE THERE IS SO MUCH TO SEE, COME FOR BOTH DAYS,
A REDUCED 2 DAY ADMISSION TICKET IS AVAILABLE.

The admission includes the National Motor Museum, Palace House and Gardens, and Beaulieu Abbey, so bring the family, and make a day of it.
IN THE HEART OF THE NEW FOREST, BETWEEN BOURNEMOUTH AND SOUTHAMPTON.
(IF CAMPING, BE SURE TO USE THE OFFICIAL NEW FOREST CAMP SITES)

CLASSIC RESTORATION SHOW

BINGLEY HALL - STAFFORDSHIRE SHOW GROUND - OFF M.6. STAFFORD.

10th and 11th NOVEMBER 1984



INFORMATION FOR INVITED CAR CLUBS.

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UNIT 2 BORROW HALL DUMPLING GREEN DEREHAM NORFOLK ENGLAND
TEL: DEREHAM (0362) 4459

FORM TO BE COMPLETED AND RETURNED TO:

Newsletter no. 30

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

MEMBER'S NAME:

TOWN:

MEMBER'S NO.

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

'Y' Hub Caps - state number required (at present, production problems - but keep requests coming in)

Shock Absorber mounting kits

Front Bumper Bar

Rear Bumper Bar

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

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

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

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

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

'Y' Side Lamp Bases

Headlamp magiflex Bars

'Y' Rear Luggage Carriers

Oil Can. Black Label - Green Label or just Label - state colour

Throttle Rod Return Spring

Front Brake Rod Support Springs - Anti-rattle

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

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

PARTS FOR SALE

PARTS WANTED (both Club and from other members)

Your telephone number, please, for quick reference:

MEETINGS: ALL FORD RALLY, QUANTON, 30th September

Following back copies of newsletter available - send 17p stamp for each copy:
Nos. 19 - 29 inclusive. Send direct to Graham Miles.

For copies of latest mailing list, send a £1 note direct to Jill Miles, Club Secretary.

DON'T FORGET BEAULIEU MEETING!!