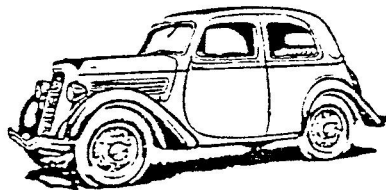
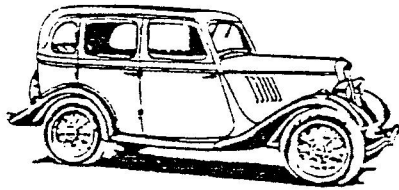


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

*NEWSLETTER OF THE*

*FORD Y&C MODEL REGISTER*

NO. 31, SEPT. OCT. 1984.

NEWSLETTER EDITOR:-

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

CLUB CHAIRMAN:-

GRAHAM MILES  
61 GALLOWS HILL LANE  
ABBOTS LANGLEY  
HERTFORDSHIRE WD5 0DD

CLUB OFFICERS

Chairman and Spares	Graham Miles	61 Gallows Hill Lane, Abbots Langley, Herts., WD5 ODD.
Newsletter Editor	John Guy	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.
Membership Secretary	Bob Wilkinson	2 Oulton Lane, Woodlesford, Leeds, LS26 8NL.
Treasurer	Tom Morgan	8 Craigwell Avenue, Radlett, Herts.
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Area Organisers:		
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EDITOR'S COMMENTS

Suddenly, the nights are drawing in and there is a chill in the air, with horror I realise another year has almost slipped by, but with one terrible difference. This year I didn't even have the time to get the Y on the road. I changed the engine, put on two new shock absorbers, got two new tyres ready and finally bought a proper trafficator switch which I have yet to fit, but it was still a poor year for me as I had really wanted to restore the doors and at least tax the car for half the year.

This seems to be what happens when work takes over, two new jobs in one year and all of it spent covering other vacant posts has meant that most of my spare time has gone into enjoying life with my year old daughter, who as yet is for some reason totally disinterested in a car's vintage. She just thinks they are for falling asleep in or to be used like a tablecloth and that they don't look right until covered in a suitable variety of food or worse.

The upshot is, of course, that the Y, as with other personal interests, had receded because it cannot be fully shared by the whole family and the needs of the family. I expect this will change in the future, but at the moment my hobbies will have to wait. All this isn't of course what you want to read, but I'm relating it by way of a chatty excuse for being little involved in club events this year. At least I still enjoy this job.

CAR DISCOVERIES

First from a prospective member, a Mr. Donald King of Blackpool, who has just acquired an open top Model C in good condition. A very welcome car in the Club. Mr. King reports seeing a two door Model Y out in the garden of a house for sale in the Isle of Man. It is approximately 5 miles out of Douglas on the Chapletown Road (to the airport). The house stands on its own, near the village of Stanton. The car was in a neglected state with broken rear windows and a few bits missing but otherwise sound. If any member lives in or visits the vicinity, we will be pleased to hear from you.

Our second find comes in a letter from South Africa. John Hampson writes from 4 Riekerk Street, Ontdekkers Park, Florida, 1710, S. Africa:

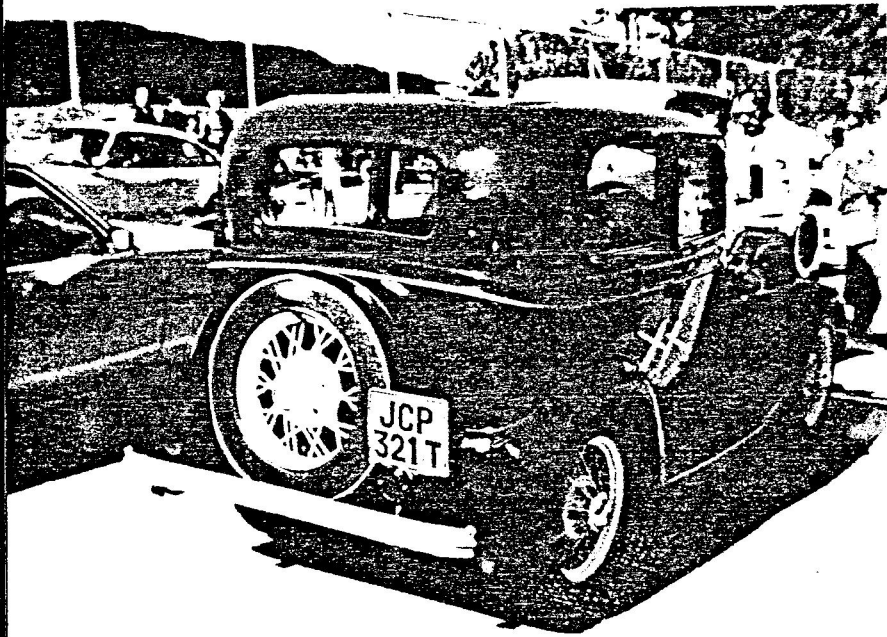
"I am a Ford Sidevalve enthusiast living in South Africa. Unfortunately I do not at present have any prewar cars but do own a couple of post war models.

A friend of mine, Norman Hicker, who owns a Y type and is a member of your club, lent me copies of 'Transverse Torque'. I found the article in No. 24, regarding the Eifel most interesting as I have found the remains of one of these cars out here. As you will see by the photos, it is in very poor condition, but because it is such an unusual car it might be worth the effort of trying to restore it. Most photographs in books show the Eifel having disk type wheels (which I am sure are unobtainable) whereas the article in Transverse Torque shows wire wheels. Also the car I've found has horizontal and vertical slats in the grille - all photographs in books show only horizontal slats.

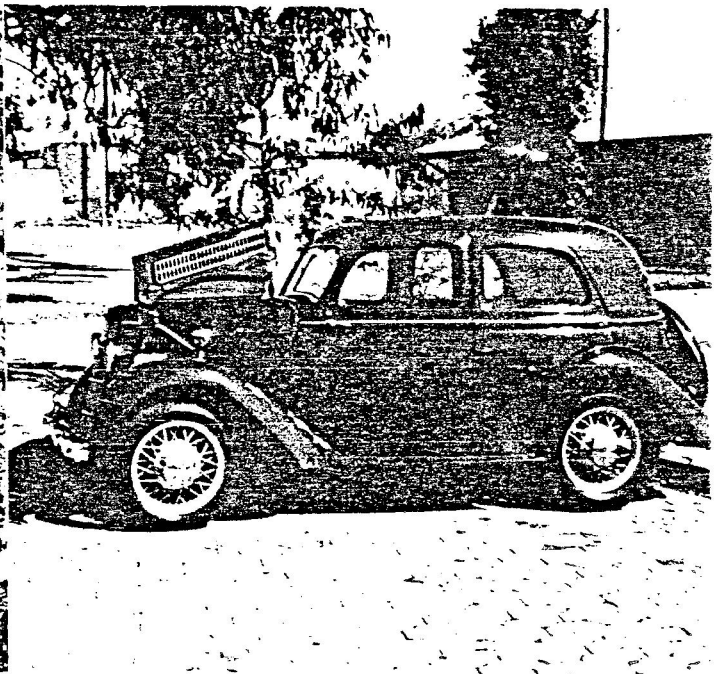
Is there perhaps a member in your Club who owns an Eifel who could help me with more details. If so, I would appreciate it very much.

I have also enclosed some photographs of Y and C seen around Johannesburg."

Thank you very much. I hope any of our members knowledgeable in these models can write to John. It is very interesting to see good examples of these cars elsewhere. I wonder how many there are and what sort of price they sell at? From the photos the car looks a just possible for restoration but only with massive all out effort over a long period and a lot of patient parts chasing.



REAR OF EIFEL SHOWING  
" KOFFER " BOOT

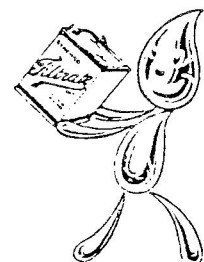


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LETTERS

Another letter arrives from member Norman Hickel of 3 Lynndawn, 491 Dawn Road, Lynnwood, Pretoria 0081, South Africa (please note change of address.) Norman, a friend of the author of the previous letter, writes:

"Dear John, Hope all is well with you and fellow members. The reason for my writing is two fold.

Firstly, I have moved house. Would you kindly take note of my new address and re-direct my newsletter accordingly. As the newsletter is the only contact with the club, I look forward to receiving it.

Secondly, we in South Africa have the South African Veteran and Vintage Association which controls the movement here. In order to participate in rallies the vehicle has to be officially dated by this body. This involves proving the chassis and engine numbers against manufacturer's dates. This I have as far as the chassis number is concerned (Y78465 - 1934). However, I do not have a 1934 engine. I have a 10 h.p. engine with engine number S75500. Could you or Jeff Cole (Technical Advisor) kindly assist with the year of manufacture of this engine. I also do not know what the letter 'S' signifies.

I do have a 1933 8 h.p. engine (Y30255) but this is in a poor state and spares are hard to obtain for this engine in South Africa.

I hope you will be able to assist me and I look forward to receiving your next newsletter. I am also awaiting news on re-manufactured Model 'Y' hubcaps."

I am not a great technical expert so I hope our more knowledgeable members will be able to reply to you here. Thank you for your letter.

Next, an official letter from Mrs. E. L. James, of Policy Vehicles Branch/DVLC, giving additional information on taxation changes:

"I refer to my recent letter about the change in the rates of vehicle excise duty for vehicles registered before 1 January 1947.

There is one point which I think is worth clarifying. The legislation requires that in order to qualify for the concessionary rate the vehicle must have been registered for taxation purposes before 1 January 1947. This means that vehicles registered abroad for taxation purposes prior to 1947 would be included. But vehicles only registered by the Armed Services will not be entitled to license at the lower rate.

If any of your members have vehicles first registered abroad which they think may qualify for the concessionary rate I suggest they write to either myself or to MR. A. NEWPORT at the address given in my previous letter.

Please contact me if I can be of any further assistance."

RESTORATIONS

Finally, a letter from Cathal G. Ellis, Co. Antrim (more from foreign parts this issue than from the majority of our members in England!).

".....Now to the important bit - hope to drive over to club event next year, 1985 - may not be completed by then but should be drivable and MOT'd etc. Have

"lot of work to do yet but am determined. Actually, I have just completed the chassis and running gear, put in a new floor section, made up virtually all the rear braking components, made up new brake rods, new valves in engine and gaskets and bearings throughout. I now need to fit body, wings and sills and re-trim. Sounds easy but lot of hard work ahead - may leave much of the trim to get car on the road and running.

I have got to know a restoration expert over here (mainly Austin) who is keeping me on the straight and narrow and who will come with me to club event so have to have car ready. He has also got a friend to do the body-work for me so that will save much time. However, will write in more detail soon for the newsletter and send some before and after pictures."

#### WHERE ARE THEY NOW?

A request from Mr. V. A. Brome of 72 Queens Road, Laindon, Basildon, Essex, SS15 4AN. The car isn't on our list, can anyone help?

"I would be very interested to know if you have any records or information on a 1932 Y, registration number ALA 21. This car was purchased new in 1932 by my father who used it daily until 1956, maintaining the vehicle himself. The vehicle was sold for £50.00 in excellent condition."

#### ARTICLES

The following article recently appeared in the Enfield and District Veteran Vehicle Society journal and may be of value to some members:

"This information should **help anyone who finds** an old vehicle that has been stored in a barn for twenty years, or someone who missed the Swansea imposed cut off date. The person who has been restoring a car for a long period or the owner who has mislaid the old log book. In fact, anyone who owns a vehicle that is not presently listed on the Swansea computer. First of all the vehicle and the number must be genuine and ready to go on the road. You take the vehicle to a testing station and get a valid M.O.T. certificate in the required vehicle registration number. Again, we stress the vehicle and the registration number must be genuinely related for there will be quite a bit of thorough checking over the following period and you would look pretty foolish if they discovered anything untoward.

With your new M.O.T. certificate you proceed to a Local Vehicle Licensing Office (LVLO) not a Post Office where you will fill in a form V10. You now queue at the counter with the V10, the M.O.T. certificate, the insurance certificate and the duty payable. You present these papers to the official who will ask where the log book is. You will reply either, it is mislaid, or, it has been sent to Swansea. **NEVER** say you do not have one. **NEVER** admit to having one at home and **NEVER NEVER** take it with you or hand it over. If you do either of the latter you stand a very good chance of losing both the number and the log book, so take heed.

You will be pleasantly surprised to find that the official will soon hand over a new valid tax disc in the vehicle's registration number. You may now legally drive the vehicle around with the correct number.

In due course the computer at Swansea will get a fit of hiccups and you will receive a letter saying you cannot use that registration number as it does not exist. They may also ask for proof such as an old taxation disc, but remember you must continue to say that you have mislaid the log book. They may send an inspector round to look at the vehicle. Whatever happens and no matter how long it takes you must remain firm and be resolute - that number belongs to your car - the car is M.O.T.'d and taxed and insured and there is



no way you are going to allow the number to be changed. If you remain firm there is nothing, repeat nothing, Swansea can do and in due course they will have to issue a new log book.

This is all perfectly legal and if you remain resolute refusing to accept any change in registration number eventually you will succeed.

But remember it must be genuine.  
You must 'mislay' the old log book.  
You must get an M.O.T. certificate.  
You must tax the car on a 'V10 at a LVLO'.  
You must stand firm until Swansea give way."

Possibly hope yet if you missed the deadline.  
Our regular features continue but in the next issue we hope to introduce more reproductions of car articles from their own period.

### EVENTS

An event which looks like a non-starter for this Club is the Motor 100 Event at Silverstone in May of next year. It involves anyone who wants to take part in being there from 24th to 28th May inclusive. If we achieved that it would be an unprecedented commitment from our Club where even one day events have little success. There are also endless detailed and extremely formal rules, regulations and incredibly detailed legal contracts to be signed!

I will finish with a small extract from the blurb:

"Throughout the three days of "Motor 100" the Silverstone Grand Prix Circuit will host up to 17 track events per day covering everything from the history of Grand Prix racing to classic vehicle parades. We shall be looking to Motor Clubs to provide key vehicles for these events and will be contacting you for suggestions later on this year.

To ensure that "Motor 100" presents a professional concept we would remind you that vehicles once inside the display area must remain in place for the duration of the event. The exception being that we will allow up to two vehicles to be used for transporting personnel and essential services outside the show opening hours.

In view of the foregoing, we do stress the importance of you contacting us as soon as possible so that we can finalise your Club's individual requirements and ascertain an exact area for your display."

John Gray

Dear Members,

It is time for me to think about something for the Newsletter. I only hope that some of you have also helped John out by giving him and the letter a little thought. Unfortunately, the contributions from the members over the last few issues have dwindled again. It is your Newsletter and I need to remind some of you again that it requires your help to make it function.

I personally have not found the time to continue my exploration into the MOT world, but I hope to do so for the next edition. However, I have managed to purchase for the Club a quantity of Ford Times Magazines, 40 in all, which are all in very good condition. Some of them are duplicates, but I may be able to barter those with other people who have them, so that we can gain some missing copies. We have 26 individual ones and 14 duplicates. They range from 1934 through until July, 1937, and basically cover three years. Some of the pages of this Newsletter are extracts of just one of those 'Ford Times' and I am sure that you will see that they are full of interesting and current articles to the time. These few pages from just one magazine can give our Newsletter more of a general interest to all the family, so I am sure that you will find them very interesting and well worth our purchase. So, hopefully in the next few letters, if you members can't help John, we will be able to fill our pages with articles from these old Ford Times magazines.

However, Jim Miles is carrying on with his Ford review of articles, although he is getting up to modern times and will shortly have to think of a new angle. I believe Jim has one or two ideas but I will let Jim unveil his secrets at a future date.

#### RECONDITION PARTS

As you know, we exchange pedals and engine mounts. Unfortunately, this service is beginning to grind to a halt because I am not getting back the old items that I need in order to refurbish them into new ones. I have sent out on trust, to a large number of members, exchange pedals and exchange engine mounts but unfortunately quite a number of you are guilty of not returning your old ones. Therefore, I have virtually run out of exchange pedals and engine mounts, although I have managed to find a further quantity of old mounts. These have been sent to Peter for reconditioning. I must ask again, that all of you who have old engine mounts and old pedals, owing to the Club, please send them in, and should any of you have old engine mounts that you do not require, or for that matter, pedals, please send them in. Eventually we hope to manufacture both items complete but at this stage there is probably no need as we should be able to find enough of the basic metal components that we need from an old used source.

Also on the subject of exchange items, we have been quietly making a plan for reconditioning KING PINS, as the supply has virtually dried up now and I know of hardly any to be obtained. A few people still have some in stock, but it is evident that in a couple of years time, these will have completely gone. As I have said to you in the past, I have managed to purchase over 700 off-side king pins, brand new from the original manufacturer. It leaves us with the near-side pin, but at this moment in time we intend to recondition by metal spraying and bringing it back to the original levels, following machining. It may even need rebushing in the top for the operating shafts for the brakes. We have also experimented with manufacturing the bushes and thrusts. The thrusts we have made into several sizes, STD, 10 20 and 30 thousands and it is my intention to eventually send out to a member who requests king pins, the complete set of over size thrusts, hoping, as with the exchange mounts, etc., that the member will return those that he has not used once he has fitted his king pins, and hopefully return his old pins as well. They will also be accompanied by a quantity of shims which will be needed for the upper space of the axle beam.

Steering Boxes - again on the exchange basis, we are once again looking into the situation of reconditioning steering boxes. Alan Oakes has a contact in Manchester who may be able to do this on a pin money basis. He will no doubt become very expert once he gets into the flow of the steering boxes. Over the years I collected something like ten or twelve old boxes together and it is my intention to send these, in the near future, to Manchester in order that Alan's friend can make a start. Unfortunately, I do not have a single C Model steering box amongst all these. If any C Model member has an old steering box that he could spare, I would appreciate either receiving them here or in Manchester.

Still on the subject of exchange items, you will see in the list of components from the Club in this letter that I am offering an exchange pedal/lever assembly. I decided to recondition these myself and not send them out as a kit form for two basic reasons. Having done a prototype job, I found it not quite so easy as I thought and that a degree of experience in servicing the item is required. I have also been obliged to purchase a number of reamers, for nearly £40.00. From my bitter experience with reamers, etc., loaned out to members, they don't come back and I have now completely run out of the over size reamers that we use for the clevis pins, and I will have to re-order another small quantity. I must insist that members return the tools to the Club and do so promptly. I could spend the time going through all the records and finding out where they have gone and who has not sent them back, but like yourselves, I have something else to do with my day. You are left on trust to return the items, shackle reamers, king pin reamers and any other reamers for that reason, to myself. Therefore, I have decided at the beginning that pedal assemblies will have to be on an exchange basis and that the tooling is kept here with myself. The assemblies are offered on exchange subject to the condition of your old one. If some of them are excessively worn, then it may well be the case that we will have to make a sur-charge to recondition. I hope that many of you have got these old pedal assemblies lying around your lock-ups or garages and that you could let me have them in due course. But on this one, I'm still waiting for some components to arrive before I can make a full start.

So we are getting a few more exchange items hopefully on the way, but the word is EXCHANGE. The theory of exchange items is that you can take away the new one, pay a deposit, fit it, bring back your old one, collect your deposit. In the early days of the Club, I experimented with half a dozen or so steering boxes and quickly learnt my lesson - that I did not get back a 100% old steering box but something like 80% with many of the parts missing. I am sorry, gentlemen, but you have paid your money and made your choice and the exchange items in future will be that we have to receive old ones first before I release new ones.

#### MANUFACTURE

We have hoped for a long time now to turn out a replacement 'oil can' and up until now we thought this to be a possibility. However, the chap who was going to make them is unable to find the necessary tooling already made to turn out the ends. So here again we will be obliged to make what could be described as a 'gerry' tooling, in order that the quantity of ends can be made comparatively cheaply, so all is not lost on the oil cans. We hope to have these ends available in the not too distant future and accordingly start to make some cans. Whether or not they will be ready for Christmas presents, I doubt. At the moment, where members have requested oil can labels in green or black, I have simply made a note for future reference of those asking for cans. The labels themselves can be sent out as individual items should you so desire.

BUMPER BARS continue to give us a problem, we have people who can shape and cut them, polish and plate them, but we do not have a man who can turn and shape the ends.

HUB CAPS seem to be giving us a continuous problem and the man who has been offering to make them in the past has now decided that they are frankly beyond him. Here again, it is a matter of tooling costs, which will be quite excessive as I can't really see any short cuts. There is certainly enough demand, many of you have written saying that you would like four or five and on paper I have something like 200 orders, and I expect that will become 400, so they are worthwhile. Unfortunately, C Model owners, I do not intend at any time to manufacture your hub caps as here the volume demand is so very, very small and by and large they can still be collected from auto-jumbles - 6 rather nice ones came back from Beaulieu.

Other items that we have been playing with are coming along slowly and I refer to the brake parts that I spoke of in the last Newsletter. We jumped the gun a bit with shock absorber mounting kits, I have not set the ball running on those, as quite honestly, there seems to be insufficient demand for them, which is surprising. I would have thought that in this day and age, with shock absorbers and legislation being what they are, people would have been needing to bring up their standards, but it does not seem to be the case.

RUNNING BOARDS are looking more hopeful. A N/S has been made and is now with David Laxton. Once I have seen it I will pass it on to one of the members for a trial fitting. Hopefully more news in the next letter but in the meantime if you could re-confirm your needs for a complete pair of boards, it will help me with my ordering.

#### MEETINGS 1985

This is always a controversial one because (a) we do not get the support and (b) those that are arranged by somebody else always seem to be happening on the same day. Hopefully, Jim Fitzgerald, who is planning to have a meeting in Dublin, will be sending John Guy a letter. I am not quite certain of the dates that Jim is planning, but I believe it to be on the May Bank Holiday, as indeed so are other people planning events for the May Bank Holiday. One of these events, of course, is Enfield, who traditionally hold a very good do in their local park over that week-end.

But this year, creeping into the date also, is an event to be known as 'MOTOR 100'. This is promoted by Silverstone Promotions and is quite an involved event as it is anticipated that many hundreds of pre-war cars, all types, will be there. It is without doubt, one of the biggest events that anybody has ever tried to promote. However, and this is the crunch, it needs your support and they have invited this Club to take part and have, in fact, reserved us a plot of land. It is intended that we have a Club display. All this is very, very good and I go along with it except that from bitter experience of trying to get ten people together this year at Hadleigh Hall, I think my chances of succeeding are nil. I therefore put it to you that your support is needed at Silverstone Circuit of May Bank Holiday of next year. The intention of the organisers is that we have a Club stand erected and in position by 9.00 a.m. Saturday morning. By and large, the vehicles on display will remain there until Monday evening, which is three days. The Club stand will need to be manned for those three days and I hope not to be alone. I would like to have one or two days holiday over the Bank Holiday and leave somebody competently in charge for one or more of those other days. We would need something in the order of presumably four or five members per day, which is possibly a total of 15 people. Something in the order of ten vehicles should be present on the stand and as I have said, basically to remain there during the week-end. However, I understand two can change per day. Camping, etc. can be arranged on the site and again I have made some extracts from their publications in this Newsletter and hopefully people will read them and come along.



At this stage, I am not prepared to commit myself or the Club to be present at this event. As I have said, the bitter experience of this year has taught me that members just don't seem to want to know. It is therefore up to you, ladies and gentlemen, to put yourselves forward and make yourselves available. I need to know immediately after this Newsletter if you can be present. I will then write to the organisers and inform them accordingly. I will just recap here the dates and times for the vehicles to be in position: by 9.00 a.m. on Saturday, 25th May, 1985 - to remain in position until the end of the event, which is Monday evening, at 6.00 p.m. You can, of course, be present on the Friday, and help to set up the stands and help to get the vehicles into position. It is up to you, members, if you want to see the Club there, and I think we most definitely should be right in. Frankly, after Hadleigh Hall, I have doubts.

SALES AND WANTS LIST

It is my opinion that this service offered free of charge by the Club doesn't get used anything like enough. Remember you get three insertions per advert, indicated by the number to the right of your name. Often, if I contact somebody up to a year after their advert, they still want the item. Please bring me up to date when you have found or sold the items.

ANNUAL GENERAL MEETING, DUE NEXT APRIL

Will the attendance be improved if we change our location? It has been suggested that Coventry is the venue for the next AGM. Please let me have your comments on the form at the back of the Newsletter.

FORD TIMES MAGAZINES

I mentioned earlier that I had been able to purchase a number of these magazines, 40 in all. Of the 40 copies, 26 are individual and 14 are duplicates.

The individual ones are as follows:

- 1934 June, July, September, December
- 1935 February, April, May, June, July, August
- 1936 January, March, April, May, June, August, September, October, November, December
- 1937 January, February, March, April, June, July

The duplicated ones are:

- 1936 January, March, April, May, June, September, October, November, December (2)
- 1937 January, February (2), July

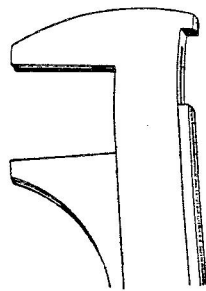
The duplicates are available for exchange for copies we do not have, so if you have, or know anyone who has copies, and are willing to exchange them, please let me know.

*Graham Mills*

# GETTING THE BEST FROM YOUR TOOL-KIT

BY E. W. FRANCIS

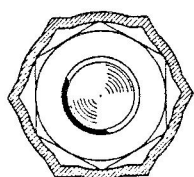
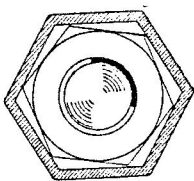
**T**HE TOOL-KIT supplied with the Ford as part of its standard equipment does not include so many pieces as some might suppose. There is a reason for this—the disinclination of Ford Motor Company Limited to encourage owners' attempts at "improving upon nature," the results of such attempts being so frequently disappointing and/or expensive. On the other hand the importance of regular, systematic attention to certain parts of the car is fully realised and to that end, Ford Facilities, administered through the most comprehensive service organisation in the world, were organised and are maintained.



Maltreatment of an adjustable wrench results in a bent shaft

There are certain jobs that almost every owner likes to tackle himself or—to take a pessimistic view—may be obliged to tackle, in some lonely spot where a Ford facilities station does *not* happen to be within walking distance. It is therefore advisable for the inexperienced owner to spend a little time finding out how to make the best use of his tools.

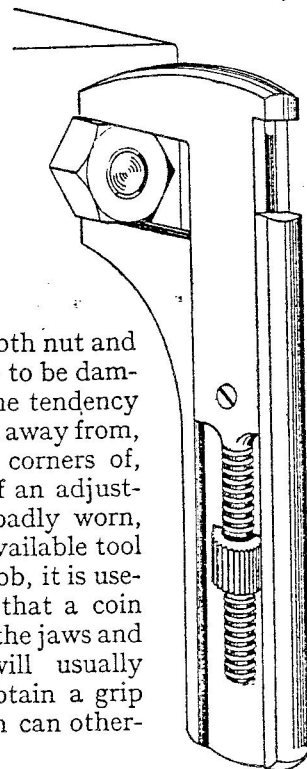
If it is desired to supplement or replace any of the standard Ford tools, there is a golden rule to be remembered—buy the very best obtainable. Simple tools such as spanners and screwdrivers cost only a few shillings each, so that there is no excuse for the owner's risking damage to his car through the use of cheap equipment.



An oversize tube spanner will burr the corners of a nut or bolt-head, at the same time rendering itself useless for further service

Of no tool is this more true than of the adjustable wrench. A cheap article will quickly develop backlash in its moving parts, so that a proper grip cannot be maintained on the nut or bolt-head to which it is applied; the jaws are liable to bend and become dented, making true alignment with the "flats" of a nut impracticable. The inevitable result of using such a tool is a burred nut which, once damaged in this way, may give a deal of trouble both in removal and replacement.

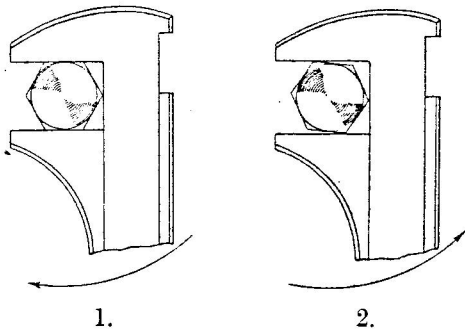
There are one right and several wrong ways of using an adjustable wrench. It should be so placed in position that when turned, it is moved *toward* the nut centre. If the force is applied in the reverse direction, both nut and wrench are liable to be damaged, owing to the tendency of the jaws to pull away from, and ride on the corners of, the nut faces. If an adjustable wrench is badly worn, but is the only available tool for a particular job, it is useful to remember that a coin wedged between the jaws and the nut faces will usually enable one to obtain a grip more useful than can otherwise be got.



**A**NOTHER BAD PRACTICE among unskilled workers is that of using an adjustable wrench "end-on" to a nut, when the latter is inaccessibly situated. The tool is not intended for such use, and damage can be the only result. The obvious

"End-on" use of a wrench is very likely to result in damage to the nut, or bolt-head, on which it is used

tool to use in



1. Correct use of an adjustable wrench.
2. Incorrect use: Note how the jaws tend to leave the faces of the bolt, "riding" on two corners

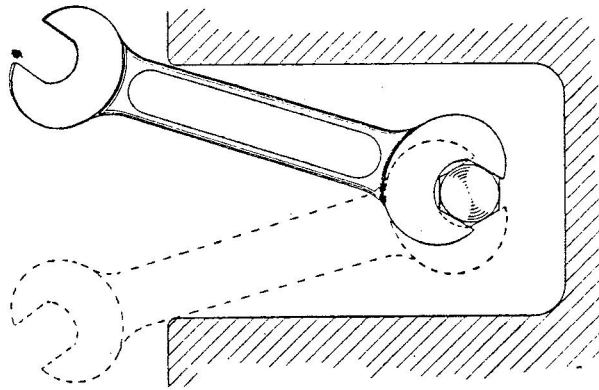
such a case is the tube, or box, spanner. The adjustable wrench is a make-shift, at best, and should be used only when a fixed spanner, tubular or of the open-ended, C-type, of the correct size, is not available.

The box type is the simplest spanner of all to use because, provided that it is properly

mentioned, the jaws of the tool must be a real fit on the nut faces.

**T**HERE IS MUCH more in the design of a simple spanner than most people realise. The jaws of a fixed spanner are seldom set parallel to the shaft, an arrangement which can sometimes be very useful, for example, when removing or tightening a nut in a confined space, such as a channel-sectioned part of the chassis, where the movement of the shaft is restricted. It will often be found that the alternative position allowed by turning the tool over on to its other face, will enable the nut to be gripped on a fresh pair of "flats."

The length of a spanner is carefully calculated to give sufficient leverage, when used by a man of average strength, to tighten the particular size of nut for which its jaws are made. There should be no need to use extra leverage; but, occasionally, when a nut is rusted firmly on to its

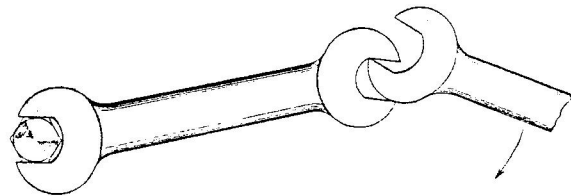


Making use of the angularity between the jaws and shaft of a spanner to remove an inaccessibly placed nut

placed on the nut to be turned, it cannot slip off. The only precaution necessary is to be sure that the spanner is making a good sliding fit over the whole depth of the nut faces. If not, damage will follow, as in the case of a badly made or wrongly handled adjustable wrench.

The fixed, C-type spanner is used more than any other in garage work, and a good one, or rather set of good ones, should last for many years. To prevent them slipping, they should be dipped in paraffin and wiped frequently, to remove all traces of grease and rust. As in the cases of the other types

bolt, and penetrating oil is of no avail, it is necessary to have a greater "purchase" than can be obtained unaided.



The wrong method of increasing the leverage of a spanner. Both the interlocked ends are likely to be damaged

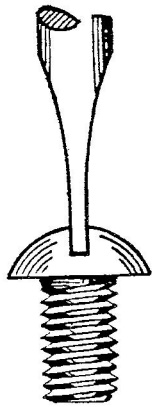
In such cases, do not fix into the unused end of the spanner the jaws of another, as this will cause "spreading," and probably ruin both tools. A length of iron pipe slipped over the shaft will be found just as effective. The owner must be especially careful when replacing bolts on aluminium components as the threads are very easily clogged and stripped. The same is true of brass connections, such as are used on petrol pipe lines.

**T**HE SCREWDRIVER is one of the most easily used, and abused, of tools. When employed as a wedge, scraper, tommy-bar or jemmy, it quickly becomes a most efficient implement for ruining screw-heads. Provided it is ground correctly, however, there is little difficulty encountered in using a screwdriver.

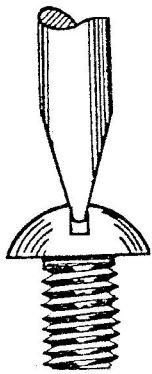
Ample care should be taken in selecting the right tool for the job in hand. If it is ground too thick, the driver will ride only on the shoulders of the screw-slot, burring them over, and making a proper grip unobtainable. If the blade is too narrow for the slot, it will suffer if any considerable force has to be exerted. Again, there is danger in selecting a screwdriver whose blade is too wide for the slot, as the surrounding metal or wood is likely to become damaged. A very handy addition to the standard tool-kit is a small, narrow screwdriver for use on electrical equipment, etc., whose fixing screws are generally recessed.

While the use of the screwdriver should give no trouble, the file is a tool best left alone. Good filing, "flat" filing, is the reward of considerable practice, great skill being required to remove just the desired quantity of metal from a certain place.

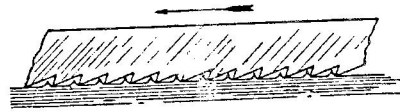
Our sketch shows how the file should be held. It should be remembered that this



How the blade should be ground to obtain a good grip



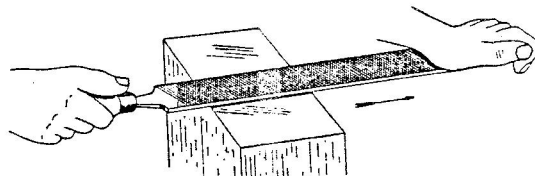
A badly ground screwdriver blade, riding on the upper edges only of the slot



The cutting action of a file

is a cutting tool, like the saw, and, as is true of all cutting tools, can be used in one direction only. The file should be applied to the work in a forward direction, and lifted clear on the backward stroke, to avoid clogging its teeth with metal. The difficulty in filing a surface flat, to any degree of accuracy, is that of gauging the continual variance in pressure to be exerted upon the ends of the tool, as it moves over the work.

To many Ford owners, these remarks will appear elementary. But when we see examples of maltreatment and mutilation caused by the wrong use of such tools as



The correct method of holding the file

come within the scope of the average owner's equipment, we think a word on the subject may help the less initiated to carry out the simpler of adjustments with the minimum of trouble and annoyance.

Use your tools only when necessary; use the right tool in the right way; and see that it is clean and in good condition. Incorrect use of the tool-kit can add considerably to the upkeep-costs of your Ford. A little care, a little patience and a little thought will save not only money, but trouble, temper, and the skin on the knuckles, also.

**A Letter from Leeds**

**W**RITING TO MESSRS. Tate of Leeds, Ltd., Mr. E. Ford, joint general manager of the Melbourne Brewery, Leeds, 2, said: "Many thanks for your letter of yesterday's date. I am very pleased with the V-8. It seems to me a good car at any price, and at the price at which it is sold, nothing short of a miracle. I hope my De Luxe Ford will be proportionately good, when I get it."



MEMBERS PARTS FOR SALE

D. Cochlin 1 (last insertion)  
 2 used front wings L.R.  
 Used radiator  
 10 h.p. engine  
 Trafficator arm  
 Chrome horn surround

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B 20 K. Loran 1  
 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

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C/O Graham Miles 1  
 C model front sidelamps and headlamps  
 part in general

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G 52 J. Brookes 1  
 10 h.p. 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  
 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

G 52 J. Brookes (continued)  
 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

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R 16 D. Curtis 1.2 (two insertions left)  
 1 10 h.p. gear drive, pre 1936 engine,  
 for rebuild, £10  
 Tel. 0432 56302

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G 5 R. Adcock 1.2  
 CAR, 1934 2 door Y saloon, rebuilt, taxed,  
 MOT, etc., DAN 2553, Price, £1,800  
 Tel. 024551 2553

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G 72 G. J. Clements 1.2  
 Various parts - mostly mechanical  
 Tel.

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B 21 J. Laidlaw 1.2  
 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 o.n.o.  
 Tel. Jedburgh (08356) 2887

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Ron Smith 1.2  
 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

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T. L. Malpass 1.2  
 C Model saloon, complete but in need of  
 restoration, offered to Club.  
 Price £150.  
 For restoration only.  
 Tel. 0332 700742 (Derby)

MEMBERS PARTS WANTED

B 72	J. Parker	1	B 100	John Semark	1.2.3
Exhaust manifold Passenger door centre hinge, L.R. Y Tel. 0295 89454			Y L.R. windscreen frame assy Re-con steering column Y 110843 or Y 110827 shaft nut assy. YE 3582 oil seal Tel. Borough Green 883583		
B 59	C. Nicolaides	1	G 132	Gilchrist	1.2.3
L.R. windscreen N.S.F., door glass Tel. 01 648 9050			L.R. Y starter cables Tel. Coleraine 54380		
G 86	D. Cochlin	1	G 113	Frasser Cook	1.2.3
Any part or parts of rear lights Tel. 01 505 6490			Gear lever gaiter Carpet patterns and head lining patterns Tel. Titchfield 43176		
G 71	J. Cole	1.2		Bob Wilkinson	1.2.3
1933 S.R. sidelamp bases Early engine (gear driven cam) Side timing cover Y6017 Gear (oil pump and distributor drive) Y6551 Tel. 0279 37650			Starting handle Jack and handle Tel. Leeds 822088		
G 9	C. Ault	1.2	B 92	Ruddock	1.2.3
Full set of good hub caps for Y model Tel. 021 744 2855			Bonnet centre chrome channel		
	J. Kirby	1.2	B 43	G. Miles	1.2.3
Pair of front pear shaped shock absorbers Tel. Leeds 823318			Tool box spring clip rivetted to bulkhead Long part - spare wheel strap N/S S.R. windscreen pillar trim		
B 37	V. Morgan	1.2	G 49	C. Bunn	1.2.3
Rear number plate/lamp bracket			Rear seat Y Tel. New Romney 64909		
30	B. Mace	1.2	R 26	C. Ellis	1.2.3
1 set of gaskets 8 h.p. Y 1 interior door handle Tel. 0603 45558			Mirror clock C O/S/F exterior door handle C spare wheel cover Tel. Glengermley 6754		

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 time permits, I will send you a pro forma invoice advising you of the cost and postage. 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 LETTER. PLEASE MAKE CHEQUES PAYABLE TO 'FORD Y & C MODEL SPARES LTD.'

Postage and Packing - on each order, a minimum of 25p for packing will be added. Postage extra at cost.

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.

Prices quoted are not negotiable.

<u>MECHANICAL</u>	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
Front Shackles (Pattern part)	£ 1.00 each	£ 1.50
Rear Shackles (Pattern part)	£ 2.00 each	not offered
Bushes for same	£ 0.75 each	£ 1.12
Clevis pin sets - L.R. 'Y' & 'C' Model + 20 thou over size	£ 3.20 each	£ 4.60
Clevis pin sets - S.R. 'Y'	£ 3.00 each	£ 4.50
Overhauled clutch/brake pedal assemblies. <u>Exchange</u> only and subject to condition	£16.40 each	not offered
Rear hub seals (Large - outer)	£ 1.00 each	£ 1.50
Female track rod ends (one set remains)	£ 5.00 each	£ 7.50
Engine valves - mainly early types	£ 3.00 each	£ 4.50
'Y' & 'C' king pins - 4 bushes - 2 thrusts (stocks permitting) exchange	£12.00 each	not offered
Engine piston, various sizes (no post war 8 h.p.)	£12.00 per set	ditto
Headlamp bulbs	£ 1.00 each	ditto
Various bulbs (not headlamp)	£ 0.40 each	£ 0.80
Engine pulleys	£ 3.50 each	£ 5.25
Late type distributor points - rotor arm	£ 0.65 each	£ 1.00
Vacuum motors - wiper (needs conversion)	£ 4.00 each	not offered
Gaskets - various types - but no sump now - ask for details		
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 each	£63.00
'Y' exhausts - stock	£40.50 each	£60.75
Floor board screws	£ 0.05 each	£ 0.10
Floor board no. 2 taps	£ 1.20 each	not offered
Engine top water outlet (head to hose)	£ 6.00 each	£ 9.00
Top hoses - straight 9½" x 1¼"	£ 1.50 each	£ 2.50 each
Bottom hoses - straight 8" x 1¼"	£ 1.25 each	£ 2.00
Oil can transfers, black	£ 3.00 each	
Oil cans - on order	No stock	
S.R. & L.R. rear brake rod support carrier arms	£ 4.75 each	£ 7.00
Wheel nuts for 'Y' and 'C'	£15.00 per set plus £1.60 for P & P	£23.10

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

	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
Body Panels - to the best of my knowledge prices are still current.		
Rear Valances i.e. below spare wheel L.R. & S.R. 'Y's	£73.00 each	not offered
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	" "

Rubber Parts

Engine front mountings (exchange)	£ 2.40 each	£ 3.60
Front radius ball	£ 1.30 each	£ 2.00
Steering dust covers	£ 0.70 each	£ 1.10
Under bonnet rubber sets - 9 items	£ 4.75 per set	£ 7.20
Brake and clutch pedals (exchange)	£ 2.00 each	£ 3.00
L.R. and 'C' rear brake rod support ends rubber	£ 1.80 each	£ 2.70
Gear box mounts	£ 8.75 each	£13.00
'Y' early side light base mats	£ 2.20 each	£ 3.30

Body Fittings

Early 'Y' side light bases in brass, complete with rubber mat, fixings, bulb and armoured cable etc.	£16.00 each	not offered
Late L.R. 4 door 'Y' hinge centre bolts	£ 0.75 each	£ 1.15
Brass balls door hinge	£ 0.60 each	£ 0.90
L.R. bonnet chrome badge mounts	£16.50 each	not offered
L.R. & 'C' enamel/chrome rad. badges	£ 7.55 each	£11.50
'Y' fixed timber roof stick kits	£25.00 each	not offered
Bumper bar bolts	No stock - on order	
Door handles for L.R. 'Y's - exterior nearside front	No stock - on order	
Interior window winder handles - new/old stock	£ 4.25 each	not offered
Rear four door handles and O/S/F	No stock - on order	
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 - ex Abbots Langley	£42.00 each	£63.00
Available by post - add £3.70 for P & P.		
Club badges, bar type	£ 3.75 each	£3.75
1983 Stanford Hall brass plaque	£ 2.60 each	£ 2.60
Copper bifoliated rivets	£ 0.015 each	£ 0.03

N.B. Prices subject to revision without notice.

Postage and packing extra on each order.

Remember - cheques payable to 'Ford Y & C Model Spares Ltd.'

New items where tooling is in hand:

Spring - front king pin	Brake parts
Y 2096 R.H. all vehicles	Y 2084
Y 2097 L.H. all vehicles	Y 2076 R.H. shaft
C 2220 R.H. L.R. & 'C's only	Y 2077 L.H. shaft
C 2221 L.R. " " "	

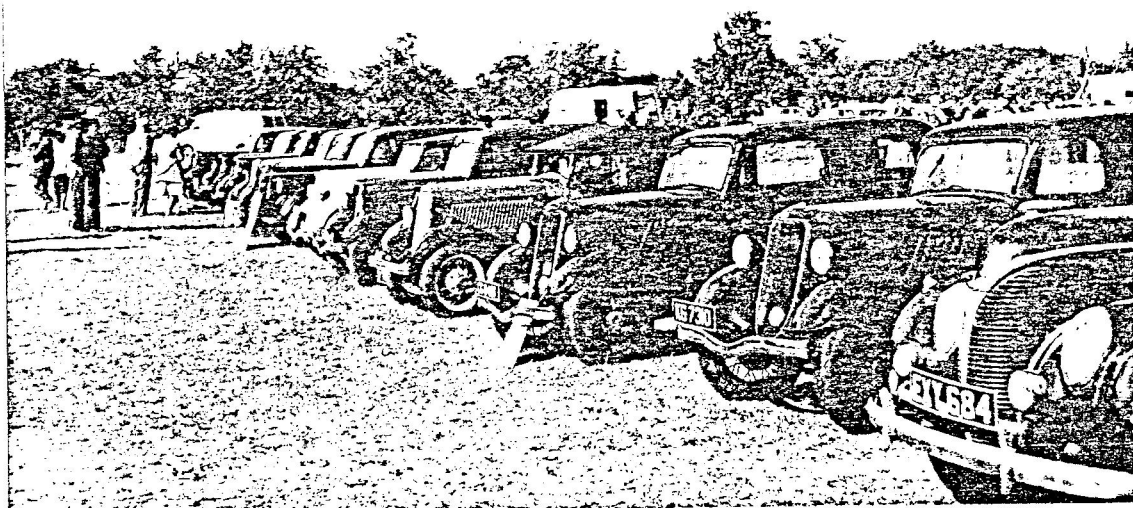




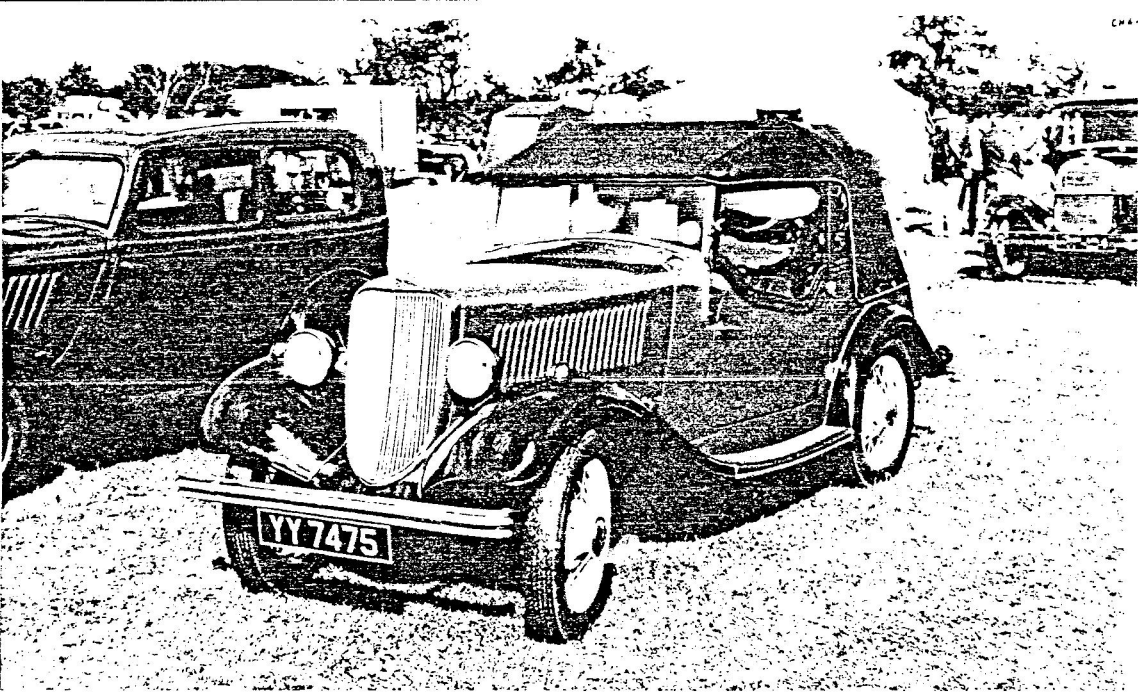
JIM MILES TAKES 2ND PRIZE AT QUANTON WITH 1935 2 DOOR



DAVID LAXTON TOOK 3RD PRIZE WITH 1934 4 DOOR  
AND TIM BRANDON, A FORMER MEMBER, WAS FIRST.

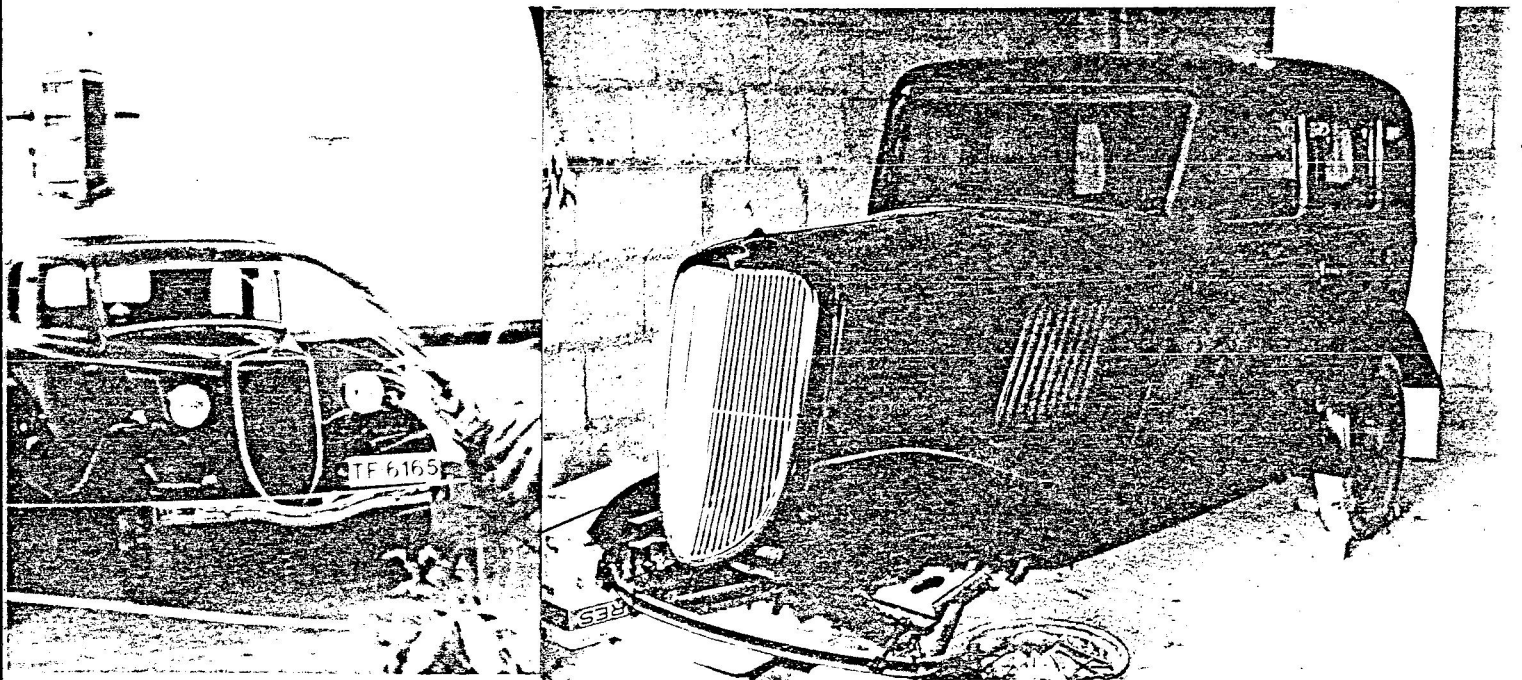


THE LINE-UP AT QUANTON



EVE AND MIKE CHAPMAN'S 1932 ALPINE TOURER

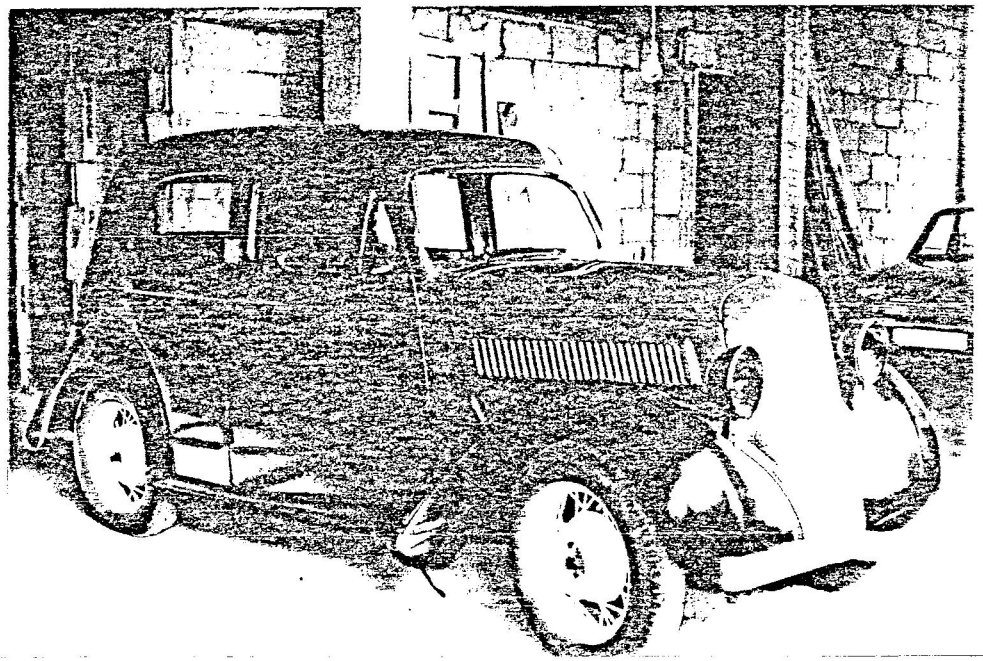
THE ISLAND OF TENERIFE HAS THREE MEMBERS



ABOVE: AGUSTIN BEGERRA  
WITH A 1934 2 DOOR

TOP RIGHT: JOSE GARCIA  
RESTORING A 1933  
S.R. 4 DOOR

RIGHT: PRAXEDES CARBALLO  
RESTORING A 1934/5  
4 DOOR 'C' SALOON



## THE DE LUXE FORD UNDER TEST

BY J. HARRISON

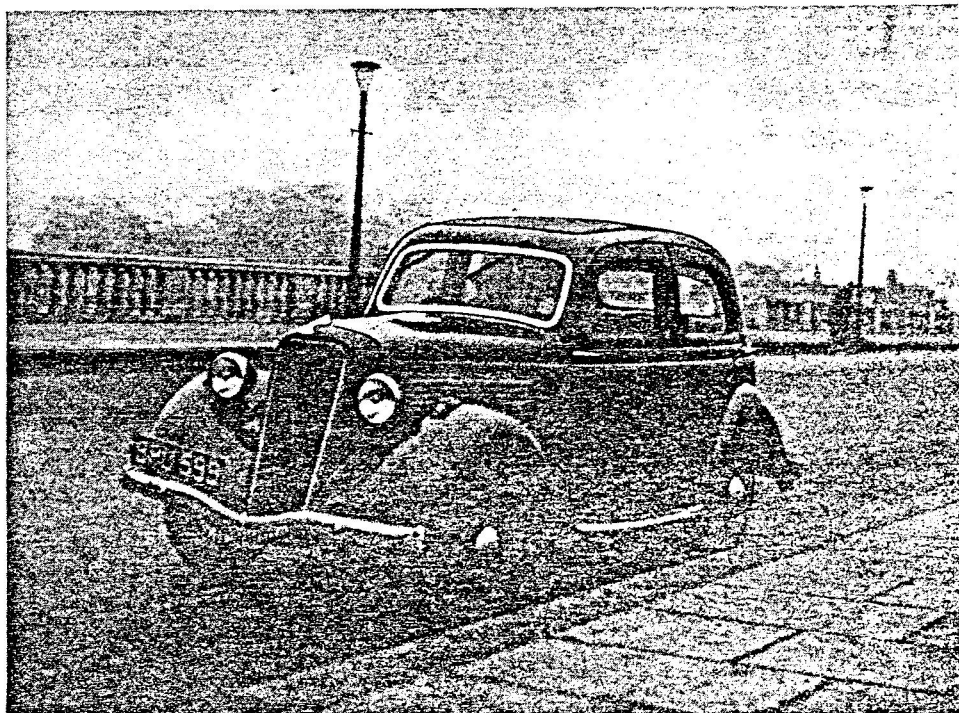
**W**HEN I DROVE one of the first De Luxe Ford saloons from Dagenham, shortly after the Albert Hall Exhibition, London was shrouded in one of the worst fogs of the year. Thanks, however, to the sensible design of the windscreen, I was able to make satisfactory progress all the way to Basingstoke, at which town the pall was mercifully lifted.

On this saloon the screen can be opened so far that the driver can see the road through the aperture. This is a great ad-

head. She certainly is an amazing car. Her acceleration has to be experienced to be believed.

It was difficult to realise that this was so low-priced a car as it is, and of the body-type under notice. It feels like a well-designed sports car. It has all the verve which one associates with light sports bodywork and super-tuning, but retains the comfort, cosiness and docility of the "family" saloon.

It is a car with a delightful dual person-



The start of the test: The De Luxe Ford on the recently-opened Chiswick Bridge

vantage, for the main obstruction to vision in fog arises from the soot, etc., deposited on the windscreen. It is possible to drive a De Luxe Ford with safety under conditions making it impossible to pilot a car with a fixed screen. The flat-topped beam of the headlamps, when their rays are dipped, makes an excellent fog-light, for it gives the minimum of back-glare.

Next morning the sun shone brightly and I was able to give the De Luxe Ford her

ality. The family man will be charmed with its excellent traffic manners and easy starting, while he who has long main-road journeys to do cannot fail to appreciate its tireless energy and liveliness.

The engine's starting from cold was exceptionally good, the extra-large starter spinning the crankshaft rapidly, although the engine was still new and tight. Owing to its excellent manifold design, the engine appears to develop full power almost at once. Very

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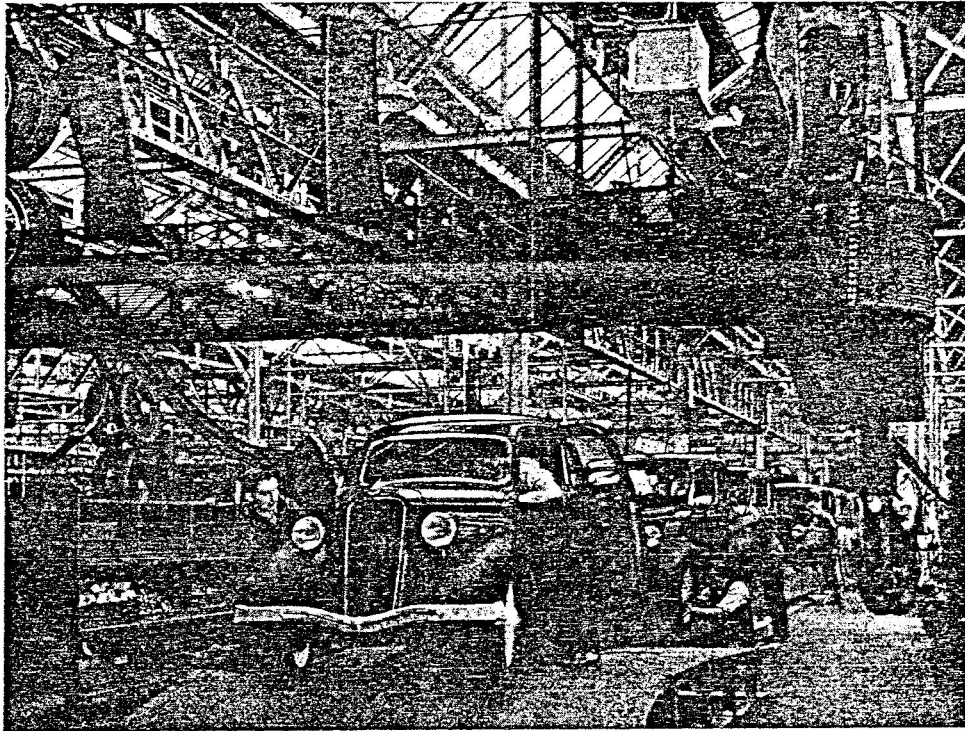
little time has to be devoted to warming up.

To check the impressively rapid acceleration, I used my stop-watch. Within 19 seconds of starting I was bowling along at 50 miles per hour. Subsequently I was able to conduct more accurate tests, at Brooklands, which gave even better results.

**T**HE STEERING, brakes and road-holding qualities of this car are definitely in advance of anything that the Ford Company have produced previously. I do not know whether it is due to the long spring-base (the front spring being forward

the steeper. A notice-board at the summit gives the gradient as 1 in 8. A sportive dog, playing in the road, brought me almost to a stop on one of the lower stretches of the hill. The dictates of good driving called for a change of gears, but I decided to keep on top, just to test the engine's pulling power at low speeds. To my surprise, the car accelerated, and passed the summit at 36 miles per hour, still on top gear.

**I** WAS naturally eager to see how this wonderful car would perform on the more severe slopes of Yarcombe, for very rarely



De Luxe Fords on the end of the erection conveyor, at Dagenham

of the axle, while the rear spring is behind the rear axle), the very rigid frame, or the flat, low-slung, springs, but this car really does handle well.

The steering gear's ratio is just right, and the wheel is correctly placed. All the controls come readily to hand, the location of the brake lever and the movement of the spoon-type accelerator being particularly good.

The first main-road hill that I encountered was Snowdon, just outside Chard. There are two hills of this name, the one ascending from the right-hand limb of the fork being

indeed can one manage to climb this tricky, twisting hill on top gear, even in a high-powered car. I took the first corner much too fast, but my error revealed yet another virtue of the De Luxe Ford, for there was not the slightest tendency to capsizal or tail-wagging. The car took the corner admirably. This was such a joyous experience that I descended and made a second climb, this time rounding the corner at a more reasonable speed.

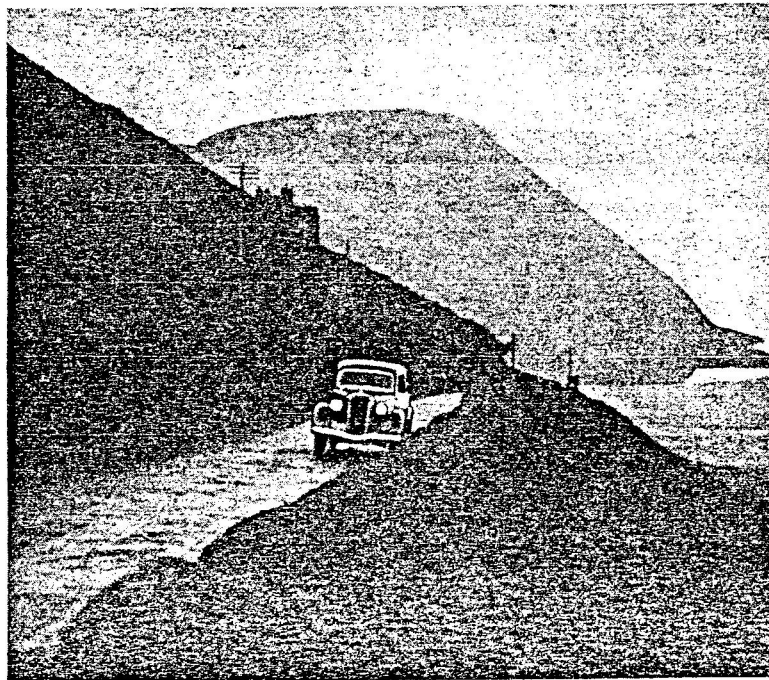
I discovered that there was not the slightest necessity to rush the hill, for even

when the bottom corner was taken quite slowly, the car accelerated, on top gear, all the way up, touching forty at one point and crossing the summit at thirty-six miles per hour.

Beyond the hill, past Honiton, the road straightens out and widens. Here I clocked a mile in 54.2 seconds, and many times the distance between two milestones was covered in about 55 seconds. Even when the road took a decidedly upward tilt, one could always count on clocking less than 60 seconds for the mile. In passing, I would like to add that the maximum speed on a

steep roads encountered giving still more evidence of the car's superlative performance.

Beggar's Roost, one of the tit-bits of the Land's End Trial, a rocky slope of 1 in 3 gradient, was the scene of the first freak ascent. Stopping at the fork at the foot of the hill, in the manner demanded in competition rules, and without any reduction in tyre pressures or the use of competition tyres, the car ascended effortlessly, accelerating all the way, and clambering over the famous hump which proves such an obstacle in the Land's End Trial each year, at an easy 18 miles per hour. This certainly was



Ascending Countisbury Hill

first gear low enough to ascend freak hills is 26 m.p.h. and on second speed the maximum pace is 46 m.p.h.

After 179 miles of ruthless "caning," I filled the tank from one of the Hammond electric pumps which register the delivery in twentieth parts of a gallon. 5.25 gallons were required to replenish the tank to the level prevailing when I left Dagenham. This gave a consumption of 34.2 miles per gallon.

I PICKED UP a passenger at Exeter, and with two up and a pile of luggage, a total load of  $3\frac{1}{4}$  cwts., we set off blithely for North Devon and the hills, the twisting,

an outstanding achievement and, much impressed, we hurried off to the near-by Station Hill, another of the famous trial gradients; but here again we made an easy conquest.

Our way home lay over Lynton Hill, the descent of which merely emphasised the fact that the car can be held on a 1 in 4 gradient by either hand or foot brake. She climbed this hill with so much power in hand that it was possible to change up to second speed for a considerable distance after the hairpin.

Countisbury, despite the forest of warning signs drawing motorists' attention to its dangers, proved to be child's play. The steep lower slopes were attacked on second speed. Half-way up we stopped, to get a



last look back at Lynmouth, nestling at the foot of the hill, for this is one of the most beautiful views in England. Shortly after re-starting top gear was once more engaged.

**W**HILE LONDON GROPED in fog, Porlock basked in sunshine which was springlike in its warmth, although out in the bay the syrens moaned incessantly. After the other severe hills with which the car had toyed, earlier in the day, it was almost a slur upon its capabilities to ask it to make this climb; but Porlock is so well known to motorists that it was necessary to test the car on it.

The lower hairpin was rounded on second speed, and it was not until this was well behind us that first was required. Once round the second hairpin, second speed was again engaged. Several stop-and-restart tests were made on the steepest part of the hill, but on no occasion was the slightest difficulty experienced.

We made a resolution to finish with hills after Porlock, for the car's ability to conquer severe gradients was proven; but Doverhay was too strong a temptation to ignore.

This climb is so stiff that the competitions committee of the M. C. C. have never dared to put it in the Land's End route. There was a moment's hesitation on the wicked S-turn, while the madly spinning rear wheels fought for a grip in the red slime; but that was all. Doverhay passed under our wheels just as all the other hills had done.

**T**HE RUN HOME confirmed my impression that this latest Ford has road-holding and steering qualities which set it above any previous Ford production, and that the engine is practically tireless. I pushed it along at over 60 m.p.h. on every occasion when conditions would allow me to do so.

Before returning the car to Dagenham I

decided to spend a day at Brooklands. Contrary to the popular belief that this track is smooth, it is very rough in places, and continuous high speed on it reveals more weaknesses than are likely to be discovered on almost any public road. The timed maximum speed, an average of many runs both with and against the wind, proved to be 63.83 miles per hour. The car reached 50 m.p.h. from a standstill in 21 seconds, and 60 m.p.h. in 34 seconds. The acceleration on top gear from 10 to 30 m.p.h. occupied 11.8 seconds. Over the same range on second speed, 7.0 seconds sufficed. Its average speed, from a standing start, up Brooklands Test Hill was 18.47 m.p.h.

**A**FTER THIS TEST I checked my figures with the published test figures of all the 8 to 11 h.p. cars on the British market.

I discovered that the only saloon which equalled the De Luxe Ford's time from 0 to 50 was a well-known sports model costing £352. My figure was beaten only by two cars, both of them well-known sports vehicles, with open bodywork. Figures up to 60 m.p.h. were published about only two of the 20 vehicles, the rest being unable to reach this figure in a reasonable time.

Some weeks later I was given the opportunity of trying another standard, stock specimen, just off "the line" at Dagenham. This proved to be in every way superior to the car that I had tested in Devon, and on the track. I was therefore not surprised to learn that when *The Autocar* had one of these cars on trial, the tester reached a speed of 50 m.p.h. from rest in 18.2 seconds, and 60 m.p.h. in 33.4 seconds, with an average maximum speed, into and against the wind, of 66.18 miles per hour.

The time taken to accelerate from 10 to 30 m.p.h. was 9 seconds on top gear, and 5.2 seconds on second.

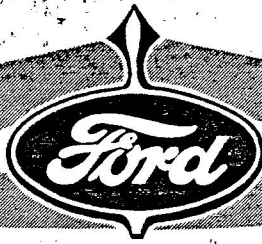
## PRAISE FOR FORD FACILITIES

**W**RITING TO Messrs. C. P. Evinson, Ltd., of Mansfield, recently, Messrs. Imperial Chemical Industries, Ltd., Leicester, said:

"We should like to take this opportunity of thanking you for the interview granted to our technical service representative. We are glad

to learn from his report that you are finding our degreasing plant working to your satisfaction.

"We might add that the procedure adopted for your cleaning process has been detailed at some length, and special reference has been made to your spotlessly clean Facilities Station."



# Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

## *Facilities*

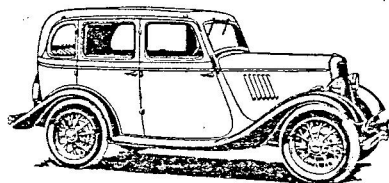
**H**AVE you considered the quality of the facilities you offer to your customers?

The fact that a job is performed free of charge, or at a low cost is only satisfactory to the owner if it is well carried out.

Poor work is not worth doing, and only re-acts on the dealer through the dissatisfaction of the customer.

Owners do not want poor work, even if no charge is made, but expect good work, to which they are entitled, and for which they are prepared to pay.

Make sure therefore, that the standard of the facilities offered by you does not fall.



## PISTONS

An improved type piston illustrated in Fig. 20 is now being used in production on the Model Y engines.

As will be seen from the illustration, these pistons may easily be identified by the skeleton relief at the piston pin bosses.

It should be noted that these pistons are of taper skirt design ; the skirt also being oval in section : it is not therefore possible accurately to measure them with a micrometer.

The fitting of these pistons should be carried out by inserting them in the cylinder bore, head downwards, with a .0015 inch feeler gauge between the piston skirt and cylinder wall **diametrically opposite the vertical slot** in piston skirt. In this position a pull of from 5 lbs. to 10 lbs. should be required to withdraw the gauge.

The gauge **must** be inserted in the position stated above, otherwise an incorrect reading will be obtained.

When stocks of the previous type pistons are exhausted, only the later improved type will be supplied for replacements.

Stocks of the previous type pistons should be used for replacements where less than a complete set is required.

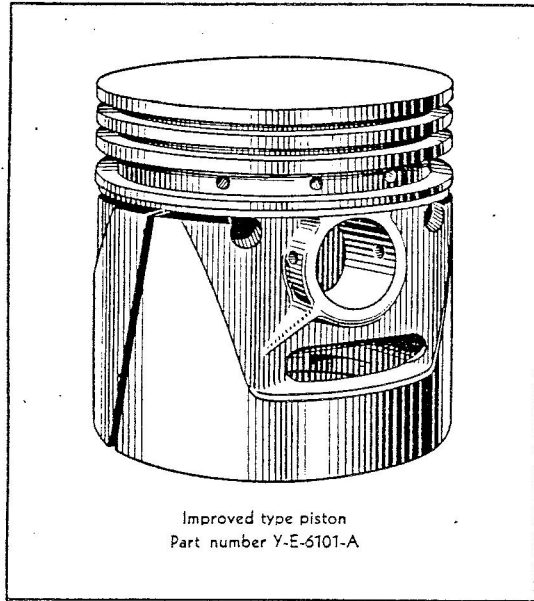


Fig. 20

## GREASE CUP COVER

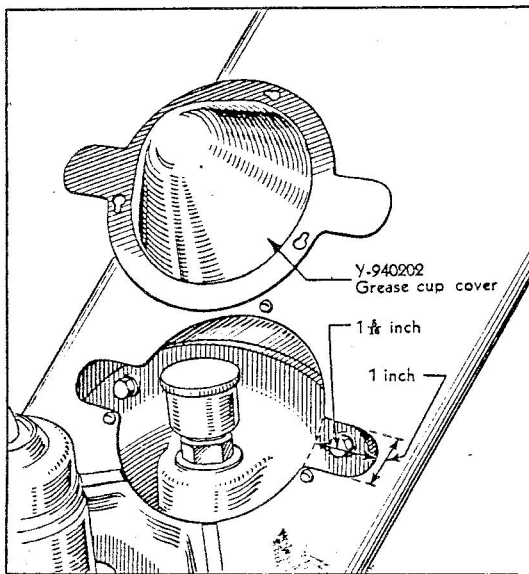


Fig. 21

In order to facilitate the removal of the flywheel housing bolts without unscrewing the floorboards and floorboard plate, a modification has been put into effect as follows.

Elongated holes have been introduced in the new floorboard plate, as shown in Fig. 21, enabling a box spanner to be used to remove the two upper studs of the flywheel housing, while the floorboard plate is in position.

If it is so desired, existing floorboard plates may be modified as shown in the illustration.

To meet these modifications in the plate, a new type of grease cover part number Y-940202-B, shown in Fig. 21, is now in production and will be supplied in future for replacements.

This cover is provided with two projections or "ears" to cover the holes in the new type floorboard plate, and may be used to replace the previous type cover where required.

The screw holes in the new cover have been altered to permit a quick removal of the cover without taking the screws from the floorboard plate, by loosening the screws and giving the cover a part turn in an anti-clockwise direction and then lifting the cover over the screw heads.

## INSTRUCTION BOOKS

There has lately been an increasing number of instances where instruction books which have been issued to dealers with new cars, have not been passed on to the purchasers of these vehicles.

In a few isolated cases there has been a temporary shortage of instruction books at the Factory when cars have gone out without this publication, the deficiency being recorded on the envelope in which it is usually contained.

This is a very uncommon occurrence, however, and does not account for the number of instruc-

tion books which have been reported missing from the envelopes.

Should any new vehicles received by the dealer be found without instruction books the Company should be notified and a request made for extra copies to make good the deficiency.

In future, all requests for instruction books for new cars delivered without them, will be referred to the dealer from whom the car was purchased and he will be expected to supply a copy to the owner free of charge.

## REFERENCE TO BULLETINS

Much time can be saved in searching for Bulletins if there is a recognised place, accessible to all the staff, where the Bulletins are kept when not in use. A drawer or shelf set aside for this purpose, and insistence that the volumes be returned to this position after use, will amply repay any trouble taken in this respect.

As it is essential to have the Bulletins between covers of a distinctive nature which may be easily recognisable at a glance, the official binders should be used for this purpose and not any spare cover that may be at hand.

In order to give Bulletin users a quick and easy reference to the contents of these publications, it

has been our practice upon the completion of each volume to compile an index of articles published during the year.

The intended usefulness of these indexes will be lost unless reasonable care is taken to file the Bulletins in a convenient form so that an article can be referred to with the maximum speed and the minimum trouble.

To facilitate this quick reference, it will be advantageous to keep each volume in its own binder. The copies should be filed in book form so that the page numbers run consecutively. The index will then be found at the end of each volume.

## CARBURETTOR FILTER

A gauze filter assembly, part number Y-110578, is now being fitted to the Model "Y" carburettor.

This gauze filter is illustrated in Fig. 22 and is held in position by the offside carburettor float bowl securing screw.

The fitting of this filter assembly is strongly recommended where cars are operating under dusty conditions, as this will prevent grit and dirt from entering the air well that communicates with the emulsion block, and eventually choking the small passages.

Where these are fitted it will be advisable to periodically clear the gauze of any dirt that may be tending to clog the mesh, as failure to do this may result in restricted supply of air at this point and consequent erratic running.

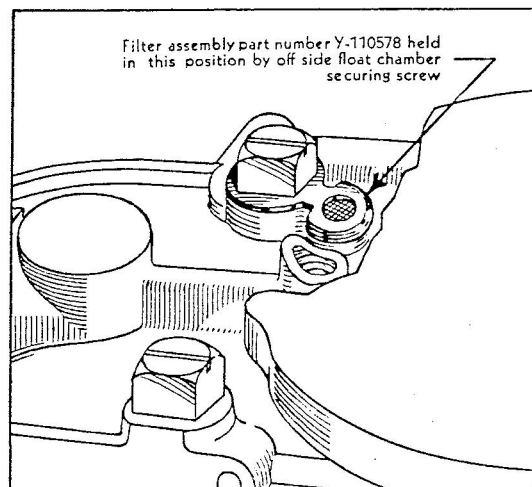


Fig. 22

## CENTRE MAIN BEARING BOLTS

In cases when a leakage of oil occurs from the top of the right hand centre main bearing bolt, this may be prevented when engines are dismantled, by removing this bolt and tinning the threaded end for  $1\frac{1}{4}$  inches.

The tinning will permit the bolt to make an efficient oil seal at this point.

Whenever these bolts are removed from an

engine, the right hand bolt should be treated as described above.

The right hand bolt is now carried under its own part number, this being Y-E-21214; the remaining main bearing bolts retaining the original part number of Y-21214.

All right hand bolts supplied for replacement will in future be tinned at the thread end ready for use.

## FUEL PUMP

To prevent excessive side movement of the rocker arm on the Model Y petrol pump, washers have been added on both sides of the rocker arm, centralising the arm in its housing as shown in Fig. 23.

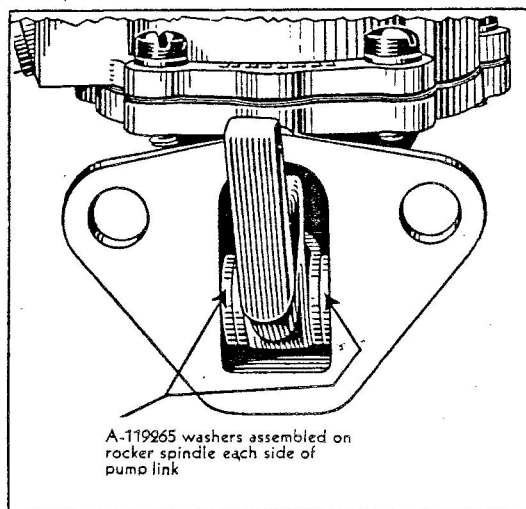
These washers are carried under part number A-119265 and are fitted between the pump link and the pump body as shown in the illustration.

Whenever a pump is taken off the engine, it will be advantageous to install these washers, if not already fitted, by removing the snap ring retainers that secure the rocker arm shaft in position and sliding the shaft out of the pump body.

When replacing the snap ring retainers on the rocker arm spindle during re-assembly, make sure that they are securely seated in the retainer slots on each end of the spindles.

Failure to observe this precaution may result in the snap ring retainer working off and allowing the rocker arm spindle to come out of its housing.

This will permit the rocker arm to drop into the engine and probably cause extensive damage.



A-119265 washers assembled on rocker spindle each side of pump link

Fig. 23

## CYLINDER HEAD NUTS

On page 23 of the Model Y instruction book under the heading "Cylinder Head Nuts" it is stated that "after the first 300 miles of operation the cylinder head nuts should be tightened".

This is advised to ensure that the cylinder head is firmly seated after the gasket has "bedded down" through use, as if this tightening is not carried out and the gasket is not firmly held, there is always the possibility that water may leak into the cylinders, or that the gasket will "blow" or fail.

Draw the attention of owners to this important

point, and stress that this tightening operation must be carried out every time the cylinder head is disturbed. Failure or "blowing" of the gasket, or leakage of water into the cylinders is seldom caused by a faulty gasket, but usually through the head not being correctly and firmly tightened down.

Every car that is brought into your shop for adjustments or a tune up operation should be checked to see that all the cylinder head nuts are tight.



FORM TO BE COMPLETED AND RETURNED TO:

Graham Miles, 61 Gallows Hill Lane, Abbots Langley, Herts., WD5 0DD.

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)

Front bumper bar

Rear bumper bar

'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 - please re-confirm your requirements

Headlamp magiflex bars - still taking orders - please re-confirm

'Y' rear luggage carriers - stock

Oil can label - green or black

Various springs in production. No need to ask for them.

Please tick if interested.

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: MOTOR 100, May Bank Holiday, 1985 - please indicate whether or not you will be able to attend for one or more days:

	Sunday, 26th May .....
Saturday, 25th May .....	Monday, 27th May .....

ANNUAL GENERAL MEETING, APRIL, 1985 - comments on venue, please

Following back copies of Newsletter available - send 18p stamp for each copy, nos. 19 - 30 inclusive. Send direct to Graham Miles.

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