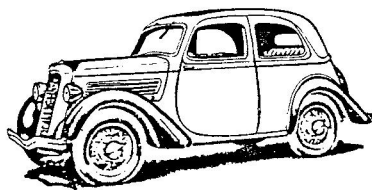
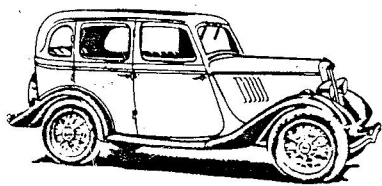


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No 32, Nov-Dec 1984

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DIRECTORS: Graham Miles, John Guy and Jim Miles

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Tel. 0584 890430

Gary Miller, Belcher Engineering, Stanton,  
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Nordian Services 1979 Ltd.,  
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### EDITOR'S COMMENTS

Happily for me, this is one of those issues where I have so much material that I can quickly pass over my bit and get on with the contributions. Suffice it to say that we are pleased to continue firming up our presentation with a neater layout and a complete page/issue reference in the top right/left hand corner, so that if your sheets become jumbled up, it will be easier to place them.

For those who missed Jim Miles' regular contributions last month, we have two in one this month to make up for the loss.

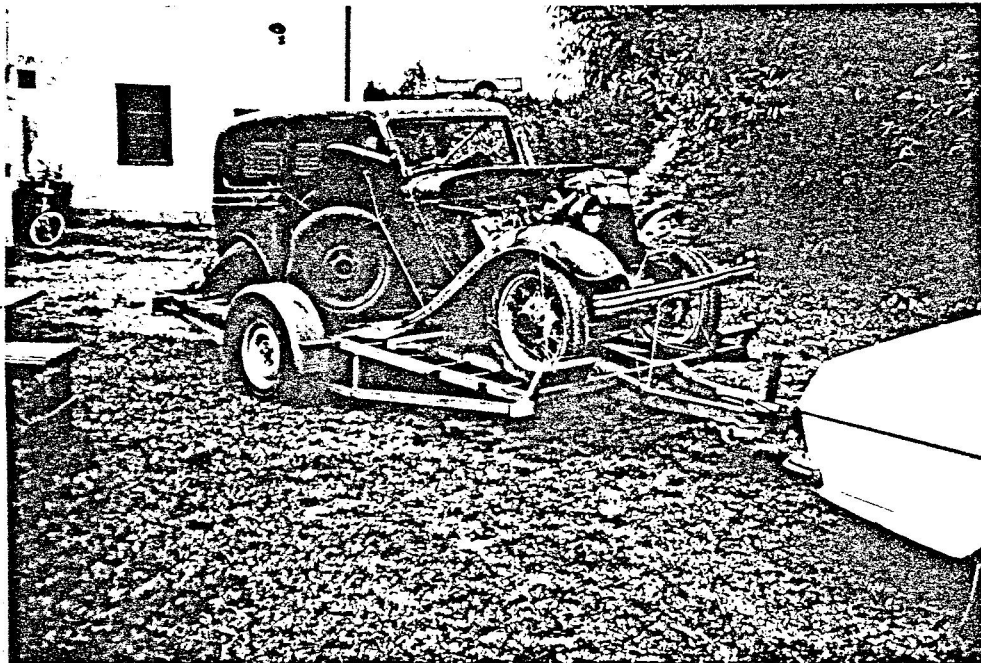
I also have the pleasure this month of introducing a new feature from Bob Wilkinson, our Membership Secretary, who will provide a list of new members for publication in each issue.

### CAR DISCOVERIES

Continuing the theme of the last issue, we have a contribution from a Swedish member, Hasse Green, of Trelleborg, who wrote to Bob Wilkinson:

"Dear Bob, Thank you very much for your letter. Of course I have not sold my cars. I love my English Fords more than my wife! I have one Y long rad two door and one four door, one C two door (1936) in good condition and one short rad (1932) very bad condition (see photograph). Maybe you can sell the 1932 model."

If any members are interested in a full scale short rad restoration project, Hasse's full address is PL 116, Fjardingslov, 23100 Trelleborg, Sweden (Tel. Trelleborg 841011).



### WHERE ARE THEY NOW?

Member and prospective Y owner Steve Morris writes:

"I am writing to bring your attention to a post card which I thought might interest you. I purchased it at Haywoods Heath railway station. I think the picture is jolly good, I wonder whose car it is? (Fordor Y, AVX 10), but fancy the Sidevalve Club putting its name to it! The caption reads Ford Popular (103E) March 1929!"

A further query of this sort comes from R. Summerfield, of 9 Briar Close, Gunton, Lowestoft, NR32 4SU.

"I could have an interesting story for you if Model Y CLM 958 is still around. This car was owned by my late father from 1940 to 1956 for police work, then by my late brother for G.P.O. work and then by a B.R. worker at Belmont Station, Surrey. My father did 290,000 miles with this car. If the owner is interested, I would give a full write up of the work this car did during the war."

#### USEFUL CONTACTS

Jim Robertson writes from Edinburgh:

"Members in the Edinburgh area might be interested in a good stove enameller. I can recommend the undermentioned, they've done a lot of work for me to a highly satisfactory standard and cost seems reasonable;

Buccleuch Engineering Ltd., Queen Anne Drive, Lochend Industrial Estate, Midlothian, EH28 8LJ. Tel. 031 333 3521

On rechroming, Serck Radiators, Portobello, Edinburgh, did an outstanding job but at quite a high price, i.e. about £120 for 2 bumpers, headlamp rims and various small parts. Took about 6 weeks."

#### LETTERS

##### 1. Confusion!

First to Eddie Pearce who desperately needs new nuts to stop things falling off. Sorry, Eddie. I was 300 miles further north at the time. I have passed your letter to Graham with whom you may be confusing me. I know we are both equally handsome, but surely the obvious seniority of our Chairman must be apparent!

##### 2. Controversy!

Vernon Morgan of Dyfed has the following controversial comments (other expert opinion disagrees - the Chapmans have an early version - Ed.)

"There is one item in the Newsletter that I don't agree with and don't know if it is an error or what! It is the photograph of the tourer belonging to the Chapmans - YY 7475, which claims to be an Alpine Tourer.

I have news for Mr. Chapman, it's certainly not an Alpine. I have many photographs of Alpines including the photostats you gave me from various Autocars of 1933 - mine is identical to the photos but YY 7475 is nothing like it. In fact, YY 7475 is identical to JB 3018, a Jenson bodied Y that I saw at a South Wales show 2 years ago (I have a photo).

I enclose a photo of my Alpine taken before restoration started and also a photostat from 'The Book of the Popular Ford' which shows it in original form. As you can see from the photostat, my car is the true Alpine: the only genuine Ford body panel being the radiator grille. YY 7475 has the Ford wings and running boards, grille and lower apron."

##### 3. Mourning!

The saddest story I have ever heard is related in a letter from Bob Wilkinson on the terrible fate of Ken Cooper's immaculate Fordor. Ken was overtaking a tractor which decided to turn right. The Y rolled over twice and is now in a badly damaged state. The chassis is OK but it may not be financially viable to straighten

the body. If anyone knows of a saloon body (4 door preferred) please contact Ken Cooper on Droitwich (0905) 770796. Ken was grazed and bruised but quickly recovered. His spirits will take a bit longer to raise, as not only did he suffer the kind of damage we all dread, but his insurance was not to an agreed value and therefore he has suffered a write off in the financial sense as well. The final irony in this tale is that the accident happened two days after the funeral of the previous owner for forty years.

### EVENTS

Some events to mark in your diary. First, the Classic Car show 2 days Autojumble on 23rd and 24th March, 1985, at the Bristol Exhibition Centre. Enquiries to PO Box 20, Fishponds, Bristol, BS16 3DE. Tel. (0272) 650465/650415.

Later in the year is the Best of British Vehicle Spectacular, at Thamesmead, London, SE2, on 22nd and 23rd June, 1985. This is largely a free event with many vehicle classes, autojumble, Collectors Fair and Model Engineering. Car stunts and other arena events will take place. Please write to PO Box 104, Bedford, MK43 0YX, enclosing a stamped addressed envelope.

25th July, 1985, sees another event at Silverstone immediately prior to the British Grand Prix, where a parade of Film Celebrities in cars that have been featured in films will take place. All members with such vehicles should contact British Film Year if they wish to take part. Contact Nicola Hervey, National Events Organiser, 17 Great Pulteney Street, London, W1R 2DG. Tel. 01 437 8020.

### ARTICLES

The following description of the All Ford Rally - Quainton 1984, by Chris Saunders of the Pre 50 American Auto Club, was kindly sent by Garry and Bob Tredwell.

"This was the third All Ford Rally staged by Bob and Gary Tredwell and another successful one, to boot!

The field was literally bursting at the seams, this year with Fords, and many late entries had to be lined against the far fence as there was not enough room in their respective classes. For an end of season rally, this was exceptional.

When I left home, it was pouring with rain, but by 10.00 a.m., miraculously the rain had stopped and on reaching the Rally, there was even blue sky to be seen - marvellous.

Again this year, the organisation was professional and the format of nine classes was adhered to with all the different 'one model' clubs supporting the various classes. The P.A. system was excellent, and this was mounted on a fifties Fordson Thames Truck, making this truly an ALL Ford rally! How about trying for Ford Ice Cream Vans next year?

Class One was for cars up to 1930 and in this class came only a few cars, three Model 'T' Tourings and a Model 'A' cabriolet to be precise. The cars were all in excellent condition, it seems a shame more cars were not seen in this class.

Class Two was for cars 1931-1941 and was more popular, Clubs supporting this class being the Y & C Register, Sidevalve Owners club and the Pre 1950 Americal Auto Club. Some early 'Y' model cars were to be seen and a couple of very 'original' cars in obvious need of restoration. It's nice to see these cars, though, as the general public can see what is involved in the restoration of a car to pristine condition, as many 'Y's were. I counted six Tudor 'Y's, two Fordors and one special Tourer. Very rare was a nice grey 'CX'.

Tourer which I have not seen before, also an E93A Prefect, which had been well restored. Two Ford V8s were to be seen in this class, a 1938 model 81A and a model 91A sedan, both black, and a 1932 Model 'B' Tudor, these cars were either fitted with a 14.9 or 24 h.p. engine when new. Also of interest in this class were two Ford 8 Deluxe saloons, the forerunner to the Anglia E04A. The easy way to tell a Deluxe from a Standard is the spare tyre cover fitted to the Deluxe whereas the Standard had none!

In Class Three, a good display of Fordson tractors was to be seen, all of which looked brand new and one was seen 'working' later in the afternoon towing a Ford Model 'T'. Definitely a period towing vehicle in the country anyway. Vans and lorries were thin on the ground, but a nice 5 cwt Van and two E83Ws were on display with a Thames Trader, a rare sight on today's roads.

Class Four was considerably more popular, and this class encompassed the Post War to 1959 4 cylinder class vehicles. These being the Ford Popular 103E, Anglia E04A, E493A, 100E, Prefect E493A, 100E, Consul Mk 1 & 2. In their day, they were some of the most popular cars around, so it follows there should be many good examples left. These cars are catered for by the Sidevalve Owners Club and the Mk 1 & 2 Clubs respectively.

The standard of restoration in this class was up on last year and the six 493A 'Facelift' Prefects caught my eye as being excellent, and the E04A Anglia of 1947 possibly the rarest in this class. Most of the 100Es on display were in good order with representative cars from most years, and all the Mk 1 Consuls looked good in their club line up. Five in all, a pity there were not a few more. There were six 103E Populars, all in good condition and the Mk2 Consuls were strong in numbers and at least ten cars were present, many of which were in excellent condition. An excellent show of pre '59 four cylinder Fords.

The next class, Class Five, was for Post War to 1959, six and eight cylinder cars. This is the province of the V8 Pilot, Zephyr Six, Zephyr Zodiac and Zephyr and Zodiac Mk2 cars, the American Fords having their own class. Not a large showing of Mk1s but two clean examples were present, a Bristol Fawn Zephyr and a Dorchester Grey and Canterbury Green Zephyr Zodiac, with a very clean and original interior, again a pity there weren't a few more!

The Mk2 Club turned out in force and there were at least 25 vehicles in their line up (including Consuls) and several more in the late entry enclosure. Zephyr Saloon, convertible and Estate cars, both 'highline' and 'lowline' were on the field. Zodiacs were in strength as well, and not one but several Zodiac Convertibles. A white Zodiac convertible and a black Zephyr left hand drive convertible were particularly noticeable as outstanding examples.

The V8 Pilot line up consisted of six cars, fielded mainly by the Pre '50 American Auto Club and all were in excellent condition. Black being the prevalent colour, but clean blue and maroon examples were in the line up and indeed went on to win Class trophies.

Class Six was for 1960 on Four cylinder vehicles. This class consisted of 100E Populars, 105E Anglias, Consul Classic and Capri, Mk1 Cortina, 1600E Cortina, Lotus Cortina, Crayford Convertibles, Mk2 Consuls and Zephyr Four Mk3s. Another popular class. Anglias were virtually non existent. I would imagine this was due to the '25' year Anglia Rally at Ragley Hall. There were a couple of 100E Populars and several Consuls and a few Zephyr Fours mainly in good condition. Quite a large class, this was well supported, and at the bottom of the field an impressive display of Consul Classics and Capris was to be seen. Capris are being seriously restored now and there were several good examples with good original interiors, both in 1340 and 1500 cc form. One Capri which created much interest was a Hooper Capri. These Capris when new were converted by Hoopers, having an all leather interior, special rear lights and modified

dashboard, etc. Certainly a rare car nowadays. Also, several nice Classics in both two and four door form, although there were infinitely more Capris than Classics. Does this make the Classic the rarer car nowadays? The Peter Owens Consul Capri and Classic Club fielded most of the vehicles on display.

Still on Class Six, and the Mk1 Cortina Club had many more vehicles on display this year. It seems people are starting to look after these cars now.

Some immaculate examples were fielded, even a Super Estate 1500 with imitation wood on the sides and tailgate, not many of these about now.

The Crayford Club exhibited some nice Corsair convertibles, one of which was converted when the vehicle was brand new. The 1600E Cortinas were down in numbers this year, I seem to recall a club tent and a large display last year. There were several Mk2 Lotus Cortinas at the rally. But I don't remember seeing a Mk1.

The Mk3 Zephyr and Zodiac Club had a good line up. The Zephyr Fours competing in Class Six, but the Sixes and Zodiacs competing in Class Seven for 1960 onwards six cylinder cars. Only the Mk2 and Mk3 Clubs would have eligible cars for this category. Many fine cars were found in this class, proving the increasing popularity of these later 'Big Fords'.

On to Class Eight, the postwar American cars. Numbers were down in this class, but some rare cars were fielded. Not one but two Ford 79A Sedans were there. These cars were the first to be produced after the war and still had transverse springs. The Ford Custom which replaced these cars, of which there was one very clean black example on display, a 1949 model was produced through 1950 and the '51 model was facelifted. None of these cars were to be seen but there was an ultra rare 1955 Fairlane Crown Victoria, so called because of the large chrome centre pillar going over the roof. This was a metal roofed car but originally the model could also be had with a forward mounted 'Plexiglass' sunroof section which was not removable. A 1959 Galaxie Fordor together with a 1962 Ford Sedan were on display. Later models included a 1965 Thunderbird and three Mustangs including a GT 350. Top of the range Lincoln cars had two representative models on the field, both Mk3 Continentals. A good line up, but where were the rest?

The last class, Class Nine, was for Custom Rods and Vans, and there were several nice 'good quality' rods on display, including a 'T' bucket roadster, a '27 'T' Coupe, a V8 powered 103E Pop, an early fifties 5 cwt van (E04C would have been its original designation) now much modified, and a Mk1 Zephyr Six also with V8 power, plus several four cylinder rods, one 100E Pop had a 1600 crossflow grafted in. A much better display of Rods this year, I thought.

All credit must go to Bob and Garry Tredwell for organising, along with the resident Quainton Railway Society, another fine Ford Rally this year. Lets hope there will be many more to come!"

Jim Miles is back in this issue with his Ford Motor Club history and a chance encounter in the streets. You think you would easily know most of the history of cars in the recent past, but it is amazing how soon you forget a model or when exactly it was in production. Jim's notes are an invaluable reminder of Ford's production history.

#### RESTORATIONS

Bob Wilkinson has taken the trouble to set down the story of his car restoration but I am not sure we have enough room in this issue, Bob, so I will go straight on to your new section and print the other article in the new year.

MEMBERSHIP

Bob Wilkinson, Membership Secretary, brings the following items to your notice:

1. New Members

The following is a list of new members since the last publication:

Y Types

Brian Ruddock, 46 High Street, Long Melford, Sudbury.  
Edwin Pearce, 4 Willow Walk, Engelfield Green, Surrey.  
David Butler, 21 Hampton Gardens, Prittlewell, Southend on Sea.  
Bob Gebbie, 16 Burnbank Street, Darvel, Ayrshire, Scotland.  
Raymond MacDonald, 67 Land Street, Rothes, Aberlour, Banffshire.  
James Stewart, 'Woodlands', Beacon Hill, Purfleet, Essex.  
M. Gathercole, 27 Newgate Street, Doddington, March, Cambs.  
David Skinner, 125 Harrow Road, Langley, Slough.  
Ken Knight, 2 Hangleton Valley Drive, Hove.

C Types

R. P. Hamilton, 76 Paisley Road, Renfrew, Scotland.  
Charles Barnsley, 205 Bottombrook Road, Stanley, Wakefield.  
Donald King, 2 Snowhill Crescent, Whiteholme, Blackpool.

and Bert Smith, 3 Plantation Road, Bangor, N. Ireland,  
who is rebuilding a Dellow Sports.

Welcome to the Y & C Model Register! Please write in (to the Editor) to keep members informed on how you are progressing. How many of these cars are on the road? Nearly ready? etc. Let everyone share your delights or help get you out of the blues! Spares are cheap - moral support is free! If you are an existing member, why not make contact with those new members in your county.

2. Subscriptions

I am writing this whilst in bed recovering from illness - the nearest I can get to going on bended knee!

I recently sent out reminders to members who had not paid this year's subscription - well, I also included for good measure a few who HAD PAID and quite rightly TOLD ME SO!

Once again, apologies to those members. Please help me to get it right from now on by:

- (a) paying subs. to me (Bob Wilkinson) but make your cheque/money order etc. payable to 'Ford Y & C Model Register'.
- (b) do NOT send your subscription to Graham Miles with spares enquiries/cheques as this only adds to the work and causes possible confusion. Anyway, Graham has enough to do looking after the spares situation as well as looking for sources for re-manufactured parts.
- (c) remembering that we are willing amateurs (in that we have 'proper' jobs as well) subject to the usual frailties, etc., etc.
- (d) next year we will have professionally printed membership cards.

Next issue - simplified membership numbering system will be explained. It is intended that your initials and type of car will be included in the coding.



### 3. Future Developments

(a) Regional Lists - if there is sufficient interest, I could prepare for 1985 regional membership lists. These could be made available to enable members to better organise local meetings or, more importantly, local informal support groups.

I personally know how valuable this can be, since over the past 18 months, whilst rebuilding my 'Mistral' tourer, local members like Alan Ogden, John Kirby and Eric Butcher has been particularly supportive of me.

I will see how the distributions patters of members comes out and I will let you know when these are available.

(b) I must have a natter with Graham Miles - known affectionately as Chief Nutter! - about being able to use our membership cards to obtain discounts on materials, etc. through Ford main dealers. After all, even new cars use engine oil, axle and gearbox oil, polish, car shampoos and upholstery cleaners, just like it says in your 50 year old handbook. It must help FMC to still keep our motors 'visible'.

What about the idea, Graham?

### 4. Old members - new members

From time to time, members let me know that they have sold their beloved Y or C. Please do mention to the buyer that this Club is invaluable to owners of these models - no other Club serves Ford 8's and 10's better. We do need to keep membership growing if we are going to be able to raise enough money to widen the range of re-manufactured parts available.

If you do sell, then please let me have the name of the buyer of your car and I will get in touch with them. Every member lost may mean one more car lost for all time.

### ASSOCIATION OF FORD CLUBS

On Saturday, 10th November, 1984, there was a meeting of representatives of interested clubs. We were represented by Jill Miles and Jeff Cole. Fourteen clubs attended.

David Parrott, Chairman of Rootes Car Clubs, described their set up. They have an annual joint event and described the following aims:

- (1) To improve communications between themselves and the current manufacturer.
- (2) To improve archive material and access to the manufacturer's archives.
- (3) Gain from the interchange of parts.
- (4) Improve bargaining positions from strength in numbers, with particular regard to exhibition entry.

It would need proper organisation with Chairman, Secretary, Treasurer, etc. and an annual club fee (£15 per club is proposed). A temporary committee was formed.

It would seem worth paying this sum to give the idea a chance to get off the ground. What do members think? What advantages can you see? Would you be prepared to represent our Club? Thank you, Jill, for your summary of the meeting.

I will leave you to enjoy your Christmas celebrations and mull over these ideas.

All the best for the New Year.

John Guy

CHAIRMANS'S REPORT

Dear Members,

It is my sad duty to inform you that Arthur Taviner passed away on Tuesday, 20th November, following a sudden and massive heart attack at his home. Arthur was one of the Club's first members when founded in 1979, and joined with a restored 1934 Y saloon. He had realised the model's potential in the early '60s when he restored his, and used it on a regular basis to attend rallies, often a hundred miles or more from his home in Bristol.

His wife, Daphne, the lady, not with the lamp but the cake, has decided to keep the car and hopefully both she and it will be seen at next year's events. The Committee and Members extend our sympathy to Daphne on this sad occasion.

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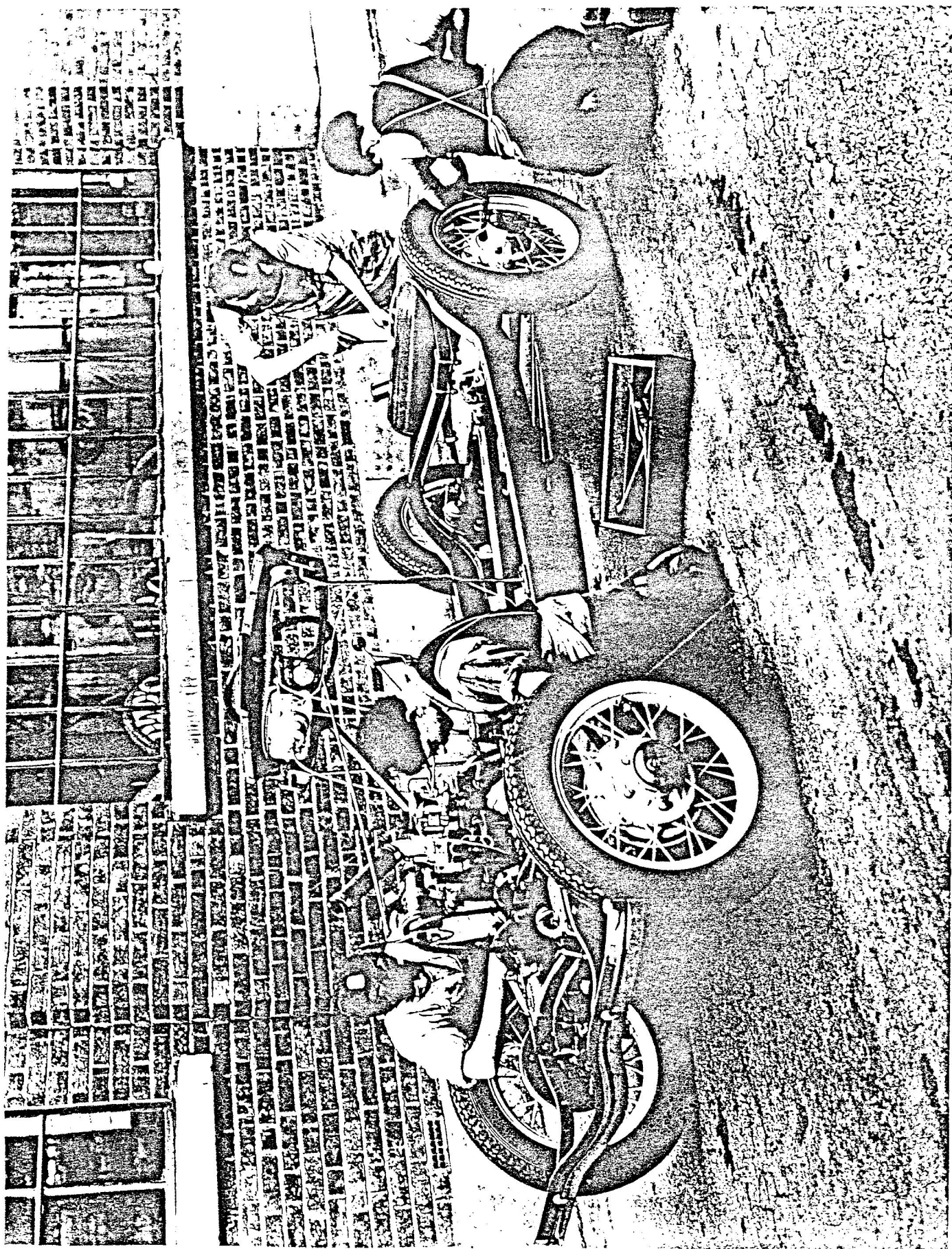
FORD'S DISPLAY CHASSIS

Perhaps some of you have heard of these and others haven't, but it would appear that somewhere in the 1920's the Ford Motor Company started to section their chassis for display purposes. There are chassis still existing which are sectioned A's and sectioned B's and as far as we are concerned, sectioned Y's. I have never actually seen a C, I don't know if they ever existed. What these chassis were, was a complete rolling chassis with components taken from the line, or perhaps drawn from the stores, and sent to the apprentice training school. These components were then cut away, in order to see the inner working parts that made the vehicle work. Well, fortunately, we have been able to acquire one of these chassis. It was offered firstly to the Sidevalve Club by a Museum who had themselves been offered it, but the Sidevalve Club, for reasons best known to themselves, decided not to take it. Bruce Palmer kindly offered it to me. We had to pay £200 for it, but bearing in mind the completeness of the chassis, we considered it to be good value. It came from a college near Horsham which is known strangely enough as Christ's Hospital, although what connection it has with a hospital I have no idea. It is one of the biggest public schools I think I have ever been in to, and makes Harrow on the Hill and Eton look like dolls houses. The buildings are massive, as you ramble around extensive grounds.

However, they owned one of these chassis, and obviously the thing is out of date from the teaching point of view. Accordingly, the master who has just taken the post decided to dispose of it in order to try and gain some money to purchase something more appropriate to modern day teaching. I first wondered just how complete this was, as I had been offered one before, but when we inspected it, found that the engine and gear box and many other components has been removed. So I rang up Dennis Smart who lives quite near, and asked him if he would call over and look at it. Dennis came back, very excited, to report that it was virtually complete, and very little in fact was missing. And so we agreed a sum to purchase the same. Arrangements were made to collect it. I took Friday afternoon off work and, armed with a trailer borrowed from a friend, I went down to Horsham.

Our first problem was physically getting the chassis out of the building. In my opinion, it had probably been there since the day it was made and judging by various components used - the easiest things to date are things like dynamos and starters, which have a manufacturing date - I would surmise that it was built in early 1936, although having said that, it is fitted with a very early narrow block 8 h.p. engine. I can only conclude that these withdrawn engines were used up in this way, as they were quite good enough for this purpose. Anyway, our problem was getting it out. It was on the first floor of a rather high building, and the means by which it had been lifted into the building in the first place had decayed and rotted away. We therefore decided we would have

FORD APPRENTICES AT WORK ON A SHOW CHASSIS CIRCA 1934



to dismantle it. Some photographs of our exercise in getting the chassis out of the building were taken by Dennis's son. Perhaps in a later Newsletter, I shall be able to reproduce some of these. When we eventually got it down to the forecourt, with all the major components removed, and the chassis frame stripped, we loaded it onto our trailer, and away.

My next task, of course, is to find somewhere to keep it, as it wants to be kept in a dry, damp-free atmosphere, otherwise all the chrome would deteriorate once again. Perhaps somebody knows of a Museum where it can go on regular display. To date, the chassis has been stripped and has been taken to my work and one of my friends has painted it for me. Some components have gone away for re-chroming. It is my intention to slowly build it up again, starting with the springs and the axles, working through each part, stripping, chroming and painting as necessary. I am doing this for the Club's purposes, as I regard such an item as ideal for Club displays. I suspect that by the time I have finished it, it will have a stand in cost of £400, bearing in mind that there are many components that needed re-chroming, and just about every one of these had deteriorated. But when it is finished, I think it will be a big draw for the Club to display and should prove quite an attraction at our stand. Whether or not I will have it finished for next year, I do not know, as obviously I have plenty of other tasks on my plate, and this one has to be just a little bit of fill-in. The photograph that I have photostated, in the Newsletter, shows the apprentices actually making one of these in the 1930's. I would suspect that the one they are working on is slightly earlier than ours because of the earlier instruments on the dashboard. Since ours is lacking all instruments, speedo cables, etc., they will have to be replaced when they can be found, but they are, along with the choke cables and starter cables, the only items that are missing from it.

#### MOTOR 100, SILVERSTONE

To date, the response from the membership that we should attend this event has been rather poor, although having said that, I am now beginning to receive support in dribs and drabs. I must stress the fact that we need to reply to these people and they for their part will have to do the necessary organisation, which I am sure is very considerable. I have checked with the organiser, who is still holding a place for us, so in fairness, I must reply in the next few weeks. With the display chassis and hopefully my van, which should be something like finished by then, I should be able to muster four vehicles if necessary, if I include my tractor. But I would like to hear from you if you have any idea of coming. To date I have heard from Chris Chessman, Dave Curtiss and Keith Button, all with vehicles. Write to me on the form in the Newsletter, to say that you can make it. Then I can arrange a timetable, but only then!

#### MANUFACTURING

In the previous Newsletter, I reported that the RUNNING BOARDS hopefully would shortly be available. They have moved from the distant horizon to the foreshore the prototype being fitted to one of the member's cars, who reported it to be a very satisfactory job indeed. Accordingly, I have asked for a tooling to be made for the opposite side and the chap to begin work on making 20 pairs. Now the situation is this, they will have a stand-in value in excess of £70. Obviously, we have had to pay various people to make moulds, in the first place, which means tooling will have a stand-in value of approximately £100, and they are made in the Leicester area, which is a good 100 miles from where I live, so if I am to do a round trip to collect these, I must expect to cover at least 200 miles, I have to give my friend his usual £5 for using his trailer for the journey and I have my fuel bill. A diesel car does quite well, but I can expect to use at least £10 worth of fuel, therefore, with the fiver, it's £15 plus the tooling costs. I would like, therefore, to spread these costs over the bulk of the initial order. If the initial order can be 20, 30 or even 40, then obviously

the cost per running board is reduced. A number of you have written during the year and said that you would like these running boards, but I would now like you to re-confirm so that I can have some idea of my balance of order and enable me to have a residue in stock which is not too great with respect to stand-in value. As any school boy can see I am already committed to twenty pairs at over cost £1,400, and thirty pairs cost £2,100, etc., and we can't afford to have too many running boards in stock otherwise we won't have any cash for other parts which are beginning to come up. Whilst on this subject, I have managed to purchase a roll of matting of pyramid design. Although not yet costed, it will be offered to the members with the early all steel running boards purchased from the Club, as they will not accept the fibre glass mat.

#### RECONDITIONED BRAKE DRUMS

The process of repairing the old brake drums is now under way, in as much as the first prototype reconditioning has been done. I hold something like 16 used, worn out brake drums, but would appreciate any more that could be made available. On the subject of drums, we would of course like to replace the wheel bearings and Peter Ketchell has been doing a great deal of research on the subject of wheel bearings and is able to tell us that Timken still offer suitable bearings.

I have also now obtained all the necessary parts to rebuild the PEDAL CLUSTERS and shortly will devote some time to building up a set of clusters for stock. If you have old drums or old clusters, I shall appreciate receiving them. Please do not forget any old pedals or any old engine mount bases that you may have. One or two members are asking for them but unfortunately do not have any bases at all, so I need some spares. If you could help, I would be obliged. However, I once again have a stock of pedals and mounts for those needing them, as indeed all items of rubber that we offer are now in stock. In addition, we have a small quantity of the pins which are mounted on the early shock absorber linkages, the pin which is mounted on the top of the perch bolt. The part number is **NOT QUOTED**. KING PINS are also being reprocessed, but as with other old used items, I need more spares.

#### SPARES - USED

I have now purchased all surplus spares from Joe Brookes, and from another gentleman who was selling off his spare parts, consequently the lock-ups are bulging. I have well over-flowed the Club lock-up and am now well into my third one of my own, my garden shed and half the house (but don't tell my wife!) In other words, we have got quite a lot of bits and pieces in stock, admittedly a lot of them duplicate themselves, but there are some rare items amongst them. I asked last time if members could bring me up to date with their spares requirements on the forms and, as with the Motoring 100, I didn't get much of a response. I am quite certain that I have a lot of the items in my lock-ups that you, the members, require, so please could you contact me with the form and I, hopefully, will be able to supply you with what you need.

#### SHEET METAL WORK

The sheet metal work we have been purchasing has mainly come from a company in Manchester, but of late I have noticed that their prices continually escalate and it is my opinion that they have rather lost their way, and so I have been approaching a new chap, in fact I have three other sources of sheet metal work so I am quite independent of these people. I am tending to favour a gentleman in South Wales, and he is at the moment making me up some door repair kits. It sounds quite a simple job until you come to do it, there are basically four items on the bottom of the door made of sheet metal, some or all of which you may need to replace: obviously the outer skin that you can see, the inner box section, the front leading edge of the door, the curved part which is between the inner and outer skins and a little angle bracket which you will find has

either rotted away or you have destroyed with a hacksaw when you remove the skins. Principally, I am replacing the bottom six inches of the door and taking it up to the level of the box section. In the majority of doors, I am sure this is sufficient to replace. If your doors are worse than that, then you have got a problem, but I don't think many doors are. The piece of timber at the base of the door pillar of course may have rotted, but I can't make these for you, but I would suggest that they are not too difficult for you to make and to splice in as necessary. I have had to replace the ones at the bottom of my van door, the upper part of the pillar in fact being the only piece of timber remaining from the original vehicle, the other timbers had gone by the way of the worm. So these I have found not too difficult to splice in, and using one of the modern glues, Cascanate gives results, you'll find that it sticks like the proverbial to the blanket. It is not difficult to repair, therefore. Stock will be for two door versions and the four door versions or 'Y'. Hopefully, in the next Newsletter I shall be able to price these items along with another sheet metal item I am playing with. If 'C' members would like some door parts made for their vehicles, please get in touch with me. I'll try to teach you how to cut them off and we can get these away to our man and hopefully he can make some 'C' parts as well.

I think that's it on the sheet metal side, manufacturing is steady, lots of things in the frying pan, but of course cash is my big restriction. As I tried to illustrate with the running boards, I must hear from you and I must try to balance the books with respect to stock.

BUMPER BARS are not far behind, they will be another £2,000-£3,000 tie up of capital, which we haven't got, so we have got to get our sums done correctly. The state of the bumper bars at the moment is that they are being cut and will shortly go to forming and then to polishing and plating - there is quite a lot of work still to be done.

The OIL CANS are not forgotten, we have given up trying to find the original tooling, and will now be making our own tooling in the near future so that the bases and the tops can be pressed. Everything takes an awful lot of time, if you haven't got real money to play with. I know someone like Tom Morgan wouldn't work at our place, but then of course his company would be prepared to finance several thousand pounds into tooling, but we haven't got that sort of money and we must do everything in the laborious by hand-type method, but it will all get done, it is just time.

Remember, I now have stocks of REAR 'Y' CARRIERS and early 'Y' SIDE LIGHT BASES.

#### LOG BOOKS AND OLD NUMBER PLATES

In the last few Newsletters, you have seen articles relating to this urge the Government has had with respect to the obsolete number plates. They have now stopped, to the best of my knowledge, not accepting any more, and a number of you are left without number plates that are relevant to the vehicles or have modern, later number plates, or don't have any at all. If any of you are affected in this way, please contact me.

#### MEMBERSHIP CARDS

Bob Wilkinson, as you can see, has started to send to John Guy a list of new members, as they come in. He will do this for every Newsletter and so, hopefully, we can keep abreast of the situation with respect to new members. We have found that a number of members have not renewed this year. This is, of course, normal practice and some of those have not renewed for a year or more and have not been weeded out of the list. It is a matter of time and I haven't had the time to weed out the cards of the people who have probably sold their cars long ago. Our membership remains around 250, which is a satisfactory number - after

all, I'm the noddy who has to put the 250 Newsletters in the envelopes. In fact, I usually end up putting 300 because the 250 only refers to the UK and Eire members, not those spread around the world.

And don't forget my previous requests - any helpers in this direction are most welcome.

At this time of the year, I tend to suggest to new members that they pay a little over the odds and become members until March, 1986. It saves administration work. I have no doubt Bob will be issuing new membership cards to these members, under his new method.

At this early stage, I will invite you to start renewing next year's subscription so as to spread Bob Wilkinson's work load from the peak period of March. I will keep next year's rates the same, but having said that the members in Australia and New Zealand are my most expensive, as letters to them and South Africa are sent 'Air Mail'. So members in these two countries can take it as read that in 1986 their rate and possibly others will increase. Cheques received will not be paid in until after March, and can be post dated.

Whilst on the subject of lists, I have obtained, as I have told you before, a privately owned computer. I have now managed to equip this with a disc drive, and a member has kindly offered to write me a program for the disc. I can then start to feed all the information received from the members regarding their vehicles into this machine, and of course the clever magic box will sort out the chassis numbers, Briggs body numbers and registration numbers or whatever and begin then to make some sense of what we have left. The information we have received from the Ford Motor Company is far from accurate. No doubt they will be interested to receive a copy of this once it has been compiled. So I would ask those of you who have not as yet replied, and there are plenty of you who haven't taken the trouble to send in these details of your vehicle, to do so, along with the date of registration because it is this date of registration related to the chassis number which begins to give us a picture of what was made when.

Finally, just to finish, let me remind certain members of the Hats that I wear, and the Hats that I do not wear. As I have said, I have unloaded the Hat that I wore for some time with respect to Records, Memberships and Subscriptions. Bob Wilkinson in Leeds is now handling this completely. John Guy in the main is putting together the Newsletter, although I do have to tidy up the odds and ends from the printing point of view, as I still arrange to get the Newsletter printed and put into the envelopes, as I am still wearing the Dispatching of Newsletter Hat. I don't wear the Hat for the Lists of Members mailing, my sister carries that information and keeps it up to date. Those of you wanting mailing lists should send £1 to my sister, Gillian Miles, and not to me. (Got to keep the old lady in employment somehow, I suppose.) Comments on the Newsletter should be sent to John Guy. Please let him have your comments, it helps him to make the Newsletter that much more interesting, not me, as is still happening.

So, I've had my few moans. I don't want to appear like a moaning old bugger, but it is essential that people write to the right people.

It has crossed my mind that for the Dispatching of Newsletters, it might be an idea to set up a rota of members living within a certain mileage radius of my house. Members involved would probably only spend one evening per year helping to do the dispatching, but the time saved for me would be enormous.

*Graham Miles.*

F M C G B

The Corsair was introduced in 1963 and ran until 1970, engines were ohv 1498 cc, 1700 cc (V4), 2000 cc (V4). Crayford coach works offered a two door convertible which was quite nice looking. Total production figures were 329,676.

In the summer of 1962, Henry Ford II decided to directly involve the American Ford Division in international motor racing. It was from his decision that the GT40 racing coupe was created. A small team based in England under a go-ahead chief called Roy Lunn designed and built this famous car from 1964-69. Eight carbs. fed eight cylinders in Vee formation, and 168 m.p.h. from 4700 cc was achieved. A total of 139 versions were built at the Slough Trading Estate. Amongst its many successes was Le Mans winner 1966, 1967, 1968 and 1969.

The next new model was the 1966 Mk II Cortina. It was an immediate success, once again Fords scored with a simple and conventional layout. A Lotus Cortina was offered along with a GT for the speed merchants. But perhaps the most famous and best looking of all Cortinas was (and still is, if you can find an unaltered example) the 1600 E. Ford had already offered Executive (for which the E stands) Zodiac and then the Corsair 2000E. In effect it aimed at the driver seeking a four door saloon with more status and comfort than was normal for this type of vehicle. Introduced in late 1967 with the new cross-flow engine of the GT of 1599 cc, Weber carb. and tubular four branch manifold and a top speed of 100 mph. The price of the 1600E was £799 plus £183 purchase tax.

The Mk IV Zephyr/Zodiac was announced in 1966, the bodies were slab sided and had a mixed reception with the public, also they were mechanically troublesome to put it mildly. Total production of both models was 149,247, and how many does one see driving around today?

A success, however, was the 105E Anglias replacement, the 1968 Escort Mk I. Offered in two and four door versions, and four engine sizes, ohv 1098 cc, 1298 cc, 1599 cc, 1601 cc plus a 1558 cc ohc giving 109 BHP and 115 mph for the rally style models. Production was 2,155,301 and ceased in 1975.

'The car you always promised yourself' was the publicity slogan for the Capri, introduced in 1969. It was strongly influenced in concept by the Mustang, being a four seater sports coupe. Several interior trim options were offered, along with no less than seven engine sizes ranging from 1300 cc V4 up to 3000 cc V6. Just over one million were produced by the time the run ceased in 1974 and the Mk II was announced. The new model was more solid looking and less ornate than its predecessor and was, and still is a steady seller.

Fords took a big chance in 1970 by introducing the Mk III Cortina at a time when the Mk II was riding high in the sales chart, the gamble paid off, of course. A total of 1,126,559 were produced by 1975, the end of the run.

In 1971 the millionth Escort was built in 3 years and 9 months, to set a new Ford production and sales record in Europe.

Jim Miles

Please note:-

That since the spares list was typed I have sold out of Bumper Bar Bolts, 'Y' Locking Door handles, and Roof Stick Kits all of which have been re-ordered

Graham Miles



RANDOM JOTTINGS NO. 1

There is a saying in the Taxi trade, 'Being in the right place at the right time'. This happened to me at the beginning of November. The place was the Earls Court one way system in London. I was at a red light when ahead of me I saw a Capri towing a trailer on which, in the darkness and rain, was what looked like a Thirties Morris 8. 'Must have a look', thought nosey old me, and after what seemed like an eternity my lights turned to green and I was off in hot pursuit. Four sets of lights, and one mile later, the mystery trailer was immediately in front, the spare wheel was visible below the canvas cover, and instead of a Morris wheel, a Y type Ford wheel met my surprised gaze.

After a shouted conversation with the two occupants of the Capri, I came face to face with the mystery car! It turned out to be a short rad 1932 Y, fitted with a tourer body by Invicta, in rough but original condition. It was being taken to Tilburg in Holland by its new owner, who had just bought it in Taunton. After exchanging names and addresses, we went on our way. They keep turning up, these special bodied Y types, don't they?

I do so hope that the next 'right time and right place' won't be too long in coming around again.

Jim Miles

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I've managed to find a spare hole for yet another P.S.

If any member would <sup>WANT</sup> to get some practical experiance, he or better still she could contact me with a <sup>A</sup> view to arranging a monthly get together for some work on the various components. G.M.

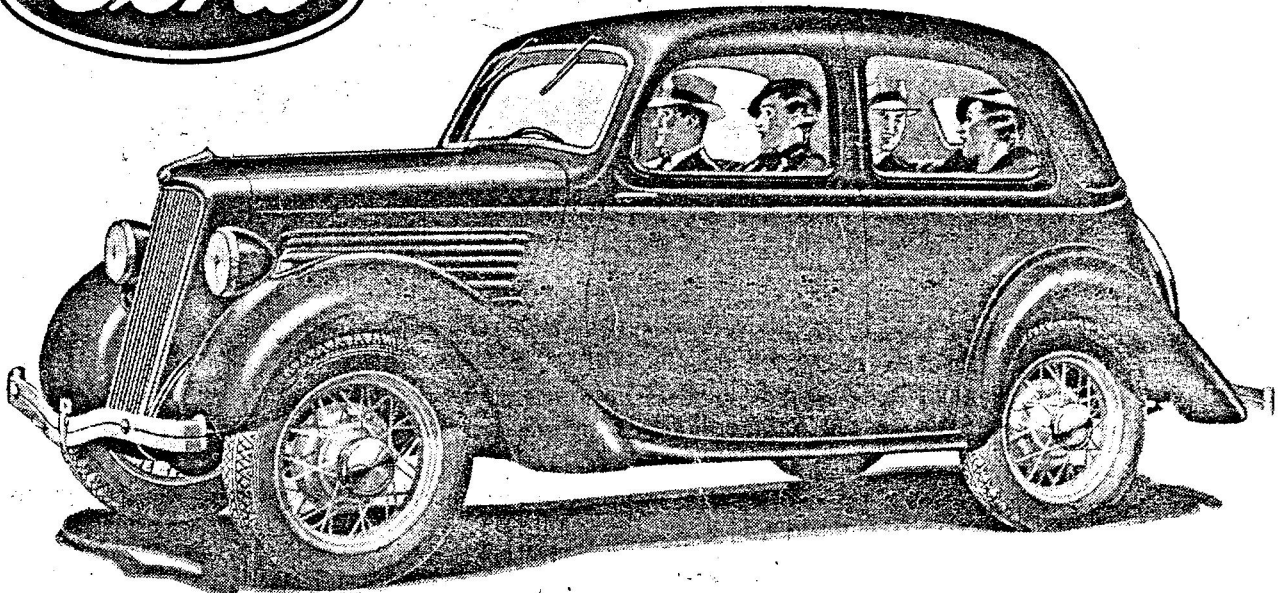
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MEMBERS PARTS FOR SALE

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

G 72 G. J. Clements 1  
 Various parts - mostly mechanical  
 Tel.

B 21 J. Laidlaw 1  
 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

Ron Smith 1  
 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  
 C Model saloon, complete but in need of  
 restoration, offered to Club.  
 Price £150.  
 For restoration only.  
 Tel. 0332 700742 (Derby)

C. Cheesman 1.2.3  
 1936/1937 2 door car, for restoration.  
 Price £200.00

B 112 Ian Smith 1.2.3  
 Various new and used Y and C parts  
 C road wheels  
 C hub caps  
 Tel. Woodbridge (03943) 7911

G 86 D. Cochlin 1.2.3  
 2 used front wings for L.R. Y  
 Used radiator  
 10 h.p. engine  
 Tel. 01 505 6490

N.B. The Club has now purchased the  
 balance of all parts previously advertised  
 by Joe Brookes.

Mr. C. Chapman, 42 Ingram Way, Greenford,  
 Middlesex, Tel. 01 578 4096,  
 has for sale a 'Y' model van. For more  
 details on the vehicle, telephone him  
 direct.  
 Asking price £1,250

Hasse Green 1.2.3  
 1932 S.R. Ford 8 Y for restoration  
 Tel. Trelleborg (Sweden) 841011  
 (See Editor's comments)

Daphne Taviner has now decided to sell her husbands car after all, the car let me remind  
 you is a restored 1934 - 2 door model, the asking price is set at £2000.00. Can people  
 who are seriously interested contact me with a view to purchase, no time wasters or tyre  
 kickers in circumstances please. G MILES.



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MEMBERS PARTS WANTED

G 9 C. Ault 1  
Full set of good hub caps for Y model  
Tel. 021 744 2855

J. Kirby 1  
Pair of front pear shaped shock absorbers  
Tel. Leeds 823318

B 37 V. Morgan 1  
Rear number plate/lamp bracket

30 B. Mace 1  
1 set of gaskets 8 h.p. Y (type of engine not stated)  
1 interior door handle  
Tel. 0603 45558

B 100 John Semark 1.2  
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

G 132 Gilchrist 1.2  
L.R. Y starter cables  
Tel. Coleraine 54380

G 113 M. Fraser-Cook 1.2  
Gear lever gaiter  
Carpet patterns and head lining patterns  
Tel. Titchfield 43176

Bob Wilkinson 1.2  
Starting handle  
Jack and handle  
Tel. Leeds 822088

B 92 Ruddock 1.2  
Bonnet centre chrome channel

B 43 G. Miles 1.2  
Tool box spring clip rivetted to bulkhead  
Long part - spare wheel strap  
N/S S.R. windscreen pillar trim

G 49 C. Bunn 1.2  
Rear seat Y  
Tel. New Romney 64909

R 26 C. Ellis 1.2  
Mirror clock  
C O/S/F exterior door handle  
C spare wheel cover  
Tel. Glengermley 6754

G 120 G. Gibbs 1.2.3  
Headlamp reflectors (no side light)  
Tel. Deddington 38383

G 86 D. Cochlin 1.2.3  
Any rear lamp parts, L.R. Y  
Tel. 01 505 6490

G 157 J. Jardine 1.2.3  
Advice on windscreen rubber. Reports that the rubber supplied by Edware doesn't fit.  
Tel. 0304 830477

G 113 M. Fraser-Cook 1.2.3  
2 door Y Rear window metal trim - near side  
Tel. Titchfield 43176

M. Shum 1.2.3  
Steering wheel 1936 Y  
Horn button/nut for same  
Rear lamps  
Rear seat - back rest  
Oil can  
Tel. Mablethorpe (Lincs.) 77891

G 7 D. Appleton 1.2.3  
Rear number plate bracket  
Tel. 0493 664759

J101 Y&C J. Jackson 1.2.3  
Y 2 bonnet handles - L.R. Y  
Y 1 interior door handle and 2 escutcheon plates  
Y 2 headlamp rims, lenses, mag bars  
C 1 spare wheel wall cover trim  
Tel. Stevenage 812928

c/o Graham Miles 1.2.3  
C model sidelights  
C model exhaust manifold  
Y pair boxed trafficators

Ken. Cooper 1.2.3  
Saloon body 4 door Y type  
Tel. Droitwich (0905) 770796

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.'

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<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 only</u> 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

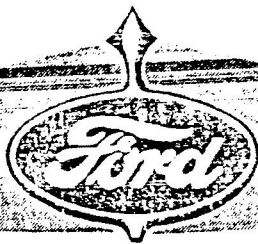
N.B. Prices subject to revision without notice.

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. " " "	



# Model 'Y' Bulletin

FORD MOTOR COMPANY LIMITED

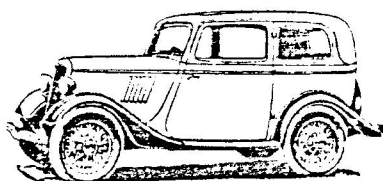
## *Summer Repairs*

**D**URING the fine weather, the majority of owners are on the road as much as possible and many are inclined to neglect the mechanical condition of their cars.

The nature of the repair work done during this period depends to a large extent upon what the owner considers absolutely essential at the time.

There will in all probability be one or two more parts which need attention, but which he has put off as the amount of trouble accruing has been slight.

Dealers should be on the alert for these points, and advise their customers that the time taken in remedying minor faults is well spent as more serious trouble may develop if details are neglected.



## LIGHTING EQUIPMENT

### Tail and stop Lamps

The tail and stop lamp fitted to the current Model Y cars differs from the previous type in the following respects.

The two bulbs for the tail and stop lights at the top and bottom of the lamp respectively, have been replaced by a single twin-filament bulb situated in the centre of the body, the dividing partition being removed.

The bodies of the two lamps are similar in shape but may be readily distinguished by the fact that the current lamp has one socket in the base instead of two.

The doors and front lenses differ appreciably from one another as shown in Fig. 24 the new type having a curved lens, whereas the previous type was flat.

The method of mounting the lamp is the same for both types, two screws 27099-S4 holding the body of the lamp to the bracket. The wiring loom will be unaffected by the change, the green lead being connected to the stop light filament terminal, and the black lead to the tail light filament terminal as before.

Care should be taken to see that the correct bulb is used in the current lamps, and that when the bulb is inserted in the socket, the portion of the base marked "top" is placed nearest the white lens.

A twin filament bulb of 21/6 candle power is used in the current type lamp. When present stocks of this bulb are exhausted, the bulb 40-13465 of 21/3 candle power will be used for replacements.

The parts for the current type lamp will be carried under the following part numbers.

Part No.	Part
BE-13407-D	Rear Lamp Assy. (with bulb) —black enamel.
BE-13407-F	Rear Lamp Assy. (with bulb) —black enamel with rustless door.
BE-13408	Rear Lamp Body Assy.—Black Enamel.
40-E-13448	Rear Lamp Door—Black
40-13448	Rear Lamp Door—Rustless.
40-13450-A	Rear Lamp Ruby Lens.
40-13460	Rear Lamp Door Gasket (inner)
40-13461	Rear Lamp Door Gasket (outer)
29573-S6	Door to Body Screw.
BE-13440	Rear Lamp Body.
40-13410	Rear Lamp Socket and Wiring Assy.
40-13445	Rear Lamp White Lens.
40-13447	Rear Lamp White Lens Gasket.
B-13446	Rear Lamp White Lens Retainer.
28311-S6	Oval Head Retainer Screw.

### Headlamps

A change has also been made in the headlamps fitted to the Model Y car, the current lamps being of the two bulb type, combining head and side lights.

As the wing lamps are no longer used in production, the position of the headlamps had been

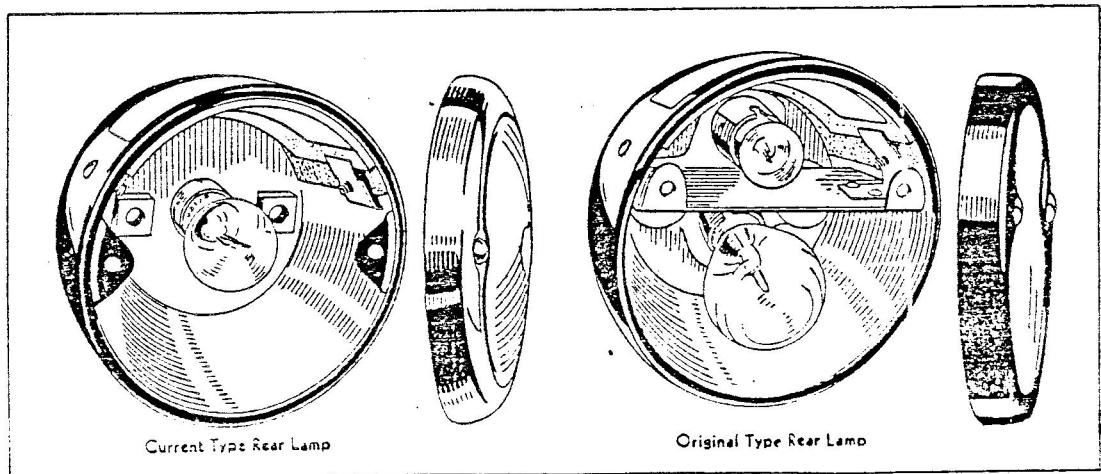


Fig. 24



altered to comply with police regulations regarding satisfactory indication of the width of the vehicle.

This change necessitates the use of headlamps, front mudguards and brackets slightly different from the previous types, the new parts being carried under the following part numbers.

<i>Part No.</i>	<i>Part</i>
Y-E-13005-J	Headlamp Assy. (Black) two bulb type.

Y-E-13005-K	Headlamp Assy. (Rustless) two bulb type.
Y-E-16005-C	Mudguard (front) R.H.
Y-E-16006-C	Mudguard (front) L.H.
Y-E-16025-	Bracket (front mudguard) R.H.
Y-E-16026-	Bracket (front mudguard) L.H.

The wiring loom is not affected by the change, the wire that originally went to the wing lamp now being connected to the small bulb lead from the headlamp.

## HORN BUTTON REMOVAL

To facilitate removal of the horn button cover plate, and steering wheel nut, on the current Model Y recessed boss type steering wheel, tools are now available and should be used whenever this operation becomes necessary.

A screwdriver or similar instrument should never be used to lever off the cover plate, as in so doing there is a danger of damaging the plate or the steering wheel.

The cover plate may readily be removed from the steering wheel without harm being done,

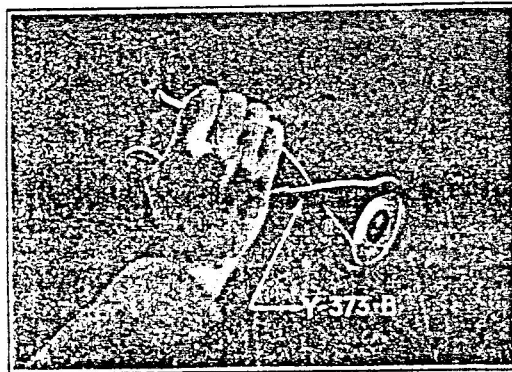


Fig. 25

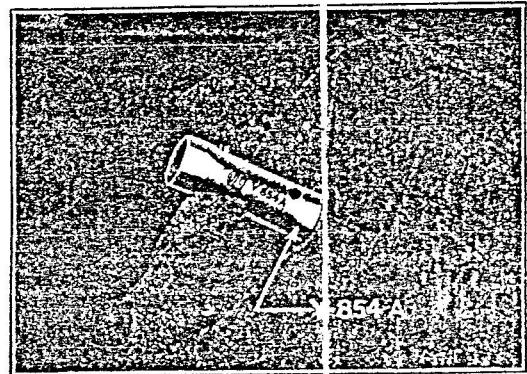


Fig. 26

with the aid of the special pliers Y-373-B (shown in Fig. 25). These pliers are designed to grip the underside of the horn button cover plate flange which may then be withdrawn with a direct pull.

The tubular box spanner Y-854-A will be found necessary for the dismantling of the steering wheel nut, as this cannot be reached with the previous Y-854 steering wheel nut wrench owing to the recess in the steering wheel boss.

## BODY TRIM PARTS

In the Model Y Bulletin Volume 1 Number 4, suggestions were made for the ordering of body parts to enable these to be despatched with the minimum of delay.

Dealers should note that owing to the marked similarity of a number of the materials used for body trim parts, it is no longer sufficient when ordering a further quantity, to give a general des-

cription of the particular trim required to replace the existing type.

In all instances where these parts are required, a sample of the material no matter how small, should accompany the order to avoid any possibility of error occurring through vague description or insufficient data.

## OIL RELIEF VALVE

The oil relief valve now being used in production on Model Y engines, is of the non-adjustable type as illustrated in the right hand illustration of Fig. 27.

It will be noted that with the use of this type of valve, the relief valve chamber is not drilled as deep as the previous design, the depth of the current type valve chamber being 1.69 inches compared with the original chamber which had a depth of 2.06 inches. The overflow hole in the current type engines is now level with the teeth of the fabric timing gear, making for improved lubrication.

The plunger Y-E-6663-B is also provided with a small slot to form a permanent relief, so that a certain amount of oil is being supplied to the timing gears when the valve is closed.

The adjustable type valve parts will no longer be supplied, these being replaced by the current type non-adjustable valve assembly parts. To meet the requirements of the original deep type valve chamber, a replacement assembly shown in the left hand illustration of Fig. 27, is available,

and it is recommended that when parts of the original adjustable type valve require replacement, the non-adjustable assembly is installed.

The replacement assembly may easily be identified by the "stepped" spring guide Y-E-6666-AR, and care must be taken that this assembly is used only in those engines previously equipped with the adjustable type valve. The current assembly, which has a plain spring guide Y-E-6666-B, must be used only on those engines with the shallow relief valve chamber. The spring Y-E-6654-B, and the valve plunger Y-E-6663-B, is used in the replacement assembly as well as the current production assembly.

To permit the current valve to relieve at the correct pressure, a modified spring is used and is carried under part number Y-E-6654-B.

When a relief valve spring is requested from your stores, or by a customer, ascertain for which type of valve the spring is intended that there may be no possibility of the incorrect spring being issued.

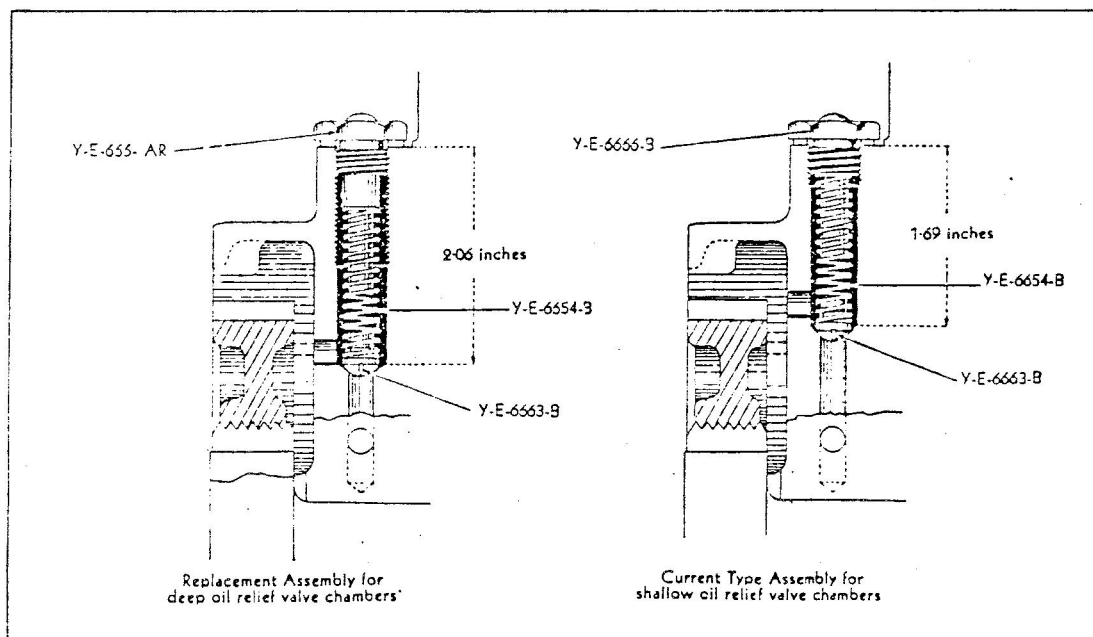


Fig. 27

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.

The only item that is important this month is the RUNNING BOARDS, complete with fibre glass mat, complete and moulded to finished shape. If you didn't write to confirm last month, please do so this month.

Tick if interested .....

For members with early all metal boards, I have what may be a limited supply of pyramid matting. At this moment in time, I haven't done my sums on the costing of the bits I will get from the roll. At a guess, about £4.00 a side, plus package and posting.

Tick if interested .....

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 if you will be able to attend for one or more days:

Saturday, 25th May .....

WITH YOUR CAR (TICK BOX)

Sunday, 26th May .....

WITHOUT YOUR CAR (TICK BOX)

Monday, 27th May .....

ANNUAL GENERAL MEETING - set for SUNDAY, 7TH APRIL, 1985, AT NUNEATON.  
MORE DETAILS IN NEXT NEWSLETTER. TICK BOX IF YOU CAN MAKE IT.

We are invited as a Club to attend 'The Ford Cortina 1600E Owners Club' meeting at Stanford Hall - Sunday, 9th June, 1985.

Tick if interested

CLUB WEEKEND next year. Suggested dates, distance prepared to travel, miles one way .....

Following back copies of Newsletter available - send 18p stamp for each copy: Nos. 19 - 31 inclusive. Send direct to Graham Miles.

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