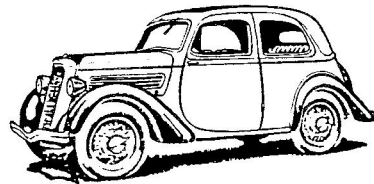
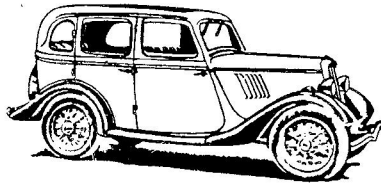


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

*NEWSLETTER OF THE*

*FORD Y&C MODEL REGISTER*

NO 33, JAN-FEB 1984

**NEWSLETTER EDITOR:-**

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

**CLUB CHAIRMAN:-**

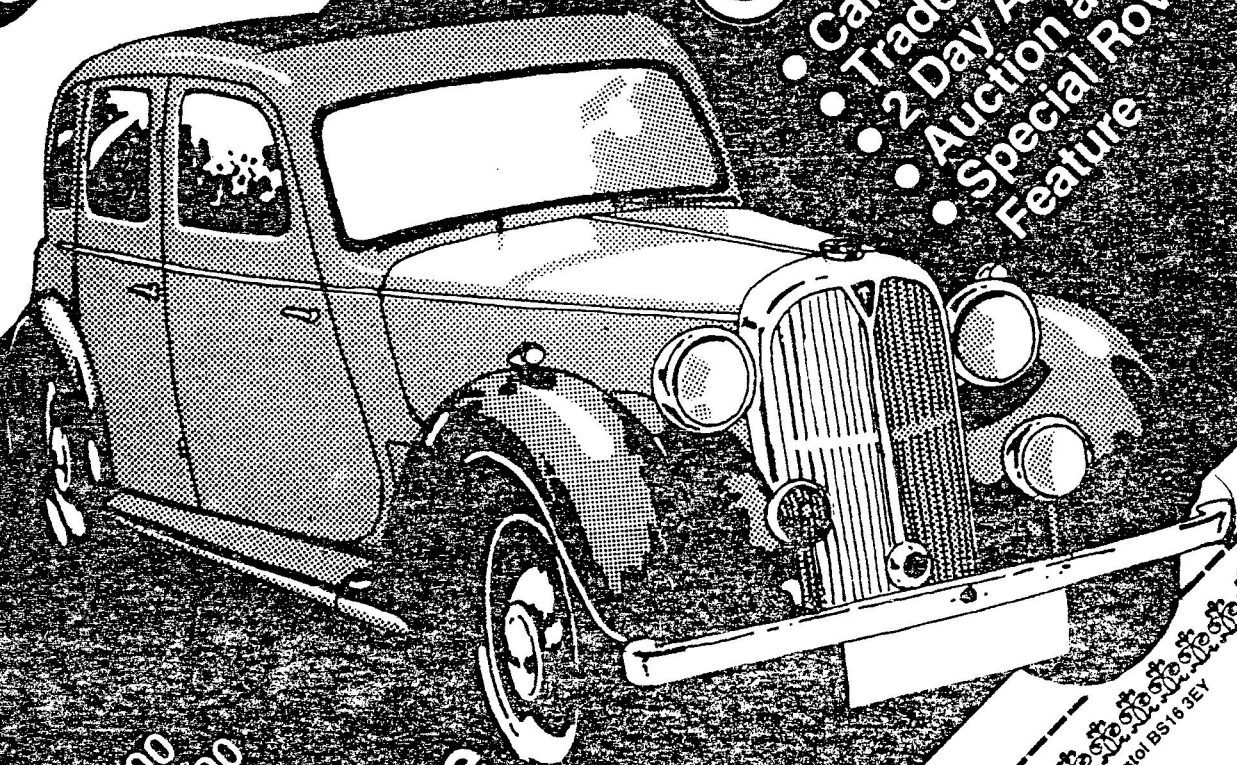
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CLUB OFFICERS

Chairman and Spares	Graham Miles	61 Gallows Hill Lane, Abbots Langley, Herts., WD5 0DD.
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.
Archivist, Special Bodywork Advisor and Librarian	Jim Miles	22 Valley Close, Waltham Abbey, Essex, EN9 20U.
Technical Advisor	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex.
Secretary	Jill Miles	15 Rydal Gardens, Wembley, Middlesex.
Assistant Secretary	Siobhan O'Leary	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.
Area Organisers:		
Ireland	Jim Fitzgerald	6 Castle Park, Sandymount, Dublin 4.
Norfolk/Suffolk	Ian Smith	61 Bredfield Road, Woodbridge, Suffolk, LB12 1JB.
Yorkshire	John Guy	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.

INCORPORATES FORD Y & C MODEL SPARES LTD.

DIRECTORS: Graham Miles, John Guy and Jim Miles

THE CLUB YEAR COMMENCES ON 1ST MARCH, AND RUNS THROUGH TO 28TH FEBRUARY.

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Mytchett Camberley, Surrey.  
Tel. 0252 543840

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

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

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

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EDITOR'S COMMENTS

How about happy New Year to start with? I hope this year brings the fulfilment of all your efforts and sees yet another preserved Y or C on the road again. I know Graham Miles has always cherished a dream of one day seeing as many together as there are years of production, now past 50. It seems a good challenge, but each year it becomes one car harder although in theory there are enough about to see us all of this mortal though 6 volt coil.

Once again, I have a full post bag and I do hope this trend continues. It gives the feeling of a strengthening Club. The extra effort being put in by Bob Wilkinson in sorting out membership registration and still finding time to write an article despite serious illness is much appreciated. Backed as ever by Jim Miles' unique historical articles, I think we are adding strength to the continuing main stream efforts Graham is putting in as the driving force in the Club. I wonder if he has had any volunteers for magazine postage and assembly? It could prove an easy thing for one or two people to have a regular Ford Y and C chat whilst carrying out what is a monotonous task for Graham and Jill on their own. Please give it some thought, anyone in that area.

It is amazing just how much one photograph caption error can generate. Our September/October Issue 31 showed Eve and Mike Chapman's superb Abbey bodied Tourer and winner of 'Best in Show' at Quinton as a 1932 Alpine.

I have never had so much correspondence or advice about one car. I humbly apologise to the Chapmans for not having enough personal knowledge and for too readily publishing the advice of others, but I am trying to publish at least part of every printable letter I receive (which they all have been so far, I hasten to add).

Vernon Morgan was first off the block in the last issue, but couldn't say exactly what the model was, other advice I received said it was an earlier model. However, I now publish the overwhelming correspondence defining the true pedigree beyond all possible doubt.

LETTERS

Firstly, our Technical Advisor, Jeff Cole:

"Just a few lines to clear up a point regarding YY7475, this is the 32 Ragtop Model 'Y' (presently owned by the Chapmans). This 8 h.p. was discovered in 1975 by Keith Copp in a very rough condition, and duly restored by him to a very high standard, and he told me the tourer body was built by ABBEY COACHWORKS of North Acton, London, NW10, which puts it some 100 miles from the Jenson Brothers factory, which at that time was at Carters Green in West Bromwich."

Then a note from our Archivist and Special Bodywork Advisor, Jim Miles:

"Vernon Morgan of Dyfed was correct in the last issue regarding the identity of Eve Chapman's car. In fact, it is an Abbey Tourer, produced by Abbey Coachworks, North Acton, London, in 1932. The chassis number is Y 1316, thus making it the earliest known Y vehicle actually running. It was painstakingly restored by Keith Copp of Canvey Island, Essex."

Next, our Membership Secretary, Bob Wilkinson:

"I feel that Vernon Morgan is incorrect in suggesting that the Chapman's tourer is a Mistral made by the Jensen brothers. Whether it is an Alpine or not I would not be certain, but it does not look like the Mistral to me. The Mistral has (a) an aluminium body (except wings and body) (b) two rows of 5" louvres on bonnet sides - 20 in top row, 6 in bottom row (c) doors which are hinged on leading edge.

"A close look at the photograph will show that the Chapman's tourer does not match points (b) and (c). No doubt the body material, steel or aluminium can be checked by the owner. I would be interested to see the photograph Vernon Morgan has of a Jensen bodied tourer JB 3018 he saw in South Wales 3 years ago. As far as I know, the only three Mistral's left are mine, BUA914, Jack Barnes' car FJ 9857 in Bournemouth, and one I have not yet traced, which appeared at F.M.C.'s 50 years at Dagenham celebrations in 1981. I wonder if this is the one Vernon saw?

I hope this at least resolves the point that Eve Chapman's car is not a Jensen bodied Mistral."

Finally, the Chapman's themselves were kind enough to send an original article from 'The Light Car', 18th November, 1932, and the following letter:

"The item entitled 'Controversy' in the November/December Bulletin appears to suggest that 'the Chapmans' claim to own an Alpine Tourer. This is not so. The Chapmans do not own, and have never claimed to own, an Alpine Tourer. We do, however, own a very beautiful Abbey-bodied tourer first registered in 1932 and which has Chassis Number Y1316. Factual evidence as to YY7475 having been built by Abbey Coachworks can be found in the 18th November, 1932, issue of The Light Car and Cyclecar and I enclose herewith a copy of the relevant article.

It is clear to me that the controversy has arisen purely as a result of an incorrect caption having been placed below the photo of YY7475 which appeared in the September/October Bulletin. It would be pointless to take the person responsible for the caption to task, as it was undoubtedly a genuine mistake. When one considers the numerous variations of tourers made and the scarcity of examples in existence today, it is not surprising that the error occurred. We would all be wiser if we all had a sales catalogue of every type of tourer made!

I was, however, surprised that no mention was made as to the fact that YY7475 won 'Best in Show' at Quinton. Being a club member, I thought this achievement merited some comment! I can only assume that the photographer who supplied the information regarding the placings of various Y models went home before 'Best in Show' was announced. But before I am accused of 'blowing my own trumpet' let me just finish by saying that YY7475 would not have survived but for the hard work of Keith Copp in restoring the vehicle and I feel sure that Keith would wish to acknowledge the assistance and advice received from Burt Thomas."

Hopefully, we are all much wiser now on the matter of specials. Not before time, really, as we do not normally hear enough from the C and Specials side.

Now a letter from someone who knows how to win over any Editor. A letter of praise from Jim Robertson of Edinborough, a lot of it referring to Bob Wilkinson's efforts:

"Just a short note to let you know that you are not 'writing to the wilderness'! I thought last month's editorial was quite excellent - a really good read which gave me a lot of pleasure - but it must have taken you quite some time to prepare! Much appreciated.

To reply to some of the points raised:-

Regional Lists - I think this is a useful idea for the reasons you have listed. On the other hand, an ad hoc list can be found relatively easily from a run-through of the full membership list and if regional lists are going to mean a lot of extra work for Bob - not just in preparing but in updating - then I shouldn't bother. Having said this, should you decide that they are a practical proposition, then certainly Scotland would be one region which would readily lend itself to the concept.

"Association of Ford Clubs - again, I thought this was a good idea in theory but in practice I wonder if it might not mean a lot of work for the Club, with not many tangible benefits. Agreed a joint annual event has attractions. But I am less clear how we would strengthen our position vis a vis Ford when our interests lie in a particular range(s) i.e. Y and C models. Could we expect an overall Club which might well be dominated by more numerous later-model car ranges to give the force to our case that we could on our own? Would we continue to represent ourselves vis a vis Ford and if so, would this not just be a duplication of effort?"

If this all sounds a bit negative, it's not meant to be. I am quite happy at the end of the day to accept the Committee's decision on this one as you will have a clearer idea of the additional work involved. As regards parts interchangeability, is not the Sidevalve Owners Club the only one where this would be a practical advantage for us? Perhaps some liaison with this Club could be useful."

On a purely practical note I had a letter from Douglas Hand/Harvey/Hard, who is noting a change of address but I can't read the surname. Next, Steve Bancroft writes again with practical advice on bearings:

"Following the article on page 13 of issue 32 in the Transverse Torque, I noted with interest that Peter Ketchell has been doing some research on wheel bearings. As I sell bearings for a living, and am at present restoring my 1936 Fordor Short Rad. Model Y perhaps the following information may be of interest.

Normally when replacing front wheel bearings there is no problem providing that the old bearings (they come in two parts known as a 'cup' and a 'cone'), are still intact, as you can usually read the reference numbers which are stamped on the bearings. The cone is the part which goes onto the stub axle and the cup is the part which is usually held in a housing. The cup is the bit that you can have problems with as it may need either drifting out, or the housing has to be warmed up so it can be tapped out.

Where wheel bearings like the Timken type are used you usually find that there are 2 (known as an inner and an outer) per side. On the Model Y the bearing numbers are as follows:

07098 cone with 07204 cup and 03062 cone with 03162 cup.

The above numbers will enable you to change the bearings on one front wheel only. These bearings are still available from most bearing stockists."

#### CAR DISCOVERIES

A second letter from the Chapmans here with a record of a car sale and some interesting opportunities for would-be restorers:

"Several months ago I sold one of my Model Y saloons to Mr. C. Adkins, c/o Adkins Coaches, Upper Boddington, Daventry, Northants., perhaps you would like to contact him with regard to joining the Club.

I have also heard of two 1937 Y's for sale, one is a Tudor in nice original condition and currently M.O.T.'d, price about £800, the other is a van in poor condition, but by no means a wreck and it is virtually complete. If anyone is interested in these, would they contact me and I will give them a brief description as I have seen the vehicles and they can then negotiate with the owners.

I also know of two very cheap Y's for spares, they are complete but past restoring." Tel. 0280-815182

ARTICLES

I hope you enjoy Colin Ault's description of last season:

"Winter has arrived, my car is now off the road and is, in fact, already in for attention to paintwork, lining and attention to the roof. I have enjoyed my first year (half year) on the road and have sorted out many of my early season teething problems. I had a very rough start after the rebuild:-

1. Lost wheel disk.
2. Boiled engine.
3. Burned out loom, dynamo, cutout and horn (all caused by a stitching cutout).
4. Steering problems that were frightening.
5. Brakes that made lots of noise but didn't stop the car.
6. A wife who hung on for grim death when we bounced from one lane into the next without warning, and also complained of the draughts up her legs.

The lane swapping is now accepted as a new way of getting the adrenalin flowing and she finds three or four Valium tablets before a journey keeps her cool in even the worst of bounces. The draughts have not been cured but she has taken to wearing her mother's elastic bottomed passion killers, ask her for a view next season.

The rallies have been good fun and I've enjoyed the company of the members I have met. The last event we attended at Quinton was very good, but we had a very bad experience on the way home, a near wheel blow out at 40 m.p.h. which was made worse by having a full car and travelling down a steep hill which was narrow and being followed by a line of impatient morons. We survived but it cost a new tyre and tube.

A good season, I hope I can do it again next year and lets hope we can get more support and run a couple more events. Many thanks to you and your committee."

EVENTS

Just so you don't become confused, I'm only going to mention one event this time. It is the Ford Model Y & C Register ANNUAL GENERAL MEETING, on Sunday, 14th April, 1985, at 2.30 p.m.

Graham chairs a very friendly meeting and has arranged some rare film material for a follow up. Even more importantly, the venue is changed this year for a more central location, north of Coventry and just south of Nuneaton, much handier for those of us in the wild and woolly North (although to us, Coventry is part of the Deep South).

The venue is WHITESTONE COMMUNITY CENTRE, a building in the grounds of Whitestone First School, Magyar Lane, parking in the grounds. Access is from Gipsy Lane, reached from the west via the B4113 or east via the B4112. From the South, turn north onto the B444 from junction 3 of the M6. From the North, turn south onto the B4109 from junction 1 of the M69. Please do not park on the road outside.

The Hall is available from 1 p.m. to 5.30 p.m. but for those wishing to meet and eat prior to the 2.30 p.m. meeting, the gathering point is the 'Beefeater', GRIFF HOUSE HOTEL, west end of Gipsy Lane, A444.

Don Mallen, who is arranging all this, has also offered to bring along tea and coffee and includes a map and the following telephone numbers: Grill House Hotel, the Beefeater, is Coventry (0203) 383077 or 382984, pay telephone at the Hall is 0203 386636.

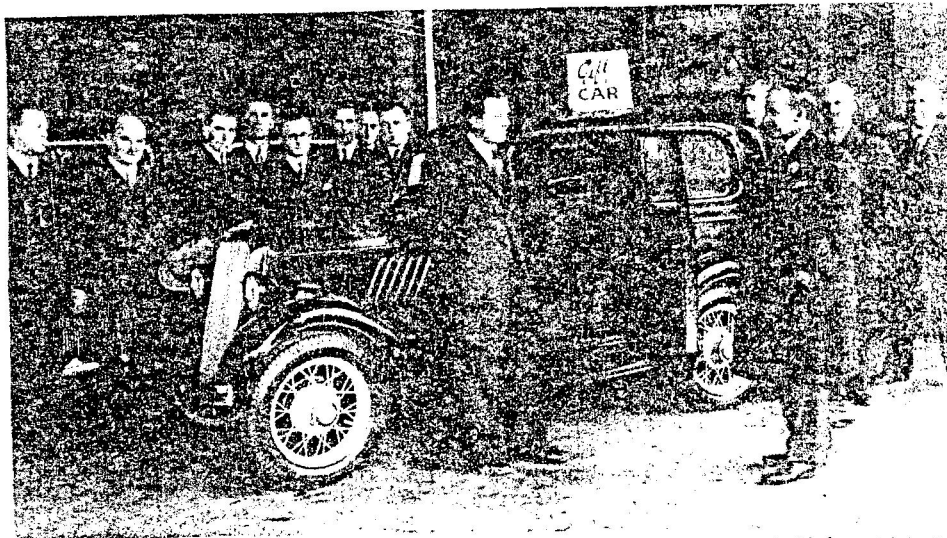
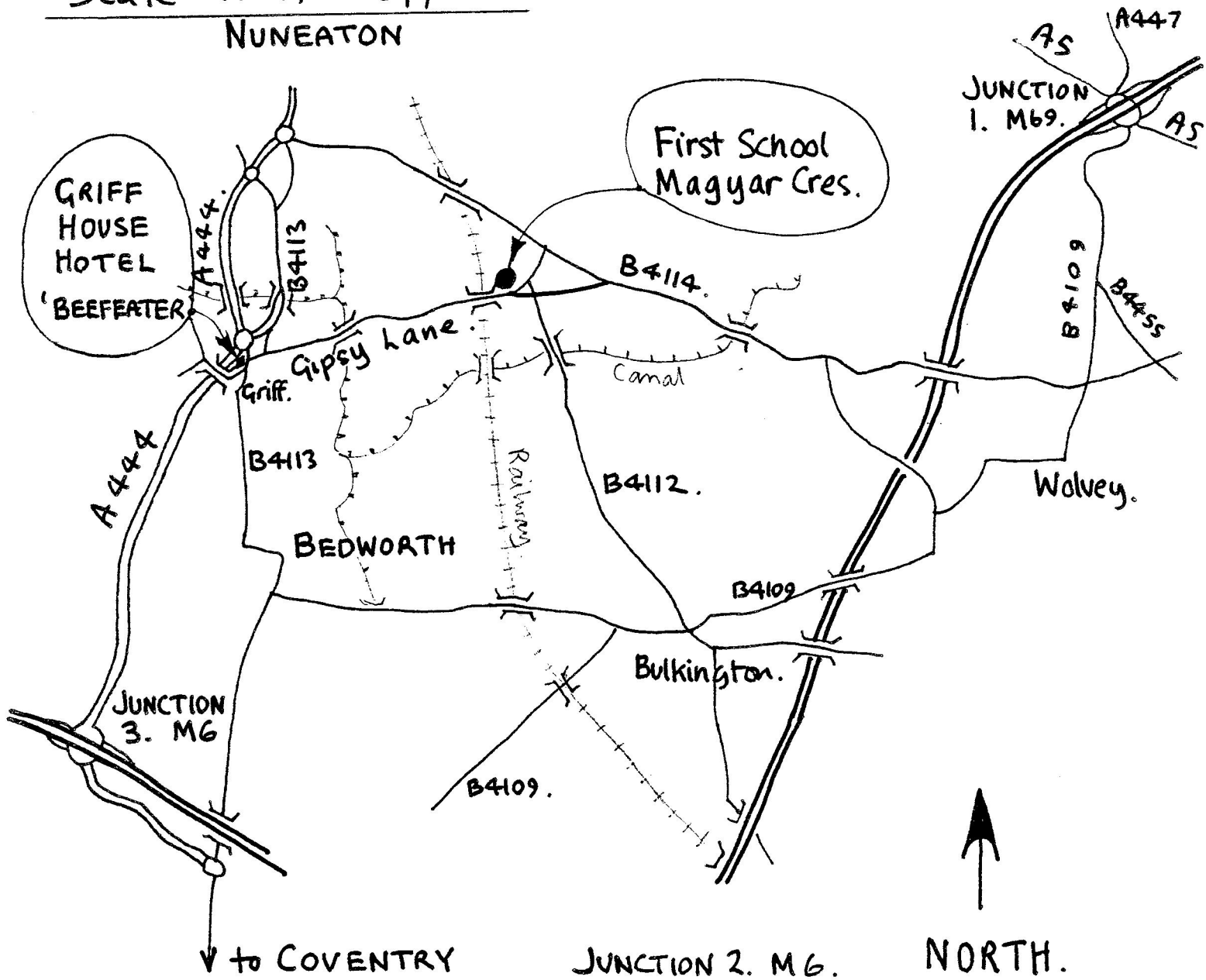
Try coming along and meet a few fellow members, see you there!

*John Guy.*

# OFFICIAL NO EXCUSE FOR NOT GETTING TO A.G.M. MAP!

Scale 1:50,000 approx.

## NUNEATON



At the recent exhibition of Ford vehicles at Bradford, a competition was held for which the prize was this 8 h.p. Ford. The winner receiving his prize from Mr. A. Hall, sales manager of Ford Motor Company Limited.



MEMBERSHIP

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

1. New Members

New members since last publication:

Y Types

George Gibbs, Stoneleigh House, Horsefair, Deddington, Oxon.  
Reginald Howson, 21 Carisbrook Road, Edgbaston, Birmingham, B17 8NN.  
Manuel Hilario, c/o Smith & Nelson, 14 Armley Road, Leeds, LS12 2DR.  
Jeffrey Hancock, 3 Inglefield Avenue, Heath, Cardiff, CF4 3PZ.  
Ian Wright, 3 Sandringham Close, West Monk Seaton, Tyne & Wear, NE25 9PB.  
Y Van - John Hampton, 66 Chesterfield Road, West Ewell, Epsom, Surrey, KT19 9QP.

Car Model not Known - Diez Rabago Carlos, P01 X11 44, Madrid, Spain.

None Owner/Enthusiast - Henry Fitzsimons, Balsreask, Carlanstown, Kells, Co. Meath, Eire

C Model

Both C & Y - Jeff Jackson, 51 Mardley Hill, Welwyn, Herts.

Will regular members living near these new members please make contact with them - I'm sure this would be appreciated. Will new members write in (to the Editor) and let us know some details about their car and or how they discovered it?

2. 1985-86 Subscriptions

The Newsletter contains a membership renewal slip to be completed (page 27). Please pay promptly as we do need the money in hand for all Club activities and to supplement spares income for re-manufacturing items.

Due to increases in membership of the Club and to make administration easier, a new membership number system has been devised. It will make life easier but of course during the change-over period there may be some problems to overcome.

Previously, members with G or B prefix owned Y models and R prefix was used for C models and overseas members. The new system is such that everyone will have a prefix according to their surname followed by a 3 figure number and a suffix according to model/models owned:

e.g. Bob Wilkinson, with a Y type - W118Y  
Graham Miles with a C type - M117C  
Graham Game with a Y and C - G110YC

Overseas members will have an additional prefix O :

e.g. Norman Hickel in South Africa owns a Y model - O-H101Y

This will help me to maintain lists more easily and help all members to recognise members' categories from the membership number which appears in the Newsletter.

Membership Cards - these have now been printed and will be sent out as you renew membership or as new members join. The Club rules and aims are printed on the reverse of the card but please note that:

Rule 1 - excludes the 'custom car' fanatics.

Rule 5 - if subs. are not paid by 1st June, those members will have lapsed and will not receive the Club Newsletter. (RENEW NOW)

Rule 9 - a vital aspect to keeping our cars on the road is new parts. This rule refers to assets being diverted to 'Ford Y & C Model Spares Ltd.'

Please use your new membership number in all correspondence.

### 3. Regional Lists

I am compiling regional membership lists to enable you to keep in touch and give mutual support to members in your area. These should be ready by the time the Newsletter is published. The areas are:

- Area 1 - Scotland
- Area 2 - Wales
- Area 3 - Ireland (N & S)
- Area 4 - Cheshire, Lancashire, Merseyside and Cumbria, Isle of Man
- Area 5 - Bedfordshire, Bucks., Oxfordshire, Berks., Herts.
- Area 6 - Cambs., Essex, Norfolk, Suffolk
- Area 7 - Derbyshire, Notts., Lincs., Leicestershire
- Area 8 - Yorks., Humberside, Durham, Tees, Tyne & Wear
- Area 9 - Northants., Staffs., Warwick, Shropshire, Worcs., Hereford, Gloucs., Wilts.
- Area 10 - Avon, Somerset, Devon, Cornwall
- Area 11 - Dorset, Hampshire, Isle of White, Sussex
- Area 12 - Surrey, Middlesex, Kent, Greater London
- Area 13 - Overseas members

These lists can be obtained from me (Bob Wilkinson, Membership Secretary) on receipt of a 9" x 4" stamped addressed envelope. Why not make contact with your lcoals? Send for a list now! Why not enclose a S.A.E. with your subscription - don't forget to tell me which area list you need.

Don't forget that full membership lists are available from Jill Miles (Club Secretary) for £1.00.

Check the list of new members appearing in each Newsletter and make contact with any in your area. I'm sure this will be appreciated by the new members. This is one of the best ways of ensuring that our Club flourishes and, of course, keeping our Y's and C's on the road.

Bob Wilkinson

PRICE £1.50

Vol. 2, No. 7, SEPTEMBER, 1984

# The Automobile

Being a magazine for the Veteran, Vintage and Pre-1940's car and commercial vehicle owner and enthusiast

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F.M.C.G.B.

In 1972, a £30 million Parts Centre opened at Daventry, Northamptonshire, speeding up deliveries around Great Britain. The next year Fords acquired a spark plug ceramics factory at Treforest (S. Wales).

1972 saw the launch of an old name when the Consul and Granada range was announced. These top of the range models had engine sizes from four cylinder 1993 cc to V6 cylinder 2994 cc. They were not great sellers and were replaced in 1977 by the Granada II, whose engine options included a 2112 cc diesel four cylinder. The factory at Halewood produced its 3 millionth vehicle in 1978, and Fords announced a four year investment programme totalling £1,000 million.

The Escort II introduced in 1975 was an immediate success, engine sizes were the same as for the Mk 1. However, Ford got back to basics the same year with the Escort Popular, with plain interior trim, de-rated 1100 engine, smaller wheels and black bumpers helped keep the price down to £1,299. At the other end of the range the 1979 Escort won the RAC Rally of G.B.

The energy crisis in the late sixties had an increasingly detrimental effect on the sales of larger and medium sized cars, even in the essentially large car U.S.A. Accordingly, a small task force was formed on 30th September, 1969, to design a petrol saving baby car, several of their make-ups were put into cold storage over the years and it was not until October, 1976, that early examples of the Fiesta came off the production line at the Valencia, Spain, and Saarlouis, Germany, factories. The car was launched in Britain in February, 1977, and by September, the 500,000th Fiesta came off the line, and halfway through the eighties the model is still selling well.

Compare if you will the time from conception to birth of the Fiesta, and the birth of the Model Y, just five months after conception.

Another car of long incubation is the Sierra, introduced in 1982 to replace the Cortina, it is of conventional mechanical layout and £100 million was spent on design and research. Its smaller sister, the Orion, was launched in 1983, thus making the family of cars complete.

Jim Miles

RANDOM JOTTINGS NO. 2

I know that a lot of you out there in Fordonia are interested in Vintage Commercials so a new magazine might be of interest to you. It is called 'Vintage Roadscene' and is published quarterly, issue number 2 is on sale from 12th February, and costs £1.25. Number 1 had articles on Scammells, London Trolleybuses and Modellers Scene, plus many more. It is published by Ian Allan Ltd., and well worth looking out for.

Jim Miles

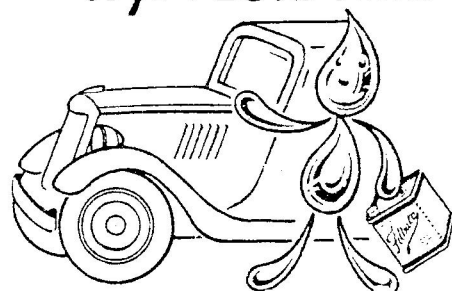
**"I've SPECIALISED in Fords since 1910!"**  
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"... from the very first Fords to leave the Trafford Park Works! Officially approved since 1910... I should *know* what a Ford car likes. I keep my oiliness all my life, and I've ample body to absorb all the heat and keep your engine at maximum efficiency. Yet I'm so fluid that the very instant you press the starter I'm immediately flowing everywhere, protecting all!"

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CHAIRMAN'S REPORT

Dear Members,

As one can see, there isn't much space for Miles this week - don't all cheer at once! I have several titles, however, to squeeze in, the first one being the

ANNUAL SUBSCRIPTION

which is now due for the forthcoming year. The rates remain the same as in previous years, with the exception that I cannot make my offer of a £5.00 standard rate for old age pensioners outside of Europe and the U.K. as the Australasian postage is too high. If you wish to join at a senior age from those countries, you must, I am afraid, pay the going rate. At the A.G.M. I will ask for the option to increase the prices for the next financial year, that is, 1986 onwards. So your subscription cheques can now be sent to Bob Wilkinson in Leeds, along with details of your vehicle, if these haven't previously been submitted. Remember, STERLING ONLY will be accepted.

ANNUAL GENERAL MEETING

This is now on 14th April, 1985, see John Guy's notes. A video film will be shown from 1 p.m. for the sandwich eaters.

SPARE PARTS

The RUNNING BOARDS are continuing to make progress, although perhaps a little slower than I had hoped. I expect to be able to collect them in about 2 months time. It is now possible to see that the price for them will be set initially at £41.00 and a total of £4.00 will be needed for postage and packing per board, made up of £3.10 postage and 90p packing. However, if you can make arrangements to collect them, I shall be pleased if you will do so, as the packing takes a considerable amount of time.

The other items on the spare parts this month include the introduction of DOOR PATCH PANELS which consist of 4 items and it is totally dependent on the condition of your door as to how many of these items you need. At present, only the two door and four door front door of the Y model are catered for. The rear door of the Y will be attended to later and C models are available on request, but here I need patterns to work from. I have to order these materials in quantities of 10 and therefore if single items are asked for, the price may be somewhat different.

In addition to this, I am about to order REAR FOOT PANS for the Y model saloon. These are the pans immediately below the passenger's feet. I have no further detail on these, other than to say that they have been sent to suppliers for comparative costing.

MEETINGS

There are two meetings to be considered - the first is the Silverstone meeting on 25th - 27th May, 1985. This meeting is now booked and we have places for 10 - 15 cars, so I need more support from members with cars. At the moment I have only 1 C model booked in, that of Dave Curtis's, hopefully the Club Show Chassis will be there, but we are still short of 6 or 8 vehicles. I would like to see some more C's there, certainly a saloon or two and perhaps a bigger variety of Y models. So if you can help support the Club with some vehicle, I would like to hear from you. There will be more details of this meeting in the next Newsletter, but basically the organisers are new people with far fewer demands on Clubs. 10 places are booked in the camping field, with allocation for two caravans on the stand.

The second meeting was at Stanford Hall, the weekend of 9th June, 1985. Unfortunately, response from the members here has been rather low so I will be writing to the 1600E Club to inform them that we as a Club cannot make an attendance, but individual members will no doubt be welcome to attend.

### SHOW CHASSIS

I slipped in a note in a previous Newsletter requesting help from members to help to get this chassis complete and ready for the May meeting. Previous to this letter, Ivan Precieux offered his services. As many of you know, Ivan is not only an enthusiastic member of our Club, but is also an enthusiastic member of the Sidevalve Club. To date, it is only Ivan and I who are prepared to work on the chassis. He and I intend to have a meeting on a Sunday in a few weeks time to reduce the chassis completely to components and to dispatch all of these for replating and the other items for painting as necessary. At later dates we will have assembling sessions, when we will completely re-assemble the finalised chassis. But I would like to think that members are sufficiently interested to volunteer their time to help us and, therefore, I will look forward, once again, to hearing from one or two of you on that subject.

Well, members, I think that is about all I have room for in this Newsletter, so I will close now and disappear for an hour into my garage for what I call 'rub-a-dub-dubbing' that is, filling and rubbing once again the panels on the van. When I first got the bulkhead, which Vernon Morgan kindly found for me, it appeared at first glance to be very sound. Closer examination, which one does when restoring a vehicle, showed that at some time in its life, the vehicle had had a severe crash to the near side, which had distorted the bulkhead badly and put it out of line. However, I managed to straighten it and welded in some bracing struts to keep it in shape. At this stage, I thought best to have it sandblasted, prime it, fill it very heavily and put on a gloss paint to seal all the nooks and crannies, with the intention of coming back to it at a later date. I then left all these various paints to harden and shrink back, so that the pits would reveal themselves in due course. This is now the case and I have been able to fill them and rub down and re-shape and make good the appearance of the bulkhead. But I find it the most boring job in the world and I wonder as I do it how people can spend their lifetime, as indeed my company employs men doing, rubbing down paintwork. There must be other ways of earning a living. I think the secret, really, with these restorations, because they do take hours and hours - and certainly in the case of this van which is not so much a case of a restoration as a remake - is to try and do something on them on a regular basis. I therefore try, work permitting, to put in at least an hour a day on the van. Of course, I don't always succeed, as I often have something else to do in the evening (packing spares, perhaps). But for instance in Scotland this year, I didn't have sidelights to make for the members, so I took my instruments headlights, trafficators, things like this that I could sit and play with. I have also removed the roof covering as I wasn't satisfied with the material finish. When the paintwork is done, hopefully in three to four weeks, I can then descend on fitting on the wings and making the van look like a van once more.

I was pleased, in fact amazed, the other week when Ivan Precieux rang up to say that he had managed to find an unused short rad. bonnet. I didn't really expect to see one until I got to his house and saw that it was. I thought he had made a mistake. But true enough, there it was, a short rad. bonnet that had never been fitted to a vehicle, which I suppose makes it in excess of 50 years old lying on somebody's shelf. He had also managed to find two C bonnets, the earlier one he has kept for his own vehicle, but he has for sale a C bonnet unused, if any member is at all interested. I would suggest that you contact Ivan on that point.

That's about it, folks. Look forward to seeing some of you during the summer and certainly at the A.G.M., this being your last Newsletter prior to that meeting.

*John*

MEMBERS PARTS FOR SALE

C. Cheesman 1.2  
1936/37 2 door car, for restoration.  
Price £200.00  
Tel. 04626-70162

B 112 Ian Smith 1.2  
Various new and used Y and C parts  
C road wheels  
C hub caps  
Tel. Woodbridge (03943) 7911

G 86 D. Cochlin 1.2  
2 used front wings for L.R. Y.  
Used radiator  
10 h.p. engine  
Tel. 01 505 6490

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

Mr. C. Chapman 1.2  
of 42 ~~INGRAM WAY~~, Greenford, Middlesex, has for sale a Y model van. For more details on the vehicle, telephone him direct.  
Asking price, £1,250  
Tel. 01 578 4096

Hasse Green 1.2  
1932 S.R. Ford 8 Y for restoration  
Tel. Trelleborg (Sweden) 841011

H101 J. Hampton 1.2.3  
3 pear shaped shock absorbers  
1 with 2 holes mounting  
1 with 4 holes mounting  
Front rear axles complete with springs, drums, etc.  
1 gear box  
1 clutch brake pedal assembly  
Tel. 01 393 6567

G 9 Colin Ault 1.2.3  
3 Y rear wheels in serviceable condition  
Tel. 021 744 2855

G 3 P. Ashcroft 1.2.3  
3 tyres in serviceable condition  
1 with wheel for Y  
Rantree Cottage, Low Bentham, N. Yorks.

c/o Mike Chapman 1.2.3  
1937 Tudor Y in nice original condition, currently MOT'd, price about £800  
Y Van, poor condition, but virtually complete  
2 Y's for spares, very cheap, complete but past restoring  
Tel. 0280 815182

D. Taviner 1.2.3  
c/o Graham Miles  
1934 Y 2 door negotiable price £2,000  
Anxious to sell to a member of Club.

MEMBERS PARTS WANTED (continued)

Ken Knight 1.2.3  
All seats for 1932 Y saloon, any condition, suitable for recovering.  
Tel. Brighton 417679

B 53 Raymond MacDonald 1.2.3  
Foot floor pan welds for wheel of a Y (N.B. - just ordered for metal work and I will dispatch a pair to you as soon as available - price not yet set, as 3 people have been asked to submit prices. Graham)  
67 Land Street, Rothes, Aberlour, Banffshire

G 21 D. Birch 1.2.3  
Rear seats for long rad. Y, 1936 model (N.B. - actual frame of rear seats is same, although covering pattern is different. Graham)  
Long rad. Y windscreen frame complete with glass  
Tel. 021 459 6100

B 30 Brian Mace 1.2.3  
Rear view mirror for 1936 Y  
Starting handle  
Tel. 0603 45558

Glynn Jones 1.2.3  
Carpet set  
Rear window surround (N.B. - Club does not carry carpets any longer due to shade complications - can you contact Mr. Ron Mudge as per front of Newsletter, who will help you and suggest suitable material for interior window surround, which was originally split cane)  
Tel. Bulls Green 343

FOR SALE

Ivan Precieux 1.2.3  
C bonnet, unused  
Tel. 01-699-2878

MEMBERS PARTS WANTED

B 100	John Semark	1		M. Shum	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			Steering wheel 1936 Y Horn button/nut for same Rear lamps Rear seat - back rest Oil can Tel. Mablethorpe (Lincs.) 77891		
G 132	Gilchrist	1		J101YC J. Jackson	1.2
L.R. Y starter cables Tel. Coleraine 54380			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		
G 113	M. Fraser-Cook	1		c/o Graham Miles	1.2
Gear lever gaiter Carpet patterns and head lining patterns Tel. Titchfield 43176			C model sidelights Y pair boxed trafficators		
	Bob Wilkinson	1		Ken Cooper	1.2
Starting handle Jack and handle Tel. Leeds 822088			Saloon body 4 door Y type Tel. Droitwich (0905) 770796		
B 92	Ruddock	1		Bob Wilkinson	1.2.3
Bonnet centre chrome channel Tel. 0787-310529			Starter pull knob Tel. Leeds 822088		
B 43	G. Miles	1		Graham Miles	1.2.3
Tool box spring clip rivetted to bulkhead Long part - spare wheel strap N/S S.R. windscreen pillar trim			Headlamp lenses late type car (i.e. curved lenses with diamond centres) Any member having spare headlamp parts he doesn't require, can sell them to me as from the amalgam of all these bits and pieces I can make up complete headlamps as I have done in the past.		
G 49	C. Bunn	1		B 138 S. K. Webb	1.2.3
Rear seat Y Tel. New Romney 64909			Brake linings and rivets Orchardlea, Armsecote, Stratford upon Avon, CU37 8DN.		
R 26	C. Ellis	1		G 113 M. Fraser-Cook	1.2.3
Mirror clock C O/S/F exterior door handle C spare wheel cover Tel. Glengermley 6754			Starting handle Driver's O/S front door glass for 2 door Y or metal frame on bottom of glass that supports the glass Tel. Titchfield 43176		
G 120	G. Gibbs	1.2		B 14 R. Levit	1.2.3
Headlamp reflectors (no side light) Tel. Deddington 38383			Fuel gauge Tel. 01 05051 4248		
G 86	D. Cochlin	1.2		Ian Schofield	1.2.3
Any rear lamp parts, L.R. Y Tel. 01 505 6490			Headlamp parts (interiors) Tel. Rossendale 214784		
G 157	J. Jardine	1.2			
Advice on windscreen rubber. Reports that the rubber supplied by Edware doesn't fit. Tel. 0304 830477					
G 113	M. Fraser-Cook	1.2			
2 door Y rear window metal trim - near side Tel. Titchfield 43176					

## CLUB PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE

For all items required, please enter on the form provided at the back of the Newsletter 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.

MECHANICAL

	<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	not offered
Headlamp bulbs	£ 1.00 each	not offered
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, Lodnon, 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
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

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	£ 52.00 each	not offered
Rear wings for L.R. & S.R. 'Y's	£41.00 each	not offered
Front wings for L.R. & S.R. 'Y's	£78.50 each	not offered
Running boards for L.R. & S.R. 'Y's	£41.00 each plus £4.00 p&p	not offered



<u>Body Panels (continued)</u>	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
Front valances L.R. & S.R. 'Y's	£25.00 each	not offered
Inner rear wheel arches 'Y's	£26.00 each	" "
Inner front wing, engine compartment S.R. 'Y'	£16.00 each	" "
Engine splash guard kits - 2 parts, 'Y'	£14.00 per pair	" "
Chase rails on chassis inside door, beside carpet (state 2 or 4 door)	£15.50 per pair	" "
Patch repair kits for 2 door 'Y's and 4 door 'Y's front doors - outer panel	£7.10 each	" "
inner panel	£11.35 each	" "
inner front curved section of door frame	£ 8.10 each	" "
angle bracket to rear of body	£ 2.20 each	" "
Members are asked to advise which item they need for their particular car.		
'Y' floor pan welds - rear passenger	Under manufacture	
'Y' van chassis side and rear panels	£ 7.30 each	" "
Van side panels to order		
Van rear arch	£20.00 each	" "
'C' rear body supports	£22.00 each	" "
'C' side sills	£31.00 each	" "
'C' front wings - to order only	£92.00 each	" "
'C' rear wings - to order only	£65.00 each	" "
'C' rear patch panel - to order only	£23.50 each	" "
'C' rear wing arch - to order only	£28.50 each	" "

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
Rubber style matting for running board - pyramid design	£ 4.00 per side	£ 6.00
Recommended adhesives are (a) Bostick, type 3206 - gives movement before finally sticking (b) Bostick 772 will contact immediately, and will not give movement, but is recommended as the better to use. These can be purchased in 1 litre tins for about £3.00.		

Body Fittings

Early 'Y' side light bases in brass, complete with rubber mat, fixings, bulb and armoured cable, etc.	£16.00 each	" "
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 escutcheon (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 available by post - add £3.70 for p&p	£42.00 each	£63.00
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

REMEMBER - Prices subject to revision without notice - postage & packing extra on each order  
Cheques payable to 'Ford Y & C Model Spares Ltd.'

Ford

# Bulletin

## 'Popular' and 'De Luxe' Models

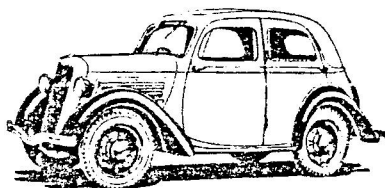
FORD MOTOR COMPANY LIMITED

### 'Be Prepared'

NOW THAT the shorter days are upon us, are you in a position to meet the demand for the attention needed by cars to prepare them for trouble-free winter service?

An owner will not feel inclined to re-visit your establishment if he is told you are 'out of stock' of some particular item he requires immediately, or if his car is held in your workshops because you do not have certain necessary parts, but he will appreciate being able to obtain his requirements immediately as well as a reminder to have his car prepared for the colder days. Point out that the addition of anti-freeze solution now will prevent a cracked cylinder block in the event of a sudden frost, and that further attentions will prevent other annoying troubles developing at inconvenient times.

See, then, that your stocks of winter necessities are built up and be prepared for owners' requirements.



## GENERAL SPECIFICATION "DE LUXE" FORD

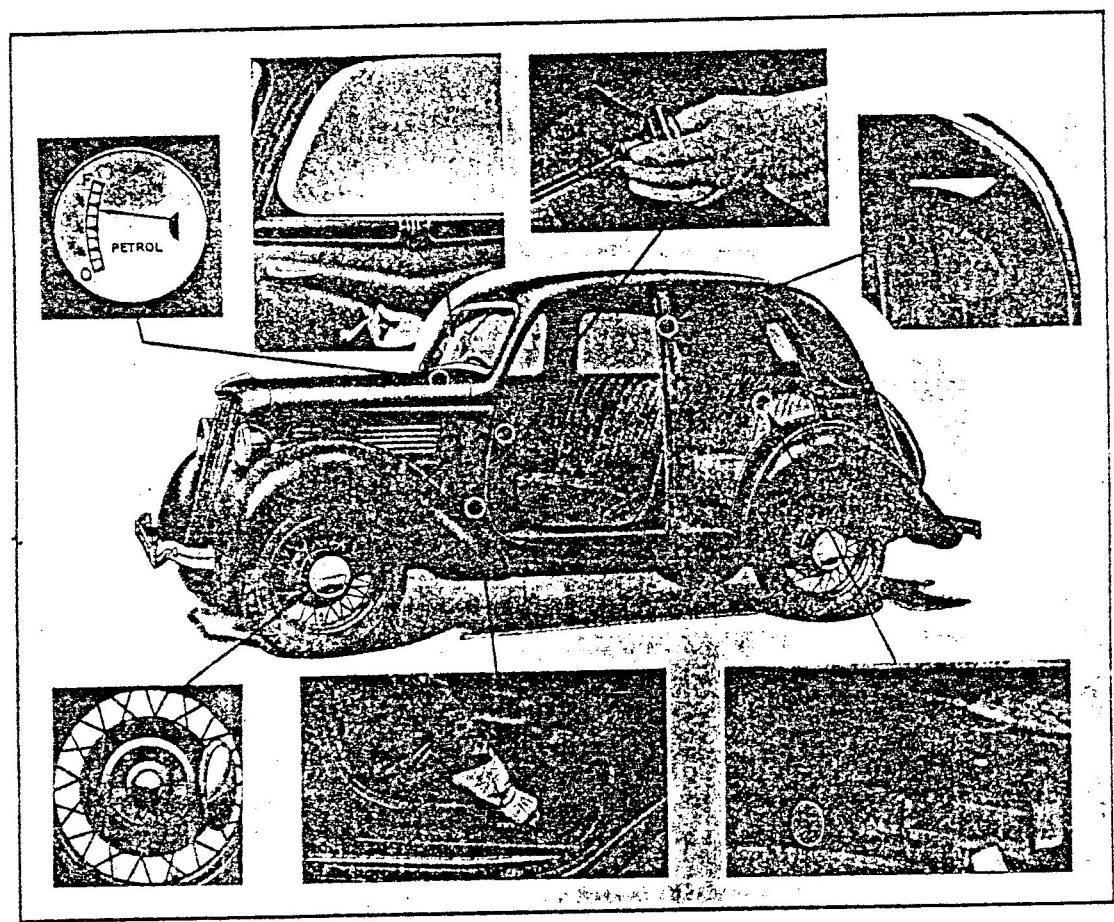


Fig. 28

**Engine :**

Bore— 2.5 inches (63.5 mm.).  
 Stroke— 3.64 inches (92.56 mm.).  
 Capacity— 71.55 inches (1172 c.c.).  
 R.A.C. Rating 10 h.p.  
 Piston— Aluminium alloy—split skirt type.  
 Piston Rings 3. Lower ring oil control—slotted type.  
 Piston Pin— Fully floating.  
 Carburettor— Down-draught.  
 Lubrication— Force feed to camshaft, main and big end bearings, splash to pistons, cylinders and piston pins. Valve stems lubricated by oil vapour from crankcase.  
 Oil capacity— 5½ pints.  
 Ignition— Fully automatic advance control.  
 Sparking Plugs 14 mm.

Cooling— Thermo syphon.  
 Petrol Feed— Mechanical Pump driven from camshaft.  
 Firing Order 1, 2, 4, 3.

**Transmission :**

Gearbox— Similar to the 'Popular' Model Ford. Capacity 1½ pints.  
 Rear Axle— ¾ floating, 5.5 to 1 ratio. Spiral bevel drive. Capacity 1 pint.

**Front Axle :**

Castor— 8 degrees.  
 Camber— 2 degrees.  
 Toe-in— ¼ inch to ½ inch.  
 Front Spring Mounted in front of axle on forward extension of the front radius rods.

**Wheels:**  
 Type— Hidden nut type, drop centre.  
 Tyres— 4.50 x 17 angle type valve.  
 Pressure— 35 lbs. per square inch front and rear.

**Steering:**  
 Similar to 'Popular' Model Ford.  
 Ratio— 10 to 1.  
 Steering Wheel— 16 inch diameter.

**Brakes:**  
 Type— Improved internal expanding, 2-shoe type.  
 Footbrake— Operating on four wheels.  
 Handbrake— Operating on rear wheels.  
 Diameter of drum— 10 inches.  
 Width of drum 1 1/4 inches.

**Chassis:**  
 Cross Members Three heavy-duty. Two of channel section, one of box section.  
 Additional bracing by diagonal gussets at front and rear.  
 Side Members— Double drop reinforced at shock absorber mounting.  
 Shock Absorbers— Hydraulic, similar to the 'Popular' Model Ford.

**Electrical Equipment:**  
 System— 6 volt 61 ampere hour earth return.

Lamps— 2 Headlamps bar reflector type, two wing lamps, combined stop and tail lamp. Instrument panel lamp controlled by separate switch.

Direction Indicators— Sunk fitting type controlled from switch in gear lever knob containing tell-tale light. Switch operates through ignition switch to prevent unauthorised use.

Battery— 6 volt.

**Fuel System:**  
 Tank Capacity— 6 1/2 gallons.  
 Pump— Mechanically operated.  
 Gauge— Electric. In circuit with ignition switch.

**General Dimensions:**  
 Overall length (including bumpers)— 12 feet 1 1/4 inches  
 Overall Width .. .. 4 feet 9 inches  
 Overall Height .. .. 5 feet 3 inches  
 Ground Clearance (approximately) 8 1/2 inches  
 Wheelbase .. .. 90 inches  
 Track .. .. 45 inches  
 Turning Circle (right and left) .. 33 feet

## LUBRICATION AND MAINTENANCE

### 'DE LUXE' MODEL FORD

The importance of proper lubrication and periodic inspection and adjustments cannot be over-emphasised. The lubrication and maintenance work can be divided into two groups: first, points requiring attention every 1,000 miles; second, points requiring attention twice yearly or every 5,000 miles (whichever occurs first).

The lubrication chart, Fig. 29, gives information for complete lubrication. Proper lubrication has a vital effect on the life of any machine, consequently these instructions must be followed very carefully.

### GROUP I.

AT 300 MILES, 1,000 MILES AND EACH 1,000 MILES THEREAFTER.

**Engine:**

Drain off the old oil when the new car has been driven 300 miles, and again when a total mileage of 1,000 miles has been reached and at each 1,000 miles thereafter. The oil will drain out more completely if warm, and should be

replaced with approximately 5 1/2 pints of engine oil of the proper viscosity and quality.

The drain plug is on the outside of the oil sump immediately beneath the oil pump well in the sump.

Do not flush out the engine with paraffin.

Advise owners that oil level should be checked periodically between changes and recommend only oils of undoubted quality and of suitable grade.

Below are given specifications of suitable oils for winter and summer use:—

A neutral mineral oil, suitable for the lubrication of an internal combustion engine, of good uniform quality and free from deleterious substances. It must be free from acid, alkali moisture, tarry or suspended matter, thickeners or any other foreign matter, and should conform to the S.A.E.-30 viscosity range for winter use.

For summer use the oil should conform to the S.A.E.-40 viscosity range.

When recommending an oil to the owner, remember that cheap poor quality oils are never satisfactory, and eventually they will fail and re-act on YOU.

**Chassis:**

The chassis should be lubricated at 1,000 miles and at each 1,000 miles of operation thereafter. Suggest to the owner that the lubrication of the chassis and the changing of engine oil be performed at the same time.

**Clutch Release Bearing:**

The clutch release bearing is lubricated by means of a grease cup, located on the top of the clutch housing. The cup should be screwed in as far as it will go, then backed off and re-packed with a good grade of grease gun lubricant and replaced, screwing it in  $2\frac{1}{2}$  to 3 turns.

**Generator:**

The bearings are lubricated through a small hole at each end of the generator. Fill these holes with oil but take care not to over-lubricate, particularly at the rear, as excess oil is likely to work through on to the commutator and affect the operation of the generator.

**Distributor:**

Fill the oil cup at the side of the distributor with engine oil. A light film of vaseline should be applied to the cam.

**Gearbox and Rear Axle:**

Sufficient gear oil should be added to bring it level with the filler hole. A good quality oil should be used, conforming to the S.A.E.-160 viscosity for summer use, and the S.A.E.-110 viscosity range for winter use.

**Universal Joint:**

The universal joint housing should be filled with a special universal joint lubricant. A grease gun lubricator fitting is provided.

**Grease Gun Fittings**

Force grease gun lubricant to all parts equipped with the conical-shaped lubricator fittings (except universal joint)

Follow the chart carefully on all matters appertaining to lubrication with the conical-shaped grease gun fittings.

Be careful that no grease or oil is allowed to get on any rubber bushing.

**Springs**

The springs should be sprayed with a penetrating oil.

**Fuel Pump**

Drain sediment from fuel pump by means of drain plug.

**Apply a Few Drops of Oil**

Door hinges and locks, bonnet hinges and clips, spring tie bolt, accelerator cross shaft, and brake rod clevises.

**Tyres**

Air pressure in tyres should be checked and sufficient air added to bring the pressure to the recommended amount. Unequal tyre pressure results in uneven braking action and hard steering. Correct pressure is 35 lbs. per square inch.

**Radiator**

Water in the cooling system should be checked and replenished if required. (Radiator should be flushed at least twice yearly.) In winter anti-freezing solution should be checked for strength.

**Battery**

Inspect the battery and add sufficient distilled water to bring the electrolyte  $\frac{3}{4}$  to  $\frac{1}{2}$  inch above the tops of the plates. A rapid loss of water in the battery usually is an indication of an excessive charging rate, which should be corrected.

**Lights**

Inspect the various lamps and replace any bulbs necessary.

**Axle Shaft and Wheel Nuts**

Axle shaft and wheel nuts should be tightened after the first 300 miles of operation.

**Cylinder Head Nuts**

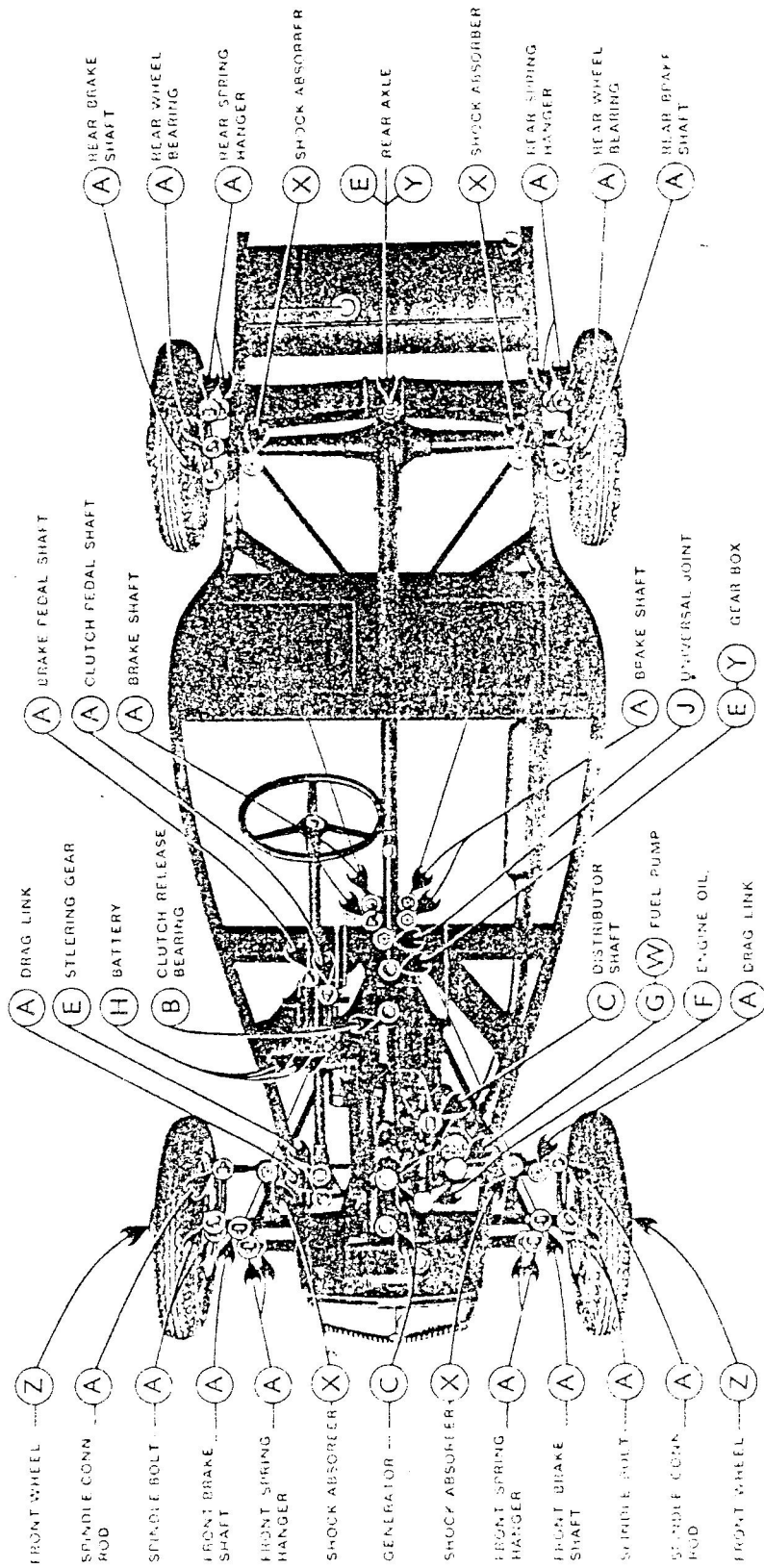
After the first 300 miles of operation the cylinder head nuts should be tightened. After this tightening they will require no further attention unless head is removed.

**Carburettor**

After the first 300 miles of operation clean and adjust carburettor.

EVERY 1,000 MILES

- (A) Lubricate thoroughly with grease gun.
- (B) Re-charge grease cup with grease gun lubricant.
- (C) Fill with engine oil.
- (E) Add gear oil to level of filler plug.
- (F) Drain and re-fill with good quality engine oil of correct grade.
- (G) Drain sediment.
- (H) Add distilled water.
- (J) Lubricate thoroughly with universal joint grease.



EVERY 5,000 MILES

- (W) Remove and clean screen.
- (X) Add Ford shock absorber fluid to level of filler plug.
- (Y) Drain, flush, and re-fill with gear oil to level of filler plug.
- (Z) Pack with sodium soap grease having a high melting point.

LUBRICATION AND MAINTENANCE CHART. FIG. 29.

## GROUP II.

TWICE EACH YEAR, PREFERABLY IN THE AUTUMN AND SPRING, OR EVERY 5,000 MILES (WHICHEVER OCCURS FIRST).

In addition to all the lubrication and maintenance operations in Group I., the following operations are required.

### Gearbox

The oil should be drained and the housing flushed with paraffin. Fresh gear oil should then be added until it reaches the level of the oil filler hole in the housing. Use the correct grade of oil. (See specification above.)

Capacity: 1½ imperial pints.

The oil should be drained from the drain plug placed on the underside of the gearbox housing, and the housing should then be flushed out with paraffin.

To re-fill with fresh gear oil, remove the level plug, which will be found on the off-side of the gearbox. Then remove the gear lever by slacking off the locking ring immediately below the knurled cap which holds the gear lever to the selector cover. The cap may now be unscrewed and the gear lever removed. Pour the oil in until it starts to run out through the oil level hole. Replace the plug and gear lever and lock the knurled cap in position.

Always use the correct grade of oil (see specification above).

Never add oil to the gearbox without first removing the level plug, as an excess of oil will tend to leak forward into the clutch housing and cause clutch strip.

### Rear Axle

The rear axle drain plug is situated at the bottom of the differential housing, the oil filler and level plug facing rearwards.

The oil should be drained from the drain plug and the housing flushed with paraffin.

Fresh gear oil of the correct grade should be added to the level of the filler plug.

It is important not to overfill the rear axle, as excessive oil will tend to leak into the brake drums and decrease the efficiency of the brakes. Capacity: 1 imperial pint.

### Front Wheels

Twice yearly or every 5,000 miles (whichever occurs first), or at any time when the car has been operated with a front wheel hub cap missing, the front hubs should be removed and the bearings and the inside of the hub washed clean with paraffin and re-packed with a short fibre sodium soap grease having a melting point of not less than 350° F.

### Shock Absorbers

The level of the fluid in shock absorbers should be checked and sufficient fluid added until it reaches the level of the filler plug. Only genuine Ford shock absorber fluid should be used.

### Ignition

Inspect the gaps between the contact breaker points as well as the sparking plug gaps and adjust as required. This attention should be given earlier if misfiring is evident.

### Battery

Inspect battery connections and clean if corroded.

### Starting Motor

The bearings in the starting motor are lubricated upon installation, and require no further attention.

Clean the commutator by holding a strip of very fine glass paper against it with a small piece of wood while the starter is operated. Blow out any carbon dust that may have accumulated, examine brushes for excessive wear and see that all cable connections are clean and tight.

### Spring Clip Nuts

Inspect these nuts and tighten if necessary.

### Clutch

Check the amount of free travel of the clutch pedal and adjust if required.

### Brakes

Check the movement of the brake pedal, re-adjusting the brakes if the pedal travels to within two inches of the floor board when the brakes are applied.

### Fuel Pump

Clean the fuel pump screen.

### Generator

Adjust charging rate to conform with owner's requirements.

Clean the commutator by holding a strip of very fine glass paper against it with a small piece of wood while the engine is idling. Blow out any carbon dust that may have accumulated and examine brushes for excessive wear.

Replace if they have worn to such an extent that there is any possibility of the brush lead fastenings fouling the commutator, or if excessive sparking occurs. See that all connections are clean and tight.

### Body

Suggest to owners that a periodical application of body polish will enhance and preserve the lustre and beauty of the body and mudguards.

## WINTER PREPARATIONS

The Summer now being at an end, dealers should impress upon owners the advisability of having their cars prepared for the darker and colder days that lie ahead.

The car is in great demand during the Summer months, and is often used to an extent that leaves little, if any, time for the minor adjustments or repairs that are so necessary to maintain any car in first-class condition. These minor adjustments may not seem very important to the owner until they accumulate and affect the running of the car to a marked extent, in some instances resulting in an enforced stoppage on the road.

Such an enforced stoppage can be extremely annoying during inclement Winter months, and could possibly have been avoided if the necessary attention had been given to the car at an earlier date.

Remind owners of these facts, as they usually are forgotten until trouble occurs, and advise them to have their cars brought to your premises for a thorough inspection, and adjusting where necessary.

Some owners may be dispensing with the use of their car during the Winter, in which case they should be advised to have their batteries removed and kept in good condition in your charging shop, and to have any overhauls or repairs that may be required carried out now instead of waiting until they require the use of the car again, when, owing to pressure of work, they may not be able to have these repairs carried out as quickly as they would wish.

When these points are brought to their notice, the majority of owners will be willing to have the necessary attention given to their car and dealers should be prepared for any possible requirements by seeing that their stocks of those parts most likely to be required for these Winter overhauls are built-up, and that stocks of such items as anti-freeze solution, lamp bulbs, etc., are sufficient to meet the Winter demand.

The points that should receive attention are tabulated below, together with the issue of the Bulletin in which the various adjustments have been dealt with, and it will be advisable to follow the procedure laid down that no points are missed during the inspection.

### 1. The Engine

Engine sump should be drained and refilled with the correct winter grade of oil.

Check oil pressure and adjust if necessary. (Volume 1, Number 1, page 8.)

Advise decarbonising and the grinding-in of valves if necessary.

### 2. Carburettor and Fuel System

Clean carburettor, carburettor jets, and check carburettor adjustment. (Volume 1, Number 2, pages 16-17.)

Clean fuel pump screen and drain sediment. Clean oil well filter. Make certain the fuel

line is clean and free from water, and that all fuel line and air line connections are tight. Drain petrol tank and flush out sediment.

### 3. The Cooling System

Drain radiator and cooling system, flush out and refill with anti-freezing solution after seeing that all cylinder head nuts are securely tightened.

Check hose connections for tightness, and the hose for signs of perishing or cracks; replace if necessary.

Check the tension of the fan and generator drive belt and re-adjust if necessary. (Volume 1, Number 2, page 28.)



**4. The Electrical System**

Adjust generator charging rate to suit the owner's winter requirements, clean the commutator, and inspect brushes for undue wear: replace if necessary. (Volume 2, Number 3, page 22.)

Clean starter motor commutator, and inspect brushes for undue wear: replace if necessary. (Volume 2, Number 3, page 23.)

Check wiring and see that all electrical connections are clean and tight.

Check alignment of headlamps, re-align and focus if necessary. (Volume 1, Number 3, page 26; Volume 3, Number 4, page 15.)

Check battery electrolyte for level and gravity, clean terminals, and make certain battery connections are tight and not corroded: clean if necessary. (Volume 2, Number 3, page 24.)

The chart published on page 40 of Volume 2, Number 5, will be of great assistance in tracing and rectifying battery troubles.

Clean and adjust contact breaker points.

Clean sparking plugs, adjust gaps, or replace if they have been used over more than 10,000 miles.

Make sure the lighting switch and stop light switch is operating correctly. Check operation of dipper switch.

**5. Gear Box and Rear Axle**

Drain and flush gearbox and rear axle, and refill with fresh gear oil. (Volume 1, Number 1, page 4.)

**6. Clutch**

Check clutch pedal adjustment. (Volume 1, Number 3, page 28.)

**7. Tyres**

Check tyre pressures and correct if necessary. (Volume 1, Number 1, page 8.)

Advise replacement of worn tyres, or change position of tyres as described on page 32 of Volume 2, Number 4, to obtain the maximum braking efficiency.

**8. Wheels**

Clean out and re-pack front wheels with grease, check for loose wheel or spindle bearings, and adjust bearings as may be necessary.

**9. Steering**

Check and adjust steering, fill with gear oil. (Volume 1, Number 4, page 30.)

**10. Shock Absorbers**

Fill shock absorbers to the correct level with the correct fluid and adjust as required by the owner.

Check arm clamp nuts for tightness.

(Volume 2, Number 3, page 18; Volume 2, Number 10, page 66; Volume 2, Number 11, page 70; Volume 3, Number 3, page 12.)

**11. Brakes**

Check brakes for adjustment, adjust if necessary, or advise relining if required. (Volume 1, Number 2, page 18.)

**12. Chassis**

Lubricate chassis. Clean springs, and spray with penetrating oil. (Volume 1, Number 1, page 2; Volume 2, Number 11, page 76.)

**13. Body**

Inspect body for loose door hinges, check locks, remote controls, windows and window raisers for rattles.

Trace any other squeaks or rattles and eliminate.

Check operation of windshield wiper and inspect connections; replace rubber connectors if necessary. (Volume 1, Number 1, page 8; Volume 3, Number 5, page 18.)

A rattle may be located with the car standing still if the engine is revved up on the accelerator until the rattle occurs. By pressing against various units in the general direction of the rattle the source may often be traced.

Make sure cowl ventilator rubber is not broken or that ventilator is not leaking.

To test if the ventilator is leaking, rub some chalk around the edge of the ventilator cover and close the ventilator. On opening the ventilator again, chalk will be transferred to the rubber seal at the points where a tight joint is made.

Replace rubber if cracked or broken, or cure the leak as indicated.

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Monday, 27th May .....		

ANNUAL GENERAL MEETING - SUNDAY, 14TH APRIL, 1985, AT NUNEATON (details inside)

Following back copies of Newsletter available - send 18p stamp for each copy to Graham Miles - nos. 19 - 31 inclusive (only 2 of no. 20 left).

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2 door ..... 4 door ..... Saloon ..... Tourer ..... Van .....

Registration No. .... Colour .....

Chassis No. .... Engine No. ....

The car is on the road and used regularly YES/NO

The car is in need of some attention and is almost finished YES/NO

The car is being rebuilt and will be completed by (date) .....