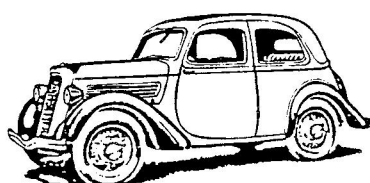
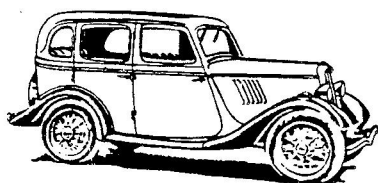


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO 34 MARCH - APRIL 1985

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JOHN GUY
5 WOOD LAND PLACE
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HERTFORDSHIRE WD5 0DD

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INCORPORATES FORD Y & C MODEL SPARES LTD.

DIRECTORS: Graham Miles, John Guy and Jim Miles

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

ANNUAL SUBSCRIPTION PER MEMBER, £7.50, DUE ON 1ST MARCH EACH YEAR.

O.A.P.S £5.00, OVERSEAS MEMBERSHIP (SURFACE MAIL) £10.00.

ALL PAYMENTS IN STERLING ONLY.

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Tel. 0252 543840

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

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

Nordian Services 1979 Ltd.,
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Tel. 027 976 351

TRIMMER (MEMBER)

Ron Mudge, Minet Drive Works, Minet Drive,
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Tel. Watford 31699 - callers to above
address BY APPOINTMENT ONLY
4.50x17 £19.00 Tubes £4.50 Tapes 80p + VAT

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Estate, Market Deeping, Peterborough.
Tel. 0778 347347

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

STOVE ENAMELLING, SHOT BLASTING

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

EDITOR'S COMMENTS

Once again, I am happy to have too much to publish. In this issue, I am carrying Bob Wilkinson's article but will have to save Sam Roberts' article on Worms in Metal Objects until a later issue.

We have our regular features from Jim Miles, Graham Miles (not relatives for those who wonder) and Bob Wilkinson, and lists of events that seem to go on for ever. Graham is putting the fear of God into us with his M.O.T. advice. Not all is sweetness and light, however, as one or two members seem to have been writing to Club Officers in the thoughtless manner of the inadequate. A lot of us will recognise the signs from our work experience where we have to deal with every kind of selfish eccentricity, but one doesn't feel inclined to put up with it on a voluntary basis. Perhaps we can make gross discourtesy a reasonable basis for expulsion from the Club.

EVENTS

I am listing all the year's events notified to us by their various organisers, but particularly draw your attention to the first, OUR A.G.M., the second, one of few events in the North, and for those in the Yorkshire Area, the evening gathering on 19th June.

14th April - Y & C MODEL REGISTER A.G.M., 2.30 p.m., Whitestone Community Centre, Magyar Lane, off Gipsy Lane, Nuneaton.

'Don't bother with the rest, ours is best!'

14th July, Sunday - THE FIRST NORTHERN FORD GATHERING, BOWES MUSEUM, BARNARD CASTLE, CO. DURHAM. Open to all Ford vehicles manufactured no later than 1970. Attendance plaques and trophies. Entry forms from Mr. J. Slocombe, 331 Castleford Road, Normanton, West Yorkshire, WF6 1QU. Entrance fee £1.

'This is a rare event for the North and worthy of note for our hardier inhabitants.'

4th-6th May - THE NATIONAL CLASSIC MOTOR SHOW. 100 year anniversary atmosphere for Birmingham N.E.C. £4.00 to visit. Information from Exhibition Manager, National Classic Motor Show, Reed Exhibitions, Surrey House, 1 Throwley Way, Sutton, Surrey, SM1 4QQ.

26th-27th May - LILFORD MAY FAYRE Charity Event, static displays and concours competition (£2.00 entry fee), Lilford Hall, Nr. Kettering. Send s.a.e. to 11 Chase Close, Stanion, Kettering, Northants., for information, etc.

June to September - CENTENARY CAVALCADE. A country wide non-competitive Cavalcade of cars each Sunday for two months travelling in legs of 40 - 50 miles. Another charity event. For information contact Michael Seymour, Centenary Cavalcade 85, 45/46 Poland Street, London, W1V 4AU.

16th June - CHINGFORD RUGBY SHOW, 1985 BREMER ROAD RUN, Lea Valley Playing Fields, Waltham Way, Chingford E4. Ten entry classes. Information from David Payne, 18a Hoe Lane, Enfield, Middlesex.

19th June - 7.30 p.m. onwards - INFORMAL GATHERING OF PREWAR CARS, Blackamoor Head, Coal Aston, near Sheffield. Information from Peter Fearn, The Cottage 'Oergate, The Hills, Bradwell, Sheffield, S30 2HP.

'A chance for local Y & C members to meet similar club members in the area.'

23rd June - LONDON TO WORTHING CLASSIC CAR RUN (for pre-1959 cars). Information from Colin Peck, 40 Clarendon Road, London, E17 9AZ.

30th June - THE BRITISH MOTORING FESTIVAL, Cofton Park, Rednal, Birmingham. (Another 100 years motoring event). Club space can be reserved if anyone can organise enough interest. 5 - 10 cars needed. Information from 52 Damson Lane, Solihull, West Midlands.

14th July - GRAND VINTAGE GATHERING/AUTOJUMBLE AND CAR BOOT SALE, Stocklands Equestrian Centre, Nr. Liphook, Hants. Mixed vehicles organised by Local Locomotion Club. S.A.E. for information from Mr. W. Tull, 24 Bognor Road, Chichester, West Sussex, PO19 2NF.

14th July - UXBRIDGE AUTO SUNDAY, Hillingdon Show Ground, Park Road, Uxbridge. Rotary Club Charity Exhibition. Information from Mr. L. S. Dobbin, Courtwood Car Services, Lancaster Road, Uxbridge, Middlesex.

21st July - NATIONAL CLASSIC CARS CONCOURS, Brands Hatch. Club displays and concours. Anyone interested in organising a Club Display? Information from Julia Cawdery, Quadrant House, The Quadrant, Sutton, Surrey, SM2 5AS.

LLTH August - BOGNOR REGIS ROTARY MOTOR GALA. Rally and concours, charity event. Free entry. Information from Collin Biles, 39 High Street, Bognor Regis, West Sussex, PO21 1RT.

16th-18th August - VESTINGDAGEN HELLEVOETSLUIS (ANNUAL STEAM AND TRANSPORT FESTIVAL). Old town of Hellevoetsluis, 20 miles west of Rotterdam. Information from George Kwekel, Rally Secretary, Hermes 7, 3225 TE Hellevoetsluis, Holland.

24th-25th August - 21ST HARLOW SHOW. Classic Vintage and Veteran Vehicles Exhibition. Section of above show. For information telephone Harlow (0279) 446412 (daytime) or Purfleet (04026) 7715 (evenings and weekends).

26th August - MERTON CONCOURS D'ELEGANCE. Morden Park, Morden, Surrey. Cars, motor cycles and buses. S.A.E. for information from M. T. Pacey, 137 Dorset Road, Merton Park, London, SW19 3EQ.

29th September - ALL FORD RALLY. Abingdon Town Cricket and Football Grounds. Information from Bob or Gary Tredwell, 32 Caldecott Road, Abingdon, Oxon.

5th October - THE MALVERN MOTORING EVENT. The Three Counties Showground, Malvern. (Getting outside the six months summer tax season). Free entry and attendance plaques, car sale and autojumble. Information from Ian Green, 35 Britten Drive, Malvern, Worcestershire, WR14 3LG.

LETTERS

I was pleased to see in part of a note to Bob Wilkinson that at least one other member shares my passion for a more sensible form of transport. Bob Gebbie writes:

"I've got the front wings off my Ford 8Y at present and it doesn't half look queer without them. I hope to have it put together and resprayed and headlining done by about the end of April. I've been slowed up a little 'cos I bought an MG Midget and have been doing a bit of work on it as well.

All this and getting myself fit for the cycle racing season which is almost upon us."

Long may your honking be clear of the bonk, Bob! (A highly technical cycling expression.)

Aside from flattery, bottles of scotch or an interest in cycling, another sure way to rouse my interest is a display of humour. R. P. Hamilton writes with great stoicism:

"I thought I would write and mention to you that my 1935 Ford C is taking shape slowly, my divorce is on the horizon, my wife is jealous of the car, I think she objected to pushing it - I don't know why, the snow had stopped!"

Enclosed with the letter is a clipping of the 1931 Datsun, a model based on the Austin Seven and its proportions, but almost everything else is detail lifted straight off the Model Y. (see page 17)

CAR DISCOVERIES

Glynn Jones writes:

"While driving to Kings Lynn in Norfolk, I noticed a Y type Tudor for sale outside a garage. Being noseey, I stopped. It was in reasonable original condition and for sale at £2,250 (well over-priced!!) The garage had just changed hands and the car belonged to a partner who wasn't there. Anyone interested should contact Brian Harris, Thorny Garage, 25 Wisbech Road, Thorny, Peterborough."

TECHNICAL QUERIES

Karl Dillon is restoring a 1937 Y type he bought from Peter Hindle, who is now into Jowetts, but is not sure of trim colours:

"The original body paint was apparently dark blue with black wings and I have a piece of what supposedly is the original trim. This is a light blue/grey and fawn/beige check in 1/8" squares."

Does anyone know if this is an original and correct pattern? Karl is also asking for photographs of short rads, if anyone is able to supply them, Karl's address is 3 Linden Close, Edenfield, Ramsbottom, Bury, BLO 0LN

WHERE ARE THEY NOW?

CLM 958 was the registration of a 1936 Tudor Y of interest to R. Summerfield, 9 Briar Close, Gunton, Lowestoft, Suffolk, NR32 4SU, who writes:

"My interest is my late father's Model Y Ford, registration CLM 958 two door 1936, wood framed doors, black with red trim and seats. This vehicle was run by the Police from 1940 to 1954 and had covered over 300,000 miles and had seven replacement engines, one rear axle casing (the gear box was never serviced). All repairs were done by R. Pratt, High Street, Sutton, Surrey, tel. Vigilant 4450. I learned to drive in this car. In 1956 my late brother used it for G.P.O. work and then sold it. The last known owner was a British Rail worker at Belmont Station near Sutton in 1962. If this vehicle is still around, I would be happy to write its interesting life, during the war years. I also have photographs."

RESTORATION TIP

An idea from Dave Minnett, on re-creating those elusive running board covers:

"To duplicate the original running board moulding using pyramid matting, removal of an amount of pyramids is necessary. I recommend the use of a flexible abrasive disc fitted to an electric drill. The type I used was an 'Abradisc' 3" holder with stick on A60 grade disc. After marking the shape required, simply lay on a flat surface and grind away unwanted pyramids. Use medium wet and dry to attain a smooth finish and then use Black tyre paint to raise a shine. This method produces rubber dust so use a mask.

I also enclose a photocopy of Ford Sales pamphlet 1/L3802/1235. I don't believe this has ever been seen in a newsletter and believe it to be fairly rare literature. The original is available if required."

Dave has also enclosed a photocopy of the cover from November 1935 'Motor' magazine, which we will show in the next edition.

LETTERS FROM ABROAD

I hope that Norman Hickel is now reading this in a restored supply of Newsletters! Thank you for your kind letter. Norman writes from Pretoria (dated 28.1.85):

"Hope all is well your end. I thought I should drop you a line as I have not heard from the club since the September/October Newsletter. I hope you are still the editor for 1985!!

As we are so far away from the action, please bear in mind that our only contact is through the Newsletters and I am desperately waiting to hear if anybody can shed any light on engine numbers with the prefix 'S'. I read friend John Hampson's Side Valve newsletter and was surprised to see that I am not alone with this problem.

Did I miss a November/December newsletter? I have not been advised of subs for 1985. What is the latest news as far as hubcaps manufacture is concerned?

Finally, South Africa is hosting the 1986 Southern Hemisphere World F.I.V.A. Rally in September of that year. I would be pleased to know if any of our members are considering coming to this event and if so, could they contact me at 3 Lynndawn, 491 Dawn Road, Lynnwood, Pretoria 0081, S.A."

COMPETITIONS

Finally, a cheerful note to end on with notice of 'Win a Car of your Choice' (of four) competition in Practical Classic, May, June and July issues, and 'Win a Weekend for Two in Monte Carlo' competition in The Automobile, May and June issues. Look out for the advertisements.

Personally, I find these two magazines the closest to my taste in relation to our hobby, but even these have to take their turn with Cycling, Steam Engines and Architectural magazines!

Have a good season, and may your knuckles retain their skin!

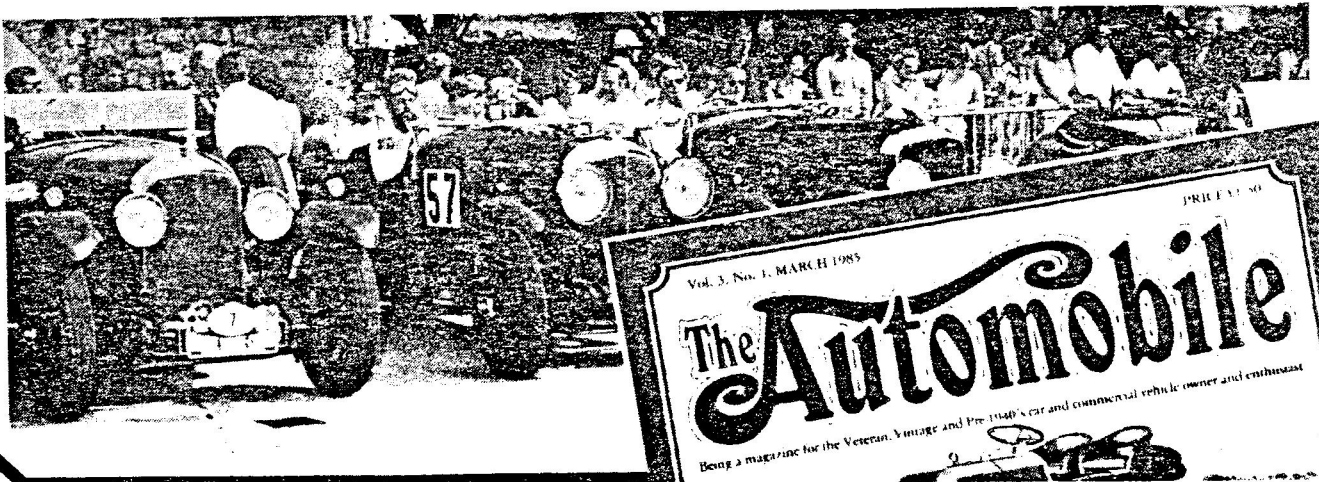
John Guy

WIN A WEEKEND FOR TWO IN MONTE CARLO!

Enter the Monte Carlo Rally* two-part competition in the May and June 1985 issues of 'The Automobile'

(on sale from 18th April and 16th May respectively).

* 5th Rallye Monte Carlo des Voitures Anciennes



MEMBERSHIP

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

1. New Members

New members since last publication:

Y Types

L109Y Paul J. Lane, 11 Hampden Close, Bicester, Oxon, OX6 7UG.
Y102Y Clifford Young, Cedern, Hemp Lane, Wigginton, Tring, Herts., HP23 6HE.
D104Y Karl Dillon, 3 Linden Close, Edenfield, Ramsbottom, Bury, Lancs., BLO 0LN.
W111Y Peter Whitehead, Ellergill, Gaisgill, Tebay, Penrith, Cumbria, CA10 3UW.
R101Y S. J. Reeves, 288 Spackmans Way, Chalvey, Berks.
D106Y J. A. Docherty, 134 Oxendon Way, Ernsford Grange, Coventry.
L110Y D. Laxton, 18 Beech Lea, Blunsdon, Swindon, Wilts.
S102Y D. Smith, 18 Pyefleet Close, Brighlingsea, Essex.
H117Y John Holdsworth, 18 Hawkshead Drive, Litherland, Liverpool, L21 5JF.

T105N Dennis Troy, 318 Blarney Street, Cork City, Ireland - Non Owner looking for Car

C Model

O-D102C Wolfram Düster, Postfach 103, D4150 Krefeld, W. Germany.

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 - now overdue

Renewal date was 1st March, 1985, so if it has slipped your mind, PLEASE RENEW NOW. Further editions of the Newsletter will only be sent to members having paid their subscription by 1st June, 1985. our Club Rules (Rule 5) states that 'Membership will be deemed to have lapsed if subscriptions have not been paid by 1st June'.

Please complete the details on the return slip printed at the rear of the Newsletter and forward this with your cheque to Bob Wilkinson, Membership Secretary.

3. Sold your Car?

It would be helpful if you would inform me (Membership Secretary) if you have sold your car and no longer wish to retain membership. (Mind you, we do have several members who are non-owners.) I will write to the new owner or your car about the Club if you will let me have details.

4. Is your Car on the road yet?

Have you a completion date? We are trying to find how many of our members have cars in regular use. Please comment when sending your subscription. Some members sent renewal cheques without details - if you were one of these, please let us know the necessary details by writing to Bob now.

5. Help!

Graham Miles and Bob Wilkinson ask members to send subscriptions to Bob, the Membership Secretary only and not to Graham, as this increases the admin. work for all. Graham has all on to meet demands for spares and remember 'Spares' and 'Membership' have separate banking arrangements.

F.M.C.G.B.

During these series of articles we have seen the comprehensive range of vehicles offered by Ford GB, but in this the concluding article we shall take a look at the nationwide chain of factories. One of the newest is the Belfast carburettor and distributor plant established in 1965.

Across the Irish Sea now to Halewood which is the body and assembly plant for the Escort car and light van range. It was completed in 1963 at a cost of £30 million and today Halewood can produce over a thousand vehicles a day. It is also the home of the Ford transmission plant, which now supplies gearboxes for most British Ford vehicles. The Halewood plants, which cover 346 acres, employ 14,000 people.

South east now and on to Leamington foundry, which is concerned mainly with the production of car, truck and tractor castings. The main supply point for Ford and Motorcraft parts in Britain is the Daventry complex. The building covers 1.77 million square feet and contains over 80,000 different lines of spare parts, the parts system uses the most modern computerised equipment to ensure speedy delivery.

Over to the Swansea plant which employs 2,500 people, here are produced rear-axles, gearboxes and brake drums for passenger cars and light vans. The other plants in Wales are Bridgend (Escort, Fiesta and Orion engines), and at Treforest which makes spark plug insulators.

Langley in Berkshire is the assembly centre for all Ford medium and heavy trucks, also R-series bus chassis. The Southampton plant was taken over with the acquisition of Briggs Motor Bodies in 1953. Employing 4,400 people, it is the manufacturing and assembly home of the Transit van and bus range, also produced are Cargo cab panels.

The administrative centre of Ford of Britain and of Ford of Europe Inc. is at Warley in Essex. It is staffed by 2,000 people and was completed in 1964. Still in Essex we move on to the research and engineering centre at Dunton. An Emission Control laboratory opened in 1971 as part of the Ford effort to produce cleaner yet economically priced vehicles, was augmented the following year by two dynamometer laboratories. Later this year (1985) the new cleaner I.C. engine goes on sale fitted to an Escort. Southward to Basildon and the tractor plant. It employs 5,000 and can produce over 300 tractors a day. Also at Basildon is a separate plant completed in 1957 for miscellaneous machining operations and the production of radiators. Still in the same county are the Aveley and Thurrock plants which are the homes of several departments, most extensive of which are the newly extended 'K.D.' packing section. K.D. or 'knocked down' - vehicles that are exported as sets of parts to overseas assembly plants.

Dagenham is of course the largest Ford manufacturing centre in Britain. Greatly extended since its opening in 1931, it now comprises seven separate plants with a total floor area of 9.57 million square feet (880,000 square metres) and employs over 28,000 people. Other facilities at Dagenham include a foundry, forge, K.D. packing area, wheel plant, and a wharf that is over a third of a mile long.

What does the future hold in store for Ford U.K.? At present 10% of all cars produced by manufacturers in Europe remain unsold over a one year period. Ford along with other leading car names has got itself into the unwinnable race for sales. Style has gone out, in has come the energy saving, cheap(!) to make vehicles, that all look more or less like the opposition's vehicles. There is a mass market for a cheap vehicle worldwide, that is what made Fords' in the first place. Cars have become too complex and expensive, which is a million miles away from Henry Ford's dream of a simple, reliable, but above all, cheap car.

CHAIRMAN'S REPORT

Dear Members,

No, you haven't missed the A.G.M., for this Newsletter may well arrive just prior to it, but we are never quite sure of our publication date. It usually takes longer than we would like it to before all the items are finalised and it is printed. A map of how to find your way to the A.G.M. rendezvous was published in Newsletter 33. I will remind people that the general form of the A.G.M. is casual, but we do like to keep within the laws of our land and I think such a society as ours comes under 'The Friendly Society Act' which is a Victorian act. In order to comply with 'The Act', it is necessary to offer all positions for election on an annual basis and produce a balance sheet of accounts. These balance sheets are, of course, limited in their statement, but books are kept on a monthly basis and we do have the services of an accountant to keep them straight for us. Should anybody wish to inspect the records of the Club, they are welcome to do so. I don't think we have any secrets.

I am endeavouring to get hold of some more film from the Ford Motor Company and I intend to take along a television and a video so that these films can be watched for those of you who can spend longer to do so. They are mainly period films and are very interesting and worth the time spent watching them. As you saw in the last Newsletter, the hotel is nearby for those of you who wish to take advantage of it and have your meal there. I and my small party certainly intend to do so.

I spoke in the last Newsletter of people wishing to take advantage of other members travelling in the same direction and thereby take a lift with them, to reduce your fuel bills. Two members have corresponded with me on these lines: they are Ian Smith of Devizes, whose address is Fenheim Coate, Devizes, Wiltshire, and Ray McDermott, from Braintree, whose telephone number is Braintree 21281. It would obviously be sensible to share your journey and I would like to think that the new venue will attract members from all parts of the country. We will wait and see, will we not? Try not to think of it as a stuffy event, it is really the first gathering of the Club members for the forthcoming summer season and don't forget a much coveted jack will be raffled, the one left from last year.

The possibility of holding a Club Weekend has not left my mind, but quite honestly it doesn't seem to get a great deal of response from the membership and this will be discussed during the A.G.M. to see if there is some way that the membership can be attracted to attend a meeting of this nature. I have asked in the previous Newsletter for people who are prepared to travel and what distance. I am afraid the people who are prepared to travel 30 miles, and I have had that, 50 and 80 miles are just not getting into the situation at all. Eighty miles doesn't take you anything like near each other. You must be prepared to travel at least 150 miles, and that is a minimum. Richard Wakefield, from Brighton, is prepared to travel just about anywhere in the country, so if Richard can do it and travel up to the Midlands if necessary, then I don't see why others of you can't do so. There is little point really, in the effort of rebuilding these cars, and for that matter, my effort in trying to get the vehicles together if people aren't prepared to use them. There is absolutely no point in owning the things. Don't be afraid to use them, they aren't that delicate. I've been to Switzerland and Spain by Y model and when I worked in France, as a young man, I used to go from Dijon to Paris in a day to renew my work permit, a distance of over 500 miles.

As you know, we have set meeting dates at Silverstone this year, which is the May Bank Holiday at the end of the month, and to date I have 10 members, or 10 vehicles, coming along. Jim Fitzgerald said he will be there from Dublin and he to date is the furthest travelling member. It is a three day event and the passes are issued to me basically to be used on a three day basis. Several members have said they will come for one day, but this will be rather difficult as they will

have to have one of these passes and I have only a limited issue of them. Quite how one can pass it to another chap overnight, so to speak, for his use the following day I haven't quite worked out, any ideas? I now feel quite certain that the Show Chassis that we have purchased won't be present, as with all these things it is going to take a considerable amount of effort to restore it to its former glory, and a lot of hours, and there is little point in rushing it to try and get it somewhere like that, when really each part needs to be carefully prepared, and if chromed, I intend to lacquer them to try and preserve the chrome. The best way Yvon Precieux and I see of restoring this at the moment, as only Yvon and I are dabbling with it, is that we will probably take a major component each and restore them, possibly an axle each, and the gear box and engine between us and bring these components together to assemble to the chassis and then stand back and see what else needs to be done in respect of detail components. I have the idea of sectioning it beyond the original sectioning of Ford Motor Company although this may be something we might like to talk about at the A.G.M. because the starter motor and the dynamo are completely enclosed and one cannot see into them, the distributor is enclosed and I feel such items should also be open now. Ron Smith has offered his services, we will no doubt find him and all volunteers a job. I think really what I am looking for is people who are prepared to work on units and bring them up to a very high standard of finish. If anyone would like to think of working on a specific component, they are more than welcome to contact me. So, at Silverstone, as I said, we have 10 vehicles and I have provision for 15, so 5 more full time people will not be amiss. Those of you considering part time attendance may like to extend that by a day or two. Alas, only one C model still, with Dave Curtis' convertible being the only vehicle representing the range. I would have thought one or two C saloons might have crept along to see us there, but it looks like I am going to be disappointed.

As you can see in This Newsletter, there is a vast range of events taking place all over the country throughout the year. I constantly keep receiving these through the mail and I simply send the lot to John so that he can simply date order them and make note of them for anyone who is interested to attend a local event. Hagley Hall this year isn't going to take place simply because the organisers have decided that there are so many events taking place that it would be pointless to try and compete. They are, however, sponsoring one in Birmingham and details of this are enclosed with this Newsletter. It may be worth our while to go to this Birmingham event which takes place at Cofton Park, Longbridge, on 30th June, 1985, and then perhaps the following event at which we could get together would be the Club Weekend or certainly a day, if this can be arranged in the latter part of say, August. While we are going through the year, I am then coming up to the Beaulieu meeting which is, of course, an Autojumble. By and large, people who were there last year said they wanted to be there again. I am limited on tickets, strictly 4 per stall and I don't want to have to take more stalls than I have to, because they are an expensive way of buying tickets. At the moment, I am thinking of taking all 4 stalls, as I think we will be supported by members to that strength, which will mean 16 personal tickets.

Those of you who did go to Hagley Hall last summer would have seen that I had had a board signwritten displaying the maker of Mike Chapman's car. However, when the vehicle was photographed for the Club Newsletter (Issue 31, Sept/Oct 84) I took the liberty of describing the vehicle as an Alpine Tourer, knowing full well that this was wrong - I simply wanted to know the results this would have among the members. Unfortunately, the result was rather disappointing. Naturally, I expected Mike Chapman to write and put the merits of his car to us, Jim Miles did so, but then Jim writes to every Newsletter we have ever published, Jeff Cole wrote, perhaps the first time for a number of Newsletters but he has contributed before. The only member who was sufficiently incensed to write and ring me up several times on the subject of the incorrect title to the car was Vernon Morgan. When he did speak to me I simply denied any knowledge of it and suggested that he wrote to John, who would publish articles in the forthcoming Newsletter, and as you saw in the following Newsletter, this resulted in 4 members having their tuppence worth on this incorrect title. Well, I frankly found this disappointing

that only 4 people took the trouble to write in. Previous to these people, Bert Thomas had written to me direct and the copy of his letter is now enclosed. I purposely held this back, for Bert in himself may not be a past master, but he is certainly a master of past Ford cars, and his comments were very relevant to this particular vehicle:

"After receiving your Nov/Dec mag I just had to sit down and put a few well chosen words on paper re Chapman's (ex Copp) Model Y tourer. Now except for Keith Copp (who provided all the money!) I have had more to do with this car than anyone else and that includes all the "EXPERTS". I have worked on the woodwork in the initial stages of restoration; helped to set up the scuttle wings, etc. and also skinned the whole car with its new aluminium panels. I can categorically state that the car body was built by Abbey Coachworks Ltd. of Minerva Road, Acton. The body plates were firmly fixed to the sills before the car was stripped. Furthermore, it is nothing like an Alpine, nor the Mistral nor the Dagenham Motors tourer of the same era. The car's original registration is YY which was only issued in London between Sept and Nov 32. Its chassis number is Y-1316 and it is the only Y around at the present with the original epicyclic steering box which was obsoleted at the beginning of Nov 32 in favour of the worm and nut. The car had a write-up in "The Light Car" of Nov 18, 32.

The Jensen bodies (i.e. Mistral) are similar but not the same - and they were built for Birmingham and consequently most of them have West Midland registration numbers.

I have original Ford Show Catalogues for 1932 (2 off) and 1933 and also all the Ford Times for 32, 33 and 34 with pictures of all the contemporary Tourer bodies and they are all quite different from YY 7475 and that includes the Kerry, Briggs, Ranelagh, Mistral, Dagenham Motors, Terrier, Tickford, "JW" Special, Cairn, Puttock Special and the Alpine."

A deliberate error of this nature proved that some of the letters were at least read by some of the people, but something like 300 of these Newsletters go in the post when we do send one out. To date we have had no articles from any of our overseas members, and we now have 30 or more.

It is the old story, the Club is being worked and carried by a handful. To pay £7.50 a year and sit back and write for spares and write for this and write for that really is not an acceptable level of support. You the members have to make this Club work, which will be one of the themes I want to bring out at the A.G.M. - that the membership of this Club is not prepared to contribute enough effort to running it. It seems to me that I've said it all before.

On the subject of spare parts, the majority of the letters are very courteous and very polite and ask for parts - but I do get very rude and curt letters from various members who simply request that parts be sent by return of post as their vehicle needs whatever. I am amazed that so few of these letters actually carry the words 'Please' or 'Thank you'. I would remind members of the Club that I am not doing this for a living. Quite frankly, I don't need ignorant people at the end of a day's work!

The problem of course with the spares is that when overseas members require parts, perhaps these members don't realise the difficulties that we are faced with in getting parts for these cars, or perhaps they consider that because they were made in England that the parts are plentiful. Let me assure you that they are not - parts for A models, B models and T models are far more plentiful than they are for Y models simply because the vehicles are world wide and therefore industries have sprung up to reproduce the components. Our vehicles are unique to principally the U.K. and the part situation will become very desperate as the years go by - for instance, Phillip Albers, whom many of us know, has stopped using a Y model

for daily use as it was getting too difficult to keep it on the road on a daily basis. He now uses a 1929 A model which he can keep on the road with an abundance of spares. If you do write to me from abroad, gentlemen, and ask me to send you parts, I am sorry but you will just have to be very patient. There are certain items that I have looked for, for my short rad 4 door 1933 model, for a number of years and I still haven't found them yet, and frankly I doubt if I ever will. So there is no magic formula to getting parts for these old cars.

The cost of sending these parts is, of course, very high. Recently I had £1 sent to me from abroad, requesting that a 65p item be sent, together with a Newsletter (for which postage in the U.K. is 18p). If the gentleman wants to pay the cost difference of the Newsletter being sent to him on receipt (normally double - I am not sure what the procedure is in other countries, but in this country it is double), he has only to look at the cost of the postage for the Newsletter and it usually costs nearly £1 to send it - depending on weight he will have a bill of something like £2 to pay for excess postage. Those of you not living in the U.K., let me assure you that the pound buys very little nowadays. The change of 35p would probably be absorbed in postage in sending out the item, so I will be corresponding with that member within the next Newsletter and ask him if he really wants me to do this.

MANUFACTURING

The manufacturing side is steady, I have stopped trying to think of other things. In fact, I have thrown out a lot of would-be suppliers who simply do not come up with the goods and kept me in promise land. By the time these Newsletters reach you it is HOPED that the RUNNING BOARDS will physically be available at long last. I now know that both moulds are being manufactured and people are beginning to do their part in getting them before us. Those of you who want to send cheques in advance will be the first to receive them. They will be kept separately until I have physically got these running boards, before I credit our account with the cheques. Obviously those of you who have paid for them in advance will have priority in having them sent out. The BUMPER BARS are my next main stream and these, as we have previously said, are now tooled. Rear ones, 20 are being made and then 30 front bumper bars. A total of 50 each will be pressed but not all necessarily plated and polished.

As you can see from the Newsletter, I have virtually removed all the CHROME PARTS as the man who has previously made them for us is taking anything up to a year or more to do so, and I now consider him totally unreliable and will, in fact, involve myself in the manufacture of these items when time permits. I now have a new source for casting them in brass and I can get them polished and plated myself. The prices will probably be higher, but at least you will get them, whereas the other way they were just never coming forward. So on the form at the back, gentlemen, if you can give me some ideas on your chrome requirements, I will be obliged. Specifically C model owners, as the volume here is so low that it really does demand some foresight in order to get the quantities right. And I am afraid the U.S. dollar has hit our rubber industry, as the compound that we use comes in from the States and the falling pound and the rising dollar has knocked this for six, and the raw material costs have gone up quite alarmingly. I don't keep vast stocks of these things as they have to be made by hand on an individual basis. We have only one mould for everything and for instance the gear box mounts can represent 2 hours work to simply produce one, and the moulds have to be prepared and cleaned and then you have to leave the thing for something like 3 days to cure in the mould before breaking it open. We are not in the business of mass producing anything like this as we only sell something like 15 a year, and so one mould is sufficient. But all prices, I am afraid, have gone up and there is nothing I can do about it.

TRIM

May I remind members that I do not carry trim. I have recently been asked to

supply 'wing piping', we don't carry it as Woolies offer a very good one, part no. 248, which is described as Grained dull black leathercloth, 3/16" dia. cord with 1 1/4" flange. Other members have recently asked Jeff Cole for roof trim material, which made me look around, and I found a very acceptable material supplied by Boyd Riven, whose address is also given on page 2. I in fact found it so acceptable that I re-did the van roof, members who would like off-cuts from me can send a S.A.E. for a piece.

As I mentioned in the last Newsletter, I have ordered REAR FLOOR PANS for Y cars, but the front does not have metal floor pans, but six plywood boards.

I end finally with another extract from Bert Thomas' letter, which gives the correct title to some of the body parts we make and gives the parts numbers. C items we do not make and in fact I have never been asked for. However, I do not intend to change my ways, Bert may not be pleased but the name I use I find works. People will understand what I am talking about when they send in for it and to use the part numbers I have found in the past to be an absolute waste of time, as no doubt the dedicated people around the world will know the part numbers of the old Fords, but the vast majority of you just refer to them by name and description, and after all is said and done, there aren't all that many parts on the cars that we deal with, but by and large this is quite a satisfactory way of doing it. But for the enthusiastic members we have, I nevertheless quote from Bert's letter here, and thank him for his trouble and indeed for his trouble that he takes from time to time to keep us on the straight and narrow, and congratulate him on recently achieving the Senior Citizen's rate which he quickly took advantage of! Bert is also looking for Senior Citizen's rate at the petrol pumps, but I think here he is meeting a slight problem! Congratulations, Bert, I still refuse to believe that you are of this age as I am quite convinced that you have twice as many hairs on your head as I have. Not fair!

"Another little bit of info - your "Chase" rails are actually Scuff plates in Ford terminology both in 1932 and today. Relevant part numbers are as follows:

Plate (Door scuff) R/H 2 Dr - Y 941480
 Plate (Door scuff) L/H 2 Dr - Y 941481
 Plate (Fr and rear Door scuff) R/H 4 Dr - Y 946480
 Plate (Fr and rear Door scuff) L/H 4 Dr - Y 946481
 Plate (Door scuff) R/H 2 Dr - C 941480-B
 Plate (Front door scuff) L/H 2 Dr - C941481-B
 Plate (Ft door scuff) R/H 4 Dr - C 946480-B
 Plate (Ft door scuff) L/H 4 Dr - C 946481-B
 Plate (Rear door scuff) R/H 4 Dr - C 946482-B
 Plate (rear door scuff) L/H 4 Dr - C 946483-B"

Again, finally, four or five Y models have been found in Oxfordshire. Do I have any volunteers to form a Working Party for one or two days over a weekend to help recover these vehicles? Nothing finalised as yet, but please let me know if you will be able to help if necessary.



Department of Transport
Driver and Vehicle Licensing Centre
Longview Road Swansea SA6 7JL

Telex 48102

Telephone 0792.

FORD VAND C REG.
c/o SECRETARY
MISS S MILES
15 RYDAL GARDENS
WEMBLEY
MIDDLESEX
HA9 6SA

Your reference
Our reference POLVPS2/3/O35
Date 27 March 1985

Dear Miss Miles
WARNING TO BUYERS OF OLD VEHICLES

The Department has become aware of a number of instances where a motorist has acquired an old vehicle only to find that it cannot retain the registration mark displayed on it. This is because when applying to DVLC for a registration document in his name it was found that the previous keeper of the vehicle had not registered it at the Centre before the computer record closed on 30 November 1983. In these circumstances the vehicle cannot normally be recorded under the number being claimed and an alternative has to be allocated. Whilst every effort is made to ensure that the replacement numbers allocated are appropriate to the age of the vehicle concerned, it is appreciated that the loss of the original registration mark might be of concern to the individual particularly if the number on the vehicle was an important part in the reason for the purchase.

In order to help combat this problem the Department has issued a Press Notice. The text of which is attached.

In addition to this a warning note is to be included on a new version of the application form for a Cherished Transfer (V317) being introduced on 1 April.

I hope you will find this information helpful.
Yours faithfully

Page 1
M BROCK
Policy Vehicles Branch

WARNING TO BUYERS OF OLD VEHICLES

Motorists who are interested in buying an old vehicle with an attractive registration mark displayed on it should ask the seller for the vehicle's new style registration document (V5) to ensure that the registration mark is still valid.

Vehicles registered or licensed since September 1974 will have automatically been recorded on the computer records at the Driver and Vehicle Licensing Centre. A computer produced registration document will have been issued and should be available. However some old vehicles still in existence may not have been licensed since that time. Unless the owner applied to record the vehicle on the computer before November 1983 the mark displayed on the vehicle may be no longer valid.

Prospective purchasers of vehicles with attractive marks are being advised to contact DVLC's Vehicle Enquiry Unit (0792 72134) if the seller of the old vehicle cannot produce a new style registration document for the vehicle. The Enquiry Unit will be able to say if the mark is still valid.

Details of the transfer rules are set out on Form V317 (Application to Transfer a Registration Number) obtainable from any Department of Transport Local Vehicle Licensing Office. Anyone wishing to transfer a number from one vehicle to another should make sure that they can comply with all the conditions mentioned on this form before any money changes hands.

Handwritten notes:
4/8/86
22/2/87
M Brock

CAR RESTORATIONS

Bob Wilkinson has taken the trouble to detail the history of his car's restoration so as promised in the last issue, here it is:

"You may remember that in January 1984, (Newsletter no. 26) I had a rolling rebuilt chassis at that time. I obtained some new brake shoes and clevis pins to enable a hopefully good system to result. Some notes from fellow Y and C member Jack Barnes were a big help here. New king pins completed the steering overhaul and a pear shaped shock absorber from Graham Game replaced one missing from the front.

Incidentally, Jack Barnes, who now lives near Bournemouth, runs an earlier Mistral which he rebuilt. He did a good deal of research into the model and tells me that there are now only 3 left in Britain; his, mine and one from the Midlands(?) which appeared and was noted by Graham Miles at the 1981 F.M.C. 50 year celebrations in Dagenham. Does anyone know of this missing car?

There are a handful of 8 h.p. tourers from other 'stables' e.g. Abbey, Alpine, registered with our Club. The MISTRAL is the only aluminium bodied tourer produced. The body was made by the famous Jensen brothers at West Bromwich and was sold at £162.10s.0d in 1935. Two tone paintwork would set you back an extra £1.0s.0d!!

Meanwhile, back at the workshop The aluminium body had been removed in two halves and it was now time to replace some of the ash framing and stiffen up some of the loose joints. These bodies are amazingly flexible and extremely lightweight. New inner rear wheel arches were made and fitted.

The battery was to be re-located on the front O/S of the car and thus a battery box was made and inserted with only sufficient depth below to avoid fouling the steering column. Why the battery was on the N/S I have no idea since this meant that originally one could not use the full toolbox space as per saloon.

At this stage, the wings complete with much new metal, bonnet and radiator grille (bought from Roger Booth) were sand blasted and primed. I stored these in the family caravan (dry and ventilated) without complaint, even when my wife found out!

The 'fun' really began when refitting the body halves in such a way as to ensure that the doors opened and closed. After all, that's what doors are for! My young son kindly told me that the Dukes of Hazzard climb into theirs - well, he was trying to be constructive I suppose. When we had fitted and removed the body 20 or so times to adjust mounting holes or spaces, it was amazing to note that my wife, Shirley, was becoming well skilled!

Eventually the doors (with refurbished hinges) were a good fit. I had been warned by Jack Barnes that they had to be since they could fly open as the chassis flexes on cornering. The recent T.V. comedy series 'The Magnificent Evans' (Ronnie Barker) did prompt me to think that having your (lady) passengers climb over the doors could bring back more life into the contemporary motoring scene! (Now if my young son had told me that!)

Wings, bonnet and radiator grille etc were all fitted to check for any distortion in welding/blasting, etc. and then removed with the doors ready for painting.

All new ½ in. plywood floor was fitted (don't forget to paint the underside beforehand - it's easier), new rear footwells and a new 'tray' made which fits over the rear axle to carry the rear seat. All this work made the whole car much more rigid.

Then came the preparation for and the painting or rather spraying of the bodywork. Incidentally, I possess only very basic equipment - a cheap compressor and gun and have very limited garage space. Therefore, I used this year's good weather and worked out of doors as much as possible. The only snag is, if you spray late in the day your results may 'bloom' so don't use cheap thinners. I chose Ault and Wiborg paints for my car. I decided on Ford Fjord Blue (1979 pale smokey shade not the current Ford Fiord blue) after I had been told by the postwar owners who referred to the car as 'Bluebird'.

I will not bore you all with the need for good preparation work prior to final spraying, suffice to say that all those blemishes 'will shout at you' when you see your car in its top coat. I spent many, many hours and can still find faults in mine; well, next time

By the way, do take care when using the etch primer on aluminium. These two pack items, like many new products, are highly toxic.

A few days later, the bonnet, radiator grille and wings were carefully fitted using new wing piping supplied by Paul Bede Ltd. At this stage, all the back-breaking work tends to be forgotten as the end product literally takes shape.

Windscreen frame and headlamp reflectors were collected after being re-chromed/re-silvered and all fitted onto the car. I made up my own wiring loom and made a careful note of where I deviated from the original colours. One problem encountered was that with so much paint on chassis and bodywork, obtaining a good earth was sometimes difficult. New 'D' lamps for the rear are over £20 each so I spent a good deal of time rescuing the old ones and fitting new clear glass for the number plate illuminator. These were then fitted, in accordance with Graham Miles' recent notes on M.O.T. regulations, on either side of the rear number plate onto a new framework which carries the spare wheel. Being unable to obtain, or afford, two new genuine bumpers, I refitted the ones which I have since discovered were locally made in the early 1940's. The enclosed photos will show that both are straight, the front one complete with hole for starting handle.

John Kirby kindly loaned me the driver's seat from his dismantled 4 door saloon and this enabled me to drive 'Bluebird' for M.O.T. She passed with flying colours! Her first M.O.T. due to being off the road since 1958, when they were not compulsory.

New front seat frames were made to the correct size and shape, rather different to the saloon, and $\frac{1}{2}$ in. plywood was used again for the rear seat, carefully shaped and mounted to fold down for access to the rear boot. I had managed to rescue and refurbish the hood framework and the 4 separate (removable) sidescreen frames. I then drove the car to the trimmers.

E. Orford at York Road, Seacroft, Leeds, is an old established firm specialising in trimming pre-war and vintage cars. I can thoroughly recommend members to use this firm. Small jobs or full trim, Ford 8 or Bentley, all are treated with the same skill and care. Dennis Wood, the proprietor, had no objection to my doing some jobs, like all the door panels, myself. He even gave me some useful instructions to follow.

I now have a wonderful 'MISTRAL' Smokey blue, (Fjord to be correct) with black trim and carpets and black double duck hood. It starts first time, runs well, handles very nicely and stops in a straight line! A favourite with all the family - yes, even in late autumn, driving with the hood down.

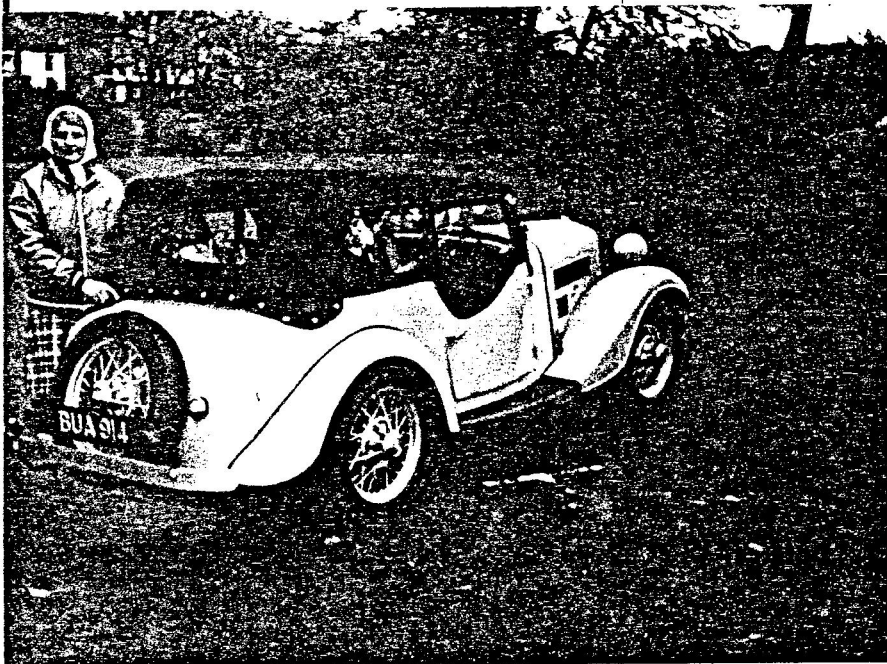
There are one or two bits I still need - a good 6 volt wiper motor, 2 bumpers in good condition, a genuine headlamp glass and magniflex bar. Can anyone help?

"I am now in the process of visiting the car's former owners. I have had regular correspondence with three post-war owners and recently discovered the owner from 1940-1946. Perhaps in the New Year, I may be able to send some more notes and photographs of the Mistral with its former owners.

I would like to thank in particular Jack Barnes for all his help, diagrams, photos, etc., and Alan Ogden for his regular support over the past 18 months and of course Graham Miles and Joe Brookes for their help with spares. I am convinced that my job would have been almost impossible without the Y & C Club and of course then the car would not have been saved for the future.

I hope to see you in 1985, at various 'meets' - happy motoring!"

BOB WILKINSON'S RESTORED MISTRAL

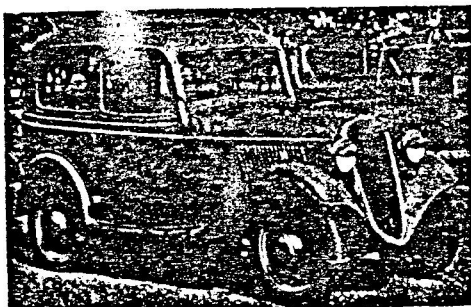


NEWS RELEASE



DATSUN (NISSAN)/Japan 1931 to date

Originally Datsun (from its three backers, Den, Aoyami and Takeuchi), Datsun was founded in Yokohama, though after the war production centred on the Tokyo area. Its main product during the 1930s (during which the Nissan company name was adopted) was an Austin Seven-based 750cc model (though a proposal to build the 10 hp Ford under licence came to nothing). Big cars based on the Graham-Paige appeared in 1937. Post-war, production resumed in 1947 with models again derived from Austin designs, then, in 1955, the 110 saloon appeared: its 1959 derivative, the 310, was the first of the Bluebird line. Also in 1959 the first Datsun 2000 appeared. A prestige model for the home market, the President, appeared in 1964, followed two years later by the Datsun 1000. In



1935 Datsun Type 14 Sedan

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MOT TESTING

In previous Newsletters, I have attempted to pick out the bones of Section 1. of the Testers' Manual and decide which parts are now relevant to our particular vehicles. Section 1, as you may recall, dealt with the electrical aspect of the car.

Now we look at Section 2, which deals with the SUSPENSION AND STEERING. Paragraph 1 instructs the Examiner to inspect the steering column and steering wheel. He is first instructed to take the steering wheel in his hands and move it gently at the same time visually inspecting that the top bearing of the column is sound and that the wheel does not have excessive movement in a lateral direction. He is also instructed to see that the wheel is firm on the shaft, and in our case that the taper and therefore the keyway are correct and sound. He will also at this point check that the steering horn button which acts as a steering lock nut is secure. If satisfied with these items, he will then turn his attention to the steering wheel itself, to see that the wheel is sound and free from cracks. Unfortunately on the latter vehicles, which have Bakelite covers, the steering wheel appears often to be cracked. In practice, this is generally speaking not too serious as there is within the wheel a metal structure, rather like that of the skeleton in our bodies. The Bakelite is merely moulded or formed around this framework and providing that it is sound the steering wheel itself will remain firm. However, from a visual point of view, it may look to be in disastrous condition, and you may find yourself obliged to fill these cracks, rub them down, and in my experience, paint the wheel black with ordinary cellulose paint in order to achieve a good appearance. As yet, we haven't managed to find anyone to recondition steering wheels for us as the moulding here would be quite complicated to do.

The Examiner will at this point turn the wheel in order to check how much movement there is in the column shaft, and we are permitted, strangely enough, a reasonable amount of play in the steering box. It is indicated that as much as three inches on the circumference of the wheel free travel taking up where within the box is acceptable. However, I personally think this is too much as we have to drive these vehicles at the end of the day and you need to reduce the play to something like 1 - 1½ inches. It is very difficult to reduce it below this level as the design of the box will not accept it. He will also at this point check that the mounting of the steering box on the top bracket is secure, in other words where it clamps to the underside of the dashpanel. Having satisfied himself that the turn in the wheel is not excessive, he will now increase his pressure upon it so that the tyres themselves begin to move. He will then be able to determine how much wear has taken place, and if there is an excessive amount, he may ask a colleague to turn the wheel whilst he visually inspects underneath the vehicle. He will, of course, be looking at the ball joints to see that there is not excessive movement in them and he will also be inspecting that the tapered pin that holds the ball joint to the appropriate item is secure and not flopping about in its taper. He will also inspect that the steering box is securely bolted and mounted to the chassis frame itself. If any movement in the joints is excessive or movement at all in the mounting points of the various items, failure will result. He will also check that the drop arm is sound to the sector shaft where it leaves the steering box. In the later vehicles these were a splined shaft, in the earlier ones there was simply a taper with a key. There must be no play at this point. He will also check visually that there is no excessive endfloat on the sector shaft as it leaves the steering box. Here again in the majority of steering boxes the endfloat can be reduced by an adjustment on the upper plate. Some steering boxes do not have this adjustment. He should inspect the nuts themselves and the ball pins to make sure, in our case, that they have split pins through them. Wherever necessary with a castellated nut, a split pin must be seen to be in position and correctly bent.

He will also visually check that there is not excessive loss of oil from the bottom of the steering box. Once upon a time, I used to use 240 grade oil in steering boxes, which was used in tractor gear boxes. Unfortunately, this seems no longer available, but I do recommend that you use the heaviest oil that you can possibly find and 120 is not out of the way. Make sure that your steering box level is full prior to the test and this is best done by placing the vehicle on an extreme lock and then from that lock to the other lock so that the air bubbles are pumped out of the steering box. Place the vehicle on full lock and check that the level is still good then replace the filler bolt. He will also visually check that the steering linkages are not bent and follow the correct line. If a stub axle appears to be out of alignment, if a shaft appears to be twisted or a locking nut missing, split pin missing, the examiner will automatically fail the vehicle. Although I do not think he can fail it for not having the dust covers that we offer in position, I suggest that you make sure that they are sound and in position, and I would advise you to grease the vehicle thoroughly before submitting it for an inspection, both on the steering and everywhere else. He will also, of course, inspect that these mechanical components are not excessively corroded. Whilst in the area of the steering box, the engineer will inspect the chassis frame in our case, to make sure it is free from cracks. No doubt his eyes will fasten upon the roadspring at this point, which we will come to later, but of course any chassis frame cracks or rotten holes will result in the failure of the vehicle.

The next section deals with POWER STEERING. Unless you have been eating three Shredded Wheat for breakfast, this section is not applicable to us.

He will now begin to cast his eyes on to the road wheels themselves and think about the hub bearings. He will place the vehicle on a pit or raise it on a hoist. He will then lift the front axle beam so that the wheel bearings become free from contact with the road. At this point, the engineer will cast his eyes over any possible movement that may take place between the brake drum and the back brake, suggesting wear in the bearings or excessive movement. He will also watch that the stub axle or the axle beam does not move excessively either due to endfloat or worn kingpin bearings. When the vehicle is jacked up he will spin the road wheel and listen. A skilled engineer will tell by the sound that the bearings make the condition of the bearings themselves. Of course, if they are pitted and badly worn, then the presence of noise will be heard and this will tell him that the bearings are beyond their useful life. Having spun the wheel, he will then take the top to bottom of the wheel and move it slightly in a lateral position, watching with his head poked around the front to see if any movement is taking place here, and again looking to see if anything moves between the brake drum and the back brake or on the stub axle to the axle beam. If there is excessive movement, then he will fail the vehicle for either worn road wheel bearings or worn stub axle bushes. He may well at this point turn the vehicle to its extreme locks to check that the steering box has not been badly adjusted, remembering that this adjustment on the top plate of some of the steering box plates will adjust the vehicle in a straight ahead position, as most of the wear on a steering box takes place in the forward position, as that is quite obviously where the vehicle spends most of its time travelling. If you adjust the steering so that it is sound in the forward position, you may have found that you have over-adjusted it on the locks, and thereby making it difficult for the steering column to be moved once the vehicle is turning left or right.

Having satisfied himself that the steering is in sound condition, the examiner will then begin to consider the suspension. He may once again at this point cast his eyes at the condition of the axle beam, the road spring checking for cracked leaves and the stub axles to make sure that everything appears to be visually sound. He may well take a lever at this point and place it into the end of the shackle and lever against the spring to see if he can gain movement on the front shackles. He will also do a similar action when he looks at the rear shackles. If the shackle movement is excessive, he will fail the vehicle.

Here again, he will inspect the chassis frame and the U bolts holding the spring in place to make sure that it is not cracked and that the U bolts are in a sound condition, and again that the castellated nuts and split pins are in position. He will possibly try to check that the centre bolt holding the spring together is not broken and appears to be in correct alignment. He may now lower the vehicle to the ground, visually inspecting that there is not excessive endfloat between the axle beam and the stub axles. If there is, he can fail the vehicle for this, bearing in mind this excessive endfloat can lower the braking efficiency of the braking system, as with the wedge type brakes that these vehicles are fitted with, you simply have to lift the front of the vehicle on this endfloat before the brakes themselves begin to function, therefore your pedal movement is lost.

The shock absorbers will be visually inspected at this point to make sure that they are mounted correctly and that the linkages are sound, the rubbers are not perished, the linkages in the rubbers are not perished and the shock absorber is not leaking. It is very difficult, actually, from a static point of view, to see that the shock absorbers function by pressing the front of the vehicle down, as with the leaf spring design that it has, virtually nothing will happen. He may well road test the vehicle to see how it handles.

Reverting back to the shackles, the engineer will check that there is not excessive side float on the shackle where it meets the spring or perch bolt. If there is, he may well fail the vehicle, if he considers this to be too much, remembering at this point that it is basically what holds the axle beam in a straight position working in conjunction with the radius rod.

He will no doubt now turn his attention to the front radius rod to check that it is not bent or distorted in any manner. He will probably turn to its back to see that there is no excessive movement in it where it clamps underneath the brake cluster. I think it worth remembering at this point that these engineers who are looking at these vehicles today have probably never experienced anything quite like them, as the majority were made over 50 years ago, and by modern day standards are very crude in their design. The last vehicle that anybody manufactured of this nature was, I think, the Ford Poplar, which finished its life, if I remember correctly, about 1960. And so there are 25 years since these engineers looked at this type of vehicle and unless they are an elderly man, probably have no experience at all of this type of suspension.

A similar inspection to what I have just described will, of course, be carried out in the area of the back axle and again, the engineer will inspect that the road springs are sound, the chassis is sound, shackles are sound, excessive movement is not present with his lever and the frame appears to be crack free. Excessive corrosion can, of course, lead to failure of the vehicle. He will probably check that all the rivets that hold the frame together are present and that they appear to be sound and movement free. Tell-tale rust marks will suggest to him that a rivet is possibly moving in its hole. Remember, if one shock absorber is missing, then he can fail the vehicle, but I believe it is the case that if the vehicle hasn't got shock absorbers at all, he can't, but perhaps some of our members who do this sort of work on a regular basis may like to comment on that remark.

Section 3 I will look at next month and this deals with the BRAKING SYSTEM. That should in itself be quite an experience for him.

RANDOM JOTTINGS NO. 3

The month of March marked three notable anniversaries which will be of interest to members. The first two were the introduction of Driving Tests and the thirty mile per hour speed limit in 1935. Thirdly our Honorary Member Bert Thomas became an official old age pensioner! I think he's hoping for half price petrol as well as half price bus fares!

HAPPY BIRTHDAY, BERT!

Jim Miles

637 W. Drysdale 1.2.3
Starter and linkage cables complete
9 Mulberry Cres, Methil, Fife, Scotland

6102Y G. Gibbs 1
Headlamp reflectors (no side light)
Tel. Dordington 38383

6126Y D. Cochlin 1
Any rear lamp parts, L.R. Y
Tel. 01 505 6490

6104Y J. Jardine 1
Advice on windscreen rubber. Reports that
the rubber supplied by Edware doesn't fit.
Tel. 0304 830477

6104Y M. Fraser Cook 1
2 door Y rear window metal trim - rear side
Tel. Hitchfield 43176

6124Y M. Shum 1
Steering wheel 1936Y
Horn button/hut for same

Rear lamp
Rear seat - back rest
Oil can
Tel. Mablethorpe (Lincs.) 77891

6104Y/C J. Jackson 1
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

C Model sidelights
Y pair boxed trafficators

6127Y Ken Cooper 1
Saloon body 4 door Y type
Tel. Droitwich (0905) 770796

6103Y Bob Wilkinson 1.2
Starter pull knob
Tel. Leeds 822088

Graham Miles 1.2
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.

6104Y Malcolm Fraser Cook 1.2.3
Starter pull knob and cable
Tel. Hitchfield 43176

0-6102Y/C Hiasse Green 1
1932 S.R. Ford 8 Y for restoration
Tel. Trelleborg (Sweden) 841011

6110Y C. Cheesman 1
1936/73 2 door car, for restoration.
Price £200.00
Tel. 04026 70162

6119Y Ian Smith 1
Various new and used Y and C parts
C road wheels
C hub caps
Tel. Woodbridge (03943) 7911

6126Y D. Cochlin 1
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.

6110C Yvon Precieux 1.2
C bonnet, unused
Tel. 01 699 2878

61104 J. Hampton 1.2
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

6109Y Colin Ault 1.2
3 Y rear wheels in serviceable condition
Tel. 021 744 2855

6103Y P. Ashcroft 1.2
3 tyres in serviceable condition
1 with wheel for Y
Rantree Cottage, Low Bentham, N. Yorks.
LA 2 7DG.

c/o Mike Chapman 1.2
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

6119Y Ian Smith 1.2.3
Various new and used Y and C parts
Tel. Woodbridge (03943) 7911

637 R. Booth 1.2.3
Engine, Axles
Gearbox
Wheels
Doors (2 door)
Complete chassis on wheels
Tel. 0747 4595 (evenings)

R39 John Griffiths 1.2.3
1936 Model C for sale - bodywork mostly
done, over axle panel needs work,
mechanics all in as far as I can tell,
Green leather interior in nice condition.
Interior dash and doors need refitting
to make a good sound car, £500.
Tel. Hawarden 4194

S. McWilliams 1.2.3
Jan 35 4 door JN 5116
Vehicle requires complete restoration,
coachwork, some welding, upholstery,
engine renovation.
Please telephone for more details.
Will accept offers in region of £200.
Tel. 09592 2150
6 High Street, Otford, Kent

MEMBERS PARTS WANTED (contd.)

R101 S. Reeves 1.2.3
Nearside front seat for late L.R. Y
Pair of headlamps for late L.R. Y
Floor patterns for front of car
288 Spackmans Way, Chalvey, Slough, Berks.

67 Derek Appleton 1.2.3
Front and rear bonnet fittings for 1936 L.R.
centre chrome stripped down

14 Wagtail Close, Burgh Road, Bradwell,
St. Yarmouth, Norfolk.

6113Y Brian Clarke 1.2.3
Headlamp rims for early 1934 Y
Tel. 01 903 4873

6106Y Glynn Jones 1.2.3
Starting handle
External pillar mounted rear view mirror
Tel. Bulls Green 343

6117Y John Holdsworth 1.2.3
1937 Y L.R. front brake drum and any rods
Re-print fo any manuals, owners or operators
Tel. 051 928 5077

635 D. J. Minnett 1.2.3
Rear view mirror
Spare wheel cover
Jack and handle
Tel. 01 661 2480

MEMBERS PARTS FOR SALE

637 R. Booth 1.2.3
Y or C Convertible for restoration
Tel. 0747 4595 (evenings)

6106Y S. K. Webb 1.2
Brake linings and rivets
Orchardlea, Armscote, Stratford upon Avon.
CU37 8DN.

6104Y M. Fraser Cook 1.2
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. Hitchfield 43176

6106Y R. Levett 1.2
Fuel Gauge
Tel. 01 05051 4248

6126Y Ian Schofield 1.2
Headlamp parts (interiors)
Tel. Rossendale 214784

6105Y Ken Knight 1.2
All seats for 1932 Y saloon, any condition,
suitable for recovering.
Tel. Brighton 417679

6127Y Raymond MacDonald 1.2
Foot floor pan wells 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, Bannfshire

6103Y D. Birch 1.2
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

6104Y Brian Mace 1.2
Rear view mirror for 1936 Y
Starting handle
Tel. 0603 45558

6106Y Glynn Jones 1.2
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

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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

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 change prices different from those quoted without prior notice.
Prices quoted are not negotiable.

MECHANICAL

	CLUB PRICE	NON-MEMBER
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. Exchange only	£ 16.40 each	not offered
and subject to condition		
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		
Spendo 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	
K28	5 ft 1 in long - C	
	price on application	
'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 9 1/2" x 1 1/2"	£ 1.50 each	£ 2.50
Bottom hoses - straight 8" x 1 1/2"	£ 1.25 each	£ 2.00
Oil can transfers, black	£ 3.00 each	no stock
Oil cans - on order	£ 4.75 each	£ 7.00
S.R. & L.R. rear brake rod support carrier arms	£ 15.00 per set	£ 23.10
Wheel nuts for 'Y' and 'C'	plus £ 1.60 per set	

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	not offered
	plus £ 4.00 p&p	

Body Panels (continued)

	CLUB PRICE	NON-MEMBER
Front valances L.R. & S.R. 'Y's	£ 25.00 each	not offered
Inner rear wheel arches 'Y's	£ 20.00 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 wells - 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)	£ 2.80 each	£ 4.20
Front radius ball	£ 2.00 each	£ 3.00
Steering dust covers	£ 0.80 each	£ 1.20
Under bonnet rubber sets - 9 items	£ 5.50 per set	£ 7.75
Brake and clutch pedals (exchange)	£ 2.65 each	£ 4.00
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.40
Gear box mounts	£ 9.75 each	£ 15.00
'Y' early side light base mats	£ 2.40 each	£ 3.60
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. donnet 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 handles - new/old stock	£ 4.25 each	not offered
Rear four door window and 0/S/F	No stock - on order	
Both above - lock barrel and base escutcheon (plates not supplied)		
Mindscreen 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
1903 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

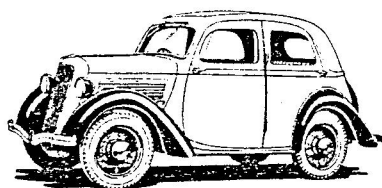
Batteries

DO YOU REALISE how hard worked are the batteries fitted to cars during these dark, cold and foggy days, and the little attention they receive in this period?

Owners generally inspect their batteries only when they show signs of needing attention, and when they fail through neglect many think it an economy to fit a cheap battery.

Impress upon owners, first, that periodical inspection of their battery will enable minor troubles to be traced and cured before they can have a detrimental effect upon the battery and so ensure the maximum efficiency and longest life; secondly, that the installation of cheap batteries is not necessarily an economy, as illustrated on page 40 of this issue.

Having impressed these points upon owners, see that you are equipped to carry out efficiently their battery inspections and replacements.



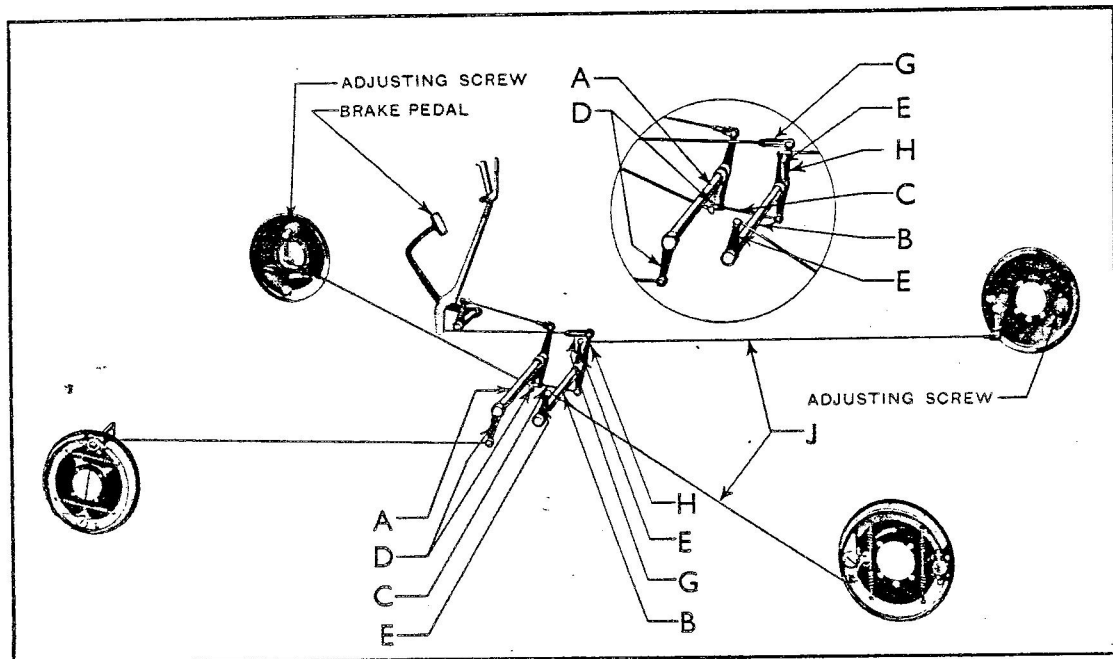
"DE LUXE" MODEL BRAKING SYSTEM

Fig. 30. "De Luxe" Model Braking System

Operation

An improved type braking system is now being fitted to the "De Luxe" model cars; a diagrammatic representation of this being shown in Fig. 30.

The brakes on all four wheels are operated by the foot pedal from the cross shafts A and B, Fig. 30: through the connecting link C: the rods operating the front brakes being connected to the arms D, the rods operating the rear brakes being connected to the arms E.

The hand brake lever operates the brakes on the rear wheels only through the rear cross shaft B, which is able to work independently of the front cross shaft through the link C; slotted link G, connecting the hand brake lever to the operating arm H, on the rear cross shaft B.

The instructions published in Volume I, Number 2, of the Model "Y" *Bulletin*, for checking and adjusting the brakes apply to the new system, but if the braking system has been dismantled, or it becomes necessary to re-set the entire system, proceed as follows:

Footbrake Linkage Adjustment

Before attempting to make any adjustment to the brake linkage, make sure that the shoes are

correctly adjusted in the drums by means of the adjusting wedges as described in Volume I, Number 2, page 18, under the heading "Adjusting Brakes."

Next, disconnect all brake pull rods at the back of the brake housing plates, and make sure that the hand brake is in the fully "off" position.

Disconnect the brake pedal to cross shaft rod, and adjust the length of this rod by means of the adjustable clevis until, with the rubber stop on the brake pedal pressed against the underside of the floorboard, the top face of the shoulder formed on the left hand lever boss on the front cross shaft is just touching the top face of the shoulder formed on the left hand forward cross shaft bracket boss as shown in Fig. 31, when the rod is re-connected to the footbrake pedal arm. *Do not leave a gap at this point.*

Never attempt to carry out adjustments with the number 1 floorboard removed, or the rubber pedal stop missing, since under operating conditions the "off" position of the brake pedal is determined by the stop.

Replace the pedal retracting spring, the clevis pin and split cotter pin, and lock the clevis by tightening the locknut on the rod securely.

The length of each front rod must now be adjusted independently as follows:

Push the operating arm on each front brake housing plate towards the cross shaft until all play in the cam, etc., is taken up, and the spring pressure can just be felt, then pull each front brake rod towards the front brake housing plates until all play etc. in the front cross shaft is taken up.

Adjust the length of the two front brake rods by means of the adjustable clevis at the brake drum end until the pin hole in the clevis *just lines up* with the hole in the arm on the brake unit.

The clevis pins should then be cleaned, oiled, and replaced, and a **new** split cotter pin inserted.

It is always good practice to bend the two legs on each cotter pin in opposite directions.

Do not forget to lock the clevis at the brake drum end of each brake rod by means of its lock nut.

Pull each rear brake rod J, towards the rear brake housing plates until all play in the cross shafts is taken up, and push the brake operating arm on each rear brake housing plate towards the cross shafts until all play in the rear brake cam, etc., is taken up and the spring pressure can just be felt.

Adjust the length of these rods by means of the adjustable clevis at their rear ends until the pin hole in the clevis *just lines up* with the hole in each arm on the rear brake housing plates.

The clevis pins should now be replaced and locked by **new** split cotter pins.

This completes the linkage adjustment for the four wheel brakes operated by the foot pedal.

Each wheel should now be checked to see that the brakes are not dragging.

Handbrakes Linkage Adjustment

If the above instructions are carefully followed, the hand brake will also be correctly set.

To ensure correct balance of the brakes the hand brake lever should now be placed two

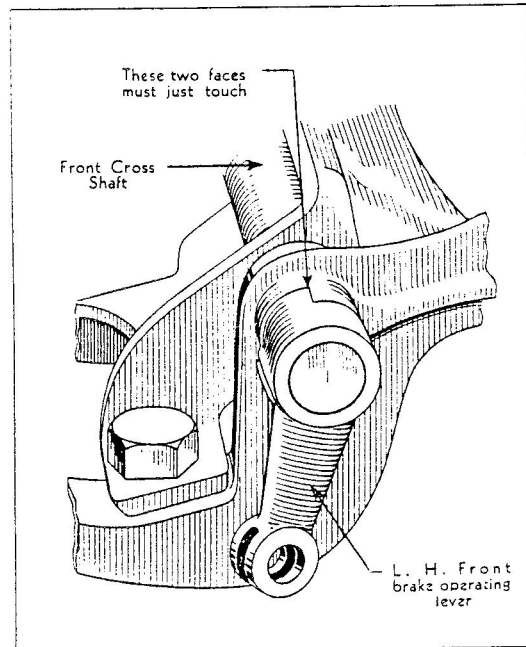


Fig. 31

notches "on" and the rear brake adjusting wedges slacked off two extra notches: this will give the approximate correct balance.

Finally, test the brakes on the road and make any slight adjustment that may be necessary to secure perfectly even braking action by means of the adjusting wedges on the brake housing plates.

If the above instructions have been followed carefully it should not be necessary to turn any of the adjusting screws more than one, or at the most, two notches.

Incorrect brake rod adjustment will give rise to dragging, chattering, or squeaking brakes, and cause unequal braking action.

STARTING

Complaints of difficult starting are still being received which upon investigation have been found to be due to some misadjustment of the various components affecting starting, or to carburettor controls incorrectly set.

The correct procedure for starting has been exhaustively dealt with and there is no reason why this type of complaint should be received.

The pamphlet, "Winter Starting" which deals with the starting procedure is available and should be brought to the notice of owners and

followed closely. In addition, articles have appeared from time to time in the bulletin that have a direct bearing on this matter and should be brought to the notice of those members of your staff concerned.

It is also suggested that these articles be initialled by the members concerned to show that the contents have been read and are quite clear, when no excuse can be made for points being overlooked and complaints received from owners.

BATTERIES

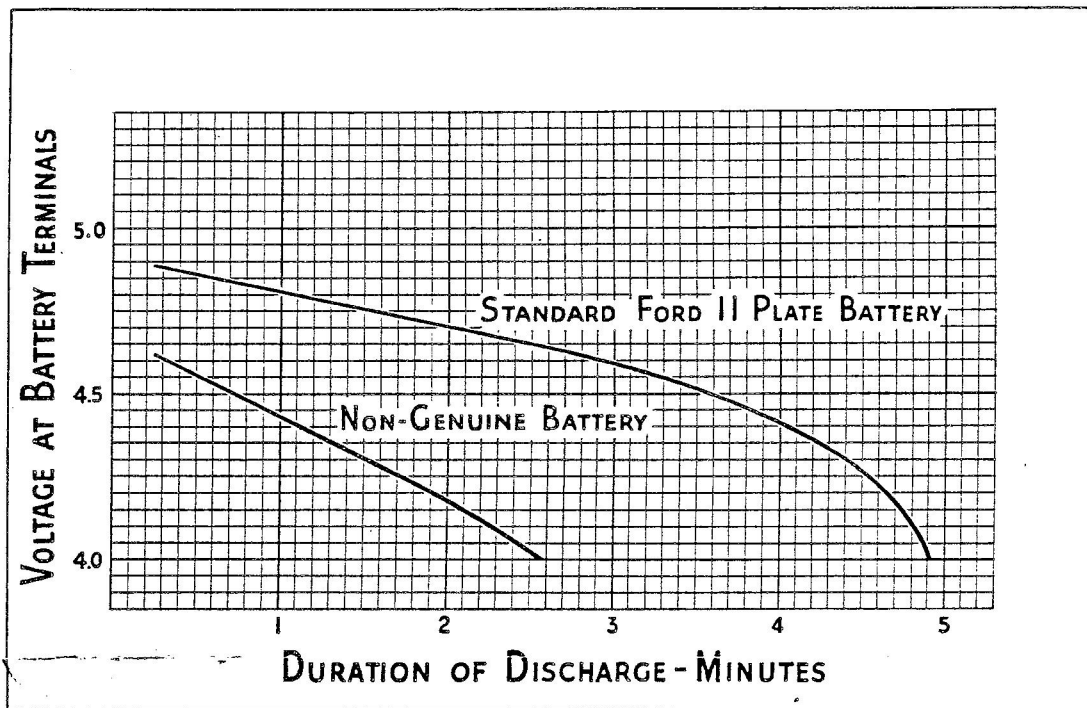


Fig. 32

At this time of the year batteries are being replaced by many owners who have possibly neglected them during the summer months and are now discovering that this neglect has damaged their battery.

In cases where a battery has been damaged through neglect, or accident, before reasonable service has been obtained from it, the owner is often tempted to install one of the many non-genuine batteries that are on the market for replacement purposes, in the belief that the, in some cases, lower cost effects an economy.

As many of these batteries appear at first sight, and are sold as being "suitable," or "just as good," this economy may seem to be justified; but when it is remembered that the battery is one of the most important components on the car, and it is its efficiency and life in normal use that finally determines the degree of economy, only the best battery should be fitted.

To make this clear, tests have been carried out, on a genuine Ford battery, and a non-genuine

battery offered to the public as being suitable for the "Popular" model Ford as shown in Fig. 32, where it will be seen that within a period of approx. 2½ minutes the non-genuine battery had discharged from 4.6 volts to 4 volts,—a drop of .6 volts whereas the Ford battery had discharged from 4.9 volts to 4.65 volts—a drop of only .25 volts in the same period.

At the same rate of discharge the Ford battery required nearly 5 minutes to reduce the discharge to 4 volts.

From these results it is obvious that the fitting of a genuine Ford battery is essential for ultimate economy and satisfactory service and that the fitting of non-genuine batteries may easily "let-down" the owner in cases where heavy demands are made upon it.

Bring this to the notice of those owners who are inclined to fit any battery that may be available at a price lower than the genuine article, and impress upon them the falseness of this economy and the advisability of installing only genuine Ford batteries.

TOP HALF OF FORM TO BE COMPLETED AND RETURNED TO:
Graham Miles, 61 Gallows Hill Lane, Abbots Langley, Herts., WD5 ODD.

MEMBER'S NAME	TOWN	MEMBER'S NO.
---------------	------	--------------

Steel RUNNING BOARDS with fibreglass matting. Tick if interested
£41.00 each, plus £4.00 postage and packing each.

Requirements for CHROME FITTINGS - handles etc.

PARTS FOR SALE

PARTS WANTED (both Club and from
other members)

Your tel. no., please, for replies to Newsletter ads.

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

Monday, 27th May

WITHOUT YOUR CAR (TICK BOX)

BRITISH MOTORING FESTIVAL, COFTON PARK, REDNAL, BIRMINGHAM, 30TH JUNE

Following back copies of Newsletter available - send 18p stamp (U.K. Overseas check
stamp value on envelope) for each copy to Graham Miles - nos. 19 - 31 inclusive.

1985-86 SUBSCRIPTIONS - NOW DUE IF NOT ALREADY PAID

Membership runs from 1st March to 28th February, 1986.

Rates remain the same as last year. Please pay promptly.

United Kingdom and Eire £7.50

United Kingdom and Eire Retired Members £5.00

Overseas Members £10.00, payable in STERLING

All cheques must be made payable to 'FORD Y & C MODEL REGISTER' and sent to
Bob Wilkinson (Membership Secretary), 2 Oulton Lane, Woodlesford, Leeds, LS26 8NL.
Your membership card showing your new style membership number will be sent to you.
Please use this new number in all correspondence and when ordering spares.

PLEASE COMPLETE THIS FORM AND RETURN TO BOB WILKINSON WITH YOUR CHEQUE:

AMOUNT ENCLOSED

FULL NAME

ADDRESS

POST CODE TELEPHONE NUMBER

CAR DETAILS - please give details on separate sheet if 2 cars.

Model Y C Other Year 193

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)



The Independent Magazine for the Ford Enthusiast

25 Canby Place, Cheltenham, Glos. GL50 1JN Tel: (0242) 582460

19/3/85

DEAR CLUB SECRETARY

FAST FORD is a brand new monthly magazine for the Ford enthusiast. Packed with comprehensive road tests of the latest models - especially high-performance versions, reports on Ford's fortunes in motor sport, articles on maintenance and performance tuning of Fords - both old and new, plus coverage of Ford Owners Clubs and events and the biggest classified ad section for buying and selling Ford cars and components. FAST FORD will be launched at Motor 100 (May 25 to 27) at Silverstone Circuit.

Priced at 95p (even cheaper if you take out a subscription at special discount rates to F.O.C. members), FAST FORD is a top quality monthly magazine, with superb photographs and well-researched articles by some of the best motoring journalists in the U.K. and abroad.

We also recognise the fact that there is a great deal of expert technical advice available from F.O.C. members themselves. Can you help us by submitting the names of a couple of club members who are experts on any particular model and who would be prepared to answer readers' technical problems on a regular basis. We will pay a pound for every problem solved and will publish a selection of problems and replies each month.

We are also keen to publish details about the various F.O.C.s so could you please let us have some information about your club, where and when it meets, plus dates of forthcoming events for our Club Diary.

FAST FORD will also have regular features on owners' cars, particularly those in concours condition. Please let us know if you have any suitable candidates.

We also welcome submitted articles from F.O.C. members and aim to have the liveliest Letters Page of any motoring magazine. I am looking forward to a bulging postbag in a couple of days time!

Private ads in the classified section will be at especially low rates and for an initial period will be absolutely FREE to F.O.C. members, provided they can restrict their ad to 10 words. Their advert will reach some 40,000 Ford enthusiasts nationwide!

FAST FORD readership will bring many other benefits - cheaper car insurance, plus discounts on a whole range of products and services for subscribers. A great deal depends on your response. Please drop me a line with your comments. I look forward to meeting you on the FAST FORD stand at Motor 100.

Yours faithfully,

Jerome Moutat

ANY OFFERS WHOLE FIVE.
ONE WHOLE FIVE.
TO EPOCH CONTACT CLAREMMA.

Jerome Moutat - Editor

Practical CLASSICS

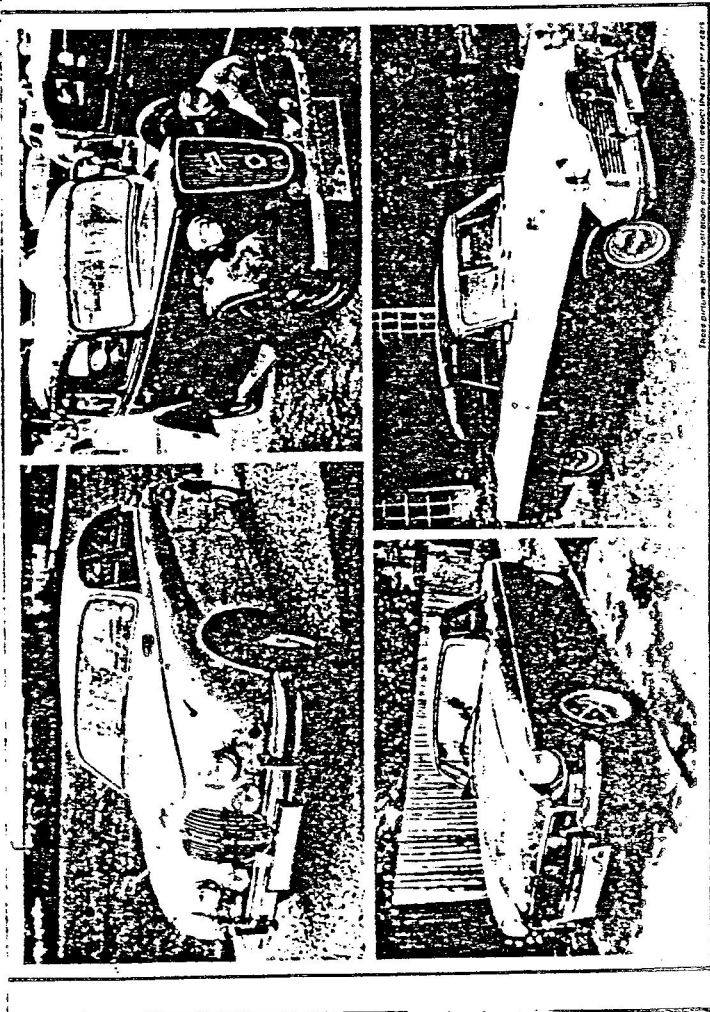
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NEWS RELEASE

Spring competition offers choice of four cars to winner!

A novel competition in 'Practical Classics' magazine this spring allows the lucky winner to choose his prize from these four cars: a Jaguar Mk 1/2 Saloon, an Austin 7 Ruby, an MGB and a Ford Zephyr/Zodiac Convertible. (Similar to models illustrated).

This free-entry, 3-part competition will appear in the May, June and July 1985 issues of 'Practical Classics' (on sale from 11th April, 9th May, 13th June respectively) and should appeal to a wide variety of enthusiasts.



A Jaguar Mk 1/2 of an Austin 7 Ruby of an MGB of a Zephyr/Zodiac II Convertible