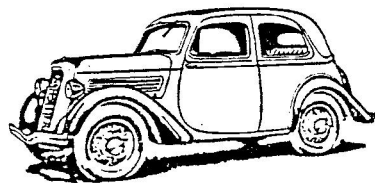
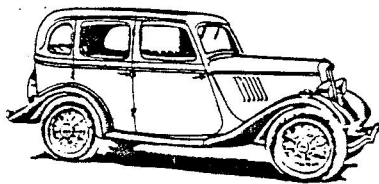


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 37 Sept/Oct 1985

NEWSLETTER EDITOR:-

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

CLUB CHAIRMAN:-

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

Chairman and Spares	Graham Miles	61 Gallows Hill Lane, Abbots Langley, Herts., WD5 ODD.
Newsletter Editor	John Guy	5 Woodland Place, Totley Rise, Sheffield, S17 4JG.
Membership Secretary	Bob Wilkinson	2 Oulton Lane, Woodlesford, Leeds, LS26 8NL.
Treasurer	Tom Morgan	8 Craigwell Avenue, Radlett, Herts.
Archivist, Special Bodywork Advisor and Librarian	Jim Miles	22 Valley Close, Waltham Abbey, Essex, EN9 2OU.
Technical Advisor	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex.
Events Committee	Don Malin	11 Woodfield Close, Ash Green, Coventry, Warwickshire, CV7 9HQ.
	Ray Smith	Fenheim Coate, Devizes, Wilts., SN10 3LA.
Area Organisers:		
Area 1	vacant	
Area 2	Jeff Hancock	30 Inglefield Avenue, Heath, Cardiff, CF4 3PZ.
Area 3	vacant	
Area 4	vacant	
Area 5	Martin Howard	17 Baker Road, Abingdon, Oxon.
Area 6	Ian Smith	61 Bredfield Road, Woodbridge, Suffolk, IP12 1JB.
Area 7)	Bryan Dixon	458 Loxley Road, Loxley, Sheffield, S6 6RS.
Area 8)		
Area 9	vacant	
Area 10	vacant	
Area 11	vacant	
Area 12	vacant	

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 TO MEMBERSHIP SECRETARY.
PLEASE NOTIFY MEMBERSHIP SECRETARY OF CHANGE OF ADDRESS AND/OR CAR DETAILS.
FULL MEMBERSHIP LISTS FOR £1.00 FROM JILL MILES, 15 RYDAL GARDENS, WEMBLEY, MIDDLESEX.

Regional Areas:

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

Dear Member

A Newsletter with a difference this time, with Siobham taking pregnancy leave and John needing time to recover from the disruption the new addition will have brought to the normal peaceful family life. Only those of us who have experienced the disruption this 8lbs or so package can bring to one's life will know just what it really means.

For my part, I have taken on a new job which has meant putting in a lot of extra hours culminating in the fact that I have had very little time to bring this Newsletter to fruition or, for that matter, running the Club. However, my good friend, Bob Wilkinson, has come to my rescue with articles on membership, registration, and his much photographed record of Silverstone. I have had a stab at a rather involved 'Dr Ford' on the subject of the various engines used in our vehicles but this is by no means complete since I have run out of time for further research. Bert Thomas has sent in a contribution on Headlamp lenses and Jeff Cole has been able to help me with some Service Bulletins, again on the subject of engines.

Beaulieu.

Those of us who went to Beaulieu last month had a good time with fine weather and plenty of friends looking in at the stand. However, the spares hunt gets harder with less items being found and larger sums of money needed to buy those available. Following the decision taken at the last AGM, we purchased £58 worth of publications to swell our library shelves and among the new items are three books written by Henry Ford himself, namely:

My Life & Work - first published	1922
Today & Tomorrow " "	1926
Moving Forward " "	1931

and a fourth book by Booton Merndon, entitled, simply, "Ford" an unconventional biography by the two Henry Fords.

We also purchased another large number of motoring magazines from the 'thirties'.

It is disappointing to report that only one member uses the library facilities on a regular basis and Jim is looking into an arrangement whereby several magazines or books could be sent together, parcel post, thereby gaining better postal value.

Spares Review

The spares issue is, needless to say, also suffering as a result of my present work load. Unless you have experienced it you have no idea how long it takes to, say, get four packets together, pack them, invoice them and then queue at the post office to mail them. I have tried to save time by sending the invoice with the items purchased but I do expect prompt payment as I am sending the items on trust but regret to say I do not always get this. Let me assure those concerned if I have to find time to chase you for payment your name will be a long way from the top of the supply list next time around. I am sorry the service is slow but this is only a hobby and with more than £800s worth of turnover since Beaulieu my time is very stretched. I have hardly set eyes on my own restoration since Beaulieu.

On the subject of new parts, I have started the ball rolling on front number plates support brackets, Long Rad. and C Models, as I am asked for these from time to time. The roof stick man has constantly messed me about on delivery dates and I have had Allan send the pattern south and I will go to a carpenters shop in London to get them made up. The front and rear bumper bars are halted until after the financial burden of the hub caps has passed. As I have said previously, when I get 500 of these in stock they will stand us in for almost the equivalent of a year's subscriptions and so we cannot afford anymore expensive tooling at present. The new brass/chrome supplier has proved to be a disaster and it looks as though we shall need to look elsewhere.

In my present circumstances it would help if members with outstanding orders would let me have an update by using the form at the back of the Newsletter. I am referring to orders for outstanding parts other than for hup caps or bumper bars. If you want sheet metal work, I will be arranging a new policy of trying to batch orders together and have them sent direct from the supplier to your home. This will only apply to wings and other large items, the smaller parts I will continue to hold at Abbots Langley. However, due now to the slow turnover of these items, it is not pratical for me to hold large stocks as in the past.

I have three various Y front wings instock and one of these is Arther Taviners N/S/F. The only O/S/F I had was sold at Bealieu on behalf of Daphne Taviner. I do have a number of rear Long Rad 'Y' Model wings in stock. Incidentally, I have never carried the van wings as it only requires a slight modification using metal shears to get the car wings to fit the vans. Once these wings have gone it will be a case of ordering new stock to order only and so please do not write to me saying you are thinking about ordering either a pair or one wing as I do not regard such a comment as a firm commitment. Oil cans are now made and as suitable packing material comes to hand I will post them on. Please remember when ordering oil cans to state either green or black label. I have recently purchased a quantity of front springs for both Y & C vehicles and these are priced at £10.00 plus P & P. The brag links I had have now nearly all gone and those remaining are for the 'C' model L and RHD. Remember, these can be cut and shut with the aid of a steel sleeving tube and a good welder, the 'C' brag links being an inch longer than on the 'Y'. Fuel tanks are in the pipeline and I am ready to take orders for these. To make it easier for our supplier I would ask you to let me have the neck of your old tank to exchange. I have a Y tank to use as a pattern but need a C tank. The Y van tank will be to order only. Price, plus carriage will be about £50.00 each. Please be sure to be correct with the SR. Incidentally, you will need to let me have the tank neck in advance as these have a thread on the inside. Finally, the stock of top hoses has been replenished and are once more available but at a new price.

Car Values

I have recently had a spate of members asking me to value their cars. In 25 years of selling vehicles I have have never got involved in this especially if I have never seen them. If it is any help the highest price I have heard paid for a 'Y' was £2,300.00 and that was in the hey days of the late seventies. These vehicles advertised at anything up to £3,000 do not make that sort of money - Do we have any member who has paid more than £2,500 for a Y or C? In my opinion a realistic price for a very good one is still around £2,000. Any comments members?

All Ford Rally

Held at Abingdon on Sunday, September 29, we saw a good turnout of our members mainly in Y saloons although David Curtis kept up the 'C' Model range in his open tourer. The other 'C' model Ford present was a 1905 Ford C, one of only two in Europe and both owned by the same man. Jim Miles for once forsaking his beloved 'Y' in favour of his 1950 E494C 5cwt van recently restored with it's beautiful lollipop logo. Other members present were Julian Janiki, Bert Thomas and Dennis Smart, all driving their beautifully restored Model 'A' saloons.

The venue chosen was, if possible, even better than Painton, being situated on the banks of the Thames where there was a large field where we could assemble and a football pitch where we could parade the vehicles. Once again the organisation left nothing to be desired with hot food stalls, an autojumble and many other interests catered for it all made for a superb day out. On behalf of all our members present that day I should like to congratulate the organisers on an excellent day.

Club Weekend at Stamford Hall

As stated in our last letter, June 15 has been booked for our Club Weekend next year. We are trying to arrange a barbecue on the Saturday evening which will be a prepaid event by ticket only. As in previous years on-site camping or caravanning can be arranged and for those members who would prefer, there is a Caravan Club site immediately adjacent.

Plaques and prizes for various classes will be arranged and details will be sent out once we know the level of vehicles expected. If you can book early it will give Don a chance to get things set up. Please write to Don Marlin at - 11 Woodfield Close, Ash Green, Coventry, Warwicks. CV7 9HR. Remember, this is the numbers game, I don't care how your car looks just so long as you get it there!

Area Group 5 Meetings

The 2nd meeting of Group 5 was held at the 'Lamb', Little Milton, Oxon, on Friday, October 4. Three of us were present, Tony Brasher, Graham Miles and myself. I must say I was a little disappointed at the low turn out having put the dismal showing at the first meeting (only Robert Hale, Graham and myself that time) down to the appalling weather and the holiday season. However, undeterred I will try again at yet another venue in the hope that perhaps a few more of you will venture forth. So take a night off from your restoration projects and come along to the 'Fox' at Bix on the A423 near Henley on Thames on Friday, December 6 where you will find me in the Bix Bar from 8pm onwards. See you there. *(Martin Howard.)*

Spring Spreaders

Light weight front and rear spring spreaders have been manufactured, shortly a pair of boxes will be produced in order that they can be posted from member to member, providing I am kept informed as to where they have been sent there is no need for them to actually come back to me. If you need one or both, please send in two envelopes, one self-addressed and the second blank and both duly stamped.

Two Scrap 'Y' Cars

I have been offered the above for the Club FOC. Can any member living near Torquay contact me with a view to inspecting these before I make a 400 mile round trip to collect them?

Floor Boards

Do we have a draughtsman who can draw up a set of plans for the Floor Boards? These are often asked for. I can supply a set of 'Y' boards to work from if someone else can supply a set of 'C' boards for a pattern

John Miles

MEMBERSHIP

Bob Wilkinson, membership secretary, brings the following items to your notice:-

1. New Members

'Y' TYPES -

C103Y/VAN Grahame T. Clarke, 16 Bloxwich Road South, Willenhall,
West Midlands, WV13 LAX

D116Y Peter Dennis, 25 Columbine Way, Harold Wood, Romford, Essex

D117Y David Dolan, 61 Retreat Park, Athlone, Co. Westmeath, Eire.
(has 2 Y's being restored)

H120Y Tony Herbert, 12 Garden City, Thames, Oxon, OX9 3NF

M116Y Peter Mills, Syringa Cottage, Littleworth Road, The Sands,
Farnham, Surrey GU10 1JW

T101Y John Turner, Malt House Cottage, Llandyssil, Montgomery,
Powys, SY15 6LJ

0-P101Y Neil Philips, 15 Richmond Avenue, Daw Park, South Australia

Welcome to the Y & C Register! Will new members write in (to the editor) and let us know the history of their cars and how they found them. Incidentally one new member having discovered his car in his mother-in-law's garden did comment that "it just proves that occasionally mother-in-laws do have their uses !!". I could be bribed not to reveal the member's identity.

As usual I also ask current members to make contact with any new members living in your area. I am sure that this would be appreciated.

2. A Visitor from 'Down Under'

Strange and surprising things happen to club officers in terms of finding new members and cars. Who else other than a membership secretary would have a guy dressed in shorts on his front doorstep on August Bank Holiday Monday (freezing cold this year) saying, "I've just flown in from Australia and my mate Neil Philips would like to join your club". Not everyone comes personally to join - rarely from Australia.

It was good to meet Dave Aylett and his wife from Australia trying to enjoy an English summer. Dave, who incidentally is restoring a Ford Model A, had been given the task whilst in 'sunny' England of getting membership of our register for his pal Neil Philips (see earlier list) and finding a pair of side lamp glasses for Neil's early model 'Y'. I did explain to Dave that these glasses were as rare as hens' teeth but to try Graham when he went south again. Anyway we don't have many members in Australia so why not write in Neil and tell us about yourself and your cars. My best regards to Dave and his wife and I'm sorry about you losing the Ashes!

3. Reminders

- (i) If you were mentioned in Bulletin No. 36 July/August under "Where are they now" or "Missing Registration details", please drop me a line. I will publish the whereabouts of these missing cars in the next magazine.
- (ii) If you sell your car please let me know the new owner's name and address as it is vital to keep track of as many Y's and C's as we possibly can.

4. Registration Numbers

As I mentioned in the last issue, we have quite a few cars with 'close' registration numbers. Most have remained within their approximate geographical registration area but there are some notable exceptions as you will see.

AAB 471	David Murcott	in Walsall	(1935 2dr Y)
AAB 903	Ken Cooper	Droitwich	(1936 4dr Y)
	this was the car which has now been repaired following a sad accident last year - and is now being sold by Ken I understand.		
AFS 180	Ivor Brown	Edinburgh	(July 1936 2dr Y)
AFS 980	Frank Bennett	Melrose	(Oct 1936 2dr Y)
ARO 135	David Gustard	Chelmsford	(May 1935 2dr Y)
ARO 673	Con Ellis	Co. Antrim	(Aug 1935 Model C)
	both cars originally registered in Hertfordshire. I didn't know that the model 'C' could float. The next one should		
ARK 695	Dave Laxton	Swindon	(1935 4dr Y)
BRK 394	C.J. Clements	Essex	(1936 2dr Y)
BVP 117	Jim Cassidy	Northants	(1936 2dr Y)
BVP 312	Julian Janiki	Horsham, Surrey	(no details)
	both registered in Birmingham April/May 1936		
CLM 351	Jason Duffield	London	(1936 2dr Y)
CLM 612	Steven Bancroft	Nelson, Lancs.	(1936 4dr Y)
	both cars registered in London. Jason's car was shown in last bulletin. How did Steven's car get north of Watford?		
CYH 391	Ivor Bryant	Bristol	(1936 4dr 'C')
CYH 780	David Lovering	Bournemouth	(1936 4dr Y)
	both registered in London June/July 1936, both now living nearer the sea.		
CYT 385	Gary Lawrence	Romford	(1936 2dr C)
CYT 728	John Street	Wokingham	(1936 2dr Y)

DYU 188 Paul Howard in Ipswich (1937 2dr Y)
DYU 981 P. King Braintree (1937 2dr Y)
registered in London June/August 1937

Well I will leave the list there for the moment and keep the rest of you in suspense! Read the next instalment

If any of you chaps listed above can provide any details of the history of your cars please write and let me know as I am sure there are lots to fascinate all our avid readers.

I remember the tremendous pleasure I had in tracing the previous owners of my Mistral tourer. It had been scrapped in 1958 and you should have seen the faces of the former owners when I arrived on their doorstep after months of tracing them. I can't get back beyond 1940 as my continuation log book is post war and the 81 year old gentleman who owned my car from 1940-6 can't remember the name of the RAF pilot he bought the car from in 1940. I would dearly like to find him if he survived his wartime missions.

Has anyone else a story to tell about the reunion with a former owner?

5. Silverstone '100'

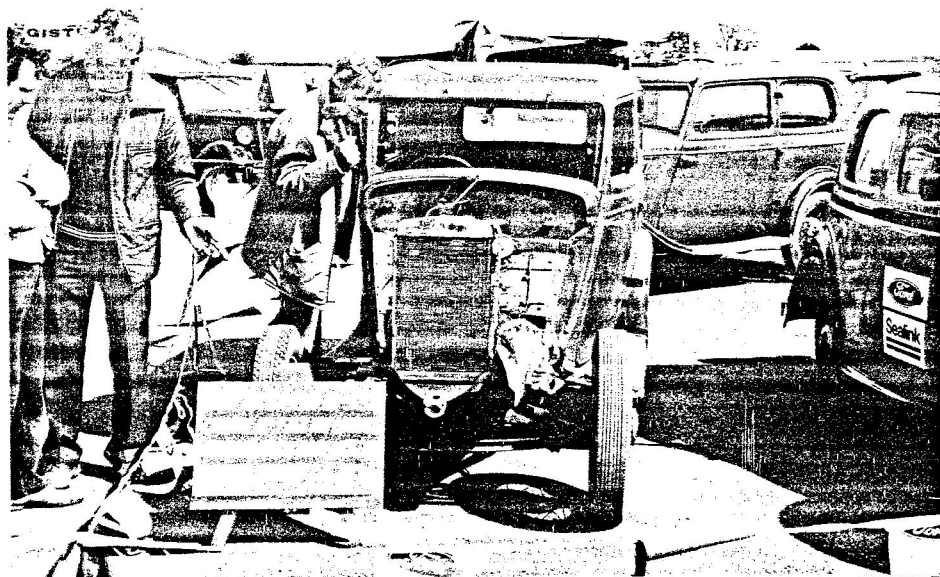
Despite the terrible weather which detracted from the pleasure of this event (see Graham's article in Bulletin 36) I thoroughly enjoyed the event.

I drove my Mistral tourer from Leeds to Silverstone (not via Scotch corner Graham!) a round trip of about 250 very slow miles. A speed of 40-45 mph is incredibly slow on the M1 but a return journey in the monsoon was very hairy. Traffic moving at 60-70 mph certainly throws up a frightening wall of spray. However a numb bum was about the only penalty in the end!

A pleasing feature of the show was the tremendous interest shown by visitors. It never ceases to amaze me how many people had a 'Y' or 'C' in their motoring past and how many are still lurking in barns and sheds all over the country.

I enclose a few photographs which were not available for the previous magazine.

I enjoyed meeting and getting to know members who previously were only names on my lists. I would like to thank all those who turned up, particularly with their cars, and helped to make our stand a success. I do hope more turn up to support the amazing efforts made by Graham to keep our club flourishing.



Maurice Billing working with only restoration tool under the technical direction of Jeff Cole and Chris Cheesman.

"This is how they should look when finished, Chris".



The range of tourers and vans on display.

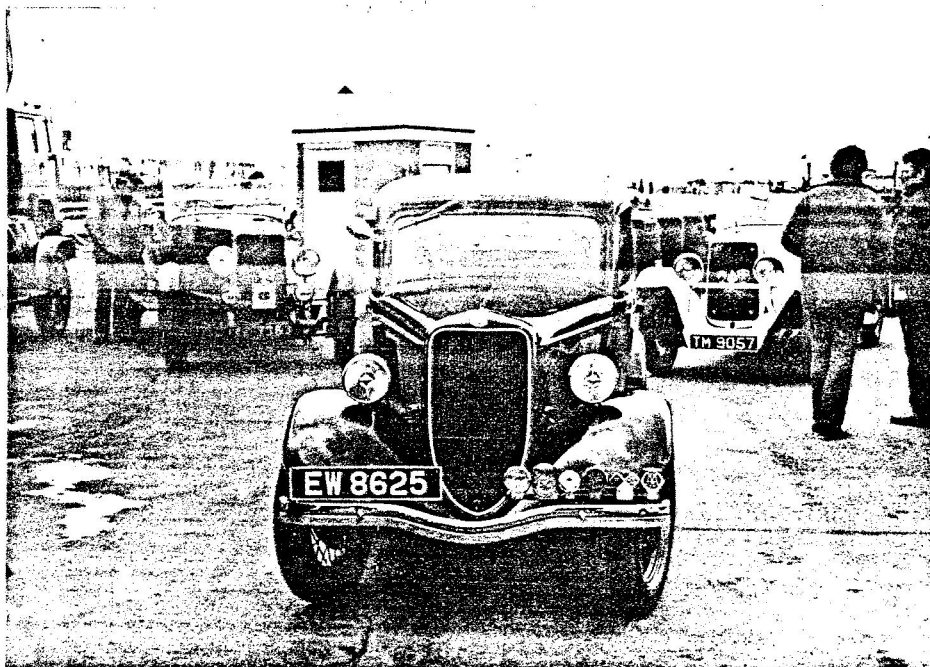
Note the flags to prevent a Le-Mans start for the sporting types.

- Tourers - Eve Chapman's Abbey, Jim Miles' Deutch, Bob Wilkinson's Mistral
- Vans - Keith Button, Graham Miles, John Hampton



Front Line - Rolf Jorgen's 'C', Jeff Cole's 'Y', Dave Curtis' 'C' Tourer

Note Sidevalve Owners Club stand on right



Jeff Cole lining up for club parade around racing circuit on Saturday morning - as seen on T.V. (Graham and Bob were used as ballast to slow him down.)

(The white car on the r/h side is an Alvis - anyone recognise the other?)

6. All Ford Gathering

I agree with Graham's comments in last issue on the First All Ford Gathering - a good day but needs a more active setting.

The small convoy heading from my area up the A1 was impressive and I was so carried away with the joy of driving in fine weather with the hood down, that I missed the turn off the A1 at Scotch corner! But I mean such a tiny board shrouded in 'Scotch mist' was easy to miss under the circumstances! That's my story folks and I am sticking to it Graham!

On the return journey, in convoy again, Graham did give a lift to a young Swedish chap fleeing back home to escape the English weather. However after about 3/4 hour the chap decided that it might be quicker to walk as he had a boat to catch at Hull and time was running out!

I have done approaching 500 miles travelling to events along this year - actually driving my Mistral. We ought to be able to get more cars on parade. The only pre-war cars at the gathering are shown in the photo.



Left to right:

Alan Ogden's 1936, Ian Wright's 1936, Tom Morgan's 1933 Short Rad (Graham drove the car north) and Bob Wilkinson's 1935 Mistral Tourer.

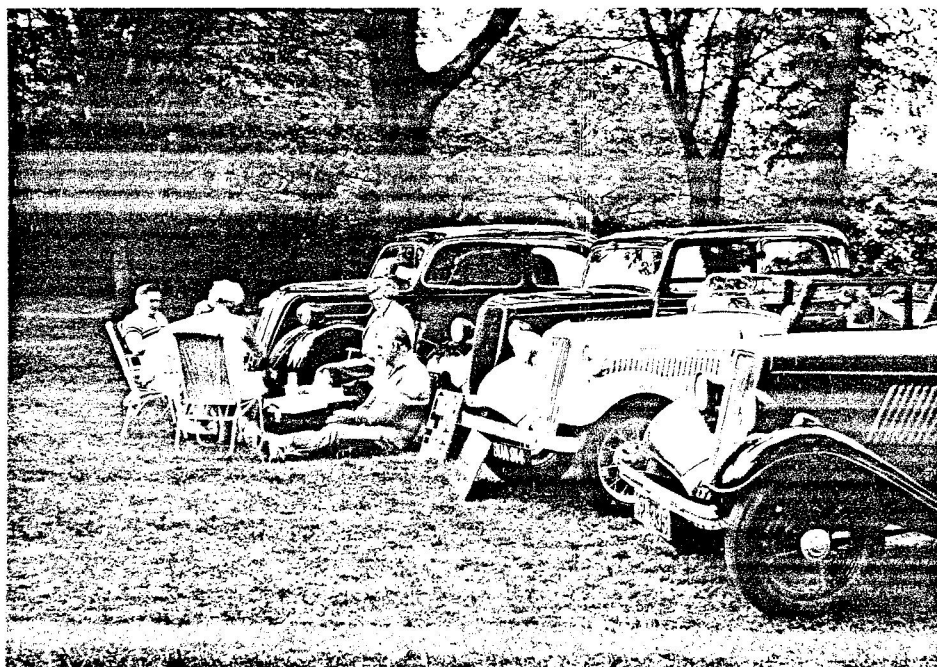
(The lion is sitting on the wall, not in the car!)

7. Northern Sidevalve Day at Kirkstall (Leeds) Festival

I was asked to carry the Kirkstall Festival Queen and attendants in the parade to Kirkstall Abbey. It was a hot and very wet morning for the parade and had I known I was to follow a steel band mounted on a diesel lorry at a crawl with frequent stops to allow the $\frac{1}{2}$ mile of marching bands to keep up, I may not have volunteered! The old Mistral did blot her copy book by boiling, for the last 100 yards only, fortunately, but performed better than the 1985 Escort Cabriolet booked to carry the queen's attendants. It didn't turn up at all and a closed Escort saloon was a poor substitute for a carnival parade - except that they kept dry!

The sun came out for Graham's arrival in Tom Morgan's 1933 Short Rad Y in the afternoon. Along with Don Firth's 1937 Y and 1937 7W we completed the pre-war section. Don Firth made up 50% of the pre-war section alone and Graham made a 400 mile round trip to attend.

Where was everyone else? Let us all make a determined effort to get our cars to at least one event next year. Those undergoing restoration create a tremendous amount of interest as Maurice Billing will testify following the Silverstone 100. So no excuses in 1986 chaps!



Pre-war line-up includes our intrepid Chairman (Chief Nutter) circa 193....?

8. Cars Found - For Sale

Attending recent events I have been told of two cars awaiting restoration.

- (i) A complete Y saloon in the yard of Scotts Van Hire, Bury, Lancs. £100 or less may persuade the mechanic owner to part with it.
- (ii) £100 will probably buy a rough but complete Y (I was told an early short-rad) belonging to Mr Blackburn, 2 Lanehouse Road, Thornaby, Stockton-on-Tees.
- (iii) Also Mr J Cable of 12 High St. North, Langley Moor, Durham, (Tel. Durham 780557) has a 1933 Cairn Tourer and spares for sale £2,000. I am told that the car is in good running order.
- (iv) Car wanted - John Thompson (who attended All Ford Gathering) is looking for a 'Y' in any condition but prefers one with some work to do. John lives at 25 Dornford Ave., Mount Vernon, Glasgow, G32 9NN (Tel. 041-778-6160).

DOC FORD

The good Doctor on re-reading his article in Letter 36, remembered the obvious oversight. Flywheels and crank-shafts are balanced on initial manufacture and with the passing of years, regrinding and general interchanging of parts over the years it is always possible that they need to be rebalanced, and if the flywheel is not running true it will cause severe unbalance when the engine is run. The alignment of the flywheel you can do for yourself with a pointer mounted through the starter motor aperture.

Now a recap - which goes back to Letters No 7 and 8 published July/August and September/October 1980. The comments in those letters were on the subject of 8 HP engines the various types and valves used in them.

It is known that all the engines used in the 8 and 10 HP Y & C models had a gear driven cam-shaft. The early 8 HP engines prior to the introduction of the 'C' 10 HP engine in October 1934 were narrower in the block width than after the arrival of the 10 HP engine, as Ford then used the same basic block for both engines, so the early 8 HP engine up until that date was 3/16" or so different in its girth. Thus it used a different head and gasket, not interchangeable with later engines, and generally identified by the fitment of 18 mm spark plugs; but not always, as the very last of these engines had 14 mm plugs. With the arrival of the 10 HP engine the two engines then remained basically unchanged until 1937, for soon before the introduction of the 7Y and 7W models of that year the main bearing bolts became completely internal, up until then the heads or nuts of these bolts could be seen in five places on the outside of the block, the sixth being buried deep in the valve tappet chamber.

With the arrival of this engine the block return water inlet continued to be by way of a small water manifold which afforded two points for the cooled water to return to the block.

Between these two inlet points the depression in the side of the block remained, although now no longer used, as the external main bolt and thus the nut had now disappeared from view. Incidentally when buying or rebuilding one of these early engines check the block very carefully in this recessed area for it is often here that the block will have a stress crack in it.




Now came the first major change, in all probability in 1939, the cam-shaft for the first time was chain driven and at this time it was moved higher in the block and the engine inlet and outlet valves became shorter. It was necessary to move the shaft higher with the introduction of chain drive in order to gain room in the drive chamber for clearances of the sprockets. Remember a chain driven shaft drives in the opposite direction and is not interchangeable. Externally the two engines can be identified by a slightly slimmer front cover on the early engine and is marked Y 6019, which changed to C 6019 in October 34, (the early plate in interchangeable.) Later, probably in 1940, the block was made ..." higher and identified by an 'L' cast on the front top side of the block: at this time the water return became single and central. The 10 HP continued in production during the War years, mainly for government use as a power unit in small generators and barrage ballon winches. After the war there was a short spell when the engine returned to gear drive due to the shortage of timing chains - so be careful when buying those much sort after drive hears, you may be buying the post war type. However by 1948 or so the engine had returned to its wartime design, which was to last until its final demise when the Popular ceased production in 1959. These latter cover plates were marked E04-3A.

Now back to the valves, of which there were three lengths, two in the early block, bought about by the chain driven version of cam shaft being set higher and thus nearer to the block face. There are three different valve lengths, details as follows:-

cont/d

- 1 Early valves - medium length (Gear driven, short block).
- 2 Mid valves (with short early block still, but higher set cam shaft, are the shortest length valves and
- 3 the late valves with the longer block and, consequently, the longest valve.

The chart below give a better summary of the facts:

GEAR DRIVEN CAMSHAFT			
INLET VALVE		EXHAUST VALVE	
 VALVE HEAD	CE-6505-A LENGTH 4.219" - 4.224" VALVE CLEARANCE .0115" - .0135"	CE-6505-B LENGTH 4.219" - 4.224" VALVE CLEARANCE .015" - .017" <i>(If this type valve is not available use CE-6505-A in the exhaust position with valve clearance as above)</i>	 VALVE HEAD
CHAIN DRIVEN CAMSHAFT - SHORT PISTONS			
INLET VALVE		EXHAUST VALVE	
 VALVE HEAD	E93A-6505-B LENGTH 4.143" - 4.148" VALVE CLEARANCE .0115" - .0135"	E93A-6505-E LENGTH 4.143" - 4.148" VALVE CLEARANCE .015" - .017" <i>(If this type valve is not available use E93A-6505-B in the exhaust position with valve clearance as above)</i>	 VALVE HEAD
CHAIN DRIVEN CAMSHAFT - LONG PISTONS			
INLET VALVE		EXHAUST VALVE	
 VALVE HEAD	E93A-6505-D LENGTH 4.333" - 4.338" VALVE CLEARANCE .0115" - .0135"	E93A-6505-F LENGTH 4.333" - 4.338" VALVE CLEARANCE .015" - .017" <i>(If this type valve is not available use E93A-6505-D in the exhaust position with valve clearance as above)</i>	 VALVE HEAD

The number 6505 is purely a Ford reference for engine valves.

The valves are marked on the face - remember when the manufacturer's measure a valve, they measure from the base of stem and the top of the seat - not the overall length, which is slightly more.

Other manufacturer's part numbers are:

C E 6505 - A & B types:

TRANCO	425	-	Common Exhaust & Inlet
JAMES	768	-	" " " (1932-39)

E93A - 6505 - B & E:

TRANCO	2126	-	Common Exhaust & Inlet
JAMES	1383	"	" " " (1939-46)

E93A - D & F:

TRANCO	1936	(1946 onwards)
JAMES	1382	These years are only a guide

In addition to this the actual gears were different, with greater or smaller amounts of teeth, but a little more research is needed here.

Remember the front engine support bracket is different between the two models of engines. Y6030 has bolt fixing centres at 4 " where as the latter one E93A 6030 B has centres at 6 ", the hole to the right of an engine is generally elongated, and often carries a third hole at 4 " centres so as to accommodate either engine.

HEAD LAMP LENSES

Our good friend Bert Thomas has written to me regarding our recent artical on Head Lamp Lenses. Bert writes:-

Dear Graham

Just a comment on your article about Lamp Lenses in May/June magazine. It is not a lot of good going by what is supposed to be original equipment fitted on members cars because one cannot be sure that it is original. Secondly Ford policy has always been to phase out replacement parts for the older vehicles and to supply and fit suitable current parts where they would fit. For example after the war the replacement lamp that was supplied by the Factory was E93A-13005P 2 bulb type in place of all the late long-rad and C types.

However as regards the round and diamond insert lenses there was no start or cut-off point, according to the Master Parts List that I have dating from 1936. The first lamp from 32 to 33 used the "Cut-glass" lens (on car and van) Part No YE13060 A. From 33 to 34 side by side on both car and van they used round centre Part No YE 13060 B and diamond centre Part No YE 13060 C. All these three lamps has single bulb reflectors. Then in late 1934 on the introduction of the Model C the lens was changed to CD 13060 and the reflector to 2 bulb type.

So it follows that on long rad models from 33 to late 34, and fitted with sidelamps and single bulb reflectors, then flat lenses with either round or diamond lenses are correct whether they are car or van, standard or de-luxe.

The only time that de-luxe is mentioned, is that in 35-36 the Y car fitted with CE- headlamp, has a "Rustless" rim which means chromed not stainless.

The enclosed copies of leaflets show that within a few months in 1934 it was possible to have 3 changes of lamps.

All the best

Bert

The next item Bert has sent us is a copy of Parts and Technical Information No 13 date May 11th 1934.

As the photo copy did not come out very clearly we have retyped the artical below. 'Headlamps'

To enable owners of earlier 14 h.p. and 8 h.p. cars to take advantage of the improved lighting provided with the current models, we have made arrangements for the supply of headlamp conversion sets at special prices.

cont/d

In the case of the 14 h.p. model a complete conversion set, consisting of a pair of headlamp door assemblies, complete with lenses and magniflect fittings, will be supplied for 30s. od. list, subject to the usual discounts. Provided the existing headlamp doors are in good condition, and not dented or damaged in any way, Dealers may make owners an allowance of 7s. 6d. per pair for these, thus making the cost to the owner 22s. 6d. On their return to this Factory, these headlamp door assemblies, if acceptable, will be credited to the Dealer at 4s. 6d. per pair nett.

For the Model "Y" the charge for the conversion set will be 20s. od. list for the stainless steel rims and 10s. 6d. for the black rims. No allowance will be made for the old headlamp door assemblies, as it is not practicable to modify the door to take the new style lens.

We feel sure that many Ford owners will wish to take advantage of this conversion and we trust, therefore, that you will take the necessary steps to ensure that it is brought to the attention of, not only your Retail Sub and Limited Dealers, but all Ford owners in your territory to whom it might appeal.

The next letter dated June 20th 1934 reads:-

Parts and Technical Information No.20.

Model "Y" Headlamps.

A change has been made in the headlamps fitted to the Model "Y" Car, the current lamps being of the two-bulb type.

The wing lamps are now no longer used in production, the headlamp position being altered to comply with police regulations regarding indication of width of vehicle.

This change necessitates different headlamps, front mudguards and brackets, the new parts being carried under the following part numbers.

Part No	Part
Y-E-13005-J ...	Headlamp assy. (black) two-bulb type.
Y-E-13005-K ...	Headlamp assy. (rustless) two-bulb type.
Y-E-16005-C ...	Mudguard (front) R.H.
Y-E-16006-C ...	Mudguard (front) L.H.
Y-E-16025 ...	Bracket (front mudguard) R.H.
Y-E-16026 ...	Bracket (front mudguard) L.H.

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

Now in defence of my observations regarding the September 1933 to June 34 lenses of which there are two flat types in consideration, one with the diamond centre and the other with the round. I know of two cars - one a December 33 build with round centres and one a March 34 build with diamond centres, both these vehicles are nameless cars and very original in all respects, the other vehicles are owned by overseas members and by and large these vehicles remain as built, for the high degree on cannibalisation has not taken place due to the lack of other vehicles. However, we may now never know, but any contributions are most welcome, perhaps Bert may like to comment on various cam gear drives already mentioned.

J. H. ...



SERVICE BULLETIN 8HP & 10HP MODELS

*Ford Motor Company Ltd.,
Dagenham*

Section 7 :

ENGINE

Subject :

CAMSHAFT

Effective on :

ALL MODELS

CHAIN DRIVEN CAMSHAFT

Current production engines incorporate a chain driven camshaft, a Duplex Roller chain and sprocket drive being used.

To accommodate this form of drive and to arrange a suitable centre to centre distance for the crankshaft and camshaft sprockets the engine has been modified to some extent.

The camshaft has been raised approx. .076" and may be readily identified from the previous type as the boss which carries the sprocket has been reduced in thickness and is drilled for two dowels and three set screws. As the direction of rotation has been changed, this now rotating in a clockwise direction viewed from the drive end, the skew gear for the oil pump and distributor drive has also been reversed.

The camshaft sprocket, when located on the two dowels, is secured with the timing mark on the tooth in its correct relative position to the camshaft and the three set screws are wired to obviate any loosening during service.

The same push rods as were previously fitted are used but when valve replacements are made it is essential that the correct type are fitted. No attempt should be made to use the previous type by reducing the foot to obtain correct clearance. The current type valve may be identified by the marking "E93A" stamped on the head.

The cylinder front cover has a new design thrust plug and the engine support bolt holes are spaced a greater distance apart.

To distinguish the types, the following dimensions will be found of assistance :—

Engines having the chain driven camshaft, support bolt hole centre distance is approx. 6"

Engines having the gear driven camshaft, support bolt hole centre distance is approx. 4 1/8"

The crankshaft pulley has been redesigned to provide ample clearance round the oil retainer housings of the cylinder front cover and sump and

the crankshaft oil slinger is dished more than the original type and has a distinct flat rim. A redesigned crankshaft ratchet is used to secure the pulley assembly.

An endless Duplex Roller chain of .375" pitch .25" roller width is used for the drive between the crankshaft and camshaft sprockets.

The crankshaft sprocket is driven by a Woodruff key, a timing mark being provided to facilitate retiming when the chain is fitted.

The method of timing after the chain has been removed should not present any difficulty if the following procedure be carefully followed.

Place a straight edge over the centres of both crankshaft and camshaft, turning each till the timing marks on the sprocket teeth lie exactly on the centre line.

The drive chain is reassembled by removing the camshaft sprocket around which the chain is placed. The free loop of the chain is then engaged with the crankshaft sprocket and the camshaft sprocket with chain attached is located on the end of the camshaft. It is secured by three bolts which must be evenly tightened and properly wired up. The timing pin may be used in the normal way for ignition setting or checking purposes.

It should be noted that the current timing pin is longer, being now 1 1/8" compared with 1 1/4" for the previous type.

A tool for removal of the crankshaft sprocket may be obtained through Messrs. V. L. Churchill & Co. Ltd., under the Part No. : CY-410-B.

It should be noted that, due to the modified cylinder front cover which is now used the front of the oil sump has been lengthened approx. .33" and therefore the earlier sump cannot be fitted.

The same valve clearances are still used, these being set when the engine is cold. Both inlet and exhaust valve clearance should be the same, i.e. .0115 to .0135", this being set with the peak of the cam clear of the push rod.

This replaces Serial No. 4, Section 7, dated JULY 10th, 1939. Please destroy original.

Serial No. 13

Last issue was No. 12 see Section 7

ENGINE

Number of sheets : 1 Sheet No. : 1

Date :

MARCH 11th, 1940

A .004" oversize camshaft gear (Eo4A-6256-B) will be available. This can be identified by the marking Eo4A-6256-B stamped on the face of the gear. In some cases it may be found that the basic part number 6256 is omitted.

As shown in Figure 2 the camshaft thrust boss is machined .17" below the joint face to accommodate the special gears and only the Cylinder Front Cover Thrust Plug, part number Y-6058, should be used.

Tabulated below will be found a list of all parts used in the conversion with the corresponding chain drive and gear drive parts quoted for comparison purposes.

When carrying out any repairs it is most important that the correct type parts are used.

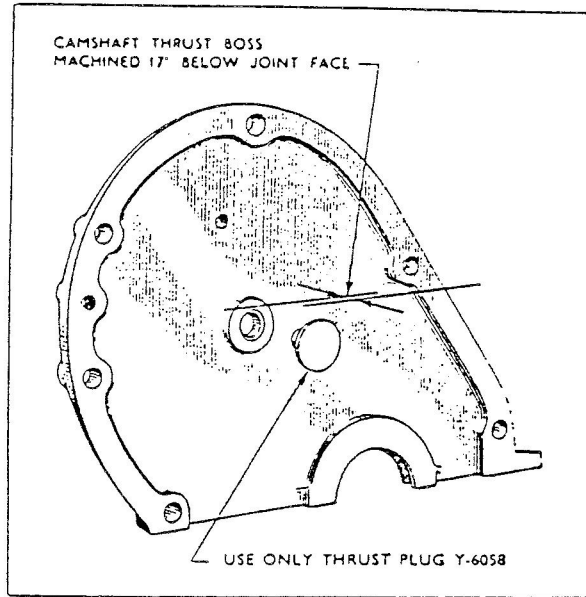


Fig. 2

Rear side of Cylinder Front Cover.

Standard Production Chain Driven Camshaft	Earlier Production Gear Driven Camshaft	Special Conversion from Chain Drive to Gear Drive Recon. Engine
Ey3A-6019 Cover (Cylinder Front)	CE-6019 Cover (Cylinder Front)	*Eo4A-6019 Cover (Cylinder Front)
Ey3A-6058 Plug (Cyl. Frt. Cover Thrust)	Y-6058 Plug (Cyl. Frt. Cover Thrust)	Y-6058 Plug (Cyl. Frt. Cover Thrust)
Ey3A-6250-A Camshaft	Y-6251 (1932-35) Camshaft & Gear Assembly	*Eo4A-6251-A Camshaft & Gear Assembly (Standard)
Ey3A-6253 Dowel (Camshaft Sprocket to Camshaft)	CE-6251-B (1935-39) Camshaft & Gear Assembly	*Eo4A-6251-B Camshaft & Gear Assembly (.004" o/s)
Ey3A-6256-A Sprocket (Camshaft) Stand.	YE-6256-B (1932-35) Gear (Camshaft) Standard	*Eo4A-6256-A Gear (Camshaft) Standard
Ey3A-6256-B Sprocket (Camshaft) .024" o/s	CE-6256-C (1935-39) Gear (Camshaft) Standard	*Eo4A-6256-B Gear (Camshaft) .004" o/s
	YE-6256-C (1932-35) Gear (Camshaft) .004" o/s	
	CE-6256-D (1935-39) Gear (Camshaft) .004" o/s	
Ey3A-6258 Retainer (Camshaft Sprocket and Dowel)		
Ey3A-6270 Chain (Camshaft)		
YE-6280 Washer (Camshaft thrust)	YE-6280 Washer (Camshaft thrust)	*Eo4A-6280 Washer (Camshaft thrust)
Ey3A-6306-A Sprocket (Cranksh.) Stand.	YE-6306 (1932-35) Gear (Crankshaft)	*Eo4A-6306 Gear (Crankshaft)
Ey3A-6306-B Sprocket (Cranksh.) .012" o/s	CE-6306 (1935-39) Gear (Crankshaft)	
Ey3A-6551 Gear (Oil Pump Drive)	Y-6551 Gear (Oil Pump Drive)	Y-6551 Gear (Oil Pump Drive)
119074-ES Bolt (Camshaft Sprocket and Dowel Retainer to Cshaft.)		

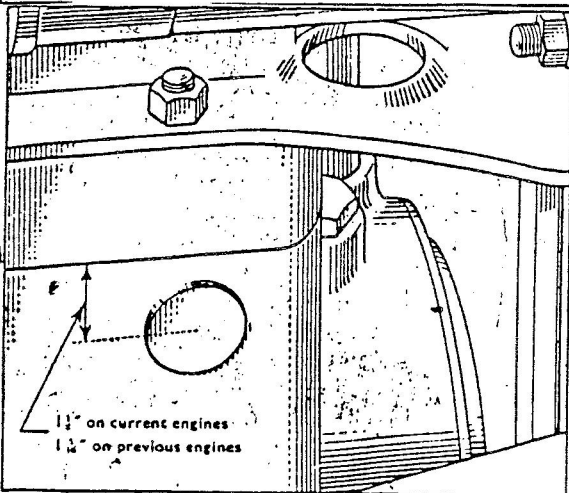


FIG. 12.—Further modification of a modified cylinder block can be made from the dimensions shown here.

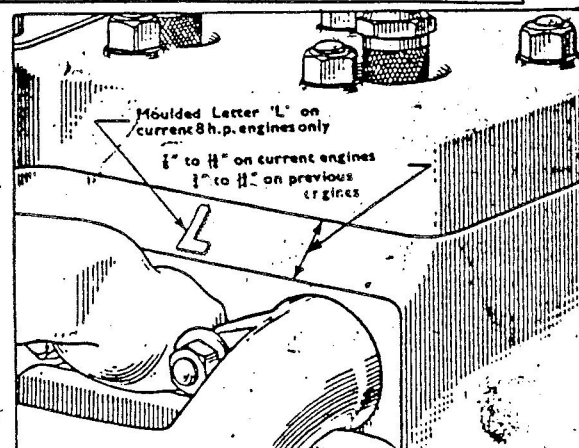


FIG. 11.—Identification of the modified cylinder block.



SERVICE BULLETIN. 8 H.P. & 10 H.P.
MODELS

Ford Motor Company Limited,
Dagenham

Section 7:

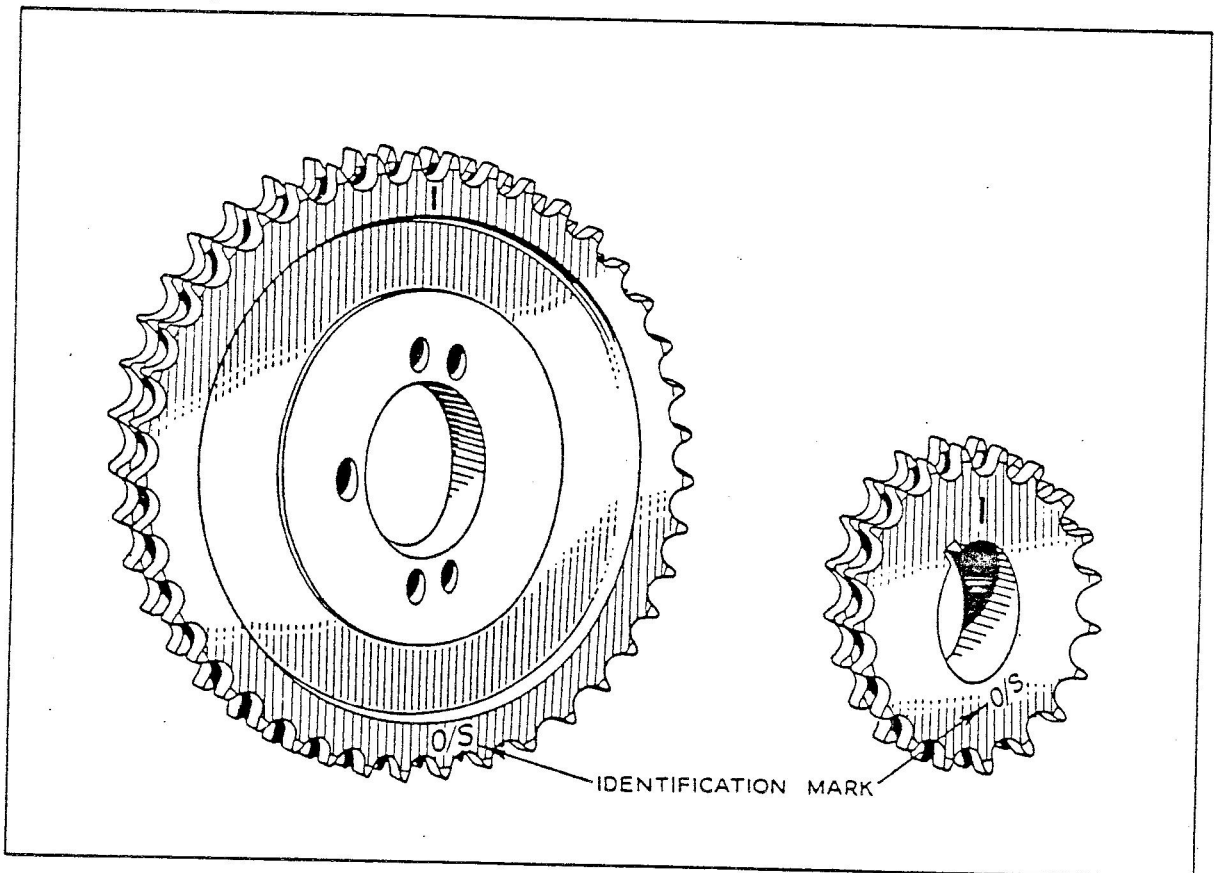
ENGINES

Subject:

Oversize Sprockets

Effective on: 8 & 10 H.P. Reconditioned Engines

OVERSIZE CAMSHAFT & CRANKSHAFT SPROCKETS



Identification of Oversize Sprockets

To conserve supplies of new camshaft chains when reconditioning 8 and 10 H.P. engines at Dagenham, it has been decided to permit the use of existing chains that are not stretched beyond certain limits, and when these chains are used, oversize camshaft and crankshaft sprockets are fitted.

Identification of the oversize sprockets can easily be effected by means of the marking "O/S" stamped on the face of the sprockets as illustrated above. In the event of a reconditioned engine, fitted with oversize sprockets, requiring replacement of these parts, it will be necessary to obtain the respective oversize sprockets as follows:—

Camshaft Sprocket (Oversize) E93A-6256-B
Crankshaft Sprocket (Oversize) E93A-6306-B

Under no circumstances should a new chain be fitted to oversize sprockets.

As only new chains are supplied in service it is essential, when it becomes necessary to replace chains in reconditioned engines fitted with oversize sprockets, to fit the following parts:—

Camshaft Sprocket (Standard) E93A-6256-A
Crankshaft Sprocket (Standard) E93A-6306-A
Timing Chain (Endless) E93A-6270

Serial No. 44

Last issue was No. 43.

See Sec. 16.

LUBRICATION AND MAINTENANCE

Number of sheets: 1. Sheet No. 1

Date:

DECEMBER 11th, 1947



SERVICE BULLETIN 8 H.P. & 10 H.P. MODELS

Ford Motor Company Limited,
Dagenham

Section 7 :

ENGINES

Subject :

Timing Gear Conversion

Effective on :

8 & 10 H.P. Reconditioned Engines

Conversion of Chain Drive Reconditioned Engines to Gear Driven Camshaft

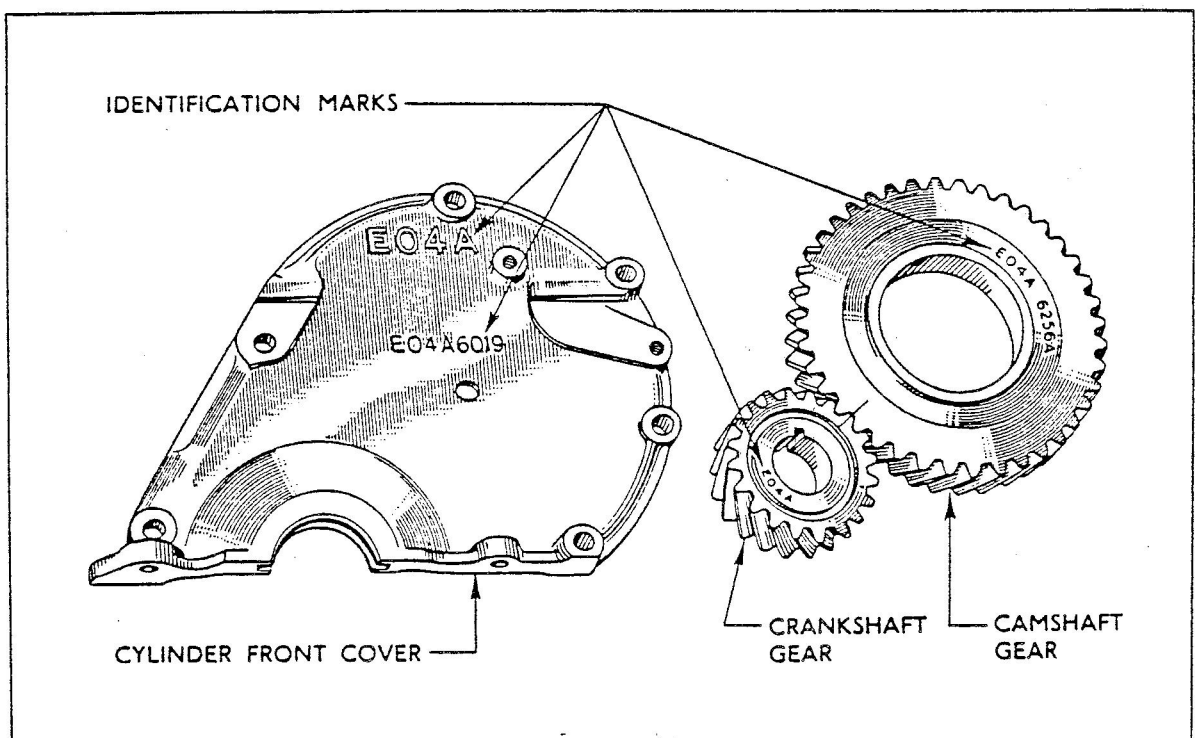


Fig. 1

Identification of Special Gear Drive Parts

Due to the shortage of certain components it is necessary to convert a percentage of 8 and 10 H.P. reconditioned engines from chain driven camshafts to gear driven camshafts.

Identification of the engines so converted can easily be established by means of the marking "Eo4A" embossed on the front of the cylinder cover just above the front engine

support bosses as shown in Figure 1.

This conversion requires the use of special crankshaft and camshaft gears which can only be used on reconditioned engines converted from the chain drive and these parts are identified by the respective part number (or prefix) which will be found stamped in a suitable position on the face of the gear as illustrated.

Serial No. 15

Last issue was No. 11

See Sec. 7 ENGINES

Number of sheets : 1. Sheet No. 1

Date :

JANUARY 12th, 1948

MEMBERS PARTS WANTED

- G118C J Griffiths 1.
C car assembled, in any condition
- cheap. Tel. Hawarden 4194
- R5 C D Darnsley 1.
Pair of traffickers for C model
saloon Tel. Wakefield 826571
- J Robertson 1.
Pair of female track rod ends
Tel. Edinburgh (031) 3397174
(Jim, now in stock with Club)
- C126Y D Cochlin 1.
Original 8 h.p. engine with dynamo
and manifold
- 2 rear lamps for L.R. Y
Tel. 01 505 6490
- B49 C Nicolaides 1.
Speedometer for L.R. Y (complete
panel)
- 4 wheels and tyres - capable of
being inflated but condition of
tyres not important.
Tel. 01 648 9050
- W121Y R Wilkinson 1.
Windscreen frame for L.R. Y
Chrome strip for centre of bonnet
Tel. Lancaster 67772
- D113Y B Dixon 1.
Clip for holding bonnet strip for
L.R. Y (no statement if front or
back, remember they are different
- Graham Tel. Sheffield 345417
- W105Y S Wheeler 1.
Interior door handle for Y finished
in chrome or nickel
Tel. Lincoln 702480
- G102Y G Gibbs 1.
Carpet patterns
Tel. Deddington 38383
- B108Y J Baker 1.
Bottom part of rear seat
Tel. 01 582 3901
- G104Y A Gates 1.
Pair of front seats for 36 Y 2 door
Panel patterns for door trim of
2 door. Tel. Chelmsford 400885
- P104Y J Parker 1.
Oil can clip
Glove box surround (dashpanel? G.)
for L.R. Y. Tel 0295 89454
- H117Y J Holdsworth 1.
Centre bonnet strip
Front & rear fixing brackets for L.R. Y
Glass for passenger door of 2 door Y
(May have glass, but impos. to post
- only available to callers - G)
Tel. 051 928 5077
- TO THOSE LOOKING FOR SEATS - these
are the hardest items to find, and
you would be advised to take anything
you can find - G.
- G Miles - for Overseas Members 1.2.3.
2 Hunts Trafficators S.R.
4 Luvax Shockabsorbers S.R.
4 Linkage for above S.R.
5 S.R. Side Light Lenses
1 S.R. Rear Tail Lamp
1 S.R. Rear Tail Lense
1 1934 Steering Wheel
1 1933 Steering Wheel
1 Interior Rear View Mirror C & Y
4 'C' Interior Door Handles
1 'C' Air Cleaner - export model
2 'C' Trafficator Arms
4 'Y' Side Light Covers
2 S.R. Black Head Lamp Rims
1 S.R. Ameter - 20 amp Face-Black
1 S.R. Fuel Gauge
- M117Y G Miles 1.2.3.
S.R. Pillar Trims - Windscreen
- G115Y Gilchrist 1.2.3.
Brake Light Switch
Windscreen Frame L.R. Y
Rear Bumper Bar
Drivers Door Handle
Starter Cable
Tel. Coleraine 54380
- A107Y D J Appleton 1.2.3.
Rear View Mirror
Front & Rear Bumpers L.R. Y
Tel. 0493 664759
- D108C Brian Durrant 1.2.3.
Lower Hinges 4 Door for 36 Model
23 Upper Moors, Gt Waltham, Chelmsford
CM3 1RB

MEMBERS PARTS WANTED

- G121Y M Grace 1.2.3.
Pair S.R. Front Shoch Absorber Links
and Arms -
Luvax type Shock Absorbers
Tel. Davenhill 790670
- D115Y G Duffett 1.2.3.
L.R. Y N/S /F Door Handle
2 Inner Door Handles
Rear Lights
Windscreen Hinges
Tel. 01 635 8859 or
01 691 2325
- *** **
- MEMBERS PARTS FOR SALE R Booth W119Y 1.2.3.
Radiators/Wheels with Tyres
Brake Drums/Complete Chassis on Wheels
P Kitching 1.2.3.
1935 4 door Y Black, green Trim.
Full restoration/rebuild by present
owner.
Taxed. MOT Spares available £2,000.00
Tel. 0642 452507
- C127Y K Cooper 1.
Ford 8 Model Y 1936, 4 door. 75%
rebuild after accident last year.
Needs new O/S Front Wing, a N/S Rear
Wing, Roof Frame and re-covered and
Headlining, and then general assembly.
Mechanically excellent.
Seat and Door casing upholstered in
last 3 years. £1,500.00
Tel. Droitwich 770796
- G110YC G Game 1.
Many used items, Axles, Gearboxes,
Wheels, Distributors, Carbs., etc.
New Front Road Springs for Y and C
cars £10.00
New Steering Box Sector Shafts £5.00
Used S.R. Bumper Bar £15.00
Used S.R. Grill complete £25.00
Used Window Glass for 4 door car
Tel. 0375 891272
- H117Y J Holdsworth 1.2.
Front Wing, used but in sound
condition for 1932/33 S.R.
(side not stated)
Tel. 051 928 5077
- Ken Cooper 1.2.3.
1936 Ford 8 Model Y 4 door.
In Concourse condition throughout.
Previous owner for 42 years.
Original Engine was removed in 1945
for a modified one and it has just
been refitted. New Tyres and Battery.
£2,500.00
Tel. 0905 77 0796
- C122Y K Child 1.
Engine and Gearbox
Standard Bonnet top panels only
(doesn't say if late or early -
probably late - G)
Rear Axle complete
Front Axle complete
New Wiper Motor
2 Steering Boxes
All parts open to offers
Tel. Southend 205364
- E105Y K Edwards 1.
Has Short Rad Y Model with incorrect
Headlamp Lenses fitted. Would like to
exchange for early Headlamp Lenses,
later type.
1 Flat Lens with Diamond Centre
1 Convex Lens with Diamond Centre
Tel. 0783 842613
- W113Y J Ward 1.
1 pair of C Headlamps
(assumed to be complete)
Tel. Spalford 215
- L106Y R Levett 1.2.
Starter Motor, negative earth, for Y
1 Burley Avenue, Pot Lane, Harrogate
N. Yorks. HG3 2RX
- R Hicks 1.2.
Ford 8, 1936 Re-upholstered,
re-sprayed,
New Radiator 1 years MOT £2,750.00
Tel. 0443 673558
- 1936 Fordor Motor Co 1.2.
£2,700.00
Abbeyford Motor Y, Reg AGF 701
Tel. 0284 2332 or write 5 Farnham Rd
Bury St Edmunds, Suffolk IP32 6AL

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

	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 sub-act to condition		
Rear hub seals (large - outer)	£ 1.00 each	£ 1.50
Female track rod ends	£ 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	£ 1.50
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
Gaskets - various types - but no sump now - ask for details	£ 4.00 each	not offered
Speedo cables - contact direct: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402		
Speedo Cables K27 5 ft 8 in long - Y		
Speedo Cables 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
Engine top water outlet (head to hose)	£ 1.20 each	not offered
Top hoses - straight 9" x 1 1/4"	£ 6.00 each	£ 9.00
Bottom hoses - straight 8" x 1 1/4"	£ 1.25 each	£ 2.00
Oil can transfers, black	£ 3.00 each	
Oil cans	£10.00 each incl. p&p	
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	£23.10
	plus £1.60 for p&p	

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
Rear wings for L.R. & S.R. 'Y's	£41.00 each
Front wings for L.R. & S.R. 'Y's	£41.00 each
Running boards for L.R. & S.R. 'Y's	£41.00 each
	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	£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 (2 dr) 12 in deep £9.10 ea., 6 in deep £7.10 each inner panel £11.35 each

inner front curved section of door frame £ 8.10 each angle bracket to rear of skin to pillar £ 0.60 each

Members are asked to advise which item they need for their particular car.

'Y' floor pan wells - rear passenger	£25.00 each	"
'Y' van chassis side and rear panels	£ 7.30 each	"
Van rear arch		"
'C' rear body supports	£20.00 each	"
'C' side sills	£22.00 each	"
'C' front wings - to order only	£30.00 each	"
'C' rear wings - to order only		"
'C' rear patch panel - to order only		"
'C' rear wing arch - to order only	£23.50 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. & 'C' enamel/chrome rad. badges		not offered
'Y' fixed timber roof stick kits	£ 7.55 each	£11.50
Bumper bar bolts	each	not offered
Door handles for L.R. 'Y's - exterior nearside front	No stock - on order	
Interior window winder handles - new/old stock	No stock - on order	
Rear four door handles and O/S/F	£ 4.25 each	not offered
Both above - lock barrel and base escutcheon (plates not supplied)	No stock - on order	
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
Copper bitolliated 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

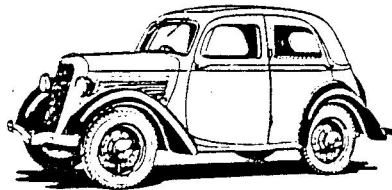
FORD MOTOR COMPANY LIMITED

Lectures

ARE you taking full advantage of the facilities offered by the Mechanical Instruction Lectures by making suitable arrangements to ensure that the intended usefulness of these lectures is not depreciated?

We strongly urge that meetings be held before the lecture to discuss any unsolved difficulties, which have not previously been dealt with in the Bulletins on which the lecturer can advise. Meetings held after the lecture, with careful reference to recent articles in the Bulletin, will make all your staff familiar with the points raised and answered, and will clear up any misconceptions that may have arisen during the lecture.

When conscientious efforts are made in this respect you can rest assured that your general meeting will be an unqualified success and the maximum benefit will be gained by all concerned.



"DE LUXE" GEARBOX

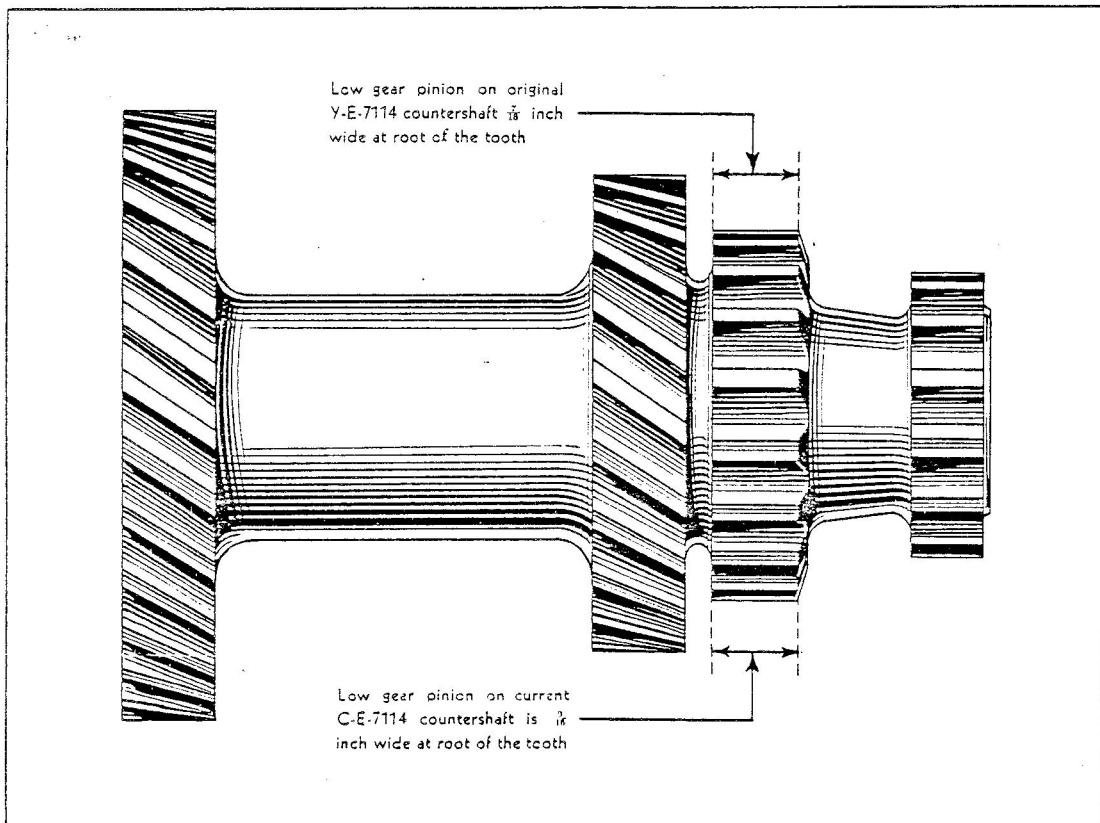


Fig. 1

Certain modifications have been made in the gearbox fitted to the "De Luxe" model cars as follow :

With the exception of top gear, the gear ratios have been raised and current design gearboxes are equipped to give the following ratios on the various gears.

Top gear	...	...	...	5.5 to 1
Intermediate gear	...	...	...	9.71 to 1
Low gear	...	...	...	16.88 to 1
Reverse gear	...	...	...	22.08 to 1

The parts affected by this change are the Main drive gear, which now has 15 teeth instead of 14 as on the previous gear, and the countershaft main gear, which is now provided with 29 teeth instead of 30. The difference in the number of teeth will serve as a ready means of identification between the old and new gears.

In addition to the above, the transmission has been strengthened by increasing the width of the gear teeth on the low and reverse sliding pinion and also the low gear pinion on the countershaft, from $\frac{1}{8}$ inches to $\frac{3}{8}$ inches wide, measured at the root of the tooth. (See Figs. 1 and 2.)

To prevent the current low and reverse sliding gear fouling the reverse idler gear owing to the increased width of tooth, the teeth of the reverse idler gear have been decreased in width from $\frac{1}{8}$ inches to $\frac{3}{8}$ inches wide, measured at the root, to provide the necessary clearance between the gears. (Fig. 2.)

The introduction of the wider low and reverse sliding gear necessitates the use of a modified low and reverse gear change shaft, CE-7240, illustrated in Fig. 3, in which the distance between the centre notch and the selector fork pin hole

“DE LUXE” AND “POPULAR” MODEL BULLETIN

from centre to centre is approximately 1.3 inches instead of approximately 1.2 inches as on the previous shaft Y-7240.

The clutch release shafts for the “De Luxe” and “Popular” models differ slightly to correspond with the location of each clutch pedal lever, and care should be exercised to ensure that stocks of these shafts are not mixed.

The shaft, part number C-7510, for the “De Luxe” Model is $10\frac{3}{8}$ inches long and the distance between each of the two outside holes and the centre hole, measured from centre to centre of the holes in question, is approximately $4\frac{3}{4}$ inches; whereas the shaft, part number YE-7510, for the “Popular” Model is $9\frac{1}{4}$ inches long, and one of the outside holes is $4\frac{3}{4}$ inches from the centre hole, while the other is at a distance of $4\frac{1}{8}$ inches.

For ease in identification, the current parts of the “De Luxe” Model gearbox that have been affected by the above change, are marked with red paint, and this, together with the above details, should prevent any possibility of confusing the parts. The various items appertaining to the change are set out below.

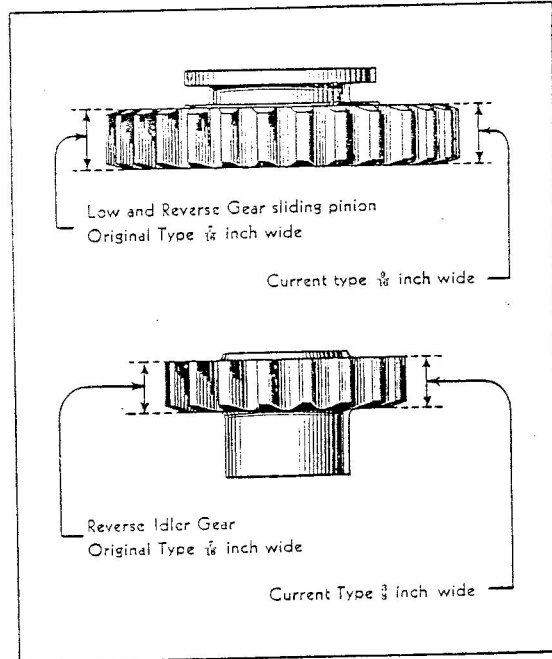


Fig. 2

Popular Model	Part Name	De Luxe Model
YE-7015	Gear (transmission main drive) and bushing assembly	Y-7015
YE-7114	Gear (countershaft) and bushing assembly	CE-7114
Y-7100	Gear (low and reverse sliding)	CE-7100
Y-7141	Gear (reverse idler) and bushing assembly	CE-7141
Y-7240	Shaft (low and reverse gear change)	CE-7240
YE-7510	Shaft (clutch release)	C-7510

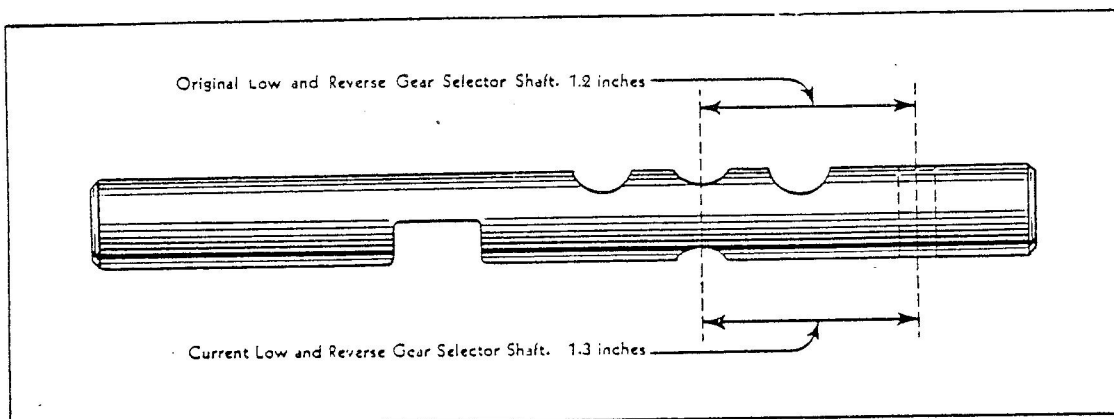


Fig. 3

TIMING GEARS

A number of "De Luxe" and "Popular" Model cars are now being fitted with a camshaft gear, part number CE-6256-C, having 40 teeth, together with a crankshaft gear, part number CE-6306-B, which has 20 teeth. The part numbers of the gears previously used were respectively CE-6256-A (36 teeth) and CE-6306-AR (28 teeth).

The gears mentioned above are wider than those previously used on the "Popular" Model car, and in order to fit the current type gears it was necessary to make slight modifications in a number of engine parts as follows:

The cylinder front cover and the sump were altered to provide clearance for the wider gears and either of these new parts may be fitted to engines having early or current type gears. In addition, a new design crankshaft oil slinger, which is "dished" to a greater extent than the previous type, has been used to prevent any possibility of the slinger fouling the camshaft gear. Care should be taken that only the early type slinger Y-6310 is used with the narrow gears

and the later type slinger CE-6310 with the wider gears.

The crankshaft front main bearing cap has been reduced slightly in length to permit the use of the wider crankshaft gear, and when stocks of the previous type cap are exhausted the current design will be supplied for all replacements. The various items of the "Popular" Model engine affected by the change in timing gears, as well as the parts used on the "De Luxe" engine, are tabulated below for convenient reference.

<i>Popular Model (original type parts)</i>	<i>Part Name</i>	<i>Popular and De Luxe Model (modified parts)</i>
Y-6256-A (36 teeth)	Gear (camshaft)	CE-6256-A (36 teeth) CE-6256-C (40 teeth)
Y-6306 (28 teeth)	Gear (crankshaft)	CE-6306-AR (28 teeth) CE-6306-B (20 teeth)
Y-6310	Slinger (crank- shaft oil)	CE-6310
Y-6330 (1.560" in length)	Cap (crankshaft front bearing)	CE-6330 (1.485" in length)
Y-6019	Cover (cylinder front)	CE-6019
Y-6675	Sump assembly	CE-6675

TAIL LAMP WHITE LENS

A number of tail lamps of the single bulb double filament type, illustrated in Fig. 24 of the "Popular" and "De Luxe Bulletin," Volume 3, Number 7, as well as the earlier type two bulb lamps shown in the same illustration, have been fitted with the earlier type white lens, part number B-13445, together with the appropriate gasket, B-13447.

The current type white lens, part number 40-13445, which is now being fitted to all tail lamps of the single bulb type, has a considerably longer arc than the previous lens and this produces a wider beam of light for the illumination of the rear number plate. It will be necessary, when fitting a new white lens and gasket, or when ordering fresh stocks of these parts, to refer to the accompanying illustration, Fig. 4 to differentiate between the earlier and later type lens. The gasket for the 40-13445 lens is carried under part number 40-13447.

The old lens B-13445 measures approximately $3\frac{1}{4}$ inches from corner to corner along its longest edge and the inside surface is rough, presenting a mottled appearance. On the current design lens 40-13445 the corresponding measurement is approximately $4\frac{1}{4}$ inches, while the inside surface is frosted and is corrugated by a series of small ridges. Both types of lens and gasket are available for replacement.

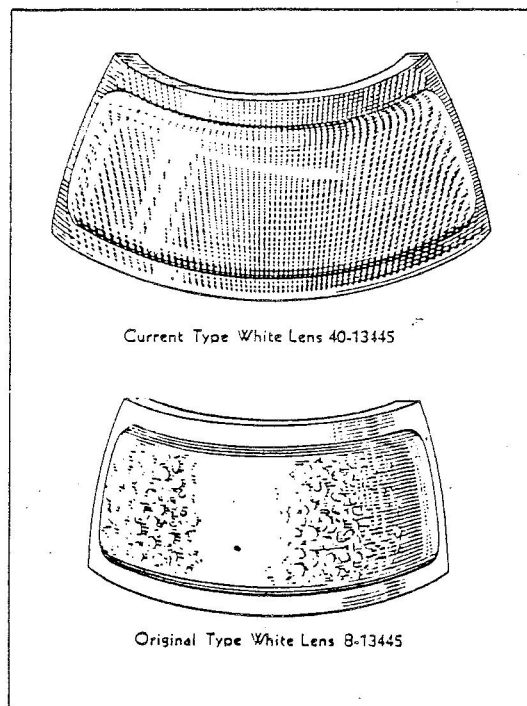


Fig. 4

Top half to be completed and returned to Graham Miles
61 Gallows Hill Lane, Abbots Langley, Herts. WD5 ODD

MEMBER'S NAME

MEMBERSHIP NO.

PARTS FOR SALE

PARTS WANTED (NEW OR USED)

Tel. No. for Adds.,

CLUB WEEKEND - Book direct with Don Malin, 11 Woodfield Close,
Ash Green, Coventry,
Warwickshire CV7 9HQ

Sunday, June 15th, at Stamford Hall.

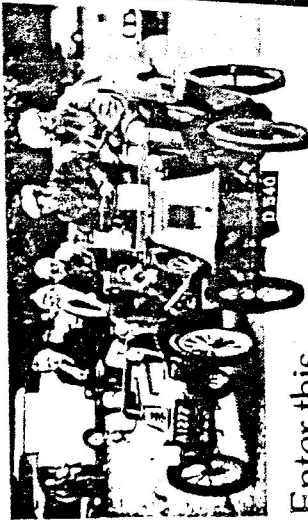
I will be present - with my Y/C car :
without my Y/C car :

I wish to be sent Barbeque Tickets
for Saturday evening: Yes
No

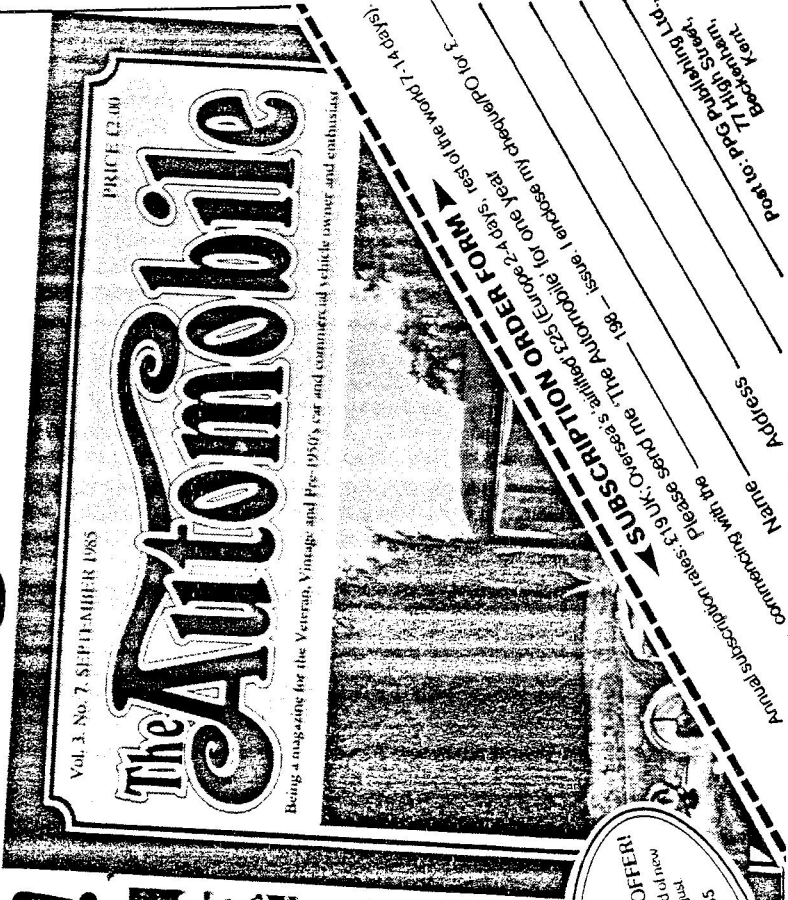
Remember to state number of tickets required for Barbeque

I will wish to camp/caravan over night on site:
Yes
No

Win a ride on the London to Brighton Run this year!



Enter this exciting competition in the September and October 1985 issues of 'The Automobile'.



SAVE £7
ON THIS SPECIAL SUBSCRIPTION OFFER!
and save £7 on 12 monthly issues in advance
ON THIS SPECIAL SUBSCRIPTION OFFER!
and save £7 on 12 monthly issues in advance from £15th April 1985
OFFER closes 30th November 1985

SUBSCRIPTION ORDER FORM
Annual subscription rates: £19 UK; Overseas, airmail £25 (Europe 24 days, rest of the world 7-14 days).
Please send me 'The Automobile' for one year.
I enclose my cheque/PO for £.....
198 - issue 1 enclose my cheque/PO for £.....
Name _____
Address _____
Please send me _____
concerning with the _____
Post to: PEG Publishing Ltd.,
Beckenham,
Kent.