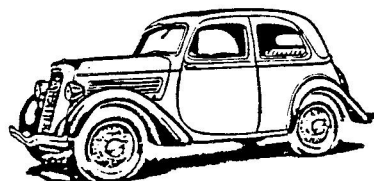
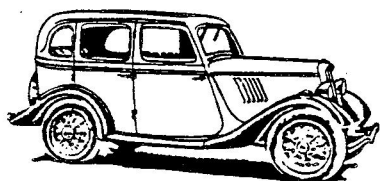


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO. 39. JAN/FEB' 1986.

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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.
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PLEASE NOTIFY MEMBERSHIP SECRETARY OF CHANGE OF ADDRESS AND/OR CAR DETAILS.
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Area 5 - Beds., Bucks., Oxon, Berks., Herts.
Area 6 - Cambs., Essex, Norfolk, Suffolk
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Area 8 - Yorks., Humberside, Durham, Tees, Tyne & Wear
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Area 10 - Avon, Somerset, Devon, Cornwall
Area 11 - Dorset, Hamps., Isle of White, Sussex
Area 12 - Surrey, Middlesex, Kent, Greater London
Area 13 - Overseas

EDITOR'S COMMENTS

Are you a one-club person? I suspect that many of us having interest in at least one car will have similar interests in other things mechanical and be members of more than one club.

My own particular interests lead me to membership of other clubs but only this car club. This Club is the only one which obtains most of my time and in the other clubs I am just another passive member, except that in my other main hobby interest I put a fair amount of investment (cash) into a local steam railway restoration project. I mention this because this particular railway orientated club demonstrates how an active club can run and also the pressures it puts on its officers. It is now looking for a third Chairman in only a few years. The sort of people who have taken on the task have been youngish active professionals, but each time changes in their domestic circumstances or promotion or changes in their careers have meant they could no longer do justice to their demanding club role. This particular railway club is strong enough to weather this. It has enough active and interested members to achieve a momentum in its continuity.

By now, my point must have become clear. Of late, we have increased our strength in this Club, mainly by virtue of Bob Wilkinson's efforts on the membership front, increasing membership, encouraging interest and lightening the load on Graham Miles considerably. Similarly, Don Malin and the Events Committee are again this year putting a lot of effort into organising venues for the A.G.M. and our gathering at Stanford Hall.

The question I ask myself is, What would happen if Graham felt he had to give up his role? It doesn't bear thinking about so far as this Club is concerned, but we have to, because Graham has recently taken on more responsibility in his career and for all any of us knows, could easily find himself in just the kind of situation I have described.

What then can we do to ensure our active continuity. Well, the interesting point in my mind is that we are very close indeed to a point where the workload could be equitably shared out. We just need one or two more people to take an active role and the burden is lessened and hence the viability of the Club increased.

Besides his activities as Chairman, Graham takes on the mammoth task of despatching this Newsletter, as well as obtaining, handling and despatching most of the spares. So once more, I am making an appeal. If you value the support this Club gives you in maintaining your car, please consider how you can assist. An evening every two months on despatching the Newsletter, for instance, is not too difficult for anyone living within 20 miles of Abbots Langley, and I know there are a few of you! Otherwise we could pay for a photocopying firm to collate the Newsletter and do this. The cost would increase your subscription, and we might have to do that if it came to it.

Does anyone have some decent dry storage? Would you like to become Spares Keeper and Despatcher? Or you may have special skills or interests of your own which could strengthen the Club in a way not yet perceived. Please think seriously about these issues. The more the workload is shared, the more easily any of the existing Club Officer jobs can be passed on without causing a major collapse.

If you want to help or you are just interested anyway, it is once again the time of year to join in for the A.G.M. Just in case the next issue isn't out in time, I will run a trailer this time. Try a Club event - this is the friendliest sort of relaxed clubs you could hope to be involved in. Come by train, new car or bike - it doesn't have to be a running Ford Y or C.

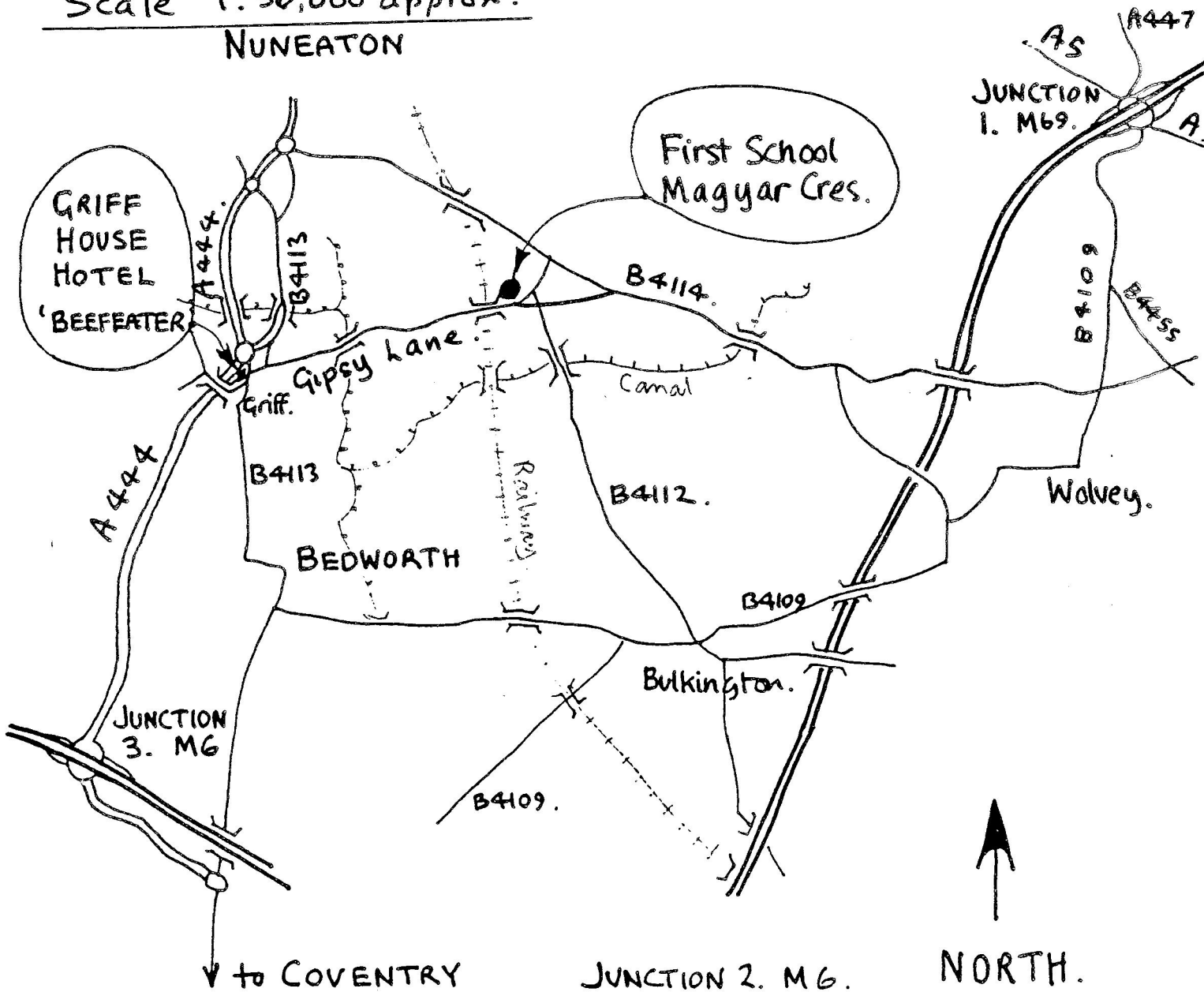
The ANNUAL GENERAL MEETING is being held on Sunday, 20th April, 1986, at 2 p.m. The venue is the same as last year, a central location, north of Coventry and just south of Nuneaton. The venue is WHITESTONE COMMUNITY CENTRE, a building in the grounds of Whitestone First School, Magyar Lane. Parking is available in the grounds. Access is from Gipsy Lane, reached from the west via the B4113 or east via the B4112. From the south, turn north onto the B444 from junction 3 of the M6. From the north, turn south onto the B4109 from junction 1 of the M69. Please do not park on the road outside.

The Hall is available from 1 p.m. to 5.30 p.m., so there will be time to eat your sandwiches before the meeting starts at 2 p.m. The Official 'No excuse for not getting to A.G.M.' map is shown below.

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

Scale 1:50,000 approx.

NUNEATON



Back, then, to the Newsletter. Yes, we know, we did include an out-of-date page 2 last time. Not to worry, it could have been worse if we had boobed on page 3!, and that is as close to the gutter press as I ever care to be.

Thinking of gutters reminds me of my nearside rear wheel, now nicely re-sprayed and re-tyred. I don't want it to be coated in oil from the original pattern exhaust pipe, so I think I will try to extend the tail pipe with some 32mm copper, has anyone any experience of this? No-one replied to my question on hub cap tightners. I got round that one by placing the outer edge of the hub cap against a piece of 4 x 1" timber about 18" long wedged against my knee, whilst I tapped the lugs back against the inside of the hub.

LETTERS

The first letter this year was an absolute delight to read, not just for the encouragement it gave to myself and Siobhan, but for the literate skill with which it captures a particular moment in time. Malcolm Fraser-Cook writes from Fareham:

The date is 28th December, 1985, time 8.30 a.m. and I'm in bed still enjoying my Christmas holiday. The weather outside looks bitterly cold. My dear wife has just brought me up a cup of tea together with the morning post. Amongst the various brown envelopes is a large one containing the Transverse Torque. I lay in bed reading from cover to cover thoroughly enjoying myself until finally my conscience gets the better of me, I really must get up and help 'er indoors with the jobs about the house. Thank you for a super newsletter and the pleasure it brings. May I take this opportunity of wishing you all a healthy and happy New Year.

Not to be outdone by this, the muse struck yet again North of the Border (yes Bob, even farther North than Leeds). Bob Hamilton encloses a poem with his kind letter:

Greetings in the name of the Club. I thought I would write and say thanks for your magazine, I appreciate it.

I enclose a copy of a photo that appeared in the Glasgow Herald, to promote Calor sales. Who knows, someone may still have the van. (Reg. no. VS 2378)

My own car may need the body removed for rust problems, that is just another problem. I am not losing hope, I've lost it. I've written to Jim Miles for assistance. He may send me a pill.

I enclose a wee poem for your interest. It is not original, but apt.

TO A FORD

*'Twas on a lovely summer's day
To England I made my way
To see the Ford V/C cars
Displayed in full array*

*Saloons, Tourers, Vans and Others,
Some all shining, some with knocks
"I must have one of these wee joys"
(and that's where I went wrong my boys)*

*How do I get one of these?
"Can you help me Charlie please"
"Yes - I think I know of one
Not in good nick, I fear, my son"*

Never mind let's go and see
(That was the real undoing of me)

There it was dilapidated,
Rust and all the tyres deflated
Engine lost, gearbox too
"This is just the car for you"

Said Charlie in quiet explanation
"It's not too bad in my estimation
It is an easy restoration" -
"Take it now the price is right"
I said YES - still full of fright

It's all complete except here and there
(A rolling pattern would be more fair)
But not dismayed and from money parted
Transport fixed and Ford carted
to rear of house for true inspection

"How do I start this resurrection?"

That sinking feeling now sets in

I think I'll put it in the bin
There's so much missing how will I find
All the parts for peace of mind

I've got them all, pal Charlie said
So that's one problem out of my head
Body's bad and I can see

This job is just too much for me

Help is at hand for Garth appears
To see the car (he lives quite near)
Your head's full of mince was all he said
Took off his jacket - work went ahead

Off with wings, off with door
A look inside "jings where's the floor?"
"Let's see the engine" my old man said

I open the bonnet and scratch my head
"Where has it gone - it should be there"
The engine bay is very bare!

With lots of spares and sound advice
The Ford now is looking nice
Two summers on - lots sterling spent
The car now looks as Henry meant

Some finishing touches still remain
A course of psychiatry to get me sane
But with some luck it should appear
At England in July this very year,

But don't be like me - the moral's clear
Buy something good - albeit quite dear
and instantly join in the fun
It's much much cheaper in the long run

We all well know the feeling, but I don't know of any suitable pills, other than the cure all kind spys are reputed to carry. Thanks, Bob.

Ian Smith of Woodbridge writes to tell us that he has sold his 1934 Model Y, part exchanged for a 1937 V8 Cabriolet, which is basically sound and complete.

At the moment, I intend staying a member of the Y and C Register as a non-owner, I always find the Newsletter interesting and enjoyable to read, and the 'general friendship' in the Club pleasing.

I have an amount of new and used spares which I hope to list and sell off in due course to people within the Club.

Thank you, Ian, for all your work in the past for the Club. We are pleased you will be staying in the Y and C Register, even if you do pass us in a V8! - Bob W.

CAR HISTORIES

This time from over the Pennines (the little hill opposite our back garden) Steve Bancroft writes on his car:

After reading the article in the September/October magazine regarding cars straying from their original registration area, I discovered the following facts about my car.

Unfortunately, the old style log book is a continuation one and the first date shown is 10.7.1957, credited to a Sydney Gibson of Macclesfield. The other entries are as follows:

14.10.1958	Alfred Massey - Macclesfield
25.10.1962	Geoffrey Mercer - Stockport
25.2.1963	Michael Halliwell - Stockport
Date unknown	Glenis Garforth - Oldham
Date unknown	Malcolm Watterson - Oldham
4.9.1981	Steve Bancroft - Nelson

I bought the car some two months earlier from G. Naylor of Oldham. What happened to the car between 9.1.1936 and 10.7.1957 is unfortunately not known, unless anybody out there knows differently.

Incidentally, the log book shows the chassis no. as V119550, with the engine no. being the same. The colour of the car was changed on 13.7.1963 from Black to Sandalwood and Cream, and the last time it was taxed was 12.7.1963 when the duty payable was £5/10/0. Makes you sick, doesn't it.

I hope this is of some interest to other members and will maybe help Bob Wilkinson to build up more data on our cars.

To your P.S., Thanks, Steve. Ciara is quite good and we are sleeping reasonably between feeds, although I am having to snatch some sleep in the evenings to catch up! (What about poor Mum?)

Bob Stay is a new member who has sent in details of his 1933/4 Y Salmon's Coupe:

The Model 'Y' Coupe was one of only two of this type registered on the Isle of Wight.

The first one was owned by Col. Kindersley of Hampstead Lodge and was blue and grey in colour. A local land owner, Lord Mottistone, saw this car and subsequently placed an order for one with the local Ford Dealers, Frank Cheverton Ltd. However, when the car arrived it was black and

his Lordship would not accept it. The car was eventually sold to a Mr. Hayles, a local Pork Butcher of Newport and was registered on 3rd January, 1934, but the car was built in 1933, as the bodybuilders had the chassis for some time.

The car was laid up in 1940 and remained out of use until 1945 when it was put on the road again. Mr. Hayles retained it until September, 1949,, when upon purchasing a Rover he sold it to a Mr. Charles Barnes, a local farmer. Mr. Barnes used the car very little, he preferred his Model 'B' 14.9 Van and he eventually sold it in January, 1961, to another farmer, Mr. J. Kingswell. He could not even drive, but his housekeeper used to drive him to Newport market once a week. Not being very mechanically minded, Mr. Kingswell knew nothing of draining the radiator and the block was cracked during the bad winter of 1963.

After lying derelict in the farmyard until 1969, it was purchased by Mr. Charles Read, a personal friend of mine. He stripped the car completely and stored the parts. After a lot of persuasive efforts, I finally got him to sell me the pile of bits in his shed in 1973.

Over a period fo two years, I completely rebuilt the car and with the exception of the hood, the body is all original, the speedo reading of 32,921 is correct.

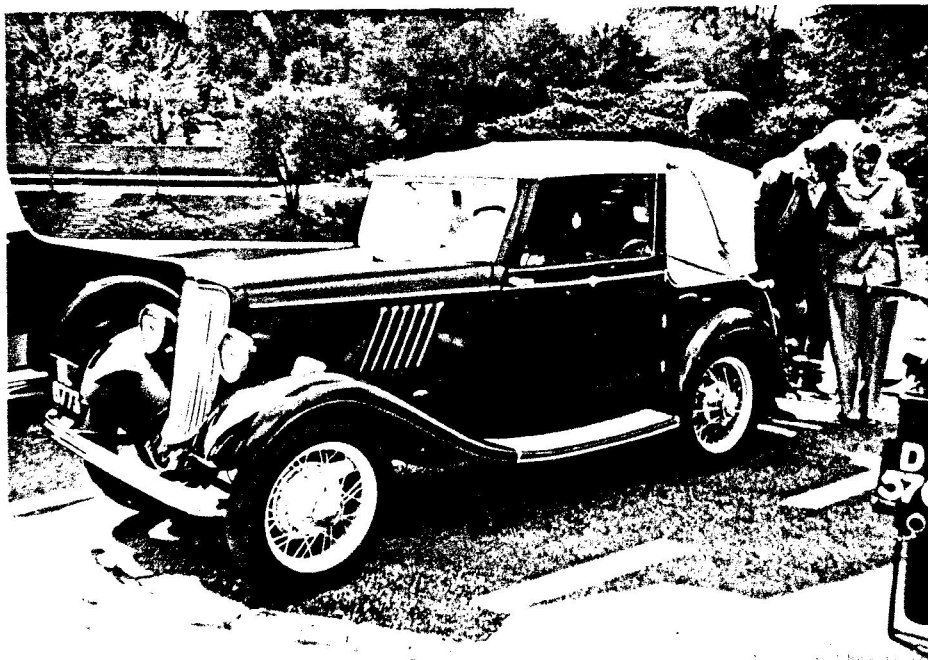
The coachwork is by Salmons & Sons, Newport Pagnell, the hood is a Tickford Patent, electric wiper and petrol gauge were fitted new.

You may wonder how I know all this history, but when I tell you that I worked in the Ford Main Dealers for over 20 years, you will understand how.

On another point of interest, when Mr. Hayles purchased the Model 'Y'. he sold his 1923 Singer 10, I also have this car now, together with my 1924 Bullnose Morris. I am currently rebuilding a 1921 Model 'T' Ford and I also have a 1926 T ton truck.

I hope you find this interesting and if I can be of any further help to any members, I would be only too pleased to assist, as after serving my apprenticeship and 20 years solely on Fords, I have a lot of knowledge of these Models.

Bob also owns a 1909 Marshall Steam (Traction) Engine. A really mouthwatering collection of vehicles! - Bob W.



Bob Stay's
1933/34
Salmons Coupe

Keith Shephard (non-member) has written a brief history of his former 4 door Y, he also has a good Y type front windscreen for disposal if any member is interested. Keith's address is The Old Rectory, Chicklade, Hindon, Salisbury, Wiltshire, SP3 5SU, tel. Hindon 226:

My 4 door 'Y' registered OW 6888 is known to your Register as being the former property of Mr. Bob Warfield. I purchased the car some 18 months ago from Bob. My next door neighbour, Stuart Broatch, who is a motoring journalist and occasionally writes short articles for the local rag, recently did a write-up on my car with photograph. Lo and behold, within 2 days I had a letter from the daughter of the owner who had the car circa 1937-48. This lady also went one stage further and produced a photograph of the car and her family picnicing in the New Forest. She went on to relate how the car survived severe bombing in Southampton in 1941 and how she became a firm family friend for so many years. I was delighted that the car was exactly as she remembered it so many years ago. Unfortunately, my wife found the car claustrophobic so I have had to sell her to a Ford enthusiast from Downton, who I am sure will be joining the Register.

You may be interested to know that I have a good Y type front windscreen for disposal if any of your members are interested. Also, I am involved in the foundry business and over the last fifteen years have made many patterns and castings for the vintage car movements, including cylinder blocks, water pumps, brakedrums, etc., etc. I do a lot of work for the Riley Register and Lagonda Club, so should you at any time need the services of a sympathetic foundryman to manufacture spares for your Club, please let me know.

I sent an application form for the new owner, but as yet have not had a reply. Please look out for OW 6888 in Wiltshire and get him to join. - Bob W.

MISSING PARTS

Brendan Howe writes with a warning and a plea for information. Thank you for your praise, Brendan!

I wondered if you would be so kind as to alert the members of the Y & C Club to a 'lost' starter motor and dynamo previously fitted to my Ford Y EMD 202, through the Transverse Torque. (You are to be congratulated on such an interesting magazine, it is excellent!)

I entrusted these two items to an electrician near my home for re-conditioning, only for these items to disappear from his work premises, when the electrician was the only person knowing of their existence there, and their application to a Ford Y. These parts may be offered to the Club members as a pair and could possibly have been re-conditioned, and most likely offered in the North Yorkshire, Leeds, Harrogate area. I would be eternally grateful for any possible lead to their recovery. They may have been circulated any time since September, 1983.

As requested in the Newsletter, I am trying to produce some history of my car, I will write with such as soon as I have the necessary information to hand.

HAPPY BIRTHDAY TO YOU TO YOU

David Curtis is 40 on 24th March - aah. His tourer is 50 on the same day - hurray. Many happy oil changes together! Is this the only unique coincidence of this kind?

CARS FOR SALE

First, Terry Hallam, who has recently joined, is looking for a good home for his 1937 2 door Model Y. The car was fully restored a few years ago, has fawn/brown coachwork, to be sold with new MOT and ready to use, at £1,595. Terry can be contacted on 0380 870524.

Second, Mr. A. J. Durose, dwelling on the Ford theme, is offering a 1970 Ford Corsair 2000E. The car is used daily, and is mechanically sound, but the body work needs some attention. His address is 10 The Beeches, Rugeley, Staffs., WS15 2QY, tel. Rugeley 3894.

RESTORATION PROGRESS

Dave Gatenby has written in with a progress report on his Model C. You may recall that Dave found his C being used as a hen hutch in a farmer's field in Masham:

The wings (rear) and sills have now been fitted (after much curses and blasting). I have also rebuilt the bottoms of all four doors, which was quite a task as each one had no inner panel left, and there was a large amount of guess work to try and judge the right depth, etc. One of them I had to do again because it overlapped the sill when I fitted it on. As well as welding the bottoms of the doors, I also had to weld pieces into the tops where what was left of the rubber weather strip had caused quite a lot of rust making holes all along the top. When I finished all the welding, I filled the insides of the doors with a protective oil similar to Waxoyl and then painted around the edges with Hammerite and the finished effect looks quite good.

I have now got the front axle, spring and steering gear off the car and completely stripped down and have begun to overhaul them.

I have also obtained another windscreen and surround. Unfortunately, the surround is black painted and not chromed (maybe out of a van?) I thought it would fit straight in. WHAT A FOOLISH THOUGHT! But I will not let it get the better of me and I will win in the end.

I have re-fitted the engine and gearbox and will soon have a test start-up. While the gearbox was out, I took off the top cover to drain and clean it out. While checking the gears I managed to explode the syncro hub for 2nd and top - all the little balls and springs flew out! Can you imagine what I said to myself, when I had to strip the box right down to re-assemble the hub?

Carry on the good work, Dave. I am sure we are all remembering our own disasters during restoration. What about writing in with your worst ever moment, members?

-0-0-0-0-0-0-0-0-0-0-

Random Jottings No. 6

Spotted on the way to the French Alps in a small village, a 'Trackford' rolling chassis and engine, a what? I hear you cry, well only nutters would know it was a French company who converted the Model Y to front wheel drive and independent suspension plus increased wheelbase, and manufactured from 1934-1935. Honest! Photos have been taken and will be published in Transverse Torque soon. Watch this space for scoop.

Re the possible Ford take-over of Austin Rover, woke up in a cold sweat the other night at the thought of lines of 'Allegros' streaming into the 'All Ford Rally'!

Jim Miles

WINTER STARTING

THE EXCEPTIONAL PERFORMANCE of the Popular Ford is due in large measure to the use of a high-efficiency, high-compression engine.

When starting a cold engine, the starting motor has to overcome not only the resistance due to the compression, but also the heavy additional drag due to the cold oil in the engine and gear-box.

To avoid abnormal drain on the battery under these conditions, it is essential that certain simple precautions should be taken during the winter months.

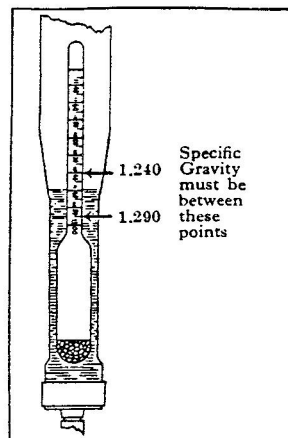
Their observance will be amply repaid by freedom from starting trouble during abnormal weather-conditions.

The starting motor will start the engine in six seconds if the procedure outlined is followed, providing that :

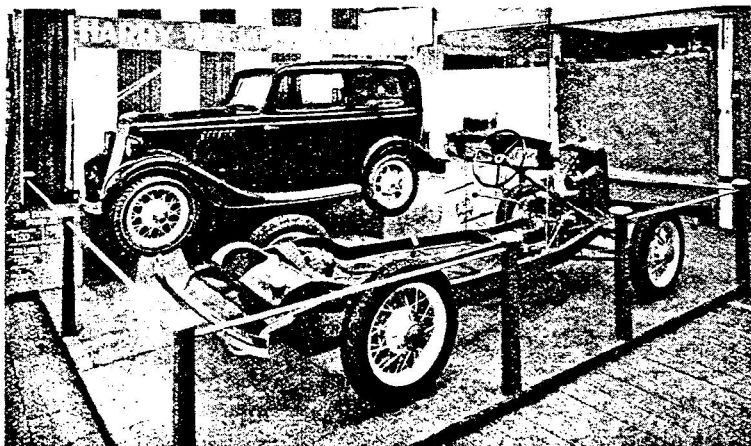
1. The battery is reasonably well charged, i.e., showing a specific-gravity reading between 1.240 and 1.290.

If the battery shows a tendency to run down under ordinary operating conditions, it is an indication that the dynamo is not charging at a rate sufficient to meet normal requirements. The local Ford dealer should be consulted regarding proper attention.

2. The engine oil is of the correct grade. It is essential that, during the winter months, a high-grade oil, and one which flows freely at low temperatures, should be used.



The stand of Harry Williams and Coy., Ltd., Ford dealers of Wigan, at the recent local Chamber of Commerce Exhibition. More than 11,000 people visited the Show, business proving particularly good



8 H.P. FORD'S TRIUMPH IN CEYLON

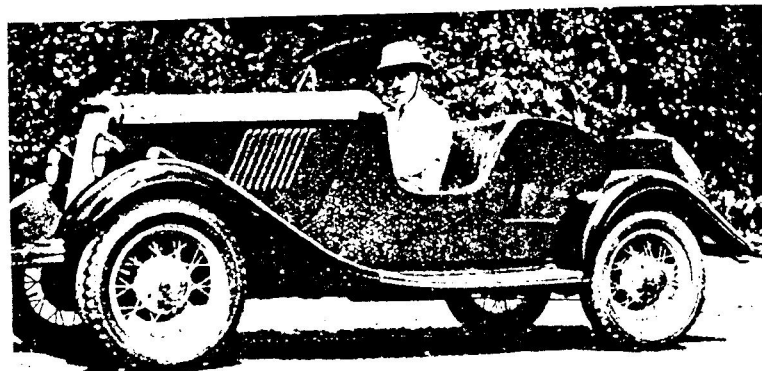
West Haputale Hill, roughly a hundred miles from Colombo, was recently the scene of a hill-climbing test held under the auspices of the Automobile Association of Ceylon.

This particular hill is notorious in the district for its gradients, its hair-pin bends and its total length. For nearly six and a half miles the road rises continuously—there are no level

stretches, on which a car can gather speed—attaining a height of 5,400 ft. at the summit.

In the test Mr. M. G. Dover put up a remarkable performance, beating the time of the runner-up by over one minute, and gaining first place in the class for standard cars of less than 1,100 c.c. In this section 8 h.p. Fords also took third and fourth places.

Mr. M. G. Dover in his 8 h.p. Ford: His excellent performance justified the decidedly sporting appearance of the car's special body



If the specific gravity of the battery reads between 1.240 and 1.290 and the starting motor fails to turn over the engine at more than 80 revolutions per minute, this is most

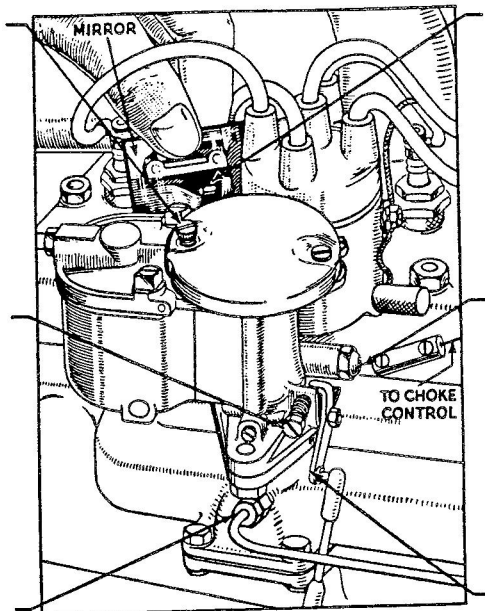
oil, with a low freezing-point. The use of one of the oils specially prepared for synchro-mesh gear-boxes is advised. For recommendations see page 36.

1 AIR-ADJUSTING SCREW
Should be from one-half to one full turn open. See that the lock spring fixed to this screw is intact, and prevents vibration altering the adjustment.

2 THROTTLE-ADJUSTING SCREW
Should be from one-half to 1½ turns open after the screw just touches the throttle lever. The best adjustment is about three-quarter turns open. Under no conditions should this be screwed in more than 1½ turns, as the easy-starting device cannot operate unless the throttle is fully closed.

3 WINDSCREEN WIPER CONNECTIONS
Make sure that this nut is tight and that there is no air-leak, here or elsewhere in the windscreen wiper connections.

These six points should be checked, in the order shown, before any attempt is made to start the engine :



4 AUTOMATIC AIR VALVE
Should be checked to see that it is free to move in its chamber. It can be inspected by means of a mirror held at an angle between the cylinder head and the carburettor, as shown.

5 EASY-STARTING DEVICE
Valve must be pulled right out when control on instrument panel marked "Choke" is operated. Stretch in control-wire may be causing valve to open only partially. The special starting device cannot operate unless this valve is pulled out to its maximum extent.

6 THROTTLE-OPERATING MECHANISM
See that the throttle-operating mechanism is working freely and that the return spring brings the throttle to the fully-closed position. The easy-starting device cannot operate unless the throttle is fully closed.

probably caused through using too heavy a grade of engine oil. Change to the correct grade without delay.

3. The carburettor settings are correct.

Having made sure of the foregoing points, carry out the following procedure, in the order shown.

1. Pull out the "choke" button on the instrument panel. This brings the special starting device into operation.
2. Disengage the clutch. The drag of the oil in the gear-box throws an unnecessary strain on both starting motor and battery, and this drag continues until the oil warms up. In order that the full power of the engine may be available as early as possible, it is necessary to use a high-grade gear

3. Operate the starter switch button on the instrument panel. When the engine has been turned over for 3 to 5 seconds—

4. Switch on. The engine should fire immediately and continue to run.

5. Release the clutch pedal as soon as the engine fires evenly. Care should be taken to do this gradually—sudden engagement may stall the engine, owing to the drag of oil in the gear-box.

6. Release "choke" button as soon as the engine gives evidence of erratic running, caused by too rich mixture. This should be done gradually, so that the transfer from the special starting device to the main jets is made smoothly, and without stalling the engine.

A Miles fit in, these last two pages originally covered the distributor, but when the Service Bulletin arrived from Dennis Smart, I found that it covered the same information, so I switched that to the inside of back form as a back up.

A second Miles fit in, is do we as a club want to take a stand at the Enfield show over the May bank holiday, it will mean vehicles in place for Sunday & Monday. Each day we will need to show 10 cars, let me know if your interested.

MEMBERSHIP1. Membership Renewals (March, 1986 - February, 1987)

Your annual subscription is now due and I ask members to complete the renewal slip on Page 27 and return it to me with your cheque (made out to FORD Y & C MODEL REGISTER) or bankers draft for overseas members for the appropriate

amount:-	U.K. and EIRE members	£10.00
	Retired U.K. and EIRE members	£ 6.00
	OVERSEAS members	£12.00

Membership Cards - to reduce postal expenses, membership cards for 1986/87 will be sent out with your next Newsletter. New members only will receive their membership card on joining the Club. Don't forget that your membership number is printed on the envelope in which this Newsletter arrived. Always quote your membership number when ordering spares and in all correspondence.

Any member not having paid by 1st June, 1986, will be regarded as lapsed and will not be able to order spares or benefit from other Club services.

PLEASE RENEW TODAY. Don't leave it to the last minute, as I would appreciate being able to spread the workload over several weeks.

2. An apology

Several members were asked to replace their 1985 renewal cheques since they were presented to our bank after more than six months. I apologise for this inconvenience and assure you that new arrangements have been put in hand to ensure that delays of this nature will not re-occur.

3. Two requests

(a) Please enclose a S.A.E. when writing to any Club Officer if you require a response. Our postal expenses form a considerable proportion of our overall expenses and as a small club, this obviously uses valuable income which could be diverted to better use, e.g. re-manufacturing.

(b) If you sell your car, PLEASE LET ME KNOW as I will write to the new owner and offer membership.

This year, we lost 27 members, 23 of which simply 'faded away' (lapsed). Some I am sure will have sold their cars. That loss is doubled since they did not let me know who actually bought their 'old' car. We do actually have several members who stay in the Club after they sell their cars.

4. New Members - Y types and overseas

H106Y	Terry Hallam, 'Badgers', Back Lane, Gt. Hinton, Trowbridge, Wilts.
M120Y	John Murphy, 43 The Bramblings, Wildwood, Stafford, ST17 4RN.
M123Y	Gareth Morgan, 1 Woodcroft Road, Sprowston, Norwich, NR7 9H3.
0101Y	Paul Ormond-Smith, 9 Altcar Lane, Formby, Merseyside, L37 6AV.
0-B104Y	Ernest Bombard, 6566 Stillwater Avenue, Cocoa, Florida 32927, U.S.A.

As usual, I ask current members to make contact with new members in their area. I am sure this will be appreciated.

5. Change of Address

B110Y	Steve Bancroft, 26 Causey Foot, Nelson, Lancs., BB9 0DR.
F107Y	John Faulkner, 'Brambletye', 9 Ashleigh Close, Horley, Surrey.

6. Close Registration Numbers

I will continue with the list of members' cars with close registration numbers in the next Newsletter.

7. Where Are They Now?

Following my article in Newsletter no. 36, Peter Coombs wrote in to tell me that he still has his two Ys, registration numbers EHT 824 and JN 9758.

Another reply was received from J. E. Foxon, of Fleckney, concerning DVK 269:

In reply to the 'Where are they now?', perhaps if we clear the name first. J. R. Foxon, my son, joined the Register very early on with Ford C DVK 269. I own Foxon's Garage Ltd. and my initials are J. E. Foxon. I joined the Club at Stanford Hall, 1982 event. I own Ford Y GL 1404. Four years ago, we traded in a speed boat in payment of a bill, which I then traded for an AJS M/C. My son (J. R.) who is co-director with me, decided to exchange the C in stripped down form for the AJS, which he has now restored to mint condition. He is currently restoring a 1932 B.S.A. V Twin with side car. My Y type was restored in time for Stanford Hall, 1983, the C will be restored as soon as time permits.

There is one part of your Newsletter stating that Bill Crockford has a C model reg. no. DVK 269. Could it be a typing error? I do know that my C registration is correct, as it has been around Leicestershire and since the war, till we acquired it, it lived at 'Oadby', Leicester.

I often wonder if two Ford Y types owned by me, a 1937 model reg. no. CCG 35 in 1939, and a 1936 model reg. no. DWE 977 in 1941 are still around.

Has any member any idea of the whereabouts of the two cars mentioned above?

Sam Roberts also wrote in about OW 4838 and CNN 125:

My first Model Y, which I purchased in 1958, was a standard 1936 Tudor registration number OW 4838. Two years and 22,000 miles later, I sold it, as a runner, for £5! I expect it has gone to that Model Y garage in the sky long since. Regrettably, I have no record of the chassis number.

However, on the same tack, I have established that my present Tudor Model Y, CNN 125, was originally purchased in 1936 from the then Ford agent in Newark, Brooks Motor Co, then located in Castlegate, but which moved later to Furndon Road. I established this fact from Mr. Eric Ashton, whose father was the Managing Director of Brooks. Incidentally, Eric was given a '36 Tudor, EG 2939, for his thirteenth birthday.

Now you have no doubt experienced the 'XY' men (ex-owners of Model Ys) who invariably approach you where ever you park your pride and joy. Normally, the conversation starts "I learnt to drive in/used to own one of those" Well, I was fortunate enough to be accosted by a gentleman the other day who told me all about CNN 112, which he assures me was identical to mine; purchased by a Mr. Morley of Albert Street, Newark; was laid up during World War II and subsequently bought by his son, Mr. H. Morley, who sold it around 1950.

Putting two and two together, CNN 112 and CNN 125 were probably in the same consignment of Models Y delivered from Dagenham to Brooks Motor Co

where they were registered through the Nottingham Taxation Office (NN) i.e. a consignment of at least 14 vehicles. Hopefully, I will be able to build up the story of that consignment from future bypassers, onlookers or even the readership of the Bulletin.

OW 4838 and CNN 112 are not listed to any of our members - they have probably gone to the great scrapyards in the sky.

Some memories are not always what they seem. Alan Ogden told me recently about giving a lift in his 36 Y saloon to an elderly chap who was waxing eloquent about his old pre-war cars. Tapping the dashboard for emphasis as he rode along, he said 'Yes, I remember mine was identical to this. These old Morris 8's take some beating!' Alan didn't like to correct the old chap!

8. Record Mileage?

In the last Newsletter, I noted that one of James Brown's fleet had covered only 19,842 miles from new and asked if anyone could beat this low mileage. Frank Dallimore writes from Oxfordshire with a better offer of 7,809 miles:

I own Ford 8 h.p. Saloon V L.R. CWL 848, 1936. Date of original registration under Road Acts 1920 is 2.4.36 and her mileage to date is 7,809. The car has belonged to my family only and was laid up from 1950 until 1978. The car was purchased from Hartwells, Banbury Road, Oxford (now known as Hartford Motors) and cost £104/3/4. The £4/3/4 was for supplying and painting number plates, 9 months tax and delivery charge ex-works.

This sounds a superb Model Y, and absolutely original. Thank you for writing in, Frank. Don't forget you get reduced membership subscription as a retired member.

Now can anyone beat Frank's low mileage record. Please write in with other low mileage readings, even if you can't beat this one, but have an interesting history to tell.

9. Record Ownership?

James Brown from Belfast will eventually have a majority holding of Model Ys. He now has six! He writes:

The magazine is superb and I am delighted to find that there are a few other nutters around.

My latest acquisition is a short radiator Tudor Y, chassis no. Y 18006 and registration no. CZ 2154. I have no tax book but I believe the chassis no. will indicate 1933. The car really should be scrapped, but it is quite early and I really feel that there are few enough S.R. models left and anyway, I am a sentimental twit so I am going to restore it.

How James is going to find the time, I just don't know. After finishing my Y tourer in 1984, I have just recovered enough energy to begin the restoration of a 1953 Riley RMF (2½ litre saloon). I pop out to the garage on these cold winter days and pray for energy and zest to motivate myself into work. How one feels when surveying 6 cars awaiting restoration is beyond me! Good luck, James.

Don't forget to renew your membership. See you all at the A.G.M.
Bob Wilkinson

FORD COLOGNE

Just before the First World War, Fords offered the German customers the Model T, they were shipped over complete from the States via Hamburg.

After the War, there was an import embargo on foreign vehicles, which was not lifted until 7th October, 1925. Model Ts were then imported again in a small amount. Just before this date, on 18th August, the Ford Motor Company AG (Aktiengesellschaft) had been founded in Berlin. An import licence was obtained for 1,000 Fordson tractors (from Cork?).

Soon Model Ts were assembled, rather than imported, thus saving on import duty and transportation costs.

On 1st April, 1926, after tooling had been installed, production started at new premises at Westhafen, Berlin. Production was soon increased from three to fifty per day and by the end of the year, nearly 2,700 cars and trucks had been made.

On 31st August, 1927, production came to a complete halt, following eight months in which output had reached 4,272 vehicles, the halting was because of the end of the Model T worldwide. The workforce of 100 had to wait for nearly a year until 20th August, 1928, when the first Berlin-built Model A Ford rolled off the line, this was followed by another 2,542 during the remainder of that year. Production figures steadily increased and by 11th November, 1930, the 25,000th German Model A was completed.

It had been decided by Henry Ford that the market in Germany was right to build a fully fledged manufacturing plant, which would also permit the production of German domestic models adapted for their own market. A site on the River Rhine at Niehl, near Cologne, was picked. A beginning was made with the building of a 200 metre quay on the Rhine river front in May, 1930, and on 8th September, the construction of the factory building began.

To be continued

Jim Miles

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David Gatenby's
Model C
undergoing restoration

CHAIRMAN'S REPORTSpares

We are still in the throes of making HUB CAPS, or at least trying to. They have reached the stage of being skinned, which is giving us a problem as the outer stainless skin is puckering as we press it, so we will have to make up two more staging tools to bring the general shape in at a more gentle rate. When a quantity have been skinned in stainless steel, we will proceed with the manufacture of the rather expensive tool to form the word FORD. I am holding, therefore, on bumper bar manufacture, as I have said, until we can see our way clear costwise on this expensive job of the hub caps. The FRONT BRAKE DRUMS are less expensive and we are progressing with a third method of making them and we hope to have some of these available for the A.G.M., for members who wish to buy them there and then. I am asked from time to time for BRAKE LININGS. I would point out to members that although I am offered the original type, I make no attempt to buy them, as I consider them to be extremely dangerous. They have a very high asbestos content and, of course, the nature of their wearing reduces this asbestos to dust, which is when asbestos is in its most lethal condition. Modern brake linings have little or no asbestos content and so do not have this cancer-giving aspect. Unpublished tests some years ago, carried out on some of London's streets at major junctions, had reached over government danger levels of asbestos dust. My advice to any member is to have nothing to do with pre-war brake linings. Have them refurbished by a modern material and, in fact, bonded to the shoe, which is a much more satisfactory method of doing it and reduces brake judder. If you want to interfere with your brake shoes, that is entirely your business but I would not have anything to do with them. Tough statement!

As mentioned in the previous Newsletter, we have a pair of spring spreaders manufactured which will be suitable for posting as they are comparatively light. Boxes to post them in are now being manufactured. People who ask for them wish to refit shackles to their vehicles. It is not necessary to use the spring spreaders to remove the shackles as you can simply undo the nuts and take off the plate and bang them out with a punch. Make sure it is a long one, and the old shackle will simply come out without the aid of a spring spreader, just a jump from the spring when it comes out. You only need the spreaders in order to put them back, and that is what I want them to be used for, to re-assemble the re-conditioned components. The other thing we attempted to do the other month was the FUEL TANKS with exchange necks only. The tank we had made originally I wasn't satisfied with, and I sent it back to the makers, who have now re-made a new tank to a more satisfactory standard, I hope. I haven't seen it, as it has been sent directly to our member in Edinburgh and I will ring him in a few weeks to see if it is now okay. If it is, then I will place an order with these folk to make more fuel tanks.

I am now out of all CHROME reproduced handles and mounts that we had at one time. Jim Miles has found someone who can work with brass, but neither of us has had any time to pursue it, and for that matter, I am watching the coppers of the Club, as I have said previously, so that I don't overstretch on purchasing more than we can afford, so it will probably not be until the early summer, once the hub cap situation has passed by, that I can afford to look into chroming manufacture i.e. door handles and radiator mounts, etc.

After much frustration, I have found a wood working company who will make our ROOF STICK KITS for us and this time entirely in South American hardwood. Believe it or not, the firm is only about half a mile from where I work. As it has now taken over a year, many of the orders I have will not now be needed, so as I've had to buy a minimum of 25 sets, I need some fresh orders with this letter.

I have been looking into TRAFFICATOR requirements for members and have, in fact, been buying them with the intention of making boxes for them as they cannot be

bought boxed. But there are so many different types on the market that I am trying to devise a box to suit all the different designs. All ideas have, however, been shelved for the present. Trafficators are a legal requirement for vehicles registered post January, 1936, so the vast majority of Y and C cars require trafficators.

PLEASE remember when you write in with parts for sale or wanted, to use the form on the back of the Newsletter, even if you also write in with a letter, as it makes it much easier for me to deal with all the enquiries I receive. Please also write or print clearly. May I also ask people who ring me at work and request items to follow the conversation up with the form, for with the best will in the world, I just don't remember all the details of these conversations. For example, somebody from Ireland rang just before Christmas and requested various parts, but at the end of the day, that member's name had gone, and as he hasn't sent a form, I haven't sent out any parts - so, USE THE FORM, Ladies and Gentlemen.

Work Parties

These are due to start in the spring and consist of volunteers who come to my lock-up garages and tidy them and dismantle items and stack them away. Will people who are prepared to join these working parties, usually held once a month on a Sunday, starting now, please contact me. The lock-ups need clearing as I have the two cars mentioned in a previous Newsletter, from Exeter. They were collected by John White and taken to his orchard. I propose to mount an expedition of at least two members to go down there for a week-end in the spring to collect the cars. John will provide us over-night accommodation in his caravan, so it could all be built in with a nice week-end for the local members to get together for a pub meeting on the Saturday night. I will probably take a new transit van which I have as a demonstrator, and am putting a tow bracket on the back of it (as that is what my customers need, you understand) and we can then tow my trailer down and collect the cars and bring the whole lot back to Hertfordshire where we can continue to dismantle them, for whatever spares they will reveal. I don't want to sell these cars to any one member, as that member could then end up with a lot of parts he/she doesn't need. It is better that the cars are dismantled and the parts sent out to various members, so everyone gets a share of the pickings. We will need time on the Sunday afternoon to put the parts away so we will have to make an early start on the Sunday morning.

Spare Parts - Packing

I am getting very behind with sorting and packing spare parts, and the only way I can successfully continue with this is to have some assistance. The only practical way this can be done is for someone to come to me, say on a fortnightly basis, giving up perhaps Monday evening, to help me pack, sort, invoice and despatch the required items. At this stage, I am not asking particular members, I am asking for a volunteer who lives locally to me to come forward to help me sort out the spare parts, so I'll leave that to you.

-X-X-X-X-X-X-X-X-X-X-X-X-

Having had first bite at the apple in as much as I can read through the letter once I receive it from John for its final assembly before I take it to the printers, I'm in the position to make comments on the contents, and although I agree fully with what John has said on page three, I don't intend to give up the control of the spares side, for I know that very quickly the situation could get out of hand; its a very delicate balance on being solvent or insolvent with the limited amount of funds at our disposal. All I need is an enthusiastic assistant once a fortnight.

As a P.S. I was sorry to read on page 9 that Keith Sheppard had had to sell his wife to a man in Downton.

MODEL 'C'S IN THE REGISTER

I have prepared the following article in response to Brian Durrant's query in the last Newsletter. Brian said that about 95,000 Model C's were produced by the Ford Motor Company and asked how many still exist.

I'm not sure that 95,000 is correct, since that would be about half the total Y production and the less popular model C was produced over a shorter period of time. No doubt Jim Miles, as Club Historian/Archivist, can settle that query for all of us.

I can, however, answer with a degree of accuracy how many 'are in our Club' and guess with everyone else how many more remain.

Here is a breakdown of C models known to the Club, at January, 1986. (I am not able to separate C and CX models.)

<u>Type/Details</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>Total</u>
Saloon 2 door	2	3	2	7
Saloon 4 door	5	7	1	13
Van				1 (year unknown)
Tourers	1	6	-	7
Tourers (no details)				1 (Don King, Blackpool)
Saloons (no details)				2 (C. Power, R. Schubert)
Overseas (no details)				4
				<hr/>
TOTAL IN CLUB				35
Ex-members				3 (inc. 1 Tourer)
				<hr/>
FULL TOTAL KNOWN 29 SALOONS + 9 TOURERS				38

Saloon numbers on road - 6 (known at last renewal)
 Tourer numbers on road - 7 (known at last renewal)

I don't know the relative production figures for 2 or 4 door saloons or tourers but a relatively large number of C tourers have survived compared to saloons. Note what a high percentage of tourers is actually on the road!

The oldest model C on the road is Paul Bainbridge's 1935 2 door, as seen on our stand at Silverstone in 1985, and the newest is David Barnsley's 1937 2 door in Wakefield, West Yorks., according to my records. The van listed belongs to Ivan Precieux in London. I do not have any details of this vehicle and query when this conversion took place, since F.M.C. did not produce a van in the U.K. (I think!). Please let us know, Ivan.

Perhaps other C owners will write in and send details of their cars. I know Don King in Blackpool has a tourer (year, etc.?) but Messrs. Power and Schubert's cars are simply listed as Model C with no details on my files. Please write in, chaps. (year, chassis no., etc.)

On reading Tony Eldridge's article about his C Black Beauty (Newsletter 38), I realise how fortunate he was to acquire such an original vehicle and, of course, I give credit for his realising the need to preserve one of 'our cars' as long ago as 1962. I think that was the year I sold my last Austin 7 for £7.50! (£7/10/0 to you).

The prize for the bravest C rebuild must go to David Gatenby in Co. Durham. I have seen photographs of this car 'before' and 'during' and rarely have I seen so much rust held together by more rust. When I last spoke to David, he was a

bit downhearted at the slow rate of progress he was able to make, but I am sure he will win in the end and have a superb car - a genuine rebuild if ever there was one.

How many more exist? Take out your crystal ball - and study it closely - your guess is as good as mine! I do know that last autumn I wrote to about 6 or 8 ex-members who own or owned model C's about 4 years ago. Only one bothered to reply. 'New' cars keep turning up from time to time. No doubt more will be 'found' as time goes by, as even the most humble vehicles (we have to accept that our cars fall into this category) are being realised as having some value and interest. Only recently, I was contacted by a potential member who had 'found' a complete C tourer in sound condition in a barn where it had stood for 25 years. I will follow this one up, as we must not let any cars disappear.

To put the numbers into perspective, we have nearly 300 members now (some with several cars), so our Y members massively outnumber C owners. I will produce a breakdown of Y details for a future edition of the Newsletter. Meanwhile, please write in with your C model facts and comments.

Bob Wilkinson

-X-X-X-X-X-X-X-X-X-

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5 Rectory Road,
Beckenham,
Kent.

MEMBERS PARTS WANTED

TO THOSE LOOKING FOR SEATS - these are the hardest items to find, and you would be advised to take anything you can find.

G. Miles 1
for overseas members

2 Hunts trafficators S.R.
4 Luvax shock absorbers S.R.

4 Linkage for above S.R.
5 S.R. sidelight lenses

1 S.R. rear tail lamp
1 S.R. rear tail lens

1 1934 steering wheel
1 1933 steering wheel

1 Interior rear view mirror C and Y
4 C Interior door handles

1 C Air Cleaner - export model
2 C Trafficator arms

4 Y Sidelight covers
2 S.R. Black headlamp rims

1 S.R. Ameter - 20 amp. Face - black
1 S.R. Fuel gauge. Face - black

G. Miles 1
S.R. Pillar trims - windscreen

A107Y D. J. Appleton 1
Front and rear bumpers L.R. Y
Tel. 0493 664759

G115Y R. Gilcrest 1
Brake light switch
Windscreen frame L.R. Y

Rear bumper bar
Driver's door handle
Starter cable
Tel. Coleraine 54380

D108C B. Durrant 1
Lower hinges 4 door for 36 model
Tel. 0245 360759

G121Y M. Grace 1
Pair S.R. front shock absorber links and arms

Luvax type shock absorbers
Tel. Davenport 790670

D115Y G. Duffett 1
L.R. Y Driver's door lock & handle
2 inner door handles
Rear lights

Windscreen hinges
Locating plate in door post
Tel. 01 635 8859 or 01 691 2325

R108Y A. Robertson 1
2 Luvax shock absorbers S.R.
Tel. Lennox Town 311587

D117Y O. Dolan 1.2

2 Radiator caps
4 Bumper bar end caps
1 Wiper arm and blade

61 Retreat Park, Athlone, Co. Westmeath, Eir

M126Y D. Macdonald 1.2
Brake linings L.R. Y

Pair centre spring bolts (square head)
2 Window winder escutcheons

Good used petrol tank L.R. Y
Electric petrol gauge

1 Keith Crescent, Blackhall, Edinburgh EH4

C113Y B. Clarke 1.2.3
Headlamp rims for 34 Y, black and early

S.R. design
(on 33/34 rims, appear same, but in fact the interior diameter of rim is slightly larger on 34 and glasses do not interchange correctly - Graham)

Tel. 01 903 4873

H121Y J. D. Holl 1.2.3
Any seats suitable for 36 Y
Tel. Braintree 42886

G119C D. Gatenby 1.2.3
Perch bolts and brake nuts for front axle. of C (part no. 3030 for pin and part no. 3036 for nut)
Tel. 0325 486781

B107Y I. Brown 1.2.3
Headlamp magniflex bar for Y, diamond shape
Tel. 031 669 4034

C124Y J. Cassidy 1.2.3
Semaphore trafficators, boxed, for door pillar of Y (see my notes - Graham)
Silver faced ameter for Y
Tel. 0604 43389

D117Y D. Dolan 1.2.3
2 wiper arms and blades for Y

2 6v horns
2 rear lights L.R. Y
new or used, as available
Tel. 0902 72081

D111Y M. Drysdale 1
1 S.R. front sidelight parts
Tel. Leven 26134

MEMBERS PARTS FOR SALE

M119Y R. Booth 1
Radiators/wheels
Wheels with tyres
Brake drums
Complete chassis on wheels
Tel. 0747 4595

Humberside County Council 1.2
Education Dept., have for sale a very near new, if not new, 10 h.p. engine, circa 1942-50. Suitable for a C, but genuine engine, a bargain at £60.00
Tel. Mr. E. Wilson, 0482 668503

M102Y B. Wallis 1.2
Car for sale: Price £1,750
1937 2 door saloon, restored, MOT.
For more details, contact direct,
22 Smugglers Way, Rhu, Helensburgh,
Dumbartonshire.

R101Y S. Reeves 1.2
Is looking for parts for his 1932 S.R. but hasn't made clear exactly what he needs:
Trim plate parts for the doors
Central floor pan over gear box
Front shock absorbers
288 Spackmans Way, Chalvey, Slough, Berks.

T. Hallam 1.2.3
Car for sale: Price £1,595
1937 2 door model Y, fully restored a few years ago, MOT, ready to use, fawn/brown coachwork.
Tel. 0380 870524

P. Ashcroft 1.2.3
Car for sale: Price £2,000
June 1935, 2 door short rad. model
Reg. no. US 2090, MOT, ready to use.
Tel. 0408 61941

G. Game. 1.2.3.
Car for Sale: Price £2450 March 1933 S.R. Totally restored to original specification, M.O.T. one full year.
Ideal car for the forth coming season, lose of storage forges sale.
Tel. 0742 366473

M109Y D. Minnett 1
Free of Charge for wanters:
Driver's seat, rough but sound, requ re-upholstering.
You collect, or you can take it at Stanford Hall
Tel. 01 661 2480

C123Y K. Clark 1
Complete set of seats (cloth, 34Y) need re-upholstering.
(seats for L.R. are basically the same with the exception of seaming design the upholstery, but spring bases are for all L.R.s - Graham)
1 rear axle
Front and rear springs
Front axle and pins and stub axles (presumably you mean perch bolts which say pins - Graham)
Radius arms front and rear
Brake system complete
5 Wheels and tyres
Petrol tank with hydrostatic sender
Prop shaft and torque tube
Original exhaust - good condition
Many other small items
Spring spreader for loan to local me
21 Bedford Street, Earlsdon, Coventry
These items may be collected at A.6. Ken will probably be there.



Ford

Bulletin

'Popular' and 'De Luxe' Models

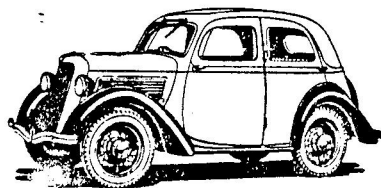
FORD MOTOR COMPANY LIMITED.

Improvements

IT has always been the policy of the Ford Motor Company continually to improve the Ford product so that the user may have the benefit of the very latest developments in design.

A number of these improved features can be added to cars of an earlier make, and there are many owners who would be pleased to make the addition of a particular item if the advantages were demonstrated to them.

Look over your stock of parts and accessories and use the Bulletin to discover parts that would prove distinctly useful if fitted to earlier model cars. Your customers will learn of many items hitherto unknown to them and your sales will benefit accordingly.



NEW TYPE DISTRIBUTOR

The current model "Popular" and "De Luxe" cars are fitted with a new type distributor, part number YE-12100-B, which differs from the previous type in a number of respects as follows :

The ignition advance curve of the current type distributor is steeper than that of the earlier design, and for this reason it is necessary to set the ignition timing so that the spark occurs when the crankshaft is at top dead centre, instead of 8 degrees before, as formerly.

The distributor cam is built integral with the governor control arm so that these two parts always bear correct relationship to one another. In addition, the design of the contact breaker has been modified, and the contact points are now mounted on arms which pivot about a peg rivetted to the base plate, which provides a ready means of adjusting the gap and ensures that when the gap is altered, the points will meet at the same angle as before the adjustment was made. The felt lubricator mentioned in this issue of the Bulletin is not fitted to the current type distributor, and the cam should therefore be given a light coating of vaseline every 1,000 miles.

Timing the Distributor

Where the current type distributor has been fitted to cars leaving the factory, the oil pump drive gear has been set so that when the timing pin is located in the indentation of the camshaft gear, the slot in the oil pump drive gear, as viewed from above with the distributor removed, will lie at an angle of approximately 45 degrees to the cylinder front cover, with the narrower shoulder directed towards the rear of the engine, as illustrated in Fig. 6. This is essential, as it is not practicable to move the cam relative to the distributor shaft as formerly, and unless the shaft is in the position shown, the rotor contact arm will be incorrectly placed for timing.

When an engine has been dismantled for de-carbonising, or if the current type distributor is being fitted to an engine in place of the earlier type, the oil pump drive gear must be set as above before timing is attempted.

Timing should be carried out as follows :—

1. Check the gap between the contact breaker points and if necessary adjust to the correct clearance (.010 to .012 inches). This may be

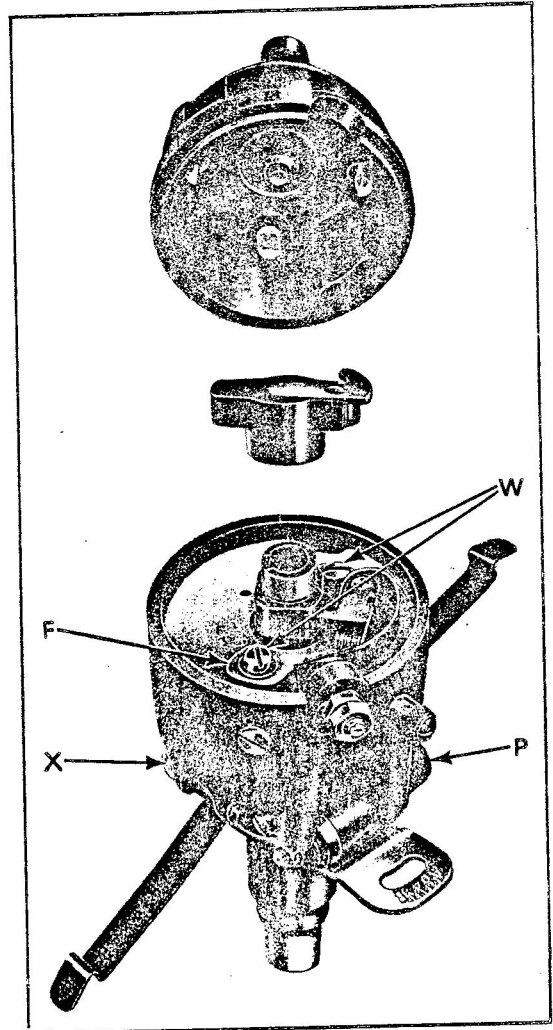


Fig. 5

done by bringing the fibre heel on the contact breaker arm to the high point of the distributor cam, and after loosening the two holding down screws W, see Fig. 5, that secure the fixed contact breaker arm F to the base plate, move the arm until the correct clearance between the points is obtained, and tighten the screws.

2. Screw out the timing pin located in the cylinder front cover, and insert the plain end of the pin into the hole from which it has been removed.

3. Turn the engine slowly by means of the starting handle, pressing the timing pin at the same time and the timing pin will be felt to drop into the indentation in the camshaft gear.

4. Take off the distributor cap and make sure that the rotor contact is facing No. 1 cylinder contact point position. Place the distributor in the engine and secure the body clamp plate to the cylinder head by means of the screw 26475-S, with the zero reading of the scale set against the index mark, as shown by the dotted outline in Fig. 6. (The index mark was originally made with a centre punch; in this case set the scale reading against the centre of the punch mark.) It is most important that a $\frac{1}{16}$ inch thick washer, part number Y-110819, be placed between the distributor plate and the cylinder head to prevent the distributor shaft being drawn out of line when the screw is tightened down. Another washer, part number 34805-S and a lock-washer, part number 34805-S should also be used between the screw head and the plate.

5. The body clamp bolt X should now be slackened off, and with the timing pin in position, turn the distributor body in a clockwise direction until the contact breaker points are just about to open. This should occur when the condenser P is facing the cylinder head. Lock the distributor body clamp by tightening the clamp bolt.

6. Loosen the screw that fixes the body clamp plate to the cylinder head, set the "4" graduation mark of the scale against the index mark as shown by the full outline in Fig. 6, and secure firmly in this position. The ignition should now be correctly timed and all adjustments made should be checked.

When it is desired to use this distributor on an early type "Popular" model engine where no timing pin is fitted, it will first be necessary to locate the oil pump drive gear correctly as described above, and to use the indicator gauge (*Model Y Bulletin*, Volume 2, Number 1) to find the correct crankshaft position.

When the oil pump drive gear has been set, proceed as follows:

1. Bring No. 1 piston to top dead centre of the compression stroke and insert the

distributor shaft tongue into the slot in the drive shaft, making sure that the rotor contact arm is towards No. 1 cylinder contact point.

2. Set the "4" graduation on the scale against the index mark and secure in this position.

3. Loosen the body plate clamp and rotate the distributor body in a clockwise direction until the points are just about to open.

4. Tighten the clamp and check the adjustments made.

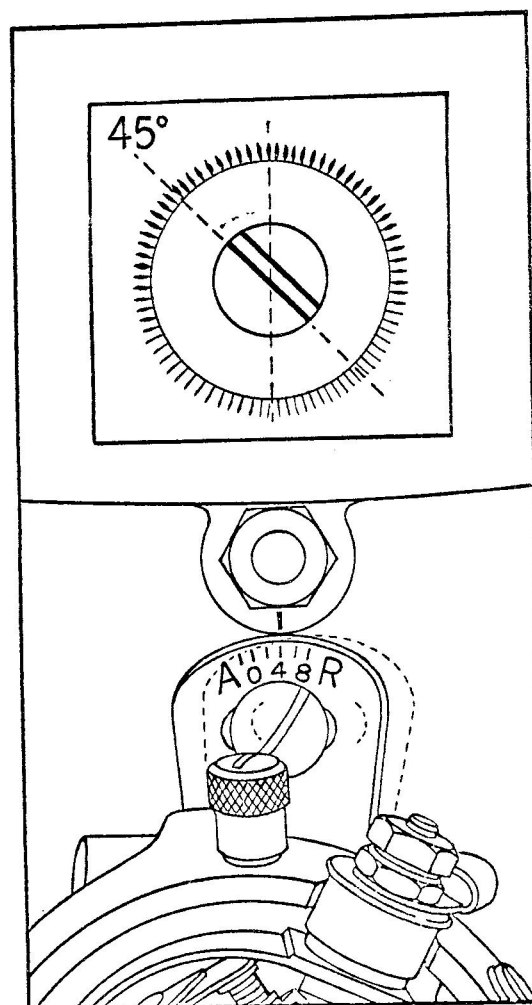


Fig. 6

OVERHAULING THE DISTRIBUTOR

Dismantling the Distributor

Should it be necessary to dismantle the current type distributor YE-12100-B the following method should be adopted:

After removing the distributor from the engine, release the springs, A, Fig. 7, that hold the distributor cap T to the body, remove the cap, and lift the rotor assembly B off the centre shaft.

Detach the condenser lead from its terminal on the side of the distributor body, unscrew the second nut on this terminal, which will release the contact breaker arm spring anchorage E and the contact breaker arm D, permitting them both to be removed. If necessary, remove the fixed contact breaker arm F from the base plate H by removing the two screws W, and lift the arm off the pivot.

Unscrew the three base plate retaining screws G and lift the distributor base plate H from the body, which will expose the advance and retard mechanism. To render this mechanism more accessible, punch out the pin J from the drive shaft sleeve K and remove the governor assembly from the distributor body.

Note the position of the slot in the cam relative to the tongue in the lower end of the drive shaft. This is important when re-assembling the distributor and affects the position of the rotor contact point when timing is attempted.

Remove the cam retaining screw C from the distributor shaft and lift the cam and governor control arm assembly M off the shaft.

Unhook the springs L from their anchorage on the governor weights V, remove the links N, and remove the governor weights from their bearings on the weight carrier plate.

The condenser P may now be removed from the body by unscrewing the retaining screw and withdrawing the condenser from its housing.

Overhauling and Reassembling the Distributor

Having washed all parts in petrol and thoroughly dried them, examine the governor weight springs L for signs of weakness or injury. The two springs are not identical, one being stiffer and of heavier gauge than the other, to produce the desired slope of the ignition advance curve. If the springs are allowed to become weak, or if one or both have become

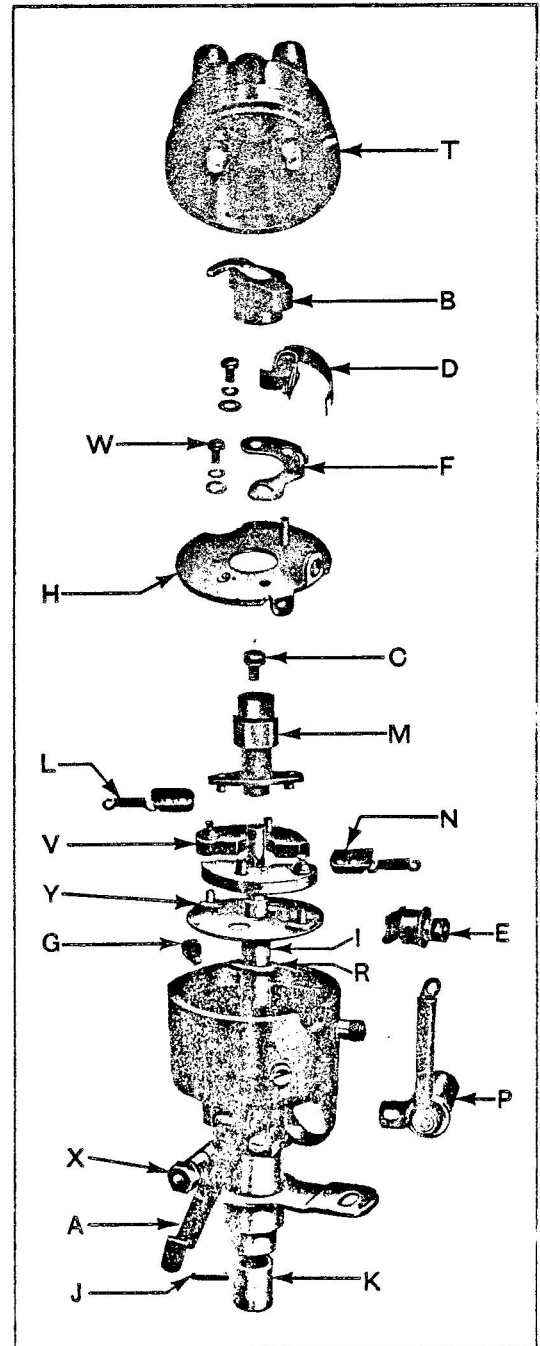


Fig. 7

Extracted from "The Ford 8 h.p. Chassis"

TO DISMANTLE DISTRIBUTOR

Carry out in sequence the following operations:-

1. Release distributor cap holding down clips and remove cap YE-12116-B from distributor body YE-12130-B.
2. Lift rotor YE-12200-B off centre shaft.
3. Detach condenser YE-12300-B lead from terminal on side of distributor body using wrench Y-810. Replace one nut and spring washer on condenser terminal. Remove screw, clamping condenser bracket to distributor body, and remove condenser and lead from distributor.
4. Loosen nut on condenser terminal using spanner Y-810. Slip movable contact breaker arm YE-12162 from pivot and condenser lead terminal and remove insulating washer from contact breaker arm pivot.
5. Unscrew two base plate securing screws and lift out base plate YE-12150-B with fixed contact breaker arm YE-12160 and condenser terminal attached.
6. Punch out pin 72857-S holding drive shaft sleeve B-12185 to drive shaft, using copper hammer 83 and pin punch 37. This will permit governor and shaft assembly to be removed from distributor body.
N.B. Note position of slot in cam relative to tongue in lower end of drive shaft. This is important when re-assembling distributor as it affects position of rotor contact point when retiming.
7. Holding shaft firmly, remove cam retaining screw YE-12211-B and brass washer from shaft and lift cam and governor control arm assembly YE-12179 off shaft.
8. Remove governor weights from their pivots on weight carrier plate. Remove links Y-110797 and brass washers from their pivots on weight carriers plate.

TO RE-ASSEMBLE DISTRIBUTOR

Carry out in sequence the following operations:-

1. Wash all parts in petrol and dry thoroughly.
2. Smear a thin film of oil over governor weight pivots on carrier plate. Place brass washer on pivot on each governor weight. Re-assemble springs to anchorage on governor weights and replace links Y-110797 on weights so that bevelled edge of link is to the bottom, and hole nearest bevel is located on pivot on weight. Note that each spring is located in hole in link Y-110797 which is nearest to drive shaft. Replace governor weights on pivots on carrier plate.
N.B. Two springs Y-110788 and YE-12191 are not identical, one being of heavier gauge than the other, so as to produce the desired ignition advance characteristics.
3. Place distributor cam and control arm YE-12179 on to centre shaft so that two studs on control arm engaged in vacant holes in links Y-110797 making sure that slot in cam is in same relative position with drive shaft tongue as before. Holding drive shaft firmly, replace cam, retaining screw YE-12211-B and brass washer.
4. Lightly oil distributor drive shaft and insert drive shaft and governor assembly into distributor body. Place brass washer and drive shaft sleeve B-12195 on drive shaft and secure in place by pin 72857-S using copper hammer 83.
5. Place base plate YE-12150-B in distributor body and secure by two screws and spring washers.
6. Lightly oil contact breaker arm pivot. Replace insulating washer on pivot. Replace movable contact breaker arm YE-12162 on pivot so that two points are together and end of arm spring fits over condenser terminal lead bolt.
7. Insert condenser Y-12300-B into lug on distributor body. Insert screw and spring washer in condenser bracket and secure to distributor body. Remove nut and spring washer from condenser lead terminal. Replace condenser lead on terminal and replace two nuts and spring washers, using wrench Y-810.
8. With fibre block on high point of cam set contact breaker gap at from .010" to .012" by loosening two holding down screws that secure fixed contact breaker arm YE-12160 to base plate and moving arm until correct gap is obtained.
9. Lightly smear vaseline on cam. Replace rotor YE-12200-B on centre shaft, engaging tongue in slot on cam. Replace cap YE-12116-B and secure by holding down clips.

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