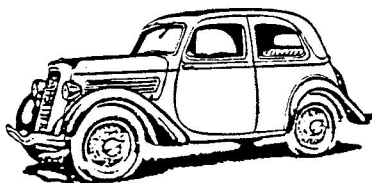
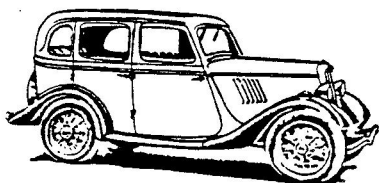


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 40 MAY/JUNE 1986

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 |
| Technical Advisor | Jeff Cole | 66 St. John's Avenue, Old Harlow, Essex |
| Events Committee | Don Malin | 11 Woodford Close, Ash Green, Coventry, Warwicks. CV7 9HQ |
| AREA ORGANISERS: | | |
| Area 1 | vacant | |
| Area 2 | Jeff Hancock | 30 Inglefield Avenue, Heath, Cardiff, CF4 3PZ Tel: 0222-619678 |
| Area 3 | vacant | |
| Area 4 | Peter Ketchell | 2 Manor Road, Westminster Park, Chester, CH4 7RW Tel: 0244-676856 |
| Area 5 | Martin Howard | 17 Baker Road, Abingdon, Oxon |
| Area 6 | Ian Smith | 61 Bredfield Road, Woodbridge, Suffolk, IP12 1JB Tel: 03943-7911 |
| Area 7) | Bryan Dixon | 458 Loxley Road, Loxley, Sheffield, S6 6RS Tel: 0742 -345617 |
| Area 8) | | |
| Area 9 | Dave Asplin | 22 Bridges Crest, Norton Canes, Nr. Cannock, Staffs. Tel: 0543-78171 |
| Area 10 | vacant | |
| Area 11 | Sam Roberts | 16 Croye Close, Andover, Hants. SP10 3AF Tel: 0264-65662 |
| Area 12 | Christine Baldock | 85 Welland Road, Tunbridge, Kent. TN10 3TA Tel: 0732-353404 |

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, £10.00 DUE ON 1ST MARCH EACH YEAR.

O.A.P.'S £6.00, OVERSEAS MEMBERSHIP £12.00. ALL CHEQUES PAYABLE TO THE FORD Y & C
ALL PAYMENTS IN STERLING ONLY TO MEMBERSHIP SECRETARY.) MODEL REGISTER

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 - Central Scotland | Area 2 - South Wales, Avon, Somerset |
| Area 3 - Ireland (N & S) | |
| Area 4 - Cheshire, Lancs., Merseyside, Cumbria, North Wales | |
| 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 - Devon, Cornwall | |
| Area 11 - Dorset, Hants., Isle of White, Sussex | |
| Area 12 - Surrey, Middlesex, Kent, Greater London | |

EDITORIAL

By the time you are reading this, it will nearly be midsummer. This year we seem to have moved rapidly from the wintry depths of snow and endless rain to slightly more refreshing warmer rain. If you are like me, with very little garage space, I am only able to work outdoors in the warmer weather so it leaves very little time to work on the car. The next house I buy will have a warm, dry, large garage to extend my working period per year beyond the three or four days of summer!

Winter is behind us and really this issue is mainly about two bright Club events: one just gone and one about to happen. The first was the Annual General Meeting. The day was warm and sunny, perhaps the first day of Spring and this seemed to set the tune for a very successful event indeed. We had a good turnout and everyone seemed to be in a relaxed mood. The minutes are reported in this issue and give a good idea of what went on, but I think so much of the success was due to all the groundwork put in by Don Malin and his kind family in organising the venue and refreshments for all who attended.

This brings me on to the second event for which Don has put in even more work, the Club Weekend at Stanford Hall. In the last Newsletter, we managed to slip in a short trailer and general map for the area. This time we are running the full descriptions provided by Don on the whole weekend. It includes more detailed information on camping, accommodation, the grounds and possible events. We are looking forward to a very relaxed and enjoyable weekend and hope to see you there. Some of the events are of the Gymkhana type, dodging between obstacles and jumping fences - sorry, not really jumping fences, but plenty of fun and simple tests of driving skills and hopefully not egos. If enough children are there, age not specified!, Don has even devised some special fun for them to join in, so if you think you know how to win an egg and spoon race in a Y or even play musical chairs, then come along and challenge the opposition (only eggs in concours condition are acceptable).

At the A.G.M. Sam Roberts thought it a good idea to re-publish Bert Thomas's careful and encyclopaedic list of all the modifications recorded in the Y & C Bulletins. As many of you will know, the Bulletins are the nearest you will get to a workshop manual and eventually we will have published all of them in the Club Newsletter. Unfortunately, we do not have enough space this month for this list.

Elsewhere we have our normal features and contributions. Bob Wilkinson has been busy not only corresponding with new members, but even doing his very own nut or is it refusing to tolerate play in a Mistral? Read on!

EVENTS

Two more events not included last month are:

23rd-25th August - FORD FAIR, for all Ford enthusiasts, organised by Fast Ford, at Cheltenham Racecourse. Further details from Fast Ford, 25 Cambray Place, Cheltenham, Glos., GL50 1JY, tel. (0242) 582460.

13th-14th September - BEAULIEU INTERNATIONAL AUTOJUMBLE.

Yet another one:

9th-10th August - YORKSHIRE HISTORIC CAR CLUB ANNUAL PENNINE RALLY, for pre-1955 vehicles only, at Hebden Bridge. Details from Automobilia, Billy Lane, Old Town, Hebden Bridge, W. Yorkshire, HX7 8RY.

LETTERS

Our first letter this month is from West Germany. Wayne Dukes, who moved from RAF Bentwater in Suffolk to the States last year, has moved again. This time he has moved to Germany, but sadly had to sell his 1933 Y:

I will be looking for another Y Tudor as soon as I see what problems I will have registering it with the Germans, If you have any insight on importing the car into Germany, I would appreciate it.

Perhaps our German members can advise him.

Henry Fitzsimmons, of Kells in Co. Meath, Eire, formerly a non-owner member, has bought a model Y. The registration in Eire is AI 4500, but was formerly AOU 332 when in England. This is a late 1935 or early 1936 Hampshire car. Please let the Membership Secretary have full details, Henry (chassis and engine numbers, etc.) but meanwhile does anyone remember this car?

Bert Smith of 2 Plantation Road, Bangor, N. Ireland, is wanting to buy a 4.7:1 ratio crown wheel and pinion for his Ford based Dellow sports car. I'm not sure if this was a standard C ratio, but Bert says he remembers driving a 1937 C in pre-war years and it was certainly a lot faster than any other ten made since! Please contact Bert if you can help.

New Members

John Hutchinson, from Cumbria, is a recent new member and writes :

My car (YS 174) must be one of the first long rad. cars because it has none of the 1932 S.R. details mentioned (by Bob W.) It does have 'blister' type side lamps and a fluid petrol gauge. I have had one or two short rad models years ago, bought for about £5, restored, and sold for about £100! Those were the days! My present car is almost restored now, though it is to be re-wired and trimmed.

Colin Barnes is the proud owner of a Y and a C. That's the way to do it, Colin! He has done some research into the history of his cars:

The Model C 2 door saloon (VG 9217, 1936, Norwich) was supplied to the first owner by Bussey and Sabberton Bros. Ltd., Palace Street, Norwich, with a perspex sign. The car has been partly restored, engine and front end and runs well. The rest of the car is in boxes and pieces. The body is tatty round the edges and the floor is very fragile. The trim is very rotten and the front seat is missing.

The Model Y (CBY 764, 1936, Croydon) has had two previous owners. The car was bought approximately 10 years ago from its original owner by the person I bought it from. It was in good running order and in use on the road. The second owner's son used it to learn to drive, in a field, and generally knocked it about. It was then stored in an old nissen hut, where it looks as if it was home for several squirrels and a few mice. Consequently, the trims are more nest than seats, etc., and the wheels don't seem to be the right ones.

Sounds as though you have just a little work ahead of you, Colin.

Restoration Progress

Brian Mace now has his 1936 4 door Y, VG 9361, on the road after rescuing this car 'from the grave'. A number of us saw his 'during restoration' photographs at the 1985 A.G.M. and had never seen such a brave Y restoration undertaken (Brian seemed a sane chap!). Well done, Brian, we hope you will write up your story to encourage the others!

Model C information

Several members responded to Bob Wilkinson's article on Model C's. Dave Curtis sent some rare information:

In answer to Bob Wilkinson's plea for Model C information in the Transverse Torque, I can tell you of some others. A 4 door saloon with green leather upholstery and sliding roof in very original but deteriorating condition is in Kingsteignton, Devon, registered in November, 1934, according to the owner. I've been trying to buy it for 5 years but it is not for sale. The owner told me that another C type saloon turned up at the Torbay Kick Start Club's rally last year - ther's one I missed.

There is a 2 door 1936 CX saloon reg. no. AWO 670 about 8 miles north of Hereford. Very rough but restorable - I know because I sold it to him when I bought my tourer.

In a garage in Clifton on Teme is a superb original tourer, 1936, in green, with green upholstery. This was the first car the garage took in part exchange in the 50's and has been there in a shed ever since.

None of these owners are interested in joining clubs, I've tried.

Much as I don't want to pour cold water on the idea, I cannot believe that 7 out of 9 tourers are on the road, where are they? I've travelled all over the country to ralleis, etc., and I've only seen 3 others: 1 in 1983 and 1 in 1984, and 1 on the Ford Stand at Silverstone last year. Perhaps the others will turn up at Stanford Hall?

My own tourer, reg. RD 7970, registered 24th March, 1936, chassis no. C731174, engine no. RC 721279, spent most of its life in Thatcham, Berkshire. The story told me by the previous owner was that it was given by the Ford Dealer in Thatcham to his daughter on her wedding day - some gift! Apart from that I know very little more about the history of it.

Thanks, Dave, we don't receive enough on the C side.

Ian Smith, Area 6 Organiser, writes:

A few weeks ago, I heard of a C tourer at Debenham, about 12 miles from my home, which may be for sale shortly. The car was restored several years ago and has been stored since. The owner has now died and his widow will probably sell it. If it comes available, I will let the Club know, it is finished in white or very light grey, with black wings and seemed to be in very sound condition.

Richard Bonson is a new member who owns a 1935 C tourer, BYW 936:

The log book gives the date of original registration as 23rd July, 1935 - is this the oldest tourer in the Register? The full history is not yet known but this should not prove too difficult to fill in with one owner from new until 1964. The owner's name is Mr. John Blane Hunter of Action, W3. The last entry in the old log book was 12 months tax paid 10th January, 1963. The present registration document states 2 owners since January, 1984. The last of these was John Neumuller Ruislip. The car was purchased from him by Robert Gordon McIntyre - who took the car all the way to Scotland to a very grant castle, Sorn Castle, Manchline, Ayrshire, where for a short time the C was in the company of all the great names: Bentley, Sunbeam, Invicta, Aston Martin, etc.

Mr. McIntyre has an enormous collection of cars which for the purpose of acquiring assistance in the upkeep of the castle he must open his car collection to the public. Unfortunately, he had decided to keep only those cars of 3 litres and over and was selling off a large number of the smaller cars needing restoration - hence the C's short stay.

Thanks for all your letters this month, members, and keep writing!

+ + + + + + + + + + +

Random Jottings No. 8

I arrived back from the Belgium Run yesterday, and this morning Graham rang and asked for an article for the Newsletter, hence this rather abbreviated offering.

The Historic Commercial Vehicle Society held their 25th Anniversary London to Brighton Run on Sunday, 4th May. It was nice to meet Richard Wakefield on the Madeira Parade at Brighton, together with our Honourable Chairman, Graham, who videod the event for posterity.

Flying the Y flag was John Hampton with his lovely 1934 Fordson Van.

Much to the surprise of myself and Yvonne, I took first prize for my 1950 Fordson E494C insulated lollipop delivery van. On the return drive home to Essex, the fan belt broke. Lo and Behold, a Range Rover towing a trailer with a Fordson van pulled up. The owner removed his fan belt and gave it to me. We were back on the road in ten minutes! In this hobby of ours, one meets some really nice people.

More about the successful Belgium run in the next edition, along with the promised photographs of the 'Trackford' front wheel drive (see Random Jottings No. 6).

Jim Miles

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

DON'T FORGET THE ALL FORD GATHERINGS

13th July - Northern Ford Gathering, at Barnard Castle, Co. Durham. Contact John Slocombe, 331 Castleford Road, Normanton, W. Yorkshire, WF6 1QU.

28th September - All Ford Rally, Culham Road, Abingdon. Contact B. Tredwell 32 Caldecott Road, Abingdon, Oxon, OX1 45AB, or G. Tredwell, 21 Wick Close, Peachcroft, Abingdon, Oxon, OX14 2NQ.

23rd-25th August - Ford Fair (see page 3)

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

MEMBERSHIP REPORTSubscription Reminder

Annual subscriptions were due in MARCH, and some 10 weeks later, about 70% only have paid. Don't forget, anyone not paying by 1st June will be regarded as lapsed. Subscription rates are:

| | |
|--------|--------------------------------|
| £10.00 | U.K. and Eire |
| £6.00 | Retired members, U.K. and Eire |
| £12.00 | Overseas |

As mentioned in the last Newsletter, some members sent £7.50 (the old rate) and I ask you once again to send the balance if you were one of these members.

Membership cards will be sent along with your Newsletter to those who have paid their subscription in full. This will save postage costs.

PLEASE RENEW TODAY.

New Members

We welcome the following new members to the Club. No doubt your local members will be in touch with you.

B103Y/C C. E. Barnes, 'Karnor', School Lane, Marham, Kings Lynn, Norfolk, PE33 9JA.
 B132C R. E. Bonson, White Lodge, 2 Lowgate Street, Eye, Suffolk, IP23 7AS.
 D102Y B. Darch, 155 Park View, Crewkerne, Somerset, TA18 8JH.
 L113Y S. Leech, 107 Ridgewood Drive, Pensby, Wirrall, Merseyside.
 S106Y D. Sykes, 20 Neville Road, Rathgar, Dublin 6, Eire.
 S120Y N. J. D. Smith, 'Fordby', Ingoldsby Avenue, Ingoldisthorpe, Kings Lynn, Norfolk.

Change of Address

B122Y P. BARlow, 2 Russells Barton, Nunney, Drome, Somerset.
 C103Y/V G. Clarke, 13 Rowley View, Holyhead Road, Wednesbury, W. Midlands.
 O-D103Y W. Dukes, Flugplatz Ramstein AB, PO Box 8695, W. GERMANY 6792.
 L103Y N. Loran, 86 Derwent Drive, Hayes, Middlesex.
 L106Y R. Levett, 4A Eleanor Road, Harrogate, N. Yorks.

Don't forget to inform me immediately on change of address. Several people each year complain of Newsletters going adrift, but this is due, in most instances, to not informing me of change of address or incorrect address on my list.

General

We have signed up a few members recently following cars being advertised locally or nationally. I usually respond to national adverts, but will all members be on the lookout for cars advertised. A seller can pay £5.00 for adverts in 3 Newsletters, or join and get free advertising. Also, a potential buyer will be pleased to know that an active club is available. Let me know of any adverts, please.

Also, when you visit local rallies, it surprises me how many Ys and Cs turn up and when approached, the owners have never heard of the Y & C Register! Come on, folks, do your bit for recruitment.

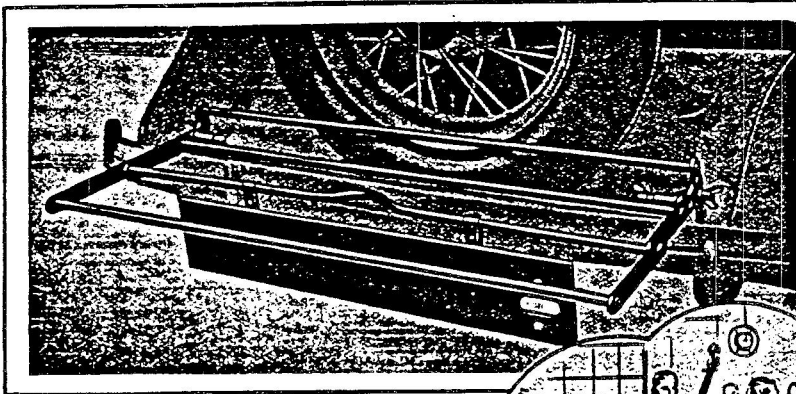
Stop Press! - 2 New Members and a Change of Address

C125Y John Cross, Valentine, Tansley, Matlock, Derbyshire, DE4 5FB.
 O-C103Y Luis Cascante, C/La Salle 2, La Seu D'Urgell (Lerida), Spain.
 O-R101Y DAve Redman, 3 Balboa Court, Seacrest, Sorrento 6020, W. Australia.
 Bob Wilkinson



ACCESSORIES

Have you considered the additional pleasure that may be derived from the addition of accessories to your chosen accessories give individuality to a car, particularly when, as with Ford accessories, they are designed to meet your requirements. The accessories here illustrated are available through your local Ford dealer, who will be pleased to advise you.



Luggage Carriers (Popular Models)

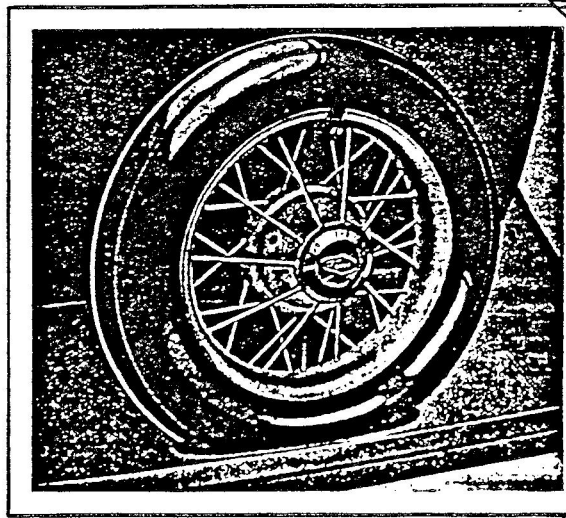
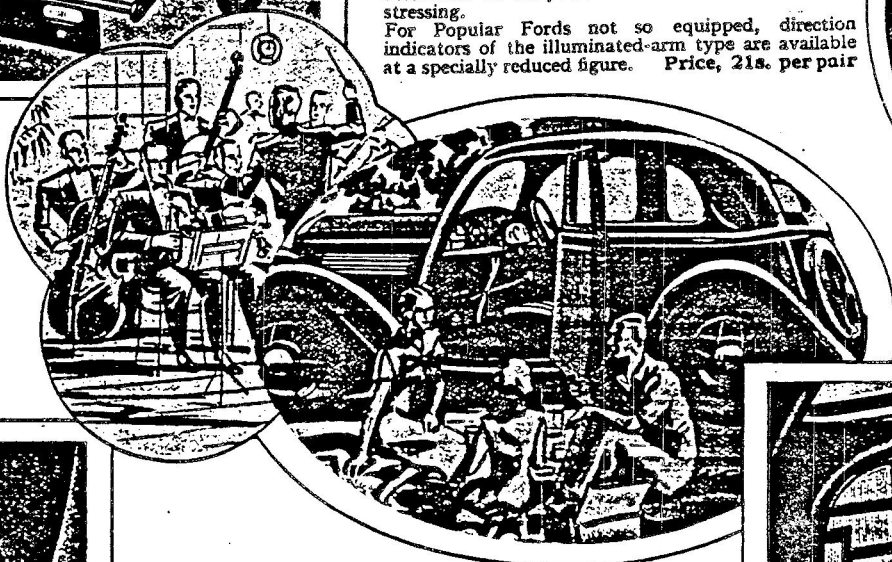
For owners who find it necessary to carry luggage in excess of that which may conveniently be carried inside the car, a luggage grid of the folding type is available. This carrier is substantially constructed to bolt to the chassis frame, and is provided with a number-plate pivoted to allow it to swing to a vertical position as the carrier is folded. When in use, the carrier is securely locked in position. When closed it folds neatly against the spare wheel, without interfering with the wheel's removal. **Price, 19s. 6d**

Direction Indicators (Popular Models)

The convenience of a driver's being able to signal his intentions on the road is so obvious as to need no stressing. For Popular Fords not so equipped, direction indicators of the illuminated-arm type are available at a specially reduced figure. **Price, 21s. per pair**

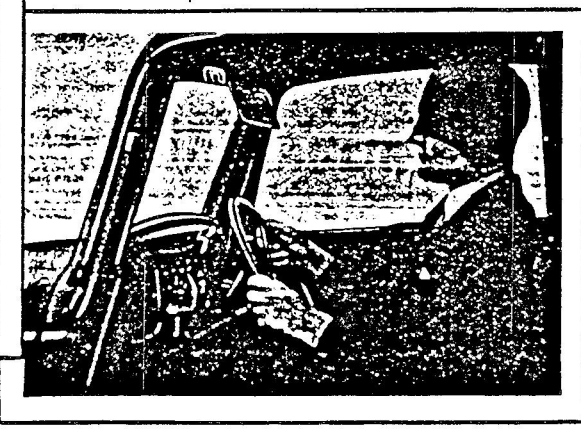
Spare Wheel Covers (Popular Models)

A spare wheel cover, in addition to affording protection to the tyre, improves the general appearance of the car. It is essential that the cover is instantly detachable, does not interfere with the fastening of the spare wheel, and is sufficiently robust and durable to afford ample protection to the tyre. The Ford spare wheel cover is designed to meet these requirements, being constructed of metal throughout, and is in two pieces, to facilitate removal. It is finished in lustrous black, with a chromium beading around the outside rim. **Price, 30s. each**



Sun Visors (Popular Models)

Owners have, no doubt, when driving "into the sun" felt the need of protection from glare. The fitting of sun visors will overcome this discomfort if they are adjustable to any position, to give ample shade to the eyes, at the same time giving uninterrupted vision to both passenger and driver. When not required they may be folded back against the roof, where they are inconspicuous. They are obtainable in colours to match the interior trimming. **Price, 6s. each**



Radio Sets (Popular Models)

Entertaining on long journeys you wish to hear music, a radio-outfit certainly adds to the pleasure of your particular model. Ford has been specially known manufacturer of radio sets with moving coil and a special long-life battery. **Price, 21s. 6d.**

All De Luxe Ford Popular Fords, are fitted with a service aerial is fitted to the under-side of the car to match the interior trim.

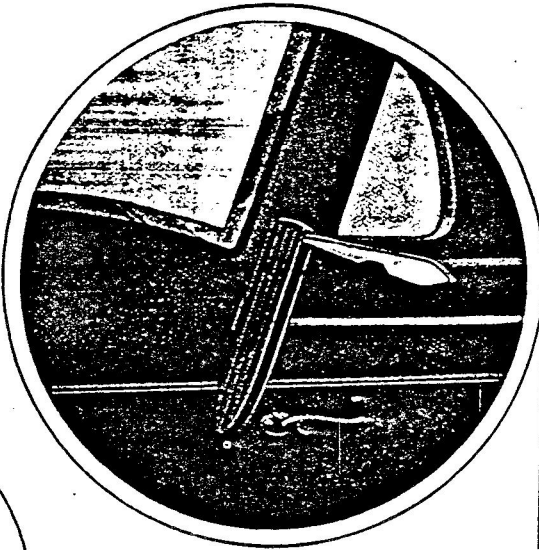
ES FOR YOUR



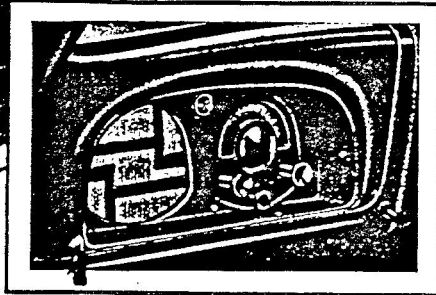
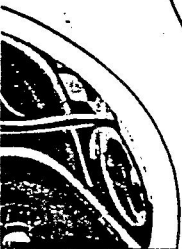
accessories to your Ford car, things which are not merely ornaments, but serve a useful purpose? Well, they are designed for the car, and so do not give the appearance of having been added as after-thoughts. Who will be pleased to demonstrate, at your convenience, their efficiency and desirability.

els)
o carry luggage
ently be carried
he folding type

ected to bolt to
with a number-
a vertical posi-
use, the carrier
n closed it folds
hout interfering
Price, 19s. 6d



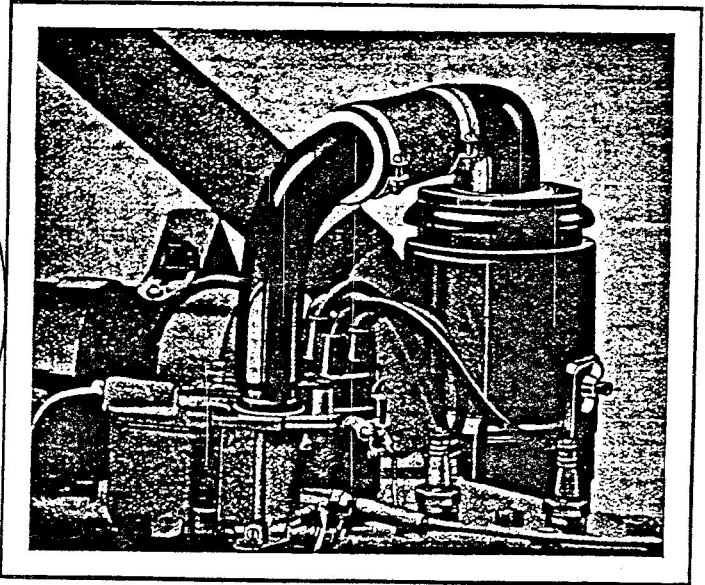
odels)
ible to signal his
as to need no
pped, direction
pe are available
21s. per pair



Radio Sets (Popular and De Luxe Models)

Entertaining on long, lonely drives, useful when you wish to hear important news, an efficient radio-outfit certainly has its points. The fitting of a radio set to your car is a good investment, particularly when the set has been designed for your particular model. Ford radio apparatus has been specially constructed, by a well-known manufacturer, and comprises a five-valve set with moving coil loudspeaker, complete with a special long-life high-tension battery, the figure quoted being inclusive of fitting.
Price, £ 10

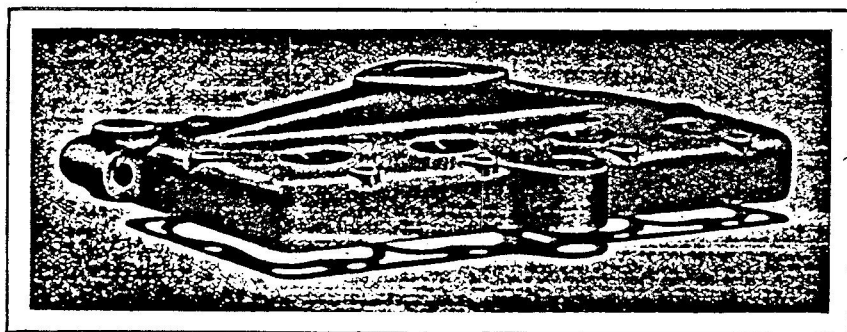
All De Luxe Fords, and a large number of Popular Fords, are fitted with a built-in roof aerial. For those Popular models not so fitted, a service aerial is available. This is fastened to the under-side of the roof, and covered to match the interior trimming. Price, 7s. 6d.



Air-Cleaner (Popular and De Luxe Models)

This air-cleaner is of the type in which all air passing to the carburettor is drawn over the surface of an oil-bath and through an oil-impregnated screen, so that grit and dirt in the air-stream are retained by the oily surface, and collected in a container which may easily be detached for cleaning purposes.

Particularly in dry summer months, the fitting of an air-cleaner will materially reduce wear on the working parts of the engine, due to the abrasive action of road-grit.
Price, 17s. 6d.



Aluminium Cylinder-Heads (Popular Models)

For owners who wish to increase the performance of their Popular model cars for special purposes, an aluminium cylinder-head, with special gasket, is available which will give an increased compression-ratio. These heads and gaskets are available at a reduced price, and should appeal to owners requiring a high-compression cylinder-head especially designed for the Popular model.
Price, 25s. per set

FORD MOTOR COMPANY LIMITED, WORKS : DAGENHAM, ESSEX
SHOWROOMS : 88 REGENT STREET, LONDON, W.1

PHOTOGRAPHS TAKEN AT THE 1986 A.G.M.

FROM BOB WILKINSON'S ALBUM



Ken Clarke's 1937 2 door Y (brown/black) from Coventry.
Chassis Y 172347 - one of the newest on the road.

'OK, who removed the engine whilst his back was turned!'



Sam Roberts' 1936 Y - travelled up from Andover, a 250 mile round trip, in Grand Military Style - owner having numb bum!
With future defence spending cuts, this car is now having trials with the Army as a potential troop carrier.

MINUTES OF THE SEVENTH A.G.M. OF THE FORD Y & C MODEL REGISTER20TH APRIL, 1986, AT NUNEATON

The meeting began at 2.20 p.m., with Graham Miles in the chair.

1. Apologies for Absence

These were received from Martin Stafford.

2. Members Present

Richard Attfield - Sidcup; Colin Ault - Solihull; Dave Asplin - Cannock;
Chris Baldock and Owen Baldock - Tonbridge; Colin Barnes - Kings Lynn;
Jim Cassidy - Moulton; Ken Clarke - Coventry; Dennis Cochlin - London;
Bryan Dixon - Sheffield; Malcolm Fraser-Cook - Fareham; David Gustard - Chelmsford;
John Guy - Sheffield; Jeff Hancock - Cardiff; John Holdsworth - Liverpool;
Martin Howard - Abingdon; Paul Howard - Ipswich; Peter Ketchell - Chester;
John Lane - Sutton Coldfield; Don Malin - Coventry; Jim Miles - Waltham Abbey;
Graham Miles - Abbots Langley; J. Murphy - Stafford; Alan Oakes - Manchester;
Alan Ogden - Leeds; Ken Perrio - Lee on Solent; Sam Roberts - Andover;
R. Salter - Borehamwood; Ian Smith - Woodbridge; M. Starbuck - Basildon;
Bob Wilkinson - Leeds

3. Election of Club Officers for the forthcoming year 1986/87

In accordance with the Club's rules and aims, these officers were elected at the A.G.M.:

| <u>Post</u> | <u>Officer</u> | <u>Proposer</u> | <u>Seconder</u> |
|--------------------------|----------------|-----------------|---------------------|
| Chairman | Graham Miles | Ken Perrio | Malcolm Fraser-Cook |
| Editor | John Guy | Martin Howard | Sam Roberts |
| Membership Secretary | Bob Wilkinson | Jim Cassidy | Paul Howard |
| Treasurer | Tom Morgan | Sam Roberts | Colin Ault |
| Archivist & Librarian | Jim Miles | Graham Miles | Peter Ketchell |
| Technical Adviser | Jeff Cole | Bob Wilkinson | John Holdsworth |
| Events Organiser | Don Malin | John Guy | Graham Miles |

The posts of Area Organisers for Areas 1, 3 and 10 remain vacant, but the following members volunteered: Area 2 - Jeff Hancock; Area 4 - Peter Ketchell;
Area 5 - Martin Howard; Area 6 - Ian Smith; Areas 6 & 7 - Bryan Dixon;
Area 9 - Dave Asplin; Area 11 - Sam Roberts; Area 12 - Christine Baldock.

4. Accounts

The Chairman went on to say that it was usual practice to present a set of accounts. Unfortunately, the Treasurer had to travel to South Africa due to disturbances in the area of his factory there, and had not returned as expected. The accounts had been drawn up, however, and the Club was still solvent. The Club is being approached to pay Corporation Tax (which is 30% on declared profits) as we make a little profit and our assets are mainly contained within stock. We hope to avoid any Corporation Taxes with the limited company. The Treasurer had looked into public liability which is becoming more necessary as the Company is now manufacturing items which could cause failure. The cost for 1 million pounds

liability would be £250 per annum. However, the accounts will hopefully be published in the next Newsletter (this one) and members can see for themselves the state of the Club's finances.

5. Club Library

The Librarian thought that the take-up had increased, although it was still at a rather low level, and the outstanding books with members were not coming back as they should. It must be emphasised that books sent out to members must be returned promptly. The difficulty of evaluating postage was discussed, due to the mixture of quantities that people may want to take up. It was left that the Librarian would take a deposit on books, post them, and charge as necessary. A difficult thing to operate in practice, but something that the general membership present felt must be continued, and the literature belonging to that period must be added to wherever possible. A list of the Library's latest issues available will be drawn up for inclusion in the Newsletter.

6. Report by the Chairman on the Manufacture of Parts

The Chairman reported the continuing problems he experiences in trying to find somebody to do remanufacturing in small quantities and then trying to find the cash to pay with. A large quantity of roof stick kits have now been made available for the Y model roof - this was the fixed kit - and these alone represent almost £1,000 expenditure. The Chairman produced a reconditioned king pin which was suitable for Y models and expressed the opinion that it was hoped that they would shortly be available for the Club on an exchange basis, as the supply of original manufactured pins had virtually dried up. He also showed a trafficator box prototype, various trafficators can be purchased still at auto-jumbles although unboxed can be mounted into this universal box, which may need slight modification for individual member's cars for individual trafficator manufacturers, so that the trafficators can be fitted to vehicles. Members are reminded that trafficators are mandatory for vehicles post January 1936. The materials to manufacture the hub caps had been purchased, and this was exchanged in the car park prior to the meeting. The prototype hub caps had been made, although not to our satisfaction. Again, further tooling will be necessary in order to get them to the standard that we want them before final manufacture can begin. It is proving a very difficult thing for our limited resources to produce. However, the end is in sight. Once again, we intend to produce a large variety of brass items, such as door handles and window winders of various types, as there is a regular demand for these. Could anyone supply the inner door handle as a pattern? Many things are in stock and are available by request from the Chairman. He has, however, tended to run down the quantities of sheet metal due simply to the storage problems (although small items will still be held). This type of thing invariably develops rust and it is difficult to keep it rust free in the conditions under which it is currently stored.

7. Report by the Membership Secretary

The Membership Secretary reported that 267 members had paid subscriptions in the U.K., with something in the region of 30 members overseas. The Club gained in the year 68 members and lost 41 members. The net gain for the year is 27 members. The Club continued to grow in membership and it was foreseeable that the 300 mark would be topped in the coming year. On a regular basis, people apply for membership, approximately 5 to 6 a month, and the majority of these people take up membership.

8. Subscription Level

This had been set at the last A.G.M. at £10.00 for the U.K. and Eire, and £12.00 for overseas. This seems to be sufficient for the foreseeable future. No change will take place within the current financial year. The last Newsletter showed the old rates and members are reminded that the new rates are now in force, as

shown in the current Newsletter. If you are one of those who paid £7.50, please adjust this to £10.00 by sending to the Membership the difference of £2.50.

9. Newsletter

The membership was now writing enough letters to fill the Newsletter on a regular basis. This was achieved by any letters sent to any Club Officer being passed on to the Editor. So take heed, anything you say to any of us is liable to be published (unfortunate choice of word! Ed.) So far, very little has had to be censored!

10. Events

The Events Organiser reported that the Club Weekend at Stanford Hall was taking place (there are some articles relating to this elsewhere in the Newsletter). To date, there are 20 Y models listed and 5 C models (the Chairman now reports that the numbers have increased since the A.G.M.). The Club will be having a meeting of members at the Enfield event to be held over the May Bank Holiday, and most members will make themselves available on the Sunday. The Editor listed a number of events around the country in the last Newsletter, but the main ones to aim for, of course, are the All Ford Rallies; one held at Barnard Castle in the North, on 13th July, and the other at Abingdon in the South, on 28th September. If members can make a point of attending both of those, it would be appreciated especially the one in the North, which had a rather low attendance.

11. Votes of Thanks

The meeting was now officially closed, with votes of thanks to the Committee for their work over the previous year, which was very acceptable to those present. The Chairman reminded the members that Siobhan O'Leary had done a great deal of work behind the scenes in the typing of the Newsletters, which must take the young lady many, many hours and this must not be overlooked, as indeed the help given to the Chairman with the manufacturing of parts by Peter Ketchell, who with his vast experience in engineering has been able to suggest efficient and cheap methods of producing a lot of the items available through the Club. The final vote of thanks went to Don Malin, Mrs. Malin and Miss Malin, for their efforts and organisation which resulted in such a successful A.G.M.

The meeting terminated at 4.45 p.m. and members then had a general discussion amongst themselves.

It is hoped that next year's A.G.M. will be held in these same premises. There is a larger room available if we wish to use it, and we could use the smaller room as an annexe, where members could display photographs, etc., of their restoration work, prior to the meeting. The Chairman pointed out that a playground surrounded the hall, and if discreet, the Club could utilise this for a spares swop in the morning prior to the 1 p.m. availability of the hall. These possibilities will be looked at for the next A.G.M.

The Chairman is finding the new order form most helpful, and asks members who have received goods under the old order form to use the new one as an invoice and return it with the postage and packing costs marked on.

FORD Y & C MODEL SPARES LTD.Balance Sheet as at 28.2.86

| | | <u>1986</u> | | <u>1985</u> |
|--|---------|-------------|---------|-------------|
| CURRENT ASSETS: | | | | |
| Stock | 1525.00 | | 1750.00 | |
| Cash in hand at Bank | 215.00 | 1740.00 | 991.00 | 2741.00 |
| | | | | |
| CURRENT LIABILITIES: | | | | |
| Creditors | | 1603.00 | | 2511.00 |
| | | 137.00 | | 230.00 |
| | | | | |
| <u>Trading and Profit & Loss A/C</u> | | | | |
| | | <u>1986</u> | | <u>1985</u> |
| SALES: | | | | |
| | | 3550.48 | | 3522.71 |
| Less: Opening | 1750.00 | | 975.00 | |
| Purchases | 2771.89 | | 3519.34 | |
| | | | | |
| | 4521.89 | | 4494.34 | |
| Less: Closing stock | 1525.00 | 2996.89 | 1750.00 | 2744.34 |
| | | | | |
| GROSS PROFIT: | | 553.59 | | 778.37 |
| Less: Postage | 227.21 | | 181.96 | |
| Stationery | 16.90 | | - | |
| Rent & Storage | 188.00 | | 187.76 | |
| Travel Expenses | 30.00 | | 64.00 | |
| Bank Charges | 9.57 | | 3.10 | |
| Xmas Gratuities | 40.00 | | 40.00 | |
| Company Registration | 20.00 | | - | |
| Auditors Remuneration | 115.00 | 646.68 | - | 476.82 |
| | | (93.09) | | 301.55 |

CLUB WEEKEND, STANFORD HALL, SATURDAY/SUNDAY, 14th/15th JUNE

Stanford Hall is a very appealing mansion house set in beautiful grounds along the River Avon. To date, I have received entries for about 26 cars and a good crowd for the barbeque. If you have not entered yet, please do so as soon as possible. I will accept telephone entries. If you are not too sure as yet whether you will make it or not, just telephone as soon as you are sure. I will accept a 'maybe' entry.

The Gymkhana events I am organising are very simple and straightforward and can be performed in any vehicle, ancient or modern. This part of the event is not compulsory and entries will be taken on the day. If there are sufficient children I will organise a couple of 'games' for them with Dad or Mum driving. Possibly Hoopla or Egg and Spoon race.

A request has been made for Bed and Breakfast in the area and these I have obtained and are printed at the end of this report. Please make your own arrangements by telephoning direct to the place of your choice. Rugby is approximately 6 miles, Lutterworth is 4-5 miles from Stanford Hall, Stanford on Avon. Shearsby is a little further, on the A50.

On Saturday evening, the Barbeque will be held in the camping field - not the Caravan Club site - access to our field is through the main gates to the Hall and then follow the signs.

The route to Stanford Hall will be signposted by 'Ford Y & C' boards, from junction 20, Lutterworth, from Rugby and Husbands Bosworth on on A50, and from junction 18 on M1.

For anyone withing striking distance of Coventry, I have a trailer for loan, should it be required.

Programme of events for Sunday will be assembly and start at 11.a.m., followed by the Gymkhana as soon as it is practical, followed by awards presentation.

Some members are going to great lengths to get their cars to Stanford Hall, surely you could do it! It doesn't have to be complete, running or even started on restoration. Let's see some in 'as bought' condition. Don't miss out on a good day, come and put faces to the people we hear about. See other cars restored and under restoration, ask questions, pick up ideas, pass on ideas. If it is impossible to get your Y or C there, then bring yourself and family - your project won't seem half as impossible after you talk to some of the lads and the wife can sun herself by the River Avon.

- - - - -

- Mrs. Knight, Knaptoft House Farm, Bruntinhorpe Road, Shearsby, Tel. 053758 388.
 £8.50 per person Bed and Breakfast, £5.00 Evening Meal
- Mrs. Hirons, 11 Avery Close, Lutterworth, Tel. 04555 2580.
 £9.00 Single, £16.00 Double
- Mrs. Hayes, Woodbank, Rugby Road, Lutterworth, Tel. 04555 2841.
 £7.50 per person
- Grosvenor House Hotel, Clifton Road, Rugby, Tel. 0788 3437.
 £14.00 Single, £21.00 Double
- Carlton Hotel, 130 Railway Terrace, Rugby, Tel. 0788 3076.
 £13.60-£16.00 Single, £19.20-£21.60 Double
- Bronsover Hotel, Leicester Road, Rugby, Tel. 0788 73131.
 £23.00 Single, £30.00 Double
- Denbigh Arms, Lutterworth, Tel. 04555 3537.
 Bed and Breakfast and Evening Meal - £30.00 Single, £55.00 Double

The Shambles, Lutterworth, Tel. 04555 2620.

Price on application

The Hinde, Lutterworth, Tel. 04555 2341.

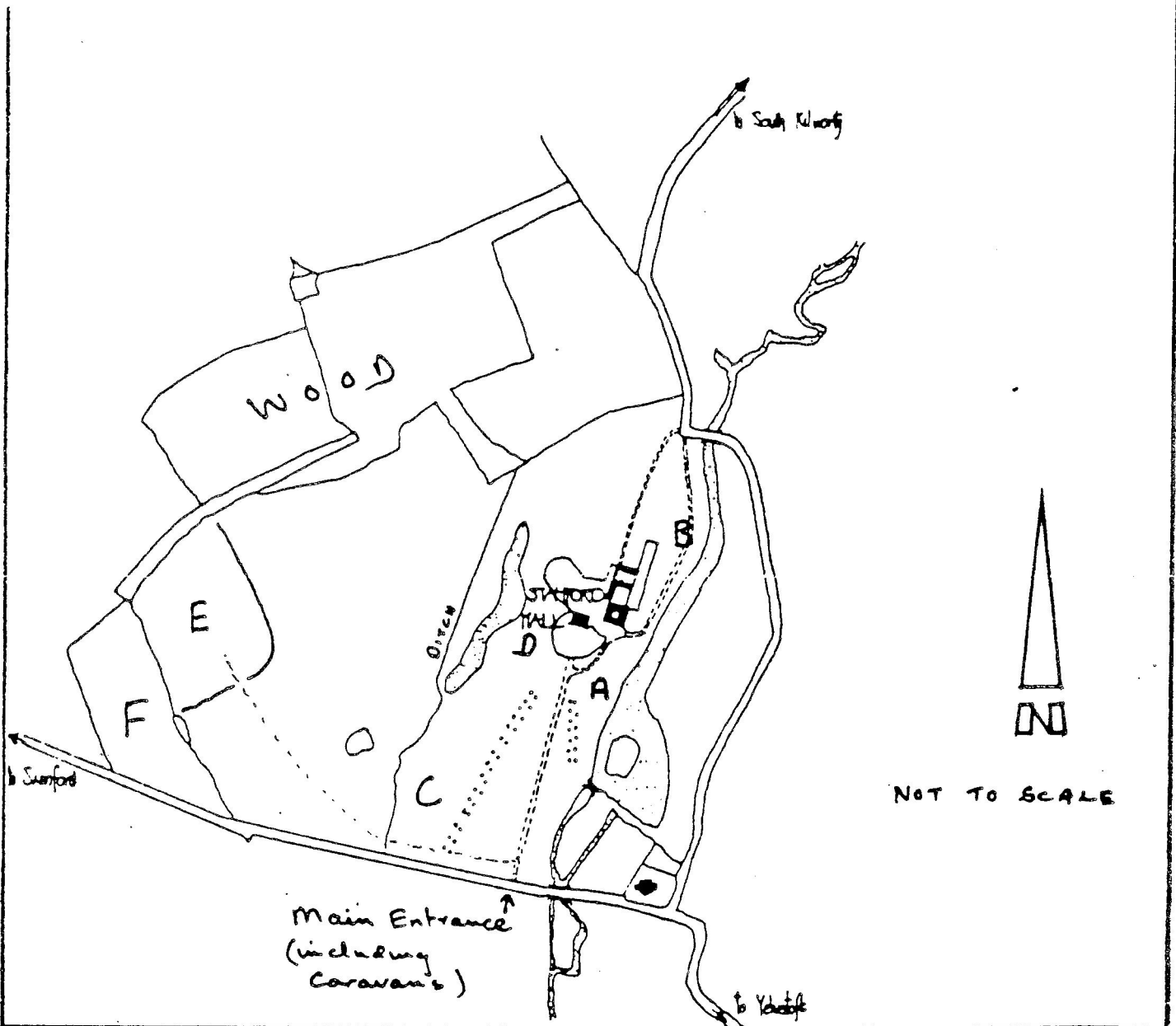
Price on application

If you have any difficulty, please telephone me, but I prefer you to make your own arrangements.

Don Malin

Coventry (0203) 364217, Evenings and Weekends

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



| | |
|--|---|
| <p>Stanford Park, Stanford Hall.</p> | A - Concourse Site |
| | B - Stables/River Site FORD Y&C SITE |
| | C - Swinford Road Site |
| | D - Serpentine Site |
| | E - Stanford Hall Caravan Rally Site |
| | F - Caravan Club of Great Britain Site |

STANFORD HALL, LUTTERWORTH, LEICESTERSHIRE LE17.6DH. Telephone: Rugby (0788) 860250.

ARRANGEMENTS FOR CARAVAN AND CAMPING CLUBS.

1986
..... Season.

1. Easter - end of September - The House, Cafeteria, Museum and Souvenir Shop open at 2.30 - 6 p.m. on Thursdays, Saturdays, Sundays, Bank Holidays and Tuesdays following (not May Holidays Tuesday.) On Bank Holidays and Tuesdays following the Grounds, Cafeteria, Museum and Souvenir Shop open at 12 noon, the House at 2.30 p.m.

The Cafeteria will open on Saturday and Sunday morning if requested in advance.
All catering rights are reserved. If food and drink vans are required, please ask us to arrange them.

2. CAMPING CHARGES. (V.A.T. included.) Rally Marshall free.

Caravans. £1-60.....per unit per night. Tents. £1-30.....per unit per night.

Minimum charge for weekend: Total £3.20. Bank Holiday weekends: Total £6.00 ^{Not applicable} to Car Clubs

Visitors using the Caravan and Camping site have free access to the Grounds during their stay. If they wish to tour the House, they will be asked to show their Club membership card and then pay the House admission fee (Adults 80p Children 40p). It is regretted that, if this card is not shown, the full House and Grounds admission fee (Adults £1-70 Children 80p) will be charged.

3. The Club should arrange for a Rally Marshall to be in charge of the Camp and to be responsible for collecting all fees and handing them in at the House door before 5.30 p.m. on Sunday, (Monday on Bank Holidays,) together with any un-used identifying stickers for cars. Kindly send us the name and address of the Rally Marshall as soon as possible.

All vehicles attending the Camp should carry our identifying stickers, easily seen on windscreen, in order to avoid being stopped at the gate on Open days. Marshalls kindly order these from us, stating approximate number required, and collect on arrival. Stickers will usually be in the green tin box at the North Door; if not, please ring door bell.

4. Fires are not to be lit unless special permission is obtained for one bonfire. Barbeques, with proper barbecue equipment, are permitted. will the Club please arrange for a member to be in charge of litter, and leave the site in a tidy condition. Please keep gates shut to prevent sheep and cattle straying. Please do not walk across adjoining Caravan Club site. Fishing tickets, in Season, (mid-June to mid-March) may be purchased at the main gate on Open Days, or from the farm opposite Stanford Church.
5. There is an Otway-type disposal unit on the site, chemical toilets are required. Tented camps must have toilet tents or screening. Three spring-water taps are on site.
6. Milk may be ordered from Rugby Co-operative Society, Chapel Street, Rugby, telephone Rugby (0788) 62851. Papers from Simms, 7 High Street, Lutterworth and Leicester Road, Lutterworth, telephone Lutterworth 2353. Please contact them in advance.

Local Shops: Post Office & General Stores: Mr. & Mrs. Sansome, Chapel Street, Swinford, Lutterworth, Leics. (Rugby - 0788 - 860292).

Swinford Village Hall available for hire. Apply to The Secretary,

Swinford Village Hall, Lutterworth, Leics. LE17 6BW.

Churches: C. of E.: Stanford and Swinford. R.C.: Yelvertoft.

STANFORD HALL

LUTTERWORTH, LEICESTERSHIRE

(1½ miles from Swinford, near Rugby)

Page 17/Issue 41

ADMISSIONS 1985

1986

| | | | | | |
|---|-------|-------|-------|-------|-----|
| House and Grounds, etc. | 1-70 | Adult | £1.60 | Child | 80p |
| Grounds, Rose Garden, | 1-40 | Adult | 80p | Child | 65p |
| Flying Machine, Old Forge, | 90p | Adult | 80p | Child | 40p |
| Sunday Craft Centre | 80p | Adult | 80p | Child | 40p |
| <i>(Subject to increase on Special Show days)</i> | | | | | |
| Parties of 20 or more (minimum £26) | 1-40 | Adult | £1.30 | Child | 65p |
| O.A.P. Parties of 20 or more (minimum £24) | £1.20 | 1-3c | | | |
| School Parties of 20 or more | Adult | £1.30 | Child | 65p | |
| <i>(One teacher admitted free)</i> | 1-40 | | | | 65p |

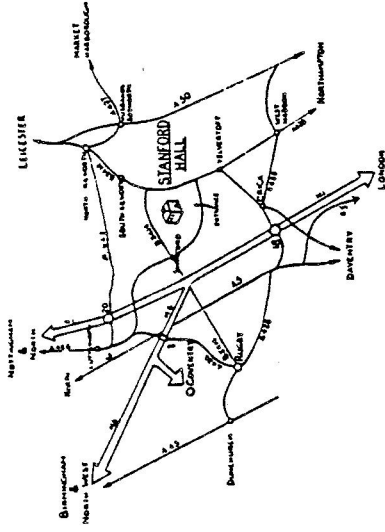
Parking free. Camping, Caravan, Motor and other rallies may be booked.
Fishing tickets available mid-June to mid-March.

Conferences, Wine and Cheese Parties, Wedding Receptions, etc., may be arranged.

CAFETERIA (self-service)
Home-made Afternoon Teas and Cream Teas.

Light Lunches on Rally Days.
Pre-booked Luncheons, Teas, High Teas and Suppers with waitress service available for parties any day or evening during season.

(Free meal for coach driver).
Priced menus on request.



A William and Mary House on the River Avon

Stanford, mentioned in the Domesday Book, has been the home of the Cave family, ancestors of Lord Braye, since 1430. The present Hall was built by the Smiths of Warwick for Sir Roger Cave in the 1690s, when the old Manor House was pulled down, and is still occupied by the family. It contains antique furniture, fine pictures, including the Stuart Collection, and family costumes.

The beautiful thirteenth century Church still has its magnificent stained glass windows from the time of Edward II and Henry VII, and interesting family monuments and plaques.

Visit the walled Rose Garden, the Nature Trail, Souvenir Shop and Sunday Craft Centre; see a replica of Percy Pilcher's 1898 Flying Machine; (Pilcher was killed flying at Stanford in 1899).

Open: Easter until end of September - Thursdays, Saturdays, Sundays; also Bank Holiday Mondays and Tuesdays following, 2.30 to 6 p.m. On Bank holidays the Grounds, Cafeteria, Museum, Craft Centre and Souvenir Shop open 2 noon. Open any day or evening during season for pre-booked parties. Tel: The Secretary, Rugby (0788) 860250.

MOTORCYCLE and CAR MUSEUM



The collection of vehicles in the Stanford Museum has gained a worthy reputation for its quality. The Museum is a living one with constant changes of exhibits, and is organised so that even regular visitors see something new.

The collection of racing motorcycles is outstanding and attracts visitors from all over the world. The exhibits are lent by private owners, as are the splendid and rare photographs. All exhibits are in running order and many are frequently used for rallies.

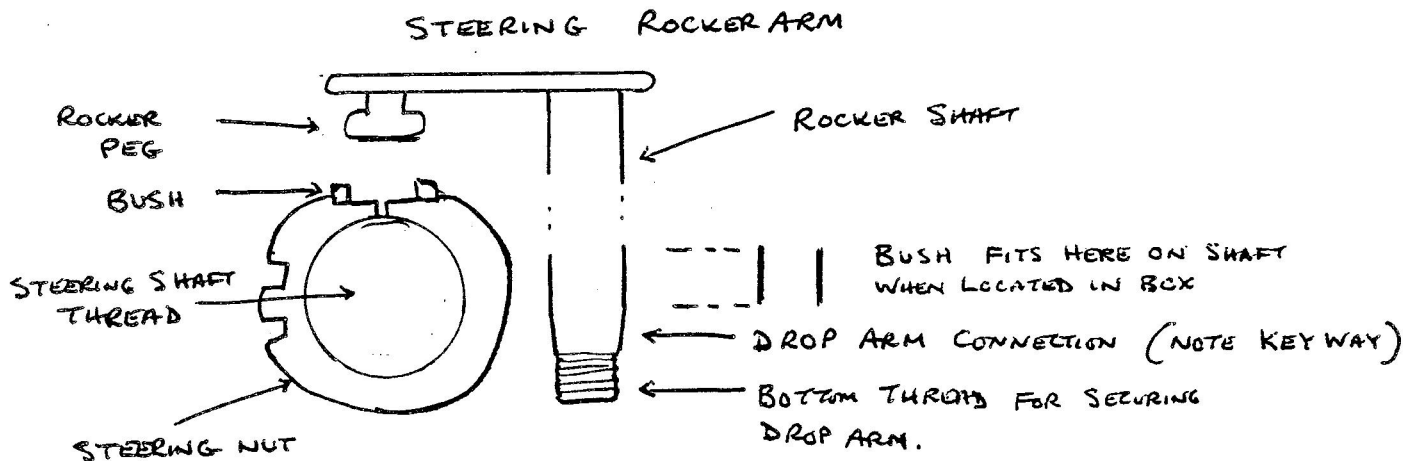
Admission: Adult 75p, Child 35p

A STEERING NUT PROBLEM OR YOUR MEMBERSHIP SECRETARY GETS HIS HANDS DIRTY!

I decided recently to tackle the job of removing some play in the steering box of my 1935 Y Mistral tourer. The king pins were new 2 years ago and track rod ends showed no wear. Inspection from underneath with someone turning the steering wheel to and fro showed obvious wear in the bush (holding the steering rocker shaft) at the bottom of the steering box.

Close inspection inside the box, having removed the top plate, also showed some wear between the peg and the bush in the bronze steering nut. There was no play at the top of the rocker shaft - good news since there is no removable bush at this point.

The following diagram may help:



[NOT TO SCALE]

I decided to renew the bush holding the bottom part of the rocker shaft and see what I could do to reduce play in the rocker peg/bush area. This meant removing the steering box from the car. This is a fairly straightforward logical job (it has to be for me!) involving disconnecting the horn wire, removing the drop arm link (don't lose the key for the keyway), removing the steering wheel floor adjacent to the pedals, 3 bolts holding the steering box to the chassis (one of mine was only accessible from under wing after shock absorber mounting had been removed) and the column to dashboard bracket. Yes, the box will come up past the pedals with a bit of fiddling.

Holding the steering column steady in the vice, the steering rocker shaft was withdrawn, the end plate removed with tube for horn wire, then the steering was turned to remove the steering nut, taking careful note of thread start for correct refitting.

The steering nut had a little wear on the main thread, but the rocker peg bush showed most wear. This bush was threaded into the top face of the steering nut and was removed after the peenings holding it were removed with a fine sharp chisel. Since I was unable to make (or obtain) a replacement, I decided to invert the bush and refit it since most of the wear was at the top of the bush. This did the trick! The only modification was to chamfer (by grinding) the top

edge of the bush since in its new position it would foul the steering box when refitting the steering nut.

Now the bush in the steering box. The old bush was reamed out carefully from the bottom of the box and a new one made from brass 1 1/4 in. long to the diameter of the rocker shaft measured at the area of fitting. an oil slot was incorporated on the inner face. The new bush was fitted into the steering box and needed slight attention with grinding paste to ensure a fit which was not overtight.

All parts were thoroughly washed with petrol prior to re-assembly and refitting in reverse order.

The steering box was filled with oil and hey presto - success! The small amount of play present is due to slight wear in the actual steering nut and the only cure is a new nut. Graham tells me that they are obtainable from Lione (Merton) Ltd., as per our suppliers page. however, since mine has only slight wear, I hope it will last another 51 years!

Bob Wilkinson

(P.S. Don't worry, Jeff, I am not seeking your job as Technical Adviser!)

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

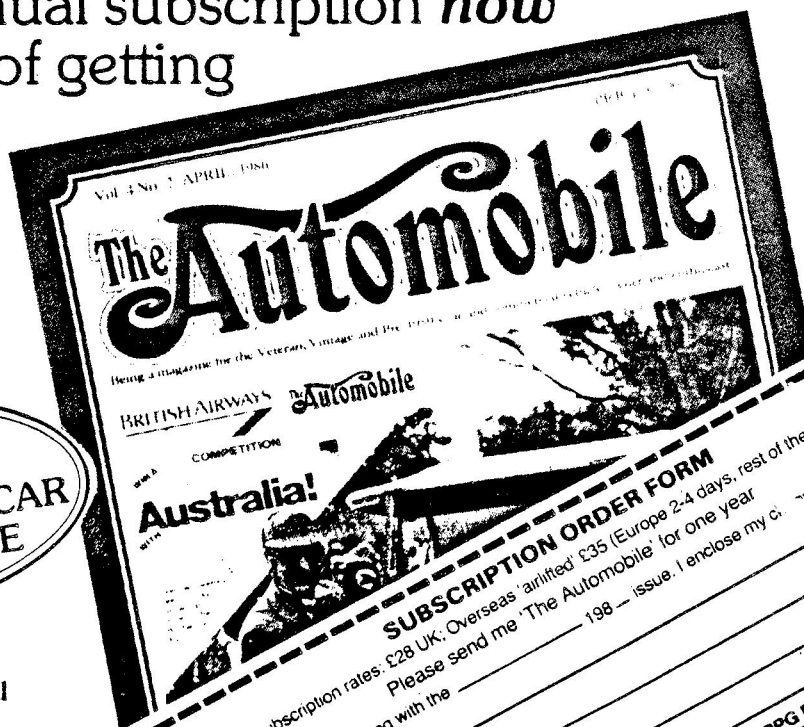
Too good to miss!

Take out an annual subscription *now* and make *sure* of getting every issue.

Despite all our efforts *The Automobile* is still not on sale in every newsagent — and those shops that do stock it usually sell out very quickly. The best way to ensure that you get your copy every month is to take out an annual subscription. Just £28 for 12 issues, including postage.

**SPECIAL OFFER
ON CLASSIFIED ADS
PHOTO OF YOUR CAR
INCLUDED FREE**

The *only* national magazine devoted exclusively to veteran, vintage and all pre-1950 vehicles.



Annual subscription rates: £28 UK; Overseas 'airlifted' £35 (Europe 2-4 days, rest of the world 7-14 days). Please send me 'The Automobile' for one year 198 — issue. I enclose my c. —ue/PO for £
commencing with the
Name _____
Address _____
Post to: PPG Publishing Ltd.,
77 High Street,
Beckenham,
Kent.

MEMBERS PARTS FOR SALE

I. Hallam
1
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

AI03Y P. Ashcroft 1
Car for sale: Price £2,000
June 1933, 2 door short rad. model,
reg. no. US 2090, MOT, ready to use
Tel. 0408 61941

GI10Y/C G. Game 1
Car for sale: Price £2,450
March 1933 S.R., totally restored to
original specification, MOT one full
year, ideal car for the forthcoming
season.
Loss of storage forces sale.
Tel. 0375 891272

MI09Y D. Minnett 1
Free of charge for wanted:
Driver's seat, rough but sound, required
re-upholstering.
You collect, or you can take it at
Stanford Hall.
Tel. 01 661 2480

CI23Y 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 desing of
the upholstery, but spring bases are same
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 when you
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 members
21 Bedford St., Earlsdon, Coventry, CV1 3EM

CI05Y M. Cole 1.2
Car for sale:
1934 Model Y, mechanically sound, bodily
good.
Good clean car, ideal for collector or
enthusiast. Will sell at right price
to a good home.
Tel. 053750 667

KI05Y K. Knight 1.2
Car for sale: Price £300
1933 Y, 2 door saloon, Swansea registered
JK 2947, with original oil can.
For restoration - good body and roof
linings, but tatty interior.
Space needed, sold with spares.
(Mr. Knight quotes chassis no. as Y17107
which sounds like a March 33 vehicle, the
reg. no. was issued from Eastbourne in
early 33, so at the price she sounds good
value - Graham)
Tel. Brighton 417679

MI17Y G. Miles 1.2
1936 one owner C 2 door saloon, partly
restored, i.e. replated chassis and body
repaired and repainted. However, needs
attention to doors and trim panels, etc.
Sold to me by family friend, good home
needed.
Price not less than £535.00
Contact me for details.

MI18C N. Mason-McEn 1.2
Y wheels
8 h.p. engine
Tel. Westbury-on-Severn 279

Page 21 / Issue 41

MEMBERS PARTS WANTED

B. Clarke 1
CI13Y
Headlamp rims for 34 Y, black and early
S.R., desing
(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

J. D. Holl 1
HI21Y
Any seats suitable for 36 Y
Tel. Braintree 42686

D. Gatenby 1
GI19C
Perch bolts and brake nuts for front axle
of C (part no. 3030 for pin and part no.
3036 for nut)
Tel. 0325 486781

I. Brown 1
BI07Y
Headlamp magniflex bar for Y, diamond shaped
Tel. 031 669 4034

J. Cassidy 1
CI24Y
Semaphore trafficators, boxed, for door
pillar of Y (see Newsletter no. 39 - G.)
Silver faced ammeter for Y
Tel. 0604 43389

D. Dojan 1
DI17Y
2 Wiper arms and blades for Y
2 6v horns
2 Rear lights L.R. Y
new or used, as available
Tel. 0902 72081

C. Ault 1.2
AI09Y
Tank unit - electric
Tel. 021 744 2855

D. MacDonald 1.2
MI26Y
Tank unit - electric
1 Keith Cres., Blackhall, Edinburgh, EH4 3NH.

D. Asplin 1.2
AI04Y
2 Interior door handles
22 Bridges Cres., Norton Canes, Nr. Cannock,
Staffs.

G. Elsworth 1.2
EI04C
CX1 Speedohead (black circle on face)
Tel. 02556 4621

H. Fitzsimons 1.2
FI03Y
Y chassis
Vacuum motor - good or new
2 Front seats
Tel. 046 42628

Carlanstown, Kells, Co. Meath, Eire
Balreask,

D. Chilton 1.2
CI04Y
Pair of front chrome sidelights
70 Beechwood Ave., Flanshaw, Wakefield,
WF2 9UY.

R. Spinks 1.2
Car - Y or C, preferably restored
83 Sydney Road, London, SE2 9RY.

G. Miles 1.2
MI17Y
Pair exterior mirrors to suit Y van

S. Wheeler 1.2
MI05Y
1 Y interior mirror
1 passing mirror - period
Tel. 0522 702480

N. Mason-McEn 1.2
MI18C
Seats for Model C Tourer - front
Spare wheel disc
Front and rear C bumpers
Tel. Westbury-on-Severn 279

B. Smith 1.2.3
SI04B
4.7:1 ratio crown wheel and pinion for
Ford based Dellow sports car
2 Plantation Road, Bangor, BT19 2AF, N. Ireland

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 and subject to condition | £ 16.40 each | not offered |
| Rear hub seals (large - outer) | £ 1.00 each | £ 1.50 |
| 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 pistons, various sizes (a few post-war) | from £15.00 per set | not offered |
| 8 h.p. sets, but these are in excess of £20.00 | | |
| Headlamp bulbs | £ 1.00 each | not offered |
| Various bulbs (not headlamp) | £ 0.40 each | £ 0.80 |
| Engine pulleys | £ 3.50 each | £ 5.25 |
| Late type distributor points - rotor arm | £ 0.65 each | £ 1.00 |
| and rotor arms for these distributor caps | £ 1.50 each | not offered |
| No points for early distributor. | £ 1.00 each | not offered |
| Vacuum motors - wiper (needs conversion) | £ 4.00 each | not offered |
| Gaskets - various types - but no sump now - ask for details | | |
| Speedo cables - contact direct; Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402. | | |
| Speedo cables K27 5ft 8in long - Y | | |
| K28 5ft 1in long - C | | |
| 'C' model exhaust - stock with tailpipe (only 1 left) | £ 42.00 | £ 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) | £ 6.00 each | £ 9.00 |
| Top hoses - straight 9" x 1 1/2" | £ 2.25 each | £ 4.00 |
| Bottom hoses - straight 8" x 1 1/2" | £ 1.25 | £ 2.00 |
| Oil cans | £ 3.00 each | not offered |
| S.R. & L.R. rear brake rod support carrier arms | £ 10.00 each inc P&P | not offered |
| Wheel nuts for 'Y' & 'C' | £ 4.75 each | £ 7.00 |
| Hydrostatic fluid for petrol gauges | £ 15.00 per set | £ 23.10 |
| | Plus £1.60 for P&P | |
| | £ 5.00 a kit | not offered |

Many, many various old, new and used items. Write giving requirements on the form provided. Also, have a large stock of used parts.

NON-MEMBER

CLUB PRICE

RE-PRODUCTION PARTS

Body Panels

The following Y parts are available to order - price on application
Front and rear wings, front and rear valances, inner rear wheel arches, inner front wing - engine compartment

Running boards for L.R. & S.R. 'Y's - faced with diamond moulded matting moulded from original

Chase rails on chassis inside door, beside carpet (late 2 or 4 door)

Patch repair kits for 2 door 'Y's and 4 door 'Y's front doors - outer panel (2 dr) 12in deep £9.10 ea., 6in deep

inner panel £11.35 each
angle bracket to rear of skin to pillar £ 8.10 each

'Y' floor pan wells - rear passenger £ 0.60 each
'Y' van chassis side and rear panels £25.00 each

Van side panels - to order £ 7.30 each
Van rear arch £20.00 each

The following C parts are available to order - price on application
Front and rear wings, rear patch panel, rear wing arch

Rear body supports, side sills

Rubber Parts

Engine front mountings (exchange) £ 2.80 each
Front radius ball £ 3.00

Steering dust covers £ 1.20
Under bonnet rubber sets - 9 items £ 7.75

Brake and clutch pedals (exchange) £ 4.00
L.R. rear brake rod support ends rubber £ 3.40

Gear box mounts £ 9.75 each
'Y' early side light base mats £ 2.40 each

Rubber style matting for running board - pyramid design £ 4.00 per side
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

L.R. 4 door 'Y' hinge centre bolts £ 0.75 each
Brass balls door hinge £ 0.60 each

enamel rad. badge Blue £ 7.55 each
'Y' fixed timber roof stick kits - in hardwood £37.00 each

Brumbar bar bolts - being manufactured
Interior window winder handles - new/old stock

Windscreens 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

Cylinder badges, bar type £ 3.75 each
Cylinder bifoliated rivets £ 0.015 each

Inner bar end domes £ 3.60 each
Outer bar bolts £ 3.60 each

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


Ford

Bulletin

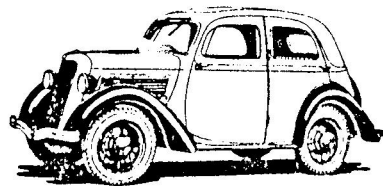
'Popular' and 'De Luxe' Models

FORD MOTOR COMPANY LIMITED.

Summer Time

HAVE YOU reminded your clients that, owing to the setting forward of the clock and the lengthening summer days, their cars will be in use for longer periods during the daylight hours, which will necessitate a reduction in the generator charging rate to prevent overcharging the battery?

Suggest that they bring their cars to your garage that this may be adjusted and the oil changed to a summer grade in preparation for the warmer weather. At the same time point out the advisability of having their cars inspected to ensure that no badly worn parts or any deviation from correct adjustment, will prevent their full enjoyment of the summer months.



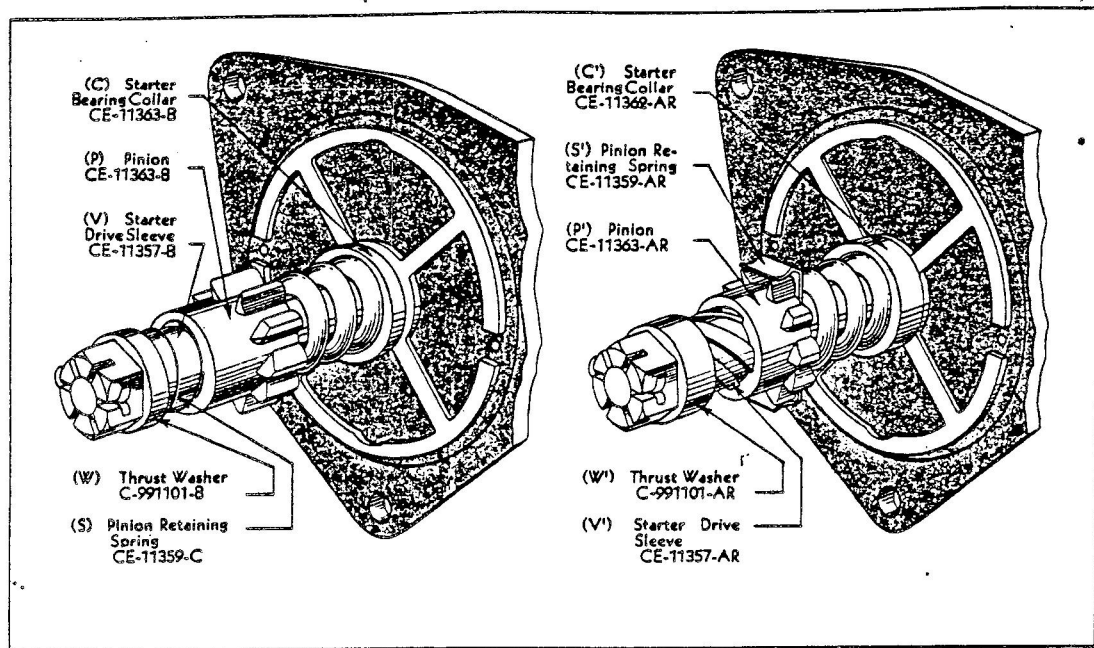
"DE LUXE" MODEL STARTER MOTOR

Fig. 12

There has recently been a modification in the design of the drive gear used on the "De Luxe" model starter motor, the current type parts, illustrated in Fig. 12, differing in a number of respects from the original parts and may be distinguished as follows:

In place of the pinion retaining spring S^1 originally fitted between the spiral sleeve V^1 and the thrust spring, a light spring S is now fitted between the washer W and the pinion P to ensure that the pinion is returned to its normal position when the starter has ceased to turn the engine. The current type pinion P is considerably longer than the original pinion P^1 ,

the teeth being approximately $\frac{3}{4}$ " long instead of $\frac{1}{2}$ " long.

The current type spiral sleeve V is not threaded over the whole of its external surface as before, the end of the sleeve, around which the spring S is coiled, is ground down to a smooth surface. The washer W has been decreased in thickness from $\frac{1}{4}$ " to $\frac{1}{8}$ ", and the thickness of the collar C decreased from $\frac{1}{16}$ " to $\frac{1}{4}$ "; otherwise the parts are the same as originally used on this model.

If it is desired to use the current design drive gear on the original starter motor assembly, the above-mentioned parts may be substituted, provided only new parts are used where a change in design has been made.

BATTERIES

It is important that electrolyte filled batteries which are carried in stock should periodically be charged to keep them in good condition. If this is neglected, the battery will deteriorate and possibly cause some owner's dissatisfaction owing to its unsatisfactory performance when fitted to his car.

Dealers should note that the battery now used in the "Popular" model car has eleven plates

in each cell instead of nine as formerly, the nine-plate battery no longer being supplied, although positive and negative groups of plates are still available for re-plating purposes. To prevent overcharging of batteries fitted to your clients' cars now that "summer time" is in force, point out to them the necessity of re-adjusting their generator charging rate to suit summer conditions.

REPLACING THE CHASSIS FRAME ("DE LUXE" MODELS)

Removing the Frame.

In the event of it being necessary to replace the chassis frame of a "De Luxe" model car, first, support the chassis so that it may be stripped of all its components, and all electrical connections disconnected, then remove front and rear seats, and floorboards. The rear mudguards should now be removed, these being secured to the rear wheel arch by means of hexagon headed bolts.

The rivets securing the body to the frame at the forward end of the body, rear wheel arches, and centre pillars, should now be removed by cutting off from inside the chassis members wherever possible, to obviate the possibility of distorting the rivet holes, together with the rivets that will be found securing the moulded panel between the rear wheel arches and the front portion of the body to the lower flange of the chassis side members, and the rivets securing the body brackets situated inside the body at the front pillars.

It will be found that the body flange is spot welded to the chassis frame at the bottom of the rear panel, the moulded side panels at their lower edges, the top flange of the centre pillar bracket, and at various points along the side of the frame that may easily be seen. These welds should be broken by means of a chisel inserted between the welded portion and the frame, taking care that no undue damage is caused to the body flange.

Next, remove the screws that will be found securing the rear wheel arch inside the body to the raised portion carrying the rear seat, and the screws securing the rear wheel arch to the bracket fastened to the frame side members that supports the moulded side panels: the heads of these screws will be seen (on removal of the rear mudguards) in the front of the wheel arch.

The body may now be raised from the frame, at the same time "springing" the moulded side panels outwards so that their bottom flange clears the support bracket fastened to the frame side members. When the body is just clear of the frame it will be noticed that the frame is still attached by the extreme rear ends to the rear of the body: this is due to support brackets secured to the body that fit into the channel of the frame side members. The frame will therefore have to be drawn forward away from the body until the brackets slide out of the side members, when the body may be lifted clear.

Replacing the Frame.

If the body has been damaged, it will be found more convenient to straighten up the base before attempting to replace the frame.

Slide the rear end of the frame into position over the support brackets secured to the rear of the body, and lower the body into position, "springing" the moulded side panels over the brackets attached to the chassis side members, and temporarily locate the front of the body by means of bolts in the two front securing holes, and a bolt through the extreme rear securing holes and support bracket, and in the case of a double entrance body, the centre pillars to the chassis side members.

In those places where the body was originally rivetted to the frame, the holes should be enlarged and the body secured by means of bolts, in a similar manner to securing the "Popular" model frame, as described in Volume 2 Number 11 of the *Model Y Bulletin*: the bolts being the same as used for the "Popular" model.

Where the body was originally spot welded to the frame, such as, at the lower edge of the rear body panel, centre pillar top flange bracket, front body brackets, lower flange of the moulded side panels, etc., holes should be drilled through the body flanges and the chassis members to take the same size bolts as used in the rivet holes, and where a series of bolts are required, the holes should be drilled approximately six inches apart.

Finally, insert the screws that secure the forward end of the rear wheel arch to the chassis bracket, and the screws securing the rear wheel arch inside the body to the raised portion carrying the rear seat, and see that they are screwed firmly into place, when the chassis and body will be ready for assembly of the various components.

A labour charge has been established to include the removal of the components and assemblies necessary, cutting out rivets and breaking welds where necessary, bolting the body to the new frame as instructed above, and re-assembling the various assemblies and components.

The following labour charge does not include any repairs necessary to the body itself, or to the components of the car.

Single, and Double Entrance "De Luxe" cars, £10 10s. 0d.

"POPULAR" MODEL TIMING GEARS

New camshaft and crankshaft gears are now available for replacement purposes on "Popular" model cars, provided with the original narrow, fine pitch tooth timing gears mentioned in the "Popular" and "De Luxe" Ford Bulletin, Volume 4, Number 1. The new gears are the same width as the original gears but the number of teeth on the camshaft gear have been decreased from 56 to 40, and on the crankshaft gear from 28 to 20.

The new camshaft and crankshaft gears will in future be supplied in place of the original type gears which are now obsolete, both camshaft and crankshaft gears being necessary to replace either one of the original gears, and orders

for these parts should be made out accordingly.

The part numbers for the various narrow timing gears for the "Popular" model are as follow:

| Original Gears (now obsolete) | Description | New Gears |
|----------------------------------|---------------------------|--------------------------|
| Y-6256 (56 teeth) | Gear (camshaft)—std. | YE-6256-BR (40 teeth) |
| *YE-6256-R (56 teeth) | Gear (camshaft) .004" O/S | YE-6256-CR (40 teeth) |
| Y-6306 (28 teeth) | Gear (crankshaft) | YE-6306-R (20 teeth) |

* This gear has appeared in some parts catalogues as YE-6256-BR and should not be confused with the 40-tooth standard camshaft gear.

MODIFIED PISTONS

A modified piston assembly is now being used in the "Popular" model car, in which the diameter of the piston pin has been increased to the same size as that of the "De Luxe" model piston pin. This permits the same connecting rod and piston pin retainer to be used for both models. The current type connecting rod (C-6200) is considerably shorter than that used in the earlier "Popular" model engines and the internal diameter of the small end bearing

is larger, which should provide a ready means of distinguishing the two.

Care should be taken to ensure that stocks of the current type parts are not confused with corresponding parts of an earlier design for the "Popular" model as these are in no way interchangeable. The earlier type parts will still be available for replacement on cars which are so equipped, and for convenient reference the old and new parts are listed below.

| Original Parts | Description | Current Parts | Original Parts | Description | Current Parts |
|----------------|-----------------------------------|---------------|----------------|------------------------------------|---------------|
| Y-6135-A | Pin (piston)—standard | YE-6135-A | YE-6101-DR | Piston and pin assy.—.0025" O/S | YE-6101-KR |
| Y-6135-BR | Pin (piston)—.002" O/S | YE-6135-BR | YE-6101-RR | Piston and pin assy.—.020" O/S | YE-6101-LR |
| Y-6140 | Retainer (piston pin) | C-6140 | YE-6101-FR | Piston and pin assy.—.001" O/S | YE-6101-MR |
| YE-6101-AR | Piston and pin assy.—std. | YE-6101-G | Y-6200 | Rod (connecting) assy | C-6200 |
| YE-6101-BR | Piston and pin assy.—.005" O/S | YE-6101-HR | | | |
| YE-6101-CR | Piston and pin assy.—.010" O/S | YE-6101-JR | | | |

OIL SEALS

During the assembly of engines at the factory, the packings (sump and cylinder front cover) forming the oil seal at the forward end of the crankshaft are soaked in engine oil for three hours before installation. The oil penetrates into the material and provides adequate lubrication where the oil seal fits around the crankshaft pulley.

While it is appreciated that it may be difficult

when effecting repairs to soak this packing for three hours before installation, the packing should be soaked for at least half an hour in engine oil.

DO NOT USE GREASE OR GRAPHITE. Failure to take this precaution may result in the scoring of the crankshaft pulley hub, which in turn quickly wears out the oil seal, resulting in the loss of engine oil.