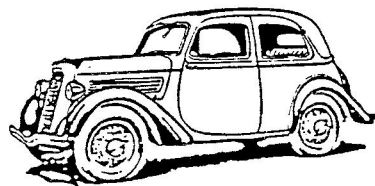
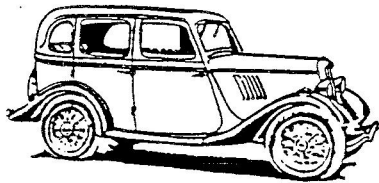


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

No. 42 JULY/AUG. 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

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Area 2	Jeff Hancock	30 Inglefield Avenue, Heath, Cardiff, CF4 3PZ Tel: 0222-619678
Area 3	Cathal Ellis	Carnville Road, Newtown Abbey, C. Antrim BT36 6RQ. Tel. Glengermley 6754.
Area 4	Peter Ketchell	2 Manor Road, Westminster Park, Chester, CH4 7RW Tel: 0244-676856
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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
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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.

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PLEASE NOTIFY MEMBERSHIP SECRETARY OF CHANGE OF ADDRESS AND/OR CAR DETAILS.

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Area 1	- Central Scotland	Area 2	- South Wales, Avon, Somerset
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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

In this edition, more than ever before, I will have to keep myself firmly under control and say as little as possible. I apologise to all you fans of my witty gems but we have so many contributions to squeeze in. If yours misses this time, it will be first in the queue next time.

We have our usual goodies from Graham, Bob and Jim, whose foreign relations know no limit. Also this time, the promised Bert Thomas compilation of Service Bulletins, but first I have great pleasure in publishing the Stanford Hall prize winners list. As at the A.G.M. before it, we picked a magnificently hot summer day (as one imagines they used to be pre-war). We did not, however, imagine the fuel evaporation which a few of us suffered. I've had my car over twenty years and I can't remember it coming to a halt that way before, every other way but not that one!

Before I give you my list I will, as others do in this issue, express my sincere thanks to the Malins for a superbly organised and relaxed weekend, achieved despite a breakdown and other family events. The demands of a young family prevented me from being as involved as I would have liked, but I rated it as the best yet. So here are the 1986 winners. Congratulations!

Short Rad Model Y	Tom Morgan
Intermediate Model Y	Ron Smith
£100 Car	Keith Holloway
Popular Ford 1st	Ken Clarke
Popular Ford 2nd	Colin Ault
Model C 1st	Dave Curtis
Model C 2nd	T. King
Special Bodied	Eve Chapman
Best Effort	Dave Gatenby
Gymkhana Winner	Peter Ketchell

EVENTS

A couple more events for your diary:

23rd-25th August - WHEELS 86, Blake Hall, Ongar, Essex. Details from Nu-Way Promotions Ltd., PO Box 18, Coalville, Leicester.

23rd-25th August - TOWN AND COUNTRY MOTORING FESTIVAL 1986. All enquiries to Special Events and Promotions Ltd., 27 Warwick Road, Kenilworth, Warwickshire, CV8 1HN.
Tel: 0926 512737/8

LETTERS

This month it seems appropriate to start with Dave Gatenby's letter:

Would you please express my thanks through the Newsletter to Don Malin and his helpers who organised the Club event at Stanford Hall.

The weather was great and so was the event, my family and myself had a very enjoyable weekend, to see so many Fords at one event was excellent. The fact that I won the Shield with my C for the Best Home Restoration added to the pleasure of the event and really 'made my day'.

To those who did not come to the event, I can only say that they missed a treat. I travelled with my old car on a trailer, a round trip of 360 miles and it was certainly worth every bit of effort needed.

Thanks again and see you next year.

and on similar subjects Sam Roberts writes:

I have been promising myself that I would send in a contribution to Transverse Torque covering the Enfield Pageant. Time has been against me, but I have at long last sat down and whilst England was beating Paraguay 3 - 0, I wrote out the contribution.

Siobhan really has done wonders to the Newsletter and although I contributed to the vote of thanks at the A.G.M. may I, through you, make a more personal vote of thanks to her.

It was good to see you at the weekend. Wasn't it a super day. We both thoroughly enjoyed it. Keep up the good work on the Bulletin.

Candor Motors of Colchester notified us of their non-renewal of membership following the sale of their Model Y:

I would like to thank the officers and members of the Club who have been so helpful and friendly since we joined the Register and wish you all pleasant and reliable motoring in the future

General

A short update note from one of our regular correspondents, Norman Hickel from Pretoria:

Hope you are well and enjoying your rally season. We are in winter here but not cold enough to stop our old car gatherings.

Thanks to Jeff for the article on the fuel gauge in Issue 40. I did not know this should function. I have now cleaned and repaired all the lines and am trying to locate some Tetrabromoethane. I will report back when I have the gauge working.

I will be going on the FIVA International Veteran Rally which South Africa is hosting in September. Unfortunately not in the Model 'Y' but with my cousin in his 1958 100/6 Healey. If any of our members should find themselves participating in this rally, please contact me.

Thanks for the tremendous Newsletters.

Keith Button sent in an article from the British Aerospace Newsletter which might be of interest to readers:

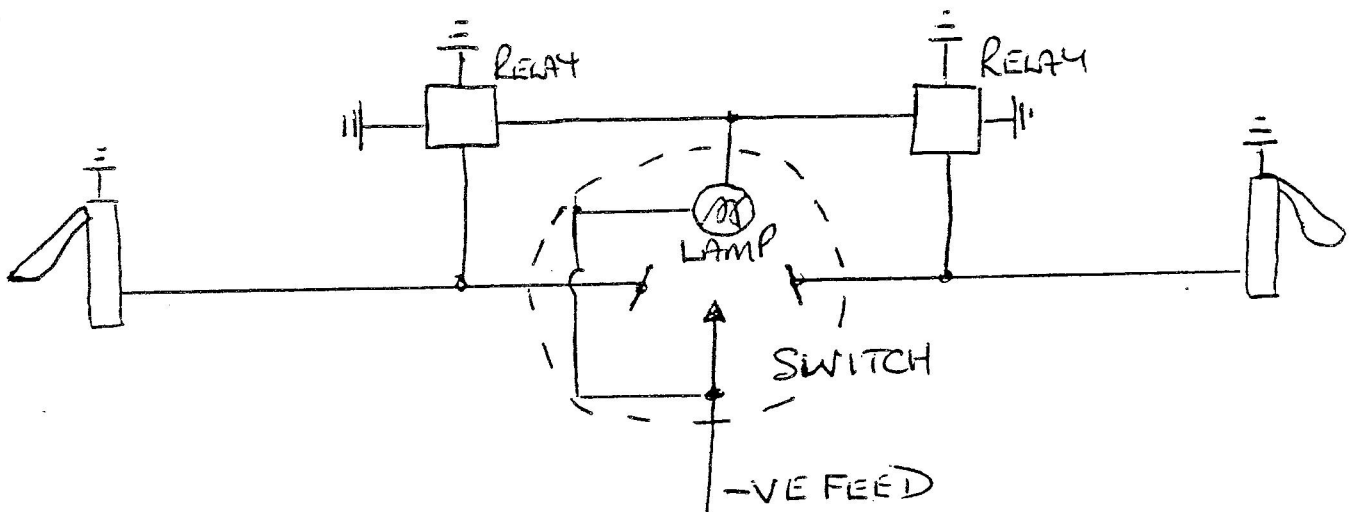
It was sad to learn that Arthur Hazelhurst passed away just before Christmas. Arthur will be affectionately remembered mostly by those associated with Product Support activities in the 1950/60's when he ran the London Airport Depot. During the war Arthur crossed over to Normandy shortly after D Day with the Sperry mobile workshop built on a RAF Queen Mary vehicle to provide instant repairs to Gyro Horizons and Directional Gyros fitted in the allied aircraft. From 1936-56 he managed to record 250,000 miles on a 'Y' Type Ford 8 in the service of Sperry using 5 engines, 4 gearboxes and 3 rear axles in the process. Very much a larger than life individual, who finished his Sperry career servicing marine equipment.

Restoration and Rallies?

An appropriate title only for two successive letters from way up North, yes, even further than Leeds. Ian Wright sends two accounts in his own inimitable style. I am sure many will find sympathy with his methods and especially with the influence of the family Vandal! Purists step back, Tyne and Wear rules:

Some news from the North. CXC 850 still running remarkably well on 10 hp engine I dumped in without looking at, at all. It seems to have settled in quite nicely even though it is a little smokey. Have fitted new wheel bearings all round, rears acquired from a local collector, fronts from a bearing supplier 'off the shelf'. I have also, like Bob Wilkinson, done some work on the steering box, which I consider to be the most significant improvement yet. I managed to get hold of a nut from a chap called Tony Butterfield, who was most obliging. I removed the column in a different manner to Bob, by removing steering wheel, withdrawing horn lead (best to disconnect battery first, otherwise horn sounds for what seems to be an eternity if lead earths itself inside downtube). Remove drop arm, loosen 3 securing bolts, the blind bolt behind shocker needs to be loosed last. By doing this the shocker need not be removed. Remove blanking plates on bulkhead then the column support bracket under dash. At this point the assembly should be loose and I found if the driver's seat was moved backwards out of the way, it can be removed upwards through offside of engine compartment. Having replaced the nut, I nailed everything back together, only to find I had lost the 4 inches of free play on the steering. With the combination of new wheel bearings and steering nut, it is a lot smoother and I can now keep it in a straight line, Luxury!!!! So, as far as running improvements go, everything OK. Still need some proper headlamps though, but they would have to be very cheap because no. 1 son, now sixteen months old, is sapping the E.s.d.

I have a suggestion for the trafficator wiring if a switch with central warning light is used. I fitted this type of switch (ex Austin A30) myself a couple of years ago, using two 12 v relays with the retension springs suitably weakened to operate on 6v.



When trafficator is switched appropriate relay operates, earthing the bulb which has a permanent live feed. I know this is totally non-original, but it works and is extremely practical, especially if you're like me and continually leave the nearside trafficator on. ANYway, stuff it all up behind the dash and nobody will notice.

On a different note, we turned out for our first local rally on Monday, 5th May, and of course it rained like hell until midday. The Newcastle Evening Chronicle in co-operation with the National Trust organised a meeting at Wallington Hall, a fine country manor in beautiful grounds in Northumberland. Unfortunately, the rain and then heavy mist turned the site into a swamp. Despite this a good number of cars turned out, CXC 850 and another 2 door V (Club member) included. Since then we have had the Gosforth Park Show and a rally at Cragside Hall (another Northumbrian mansion). Both have been

well attended but only our two V types turned up. I keep hearing of others but never seem to see them.

Not content with this letter, another follows:

A few more jottings from Geordieland. There seems to be a lot of activity up here at the minute, it's like a hornets nest of classic cars, I always wonder where they come from. I use CXC 850 regularly and never see many older cars on my travels, but whenever a rally is held, out they all come. Quite a lot of Austins and Morris' etc., but only one or two V types except for the chap who has (exaggeration for emphasis) locked away but nobody can ever remember where he lives!! Having said that, I met a lad recently who really has got three locked up in garages (have seen them, honest) all in pieces, all in reasonably good nick, and are all waiting for rebuilding but he is too busy drinking Guinness at the minute. Anyway, I trundled down to Bowes Museum, Barnard Castle for the Northern Ford Gathering the other day, only to find I was the only V type there until late afternoon, when one other turned up. Where was everybody? Not to worry, had a chat with Dave Gatenby (hen hutch C type) and gave him a steering column which we hope might do the job for him. Met a chap who has just acquired a 33 short rad, a bit rough but he is very enthusiastic so good luck to him. Quite a good turnout this year, mainly 50's and 60's but some excellent examples. The autofumble was disappointing, but the event is still young yet and has time to improve and with any luck attract some more pre-war cars.

Having a week off work, I decided to have an eyeball inside the 10 hp engine I'm using temporarily, so, off came the sump and head and out came the pistons Oh dear, what a mess. Three broken top rings in a million pieces, one bugged piston adn enough carbon to do a brass rubbing of Nelson's Column. Due to commitments, financial and otherwise, e.g. Atilla the Hun (now 17 months old) I decided on new rings and a decoke, to leave the valves as they looked OK and after filling a little hole in one of the big ends with araldite (sounds dubious but seems to have worked OK) they seemed quite serviceable. Engine must have been 'done' at some time as the pistons were at +030". How's this for a stroke of luck? Last year I dug a 10 hp engine out of the ground after recognising the sump plug sticking up. It was horrible, but I salvaged the camshaft and con rods and guess what, pistons at +030" of which one was re-usable. This was duly cleaned up and a set of cord rings fitted to all four pistons. Having scraped all the carbon off the pistons (prior to fitted rings, of course) and head, and removing the gunge from the sump, a new cork gasket was made, and we were ready for re-assembly. After roughing the bores up, in went the pistons with a liberal coating of oil, and a smear of STP on the big ends. While my chief engineer was underneath grappling with the sump, I was fitting the head. On went the bits, in went the oil and water and it was ready to start. this actually took quite a bit of cranking but eventually away it went, and sounded not too bad. Have run it now for over a week including a carnival procession in Whitley Bay, and it seems to be getting gradually quieter and smoother. I'm sure time will tell how good it is, but at least I can drive it without a gas mask now.

I picked up a couple of original Ford 8 head sets the other day so the parts for my 8 hp engine are coming slowly together, someday it might get fixed, shall keep you informed.

P.S. How about a Crazy Comments Column, e.g.

That's a nice Austin 7, son! or

I had one of them in 1928, or

Look at that, the battery is bigger than the engine.

Everyone must have heard one at sometime or other.

Who was the other member at Wallington Hall, Ian?

Cars for Sale

We seem to have quite a few this month, sorry if yours missed the previous issue. First, Dennis Cochlin's extensive description is self-explanatory:

Black 2 door 1936 V, reg. FEV 751, registered at Swansea, £1250, no offers. Car was originally purchased in 1981 for £525 from a Mr. Hutton from Bromley who owned two Vs and at that time introduced me to the V & C Register on purchase of the car, which was described in the Exchange & Mart as bodywork 'exceptional', easy restoration!!!, body is indeed accurately described, apart from a few areas.

The car is at present dry-stored on axle-stands and is stripped down to chassis (chassis de-rusted and painted) and body is ready for respray.

No expense has been spared on the mechanical side as the engine is absolutely beautiful, being restored by Tim Brandon with new parts supplied by Bert Thomas and has been bench-tested, and is ready to be 'put back' into car.

Like-wise, the gearbox and front/rear axles, brakes, etc., have been restored and painted at considerable expense, new parts being purchased where necessary, indeed, a new crown-wheel and pinion still in original packet was supplied and fitted, not forgetting steering box, which was found to be OK and repainted.

Doors (2), front valance and dash have all been expensively and professionally restored, included in price are CLUB PARTS: roof stick kit, running boards (fibreglass matting type) and also Mk I running boards, rear valance, chase rails, anodised wheel nuts, interior window winding handles (4), bottom hose, engine top water outlet, bonnet badge holder (original Ford Badge restored by Markovitz & Co. at cost of £17), floorboard screws (50), front engine mounts, bumper bar bolts and domes, kingpins, etc., front shock absorber mounting kit, etc., etc.

Spares collected over the last few years include new pistons, etc., starter motor, dynamo, two 10 hp engines, 3 wheels and tyres, an exhaust, spare radiator, rear squab and seat, front seats (rough), spare front wings and a very good windscreen recently purchased for £40, all original trim available, luggage strap and numerous other small parts, including front and rear bumpers.

It was my intention to have the car rewired, rechromed and resprayed in early 1986, but due to ill health since August, 85, totalling almost 4 months off work and a considerable tax demand looming, I find myself being forced to sell off the love of my life.

I intend to remain a member of the V & C Register, if and when the car is sold, as I have every intention of purchasing another V when my health and financial condition improve.

I would much prefer to sell the car as a whole, but if that is not possible then I would consider members buying individual items.

Finally, I would like to point out the fact that I have not 'given up' on the restoration of FEV 751, indeed it is almost finished, but purely because of health reasons, I find it impossible to carry on in my present employment and am honestly and desperately in need of cash. It is for that reason ONLY that the car is being sold.

"Be Lucky".

A. P. Stallard, of Fordingbridge, is selling his 1934 4 door Model Y. It has very little rust, the chassis is in good order and the car is complete.

Leigh Birch of Radcliffe on Trent, who has been kind enough to donate a cheque for his advertisement, wishes to sell his 1936 Ford 8 Y type 2 door saloon. It is in good complete original condition, with two owners since 1945.

Paul Elms, a non-member, wishes to sell his 1936 Model Y, partly restored, to a keen Club member.

Model C information

DAve Curtis has written to say that the C Tourer mentioned in the last Newsletter in a garage at Clifton on Teme is now for sale since the garage is changing hands.

New Purchase

David Tebb, whose superb C running chassis was at Stanford Hall, has now bought a 1936 Y, reg. no. EMD 675 for restoration. He already has a 1929 Riley nine, 1936 Triumph Dolomite, 1937 Rover 12 and 1946 Alvis TA14, all awaiting restoration.

New Members

Peter Lansdale has bought a 1936 Y Van for use in connection with his floristry business and is seeking some help (paid) with the restoration. Incidentally, his van is BAH 592 and new member Keith Holloway has BAH 955, a very nice saloon and a prize winner at Stanford Hall!

John Cross from Matlock has a collection of Model Ys - two 1933 short rads and a 1936 long rad:

It was nice to learn that there is still a source of spares available. Unfortunately, I am too committed to work on the cars at the moment, but hope to have some free time in the next few years when I hope to restore them.

The reason I have an interest in Ford Y types is because my father bought one new in 1933 when I was seven. He ran it until 1938 and sold it in perfect condition for £25. We then had a Morris 12/4 which I drove myself until well after the war. Then over 30 years later, when I saw these models locally, I purchased them out of nostalgia.

Luis Cascante has a June 1936 Model Y which was assembled in Barcelona. His car is in regular use and looks fine from the photo he sent. Please write and let us know about the old motoring scene in Spain, Luis.

Tony Dolphin is obviously delighted with his recently purchased Model Y:

I purchased the car on 19th March, 1986, and did in fact drive the car 2 days later. Its condition is exceptional and I am told it is one of the best in the country. It was stored in a central heated garage for the past 21 years. I am also told that the car is dated 1932 or 1934, but as yet have no confirmation although its log book still exists but as yet it has not been found. I have stripped the car to its chassis and to date have treated the chassis, rebuilt the steer axle, repaired and repainted wings, door cowls, etc., pedal cluster has been rebuilt and reassembly has commenced.

The car, a black 2 door, reg. no. AKR 270, was registered in Kent in Jan-March 1934.

Carry on writing in, members, any more car histories or disasters to relate?

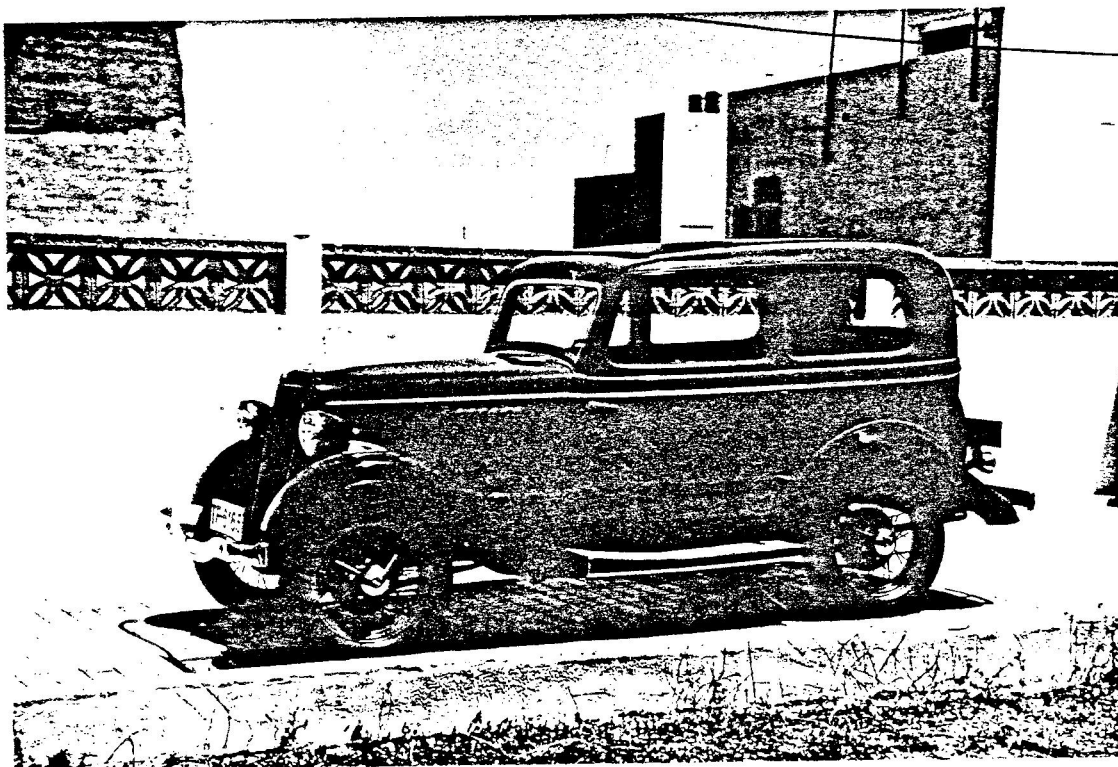
RANDOM JOTTINGS NO. 9

As promised in the last issue, here is a period picture of a 'Trackford'. In the meantime, news has come of a certain Monsieur Tap of Marseille who owns another one of these cars, this time an actual runner. (Photo overleaf)

Whilst having a short break in Tenerife in July, I looked up Club member Augustin Becerra who lives in Santa Cruz. he and his wife made Yvonne and myself very welcome and showed us his fleet of four Y types. These ranged from an unrestored 1933 short rad Fordor up to an immaculately restored 1936 Tudor, finished in gleaming brown. It has Wilmot Breedon bumpers fitted, these have no centre groove, just smooth steel. All of Augustin's cars were Dagenham built, and left hand drive. (Photograph shows 1936 Tudor)

Your correspondent combs the world to bring you stories!

Jim Miles



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RESTORATION COURSE

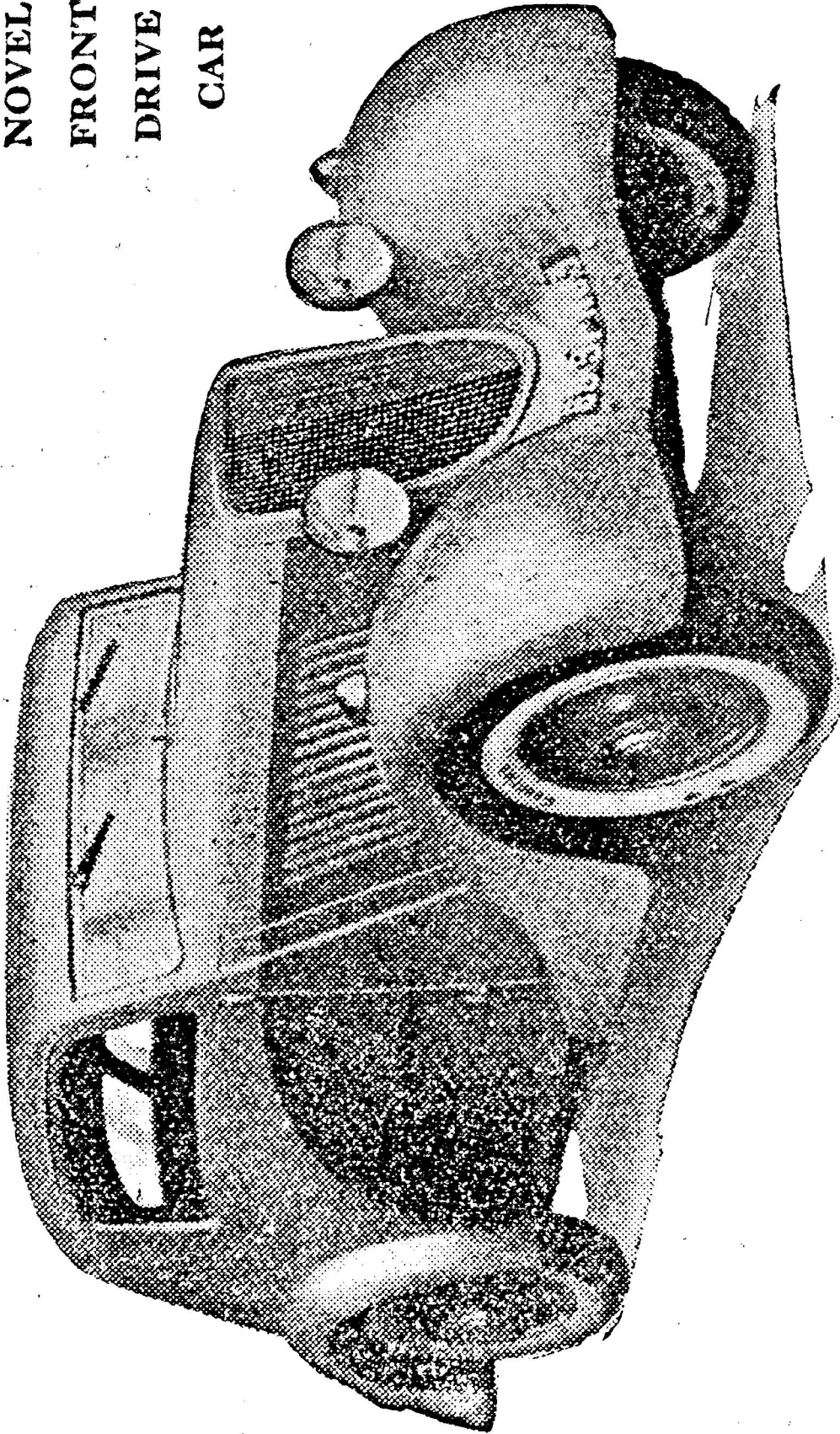
A new course has been launched by Watford College dealing with Vehicle Body Restoration. Initially, the course will be offered on a day or evening basis depending upon the demand, for fifteen weeks (total cost £44.50) or thirty weeks (total cost £72.70). The course will be of a totally practical nature and will cover most aspects of renovation including panelwork, framework, painting. Arrangements can also be made to provide facilities for machining work. No previous experience is necessary as training can begin at any level.

Enrolment will be at the Water Lane site on Wednesday, 10th September, 1986, 2.00 - 4.30 p.m., or 6.00 - 8.00 p.m.

Further details from A. Haigh, Head of Department of Automobile Engineering, William Street, Bushey, Herts., WD2 2HU, Tel. Watford 31580/34735.

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**NOVEL
FRONT-
DRIVE
CAR**



(Above) The Tracford — a French-built front-drive model, constructed from 8-h.p. Ford components.

STANFORD HALL - CLUB WEEKEND

As organiser of the Club Weekend at Stanford Hall, I would like to extend my appreciation and say thank you to all the members who turned up to make the weekend such a success. With or without their cars, everyone seemed to be having a good time and the weatherman was very good to us considering the weather before and after the event.

Members who arrived without their cars for one reason or another must, I feel, have gleaned some knowledge from the cars there and their owners. I know I did, and now I know how to graft my sills to the front wings of my 'C'.

It will be very interesting to see the same vehicles again in 1987 and see how members have progressed. Due to other activities and jobs, I must admit my 'C' gets looked at only as time allows and when I put a determined effort into it. The Club Weekend encourages me to make the effort, and as it is intended to make this an annual event, all the better for my car.

I would like to point out that this event is not, in any way, a concours event for perfect cars. It is what the title suggests - a Club Weekend. Members and their vehicles get together in any condition or state of restoration. This year we managed 27 vehicles, of which five were 'C's, Graham's Tug, a 'Y' based locomotive and very interesting, an immaculate 'C' chassis, convertibles, and 'Y's and 'C's restored and under restoration. This is the time to see how that elusive bit fits in.

Of special mention are Dave Gatenby who is tackling a 'C' and doing a remarkable job. He went to a lot of trouble to obtain a somewhat outsize trailer to transport his car some 175 miles to Stanford; and Cathal Ellis made his way there from Belfast, alas without his 'C' but at least he made it in body, and I am proud to say, many more made it, by one means or another. Even by tractor and trailer.

My apologies to Peter Ketchell. As far as I am aware, my only slip up. Due to his result paper being lost, he was not included in the Gymkhana results. However, he did in fact win it!!! Sorry, Peter, an award should be with you shortly. The official results were therefore, P. Ketchell first, S. Roberts second and C. Cheeseman third. Sorry, lads, but I am sure those who took part enjoyed it.

I would like to hear from anyone taking advantage of accommodation in the area or other caravan sites. Your comments will be helpful, along with the name and address of where you stayed.

Once again, thanks to all who came to make the weekend so successful. Lets make 1987 even bigger and better! Target 50 vehicles.

Provisional date for 1987 is 20th/21st June. Mr. Foxon please note!!!

Don Malin

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CLUB PARTS FOR SALE

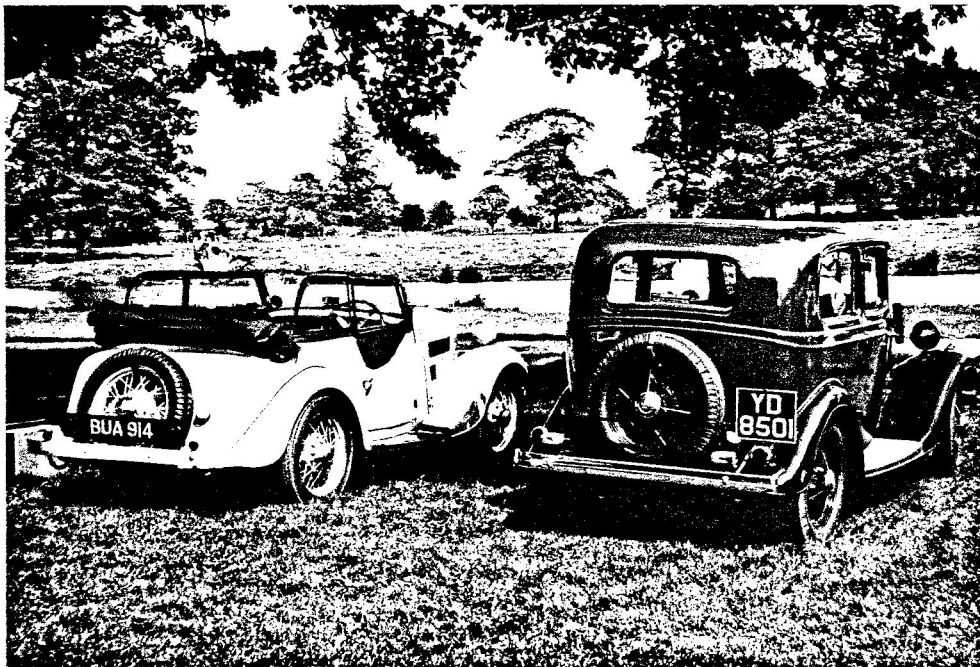
The Club parts for sale page is not included in this Newsletter, nor is the ordering form. I am still awaiting help with sending out parts, and until that comes, further delays in sending out parts will occur.

The Bulletin sheets will be resumed in the next Newsletter.

Graham Miles

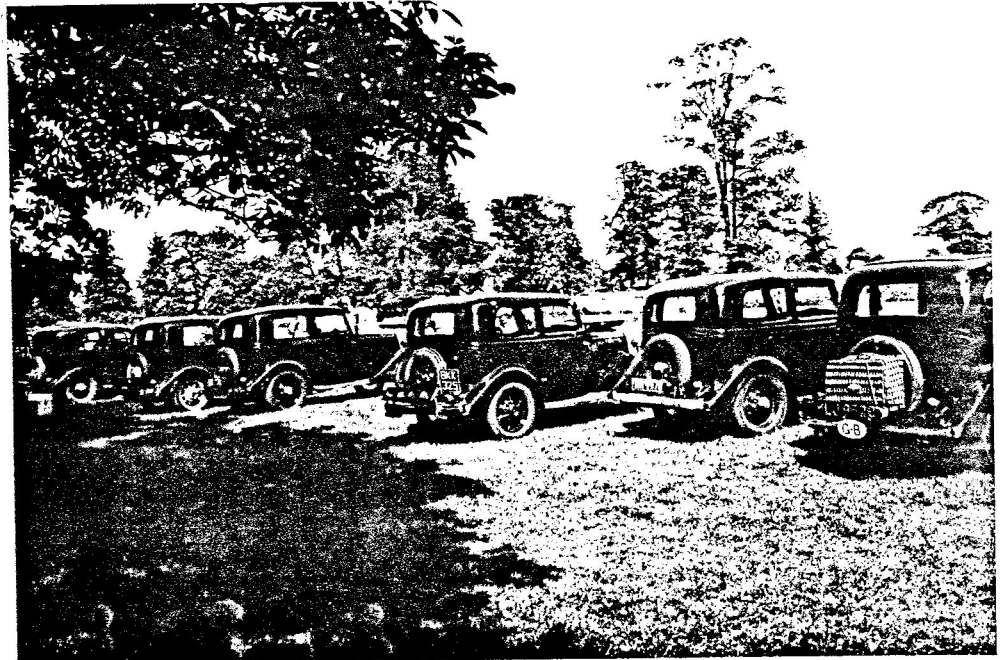
STANFORD HALL
CLUB WEEKEND

the gymkhana



Bob Wilkinson's
Mistral
and
Jim Miles'
Model Y

part of the line-up



More photos next
month

MEMBERSHIP REPORTNew Members

We welcome the following members who have joined since our last Newsletter was published.

C125Y John Cross, Valentine, Tansley, Matlock, Derbyshire, DE4 5EB.
 O-C103Y Luis Cascante, C/La Salle 2, La Seu D'Urgell (Lerida), Spain.
 D118Y Phillip Denson, The Green, Hapton Road, Padiham, Burnley, Lancs.
 D105Y Tony Dolphin, 17 Brick Kiln Lane, Wythall, Birmingham, B47 6LL.
 E108Y G. W. Esler, 8 Cushendall Road, Ballymena, Co. Antrim, N. Ireland, BT43 6HE.
 G106Y Michael Goldsmith, 5 Avon Close, Tolladine Road, Worcester, WR4 9BW.
 H109Y Keith Holloway, 1 Morley Road, Scunthorpe, South Humberside, DN17 2DS.
 L116Y Peter Lansdale, 45 Circle Gardens, Merton Park, London, SW19 3JT.
 O-0101Y John O'Donnell, 3710 School Road, Murrysville PA 15668, U.S.A.
 P103Y Linda and Howard Parker, 150 Woodland Road, Ditton, Maidstone, Kent, ME20 6EZ.
 S123Y Kathie and Richard STerett, 1 Kingsway Terrace, Donnington Village,
 Newburn, Berks., RG13 2LB.
 T103Y Graham Tomlinson, 9 Steward Close, Cheshunt, Herts.

C Types

E107C R. Evans, Little Park Cottage, 9 Southampton Road, Park Gate,
 Southampton, S03 7EX.
 K103Y/C Alan Knight, The Poplars, 26 Northlands Road, Winterton, Scunthorpe,
 South Humberside, DN15 9PY.
 (Alan has bought a C tourer to join his Model Y.)

Welcome! I hope you will become active members of the Club. Remember, as is stated elsewhere in this issue, your cars don't have to be concours examples, simply be used and enjoyed. We look forward to seeing you at a future Club event.

Change of Address

B122Y P. Barlow, 2 Russells Barton, Nunney, Drome, Somerset.
 C103Y G. Clarke, 13 Rowley View, Holyhead Road, Wednesbury, West Midlands.
 O-D103Y Wayne Dukes, Flugplatz Ramstein AB, PO Box 8695, W. Germany 6792 Ramstein.
 T101Y John Turner, 7 Lon Helig, Trehafren, Newtown, Powys, SY16 1HY.
 O-H101Y Norman Hickel, PO Box 38913, Garsfontein, Pretoria, South Africa 0042.

Subscriptions

Thanks to those members who have sent £2.50 to 'top up' the £7.50 (old rate) subscription renewal forwarded earlier in the year. There are a few members still in arrears in this regard and so I ask you once again to check if you are one of these members and forward your cheque. I would like to avoid sending out reminders.

I was disappointed to have to send out over 80 reminders for the annual subscription. The cash flow situation is not easy for a small Club like ours and paying subs promptly is vital.

I am sure that a number of the above members will have lapsed their membership after selling their cars. Please, if you do sell your car, let me know the name and address of the new owner. In this way, we don't lose 2 members by losing track of your car. Candor Motors of Colchester wrote to inform me of the sale of their Model Y, PV 4403. It was bought by Keith Reeves of Welwyn, Herts., so we did not lose this one!

Recruitment

A few of the new members in this Newsletter have joined following approaches made

by ARea Organisers or by me after seeing cars advertised for sale either locally or nationally. Will all members please do their bit too - if you see a car advertised, contact the seller and let them know there is an active Club to support the purchaser of their car. There must still be hundreds of model Ys and Cs out there yet - let's find them.

Bob Wilkinson

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KERRY AND THE TERRIER

On seeing a Y Terrier Tourer advertised for sale, I wrote to Pioneer Motors of Whitchurch, Hants., feeling that the car was really a Kerry since at that time I knew little (and maybe still do!) about that model.

I did receive an interesting reply confirming that It is a small world, since they too knew Sam Roberts, our Hants. Area Organiser. The car is a 1933 red 4 seater tourer, black interior and registration no. JN 2833. It is a Y type chassis believed to have been modified by Perrys of London, main Ford dealers.

At Stanford Hall, Sam Roberts told me he had bought a similar Terrier to the one at Pioneer Motors and we had an interesting discussion on the details of the Kerry and the Terrier, both produced by Perrys of London. The Terrier is a high performance model.

The Terrier at Pioneer Motors, however, is not original, since it has 16" easy clean wheels and the later type brakes as fitted to 7Ys and late Anglias and Prefects.

On page 165 of 'The Ford Popular and Small Sidevalves' by Dave Turner, he says that "Whittingham and Mitchell Ltd. of New Kings Road, London, SW6, supplied two versions of their Terrier through the dealers W. H. Perry along the same lines as the Kerry models. The 1933 Terrier I was an open 4 seater with steel panelled ash framed body with special wings and no running boards. The side was valanced to give a rakish appearance. The Terrier II retained Ford wings and cost £167/10/-. Both types had cut away doors and leather upholstery with pneumatic cushions."

I hope this takes our conversation a bit further, Sam.

Bob Wilkinson

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STANFORD HALL, JUNE, 1986

I thoroughly enjoyed the event! It was good to see that so many members made tremendous efforts to get there either with their cars or to support the event as spectators.

The hot weather did have a disadvantage for me in causing petrol evaporation in the petrol feedpipe (above the pump) and thus enforcing several stops on my 125 mile journey home!

Once again, many thanks to Don Malin for organising the event. I'm looking forward to next year's event.

Bob Wilkinson

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THE BELGIUM RUN

This year's run to Belgium was made with quite an assortment of vehicles, and was very enjoyable and interesting. But first a list of the English competitors and what they were driving. Bill Woods, the Fordson tractor collector from Cheltenham brought along his immaculately restored 1932 Ford Model 18 three window finished in brown, Bill's co-driver was the German Vomag lorry expert, David Payne from Enfield. Then came Tony Morris, also of Enfield, in his rare 1937 Model 77, 51 cwt. Panel Van, finished in two tone green with the logo 'Lisa Florists'. Sitting beside Tony was Pat Shea of Watford, who has a prize winning collection of Bedford lorries. Two Y types went along for the ride. Tim Brandon in his lovely green 1936 Tudor, and myself in my trusty 1935 blue Tudor, my co-driver was Club member Graham Tomlinson, who is restoring a 1937 Tudor, registration number FMV 183 'Ford Motor Vehicle'. Last, but by no means least, came Harold Pritchard in a 1933 Austin 7 Box saloon. Harold's been on the Belgium run before and even though he drives an Austin, he's still a nice chap!

All vehicles met up at my place in Waltham Abbey at 7.30 a.m. on Friday, 16th May, then it was straight on to the M25 and Dover. Our little convoy caused a lot of interest on the quayside, as well as the few usual silly comments of "Will they make it?" and that old standby of "That must be worth a few bob". Loading the vehicles went off smoothly and we were soon driving down the ramp and onto French soil at Calais. Tim Brandon brought up the rear and I led the way as we sped eastward along the coast, past Dunkirk, and soon entered Belgium at the small town of Mel, here we stopped for a meal in a nice seafood restaurant. One hour and lots of bottles of wine later we emerged into the sunlight and roared off towards the E5 Motorway which would take us to Brugge and on to Gent, then we picked up the E3 to Antwerp and then the E10 to Brasschaat, where we would be staying. We arrived at our hotel at 8 p.m. and were greeted by Roger de Decker who is President of the Ancient Ford Club of Belgium, who were organising the event. That night we went to Antwerp for a meal and a look round.

Saturday morning was very sunny as we walked down the road to a 'Snufflemart', the equivalent to our flea market, 'snuffle' meaning sniff, i.e. sniff it out!

In the afternoon, our friends from the 'Obselete Ford Club France' arrived with a nice selection of cars including four Model A's, Cabriolet, Pheaton, Business Coupe and Roadster, and no less than four Model 40 saloons. Also a blue Model 48 Tudor saloon. Roger had arranged with the local Ford Main Dealer that all the Rally Entrants could garage their cars in the showrooms until the start of the rally on Sunday morning. After garaging, we were taken by mini-buses to Antwerp for sightseeing and yet another large meal. The city centre was crowded with sightseers and American and German sailors, who like us were on a goodwill visit to Antwerp.

Next morning the mini-bus arrived after breakfast and took us to pick up the cars. Also at the Agents were Dutch entrants and their vehicles. We then set off in convoy to the start of the rally about 10 km from Brasschaats, leading us was a E93A Antwerp assembled Prefect. The venue for the start was a country house converted into a hotel, which stood in a lovely woodland setting near the village of Zoersel.

There was a nice array of old timers straining at the leash for the start. The Ford Model 'A' Club Netherlands was out in force with no less than sixteen A's. Also there were two 100E's, a large Renault saloon, a rare 1952 Austin A40 Jerson Aluminium D/H Coupe, a Citroen Light Fifteen, a Ford V8 four seater coupe of 1946, and one for the rockers, a 1957 Fairlane 500 convertible. In all there were 56 vehicles in the event.

The rally itself consisted of map navigation, roadside questions and simple tests, all through lovely pine forests and quiet lanes. Special permission was given by

Prince Boudewijn de Merode to have lunch at his Castle of Westerloo. We were most fortunate as it is quite exceptional that permission is given even to set foot in the grounds. Prince Boudewijn turned out to be a most charming host. After a light lunch we set out on the second part of the rally, which was a touristical trip through the splendid region of the Campine. This time there were neither questions nor tests only a few check-points where you had to stop to receive a stamp. For missing a stamp you got a 30 point penalisation.

Finally we turned into the gates of the Abbey of Averbode and came to a halt beside a large lake, and all went across to the restaurant where the dinner and prize giving would take place. Bill Woods picked up a large silver cup to go on his sideboard for the long distance award. Tim Brandon and Tony Morris got prizes as did Harold Pritchard who came fifth. As for myself it was a nice surprise to collect the award for second place.

After a hearty dinner and more celebration toasts we all drove back to our hotel, but not without incident as my fanbelt broke as we neared Brasschaats. However, a new belt was soon in place and we made the hotel OK. My fanbelt broke on my little Fordson van two weeks previously when returning from the Historic Commercial Vehicle Club run to Brighton. I hope that's my quota for a couple of years!

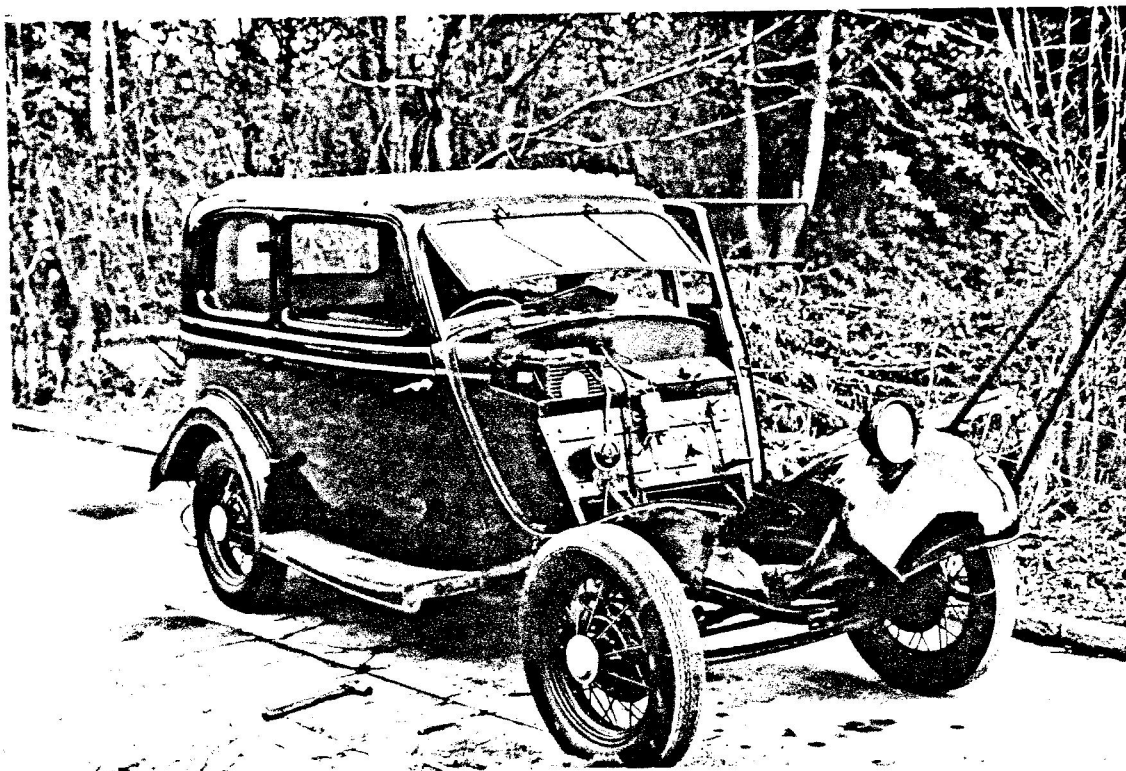
The next morning, Monday, we headed, along with our French friends, for the city of Gent and a private museum of no less than six hundred vehicles. However, upon arrival we found that the owner was in hospital with a heart attack. One could see through the dusty windows of the premises and catch a tantalising sight of an Airship gondola suspended from the ceiling.

We then bid our old car friends from the Continent goodbye and promised that we would return next year to enjoy their company.

The return home was from Zeebrugge to Dover and was without mishap. We all agreed that we should go back for another Rally either in Holland or Belgium next year and have some more ripping yarns to tell the folks back home!

Jim Miles

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Tony Dolphin's 1934 Model Y, AKR 270

CHAIRMAN'S REPORTStanford Hall

It was a great effort on Don Malin's part and warm congratulations to him for the effort put in by him. He has booked a weekend for next year, 20th-21st June, a week later than this year, which hopefully should avoid events members wish to go to but come to us instead. I would appeal to members to make careful note of that date. I was disappointed to see that we were low on short rads this year. We have had as many as five in the past, and why we only had one this year, I don't quite know, but perhaps this can be righted for another year. Members do make the effort to come from further afield, as one member came well over 200 miles to be there, and we had a personal visit from one of the Northern Ireland members, Cathal Ellis. Remember, one of the aims of the Club is to get members together, with their cars, for a weekend. We had 29 vehicles this year and have more vehicles promised for next year, should be about 40, and so we should have an even better weekend next year. We do intend to hold the Club weekend on an annual basis now, by hook or by crook. The location may change from time to time, but Stanford Hall is a very good location, in the heart of the country. I know it is an awful long way for people in the North of England and Scotland and the West Country, but the bulk of the membership can get to that area, so we must look for an area similar to that. The motorways, whether we like motorways or not, are very practical things, as the cars can steam along at a steady 45 mph, not have to start and stop, etc., as when driving along ordinary streets. You just don't notice this normally, but when you are driving our cars it seems to take forever to get back in top gear again by comparison with what most of us drive every day, so it looks like Stanford Hall.

All Ford Rally

This, without doubt, in my opinion, is the best event that anyone puts together in the course of the year. It is totally without unnecessary rules and regulations, apart from the obvious ones like booking in, and trying to arrive by a certain time. It has none of the large format of rules and regulations which seem to accompany so many gatherings these days. It is just a genuine get-together of all Ford enthusiasts. My old fashioned opinion is that there are too many post-war vehicles there - but that's just me! We do get an excellent turnout of As and Bs and Ys and Cs and 7Ws etc. It is without doubt the best turnout that the country sees in the fullness of the year and completely informal. There is an application form in this Newsletter and I hope you will all take advantage of it and submit that form to the organisers. Well worth attending. If you can afford to enclose £1 for their costs, I know they won't say no.

Fast Ford Event

I personally am on holiday for this event, but it is being held on Cheltenham race course over the August Bank Holiday, and I will have no chance of doing anything towards it this year. Dave Curtis offered to do so until he read the rules and regulations - it is rather like the Silverstone event of last year which was jammed with do's and don'ts and marshalls on site and people here at all times and people doing this and that at all times. They do make these things commercial, as indeed this one is and they make it prohibitive for the enthusiast to get enthusiastic. The result is, David has written back and with the best will in the world he won't get it together in time. He won't get enough people organised and he can't meet the stringent regulations that they have laid down. So he has declined to have a Club stand this year. Next year, perhaps we can get people organised if it is to become a regular event, and represent the Club at the Cheltenham race course next August Bank Holiday (87). I will leave it in abeyance until I know if it is available next year and whether David is prepared to get everyone organised.

But the All Ford Rally is an excellent one to make for.

Cars for Sale

We do have again a number of cars for sale in this edition. It is nice to see that people who wish to get out of Y and C models offer the car first to Club members. I would, however, appeal to you, once you have sold them or if the cars are incorrect on the adverts, to remember that John Guy is the Editor of the Newsletter, and that he needs to be informed if the car is wrong or the telephone number is incorrect, not just to leave it so that the same incorrect information is repeated, or that the car is for sale when it is actually sold. I did have one member ring me up and complain that his telephone was still ringing, having already sold his car. Quite how I was to know that he had sold his car, I don't understand. However, he is no longer with us. So, if you are selling a vehicle, please let John know when it is sold so that it can be dropped from the next Newsletter. Please remember this also for the Sales and Wants, we leave them out after three editions, but if sold before this time, please let John know.

There is a car advertised, Jack Horne's in Perthshire, and I was in Perth the other day and I made a diversion to his village to inspect his car. It is a very nice 33 short rad car which has a chassis no. 34,000 plus, which puts it at about May 33. An excellent vehicle, very similar in stature to Tom Morgan's although Tom's interior is better. It could be said that the exterior is perhaps better than Tom's as it has been resprayed some time in its life, but nevertheless a very nice little vehicle. I hope it finds its way into Club ownership.

Manufacturing

Last year, as you know, we spent all year trying to manufacture hub caps with considerable expenses involved in the tooling. However, we have now gone into a new financial year and with additional flows of money can look at running two major tasks alongside one another. Without doubt, our other major task is the BUMPER BARS and so I have asked Peter to find the time, if he possibly can, to have a look at rear bumper bars at some stage to see if we can now afford a batch of those, which he is actively involved in doing, and we will shortly follow up with the front bumper bars once we have perfected the rears. The HUB CAPS, of course, we are still playing with and have considerable difficulty in getting them to our satisfaction as the outer skin will pucker on the folds and we cannot get it to be as good as we wish. It simply means that we have to stage the forming of the metal with more intermediate tools to bring it to its original shape. With our method of working we now form the inner and outer together as we find the stiff inner supports the outer skin when they are being pressed. Of course, the outer skin then has to be removed so that the shearing tool can make the prongs to hold the cap on with and the whole lot then needs putting together and spinning to form the outer skin over the inner skin. Having done all this, we can finally push the word Ford, but that is a stage we haven't really bothered with yet. Several members have written to say that they can find the use of a press. It isn't the press we need, it is the tooling and the avoidance of distortion which has given us the aggravation. We have as many as 18 operations to produce just one cap!

We hope to have TRAFFICATOR BOXES for Beaulieu and we hope shortly to be able to offer these in three lengths depending on which kind of trafficator you can come up with. But more about that when we have actually got the thing manufactured. Trafficators can be purchased at autojumbles and in themselves are not too expensive, you can usually buy a new one for £6 or £7, but unboxed, so if you see them buy them, and I'll quite willingly pay that sort of money for new trafficators, and hopefully get them together as pairs so that they will fit the appropriate box and can be sent to various members. I need yeas and ears to buy things for me as I can't be everywhere. Keep your eyes open and let me know if any goodies come your way.

Other items that I have had a run on lately are C model body parts, which is pleasing as it suggests that there are a lot of C models coming up. I have had as many as 4 members write to me recently asking for body parts and front and rear wings. As I have said in previous Newsletters, the fellow in Manchester who did the previous metal work has gone a bit silly and he is costing. I want to approach a new chap in South Wales who has a very high standard of workmanship. Unfortunately, I need patterns for him. I did write to the 4 members asking them to supply me - or him, in South Wales - with a front or rear wing that we could pattern from, and wheel arches, etc., for without patterns we are lost. To date, I have not heard from any of the 4 members. If you want the parts, you will have to make the effort in replying back to me.

Postage and Packing

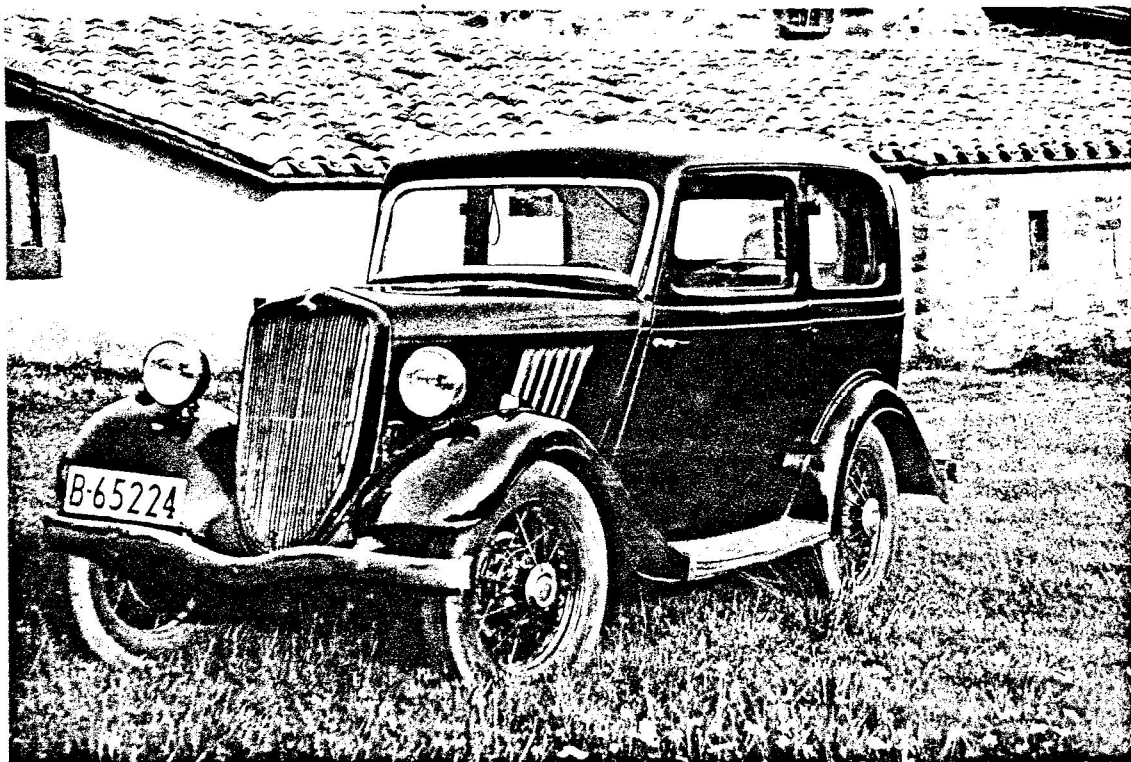
On the subject of effort, I definitely need somebody's help with packing and posting. I have had what might be described as complaints that stuff is slow in coming out. Well, if I don't get help soon, I will offer parts with alternate Newsletters only.

If you ask for parts that I haven't got, then it may be 3 or 4 weeks, or even 5 weeks before I get back to you. I don't get back to you if I haven't got what you need, it goes into the Newsletter as parts wanted and hopefully someone will be able to supply you direct.

Beaulieu

The Club has 4 stands allocated. They are in C field, as in previous years, and the numbers are C30, 31, 32 and 33. The Club will be operating 1½ of these stands, as in previous years, Vernon Morgan will be operating the other half, Colin Ault and his merry men will operate a third, and Jim Miles will operate a fourth. These are private stands operated by members and will not be involved in Club work. If we have any members who can help me with the manning of the Club stand, I would like to hear from you in the very near future, please. I am always looking for help on the Club stand.

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Luis Cascante's 1936 Model Y

THE ENFIELD PAGEANT OF MOTORING - 1986

The one aspect of attending rallies which I find least pleasing is the need to get up early on a weekend morning. I do find lying in at the weekends one of life's few free pleasures. Notwithstanding, Sunday, 25th May was a relatively fine day and I was eager to try out the Model Y after its 50th birthday treat. The previous 36 hours had been somewhat hectic. The clutch on its original engine had started to show signs of excessive wear, despite taking up on the adjustment thread. Over the past few months I have been stripping down a very rusty and seized engine, which had been lying in a yard for a few years and which I had obtained for a fiver. Amazingly after stripping it down, with difficulty, I found that there was no ovality on the crankshaft and very little wear elsewhere. The rust moth had destroyed the clutch beyond reclamation, but after a careful rebuild in the back kitchen and with a new clutch from Bert Thomas, the engine was as good as new. With eager anticipation I had put the new engine in during the Friday evening and then, On Saturday morning, had connected up all the bits and pieces and fired her. She burst into life on the first pull of the starter and, apart from blowing out through a chipped spark plug seat, behaved superbly. The spark plug problem was solved by reversing the plug washer so that its flat side mated with the seat. I now had the remainder of Saturday mapped out for me as the front and rear wings and the offside running board had been removed, the rust patches cut out and replaced with good steel and each resprayed by a local lad who had made a good job of it all. As dusk descended, the last obstinate nut and bolt was tightened.

So it was with some trepidation that Paula and I set off to Enfield on the Sunday morning, very conscious of the initially excessively high oil pressure and the thought that something might blow at any minute. We took the old London Road from Andover to Basingstoke, the A3400, keeping the revs pretty low, running in the engine. As the miles ticked away, so our confidence increased. A quick stop at Whitchurch confirmed that all was well and on we went, through Basingstoke and up the A30 to Chiswick, round the North Circular and arrived at Enfield at 11 o'clock.

There was a respectable gathering of Ys and Cs making up Class S, nine of us in all, with a lovely example of a partially restored Y on a trailer which drew much attention from the public and brought a lump to my throat as I recalled the sweat and blood poured into the restoration of CNN 125. Jim Miles was eager to show off his photos of the Belgian trip but was upstaged by Tim Brandon, who produced his photographs of his recent trip to Austria. (His Model Y in the snow with the Alps as a backcloth did impress!) Mary Game's Model C was present, but as she had just become a grandmother, it was being driven by her son with an attractive navigator, and with father Graham keeping a close watch from the cab of his Model T baker's van not too far away.

And so we were all summonsed into the arena where a knowledgeable commentator (I'm always impressed by them) showed off his intimate knowledge of our cars and paraded us round. The judges in the meantime had eyed us all up and had earmarked the better specimens for closer scrutiny in the Judges Enclosure. Despite her newly sprayed wings (which now make the rest of the body look even more shoddy) CNN 125 was once again sent back to the parking lot with her tail between her legs. Later the winner and runner up were announced as Tony Eldridge in his pristine Model C and a newcomer to the scene, Dave Minnet, in his recently, but beautifully restored, 1937 black Tudor. Needless to say he was delighted as was evident by the fact that he smoked a whole cigarette in 3 minutes flat - such was his excitement.

The autojumble proved to be fruitful for Jim Miles, who found a cylinder block and head gasket and for Bert Thomas, who had bought up as much as his van could carry the previous day. I find I can never identify Y bits when faced with a heap of metal! And so the day came to a close. Paula and I headed back to Andover at 35 mph, having covered the new engine's first 50 miles at a steady 30. All in all, an enjoyable day which for me was even more satisfying as my workmanship on the engine had passed its first test.

MEMBERS PARTS FOR SALE

C105Y M. Cole 1
 Car for sale: 1934 Model Y, mechanically sound, boddily good.
 Good clean car, ideal for collector or enthusiast. Will sell at right price to a good home.
 Tel. 053750 667

K105Y K. Knight 1
 Car for sale: Price £300
 1933 Y, 2 door saloon, Swansea registered JK 2947, with original oil can.
 For restoration - good body and roof fittings, 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

M17Y G. Miles 1
 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 £335.00
 Contact me for details.

M18C N. Mason-Menn 1
 Y wheels
 8 hp engine
 Tel. Westbury-on-Severn 279

C123Y K. Clarke 1.2.3
 Set of seats
 Chassis (needs repair)
 Front axle
 Rear axle
 Springs F & R
 Brake back plates F & R
 Brake cross shaft unit (34 on) wheels
 Prop shaft and torque tube
 Radius arms F & R
 Brake rods
 21 Bedford Street, Earlsdon, Coventry CV1 3EM

S126Y I. Schofield 1.2.3
 2 Town and country rear tyres, 450 x 17, both new, never used, £20 each.
 Tel. Rossendale 214784

S122Y P. Stallard 1.2.3
 Car for sale: Price £750
 1934 4 door Model Y, very little rust, chassis in good order, car complete
 Tel. 0425 53105

L. Birch 1.2.3
 Car for sale: £995
 1936 Ford 8 Y Type 2 door saloon, Black, good complete original condition, runs well, good tyres, 2 owners since 1945. 80,000 miles believed genuine.
 Tel. Radcliffe on Trent (Notts) 3225

C126Y D. Cochlin 1.2.3
 Car for sale: Price £1250
 1936 Black 2 door Model Y, reg. FEV 751.
 See Page 7, cars for sale, in this Newsletter.
 Tel. 01 505 6490

P. Elms 1.2.3
 Car for sale:
 1936 Model Y, partly restored.
 Tel. Guildford 574776

H106Y J. Horne 1.2.3
 Car for sale: Price £1,850
 Y 2 door short rad, first registered Oct 33, MG 2027, bodywork very original, no rust. Interior original, but worn. Used regularly. Reluctant sale.
 Tel. 0738 84 330

M102Y B. Wallis 1.2.3
 Car for sale: Price £1,650
 1936 Ford Y, taxed, MOT, running, many spares.
 Tel. 0705 (Gosport, Hants) 504776

MEMBERS PARTS WANTED

A109Y C. Ault 1
 Tank unit - electric
 Tel. 021 744 2855

M126Y D. MacDonald 1
 Tank unit - electric
 1 Keith Cres., Blackhall, Edinburgh, EH4 3HH

A104Y D. Asplin 1
 2 Interior door handles
 22 Bridges Cres., Norton Canes, Nr. Cannock, Staffs.

E104C G. Elsworth 1
 'CX' Speedhead (black circle on face)
 Tel. 02556 4621

F103Y H. Fitzsimons 1
 Y chassis
 Vacuum motor - good or new
 2 Front seats
 Tel. 046 42628
 Balreask, Carlanstown, Kells, Co. Meath, Eire

C104Y D. Chilton 1
 Pair of front chrome sidelights
 70 Beechwood Ave., Flanshaw, Wakefield, WF 2 9UY.

R. Sprinks 1
 Car - Y or C, preferably restored
 83 Sydney Road, London, SE2 9RY.

M17Y G. Miles 1
 Pair exterior mirrors to suit Y van

M105Y S. Wheeler 1
 1 Y Interior mirror
 1 Passing mirror - period
 Tel. 0522 702480

M18C N. Mason-Menn 1
 Seats for Model C Tourer - front
 Spare wheel disc
 Front and rear C bumpers
 Tel. Westbury-on-Severn 279

S104B B. Smith 1.2
 4.7:1 ratio crown wheel and pinion for Ford based Dellow sports car
 2 Plantation Road, Bangor, B119 2AF, N. Ireland

A111Y K. Ashcroft 1.2.3
 Fuel gauge for 1936 Y
 Tel. 0462 36505

C123Y K. Clarke 1.2.3
 Top hose
 Brake rod support rubbers, rear
 21 Bedford St., Earlsdon, Coventry CV1 3EM

EXTRACTS FROM THE FORD MODEL Y AND C SERVICE BULLETINS

We are indebted to Bert Thomas for his diligent compilation of Ford literature over the many years of his involvement in the Ford scene. One of his treasures is a complete set of Model Y and C Bulletins from which he has painstakingly extracted the following chronological list of modifications to the models from 1932 to 1937. With his kind permission and a little editorial licence, I have interpreted his notes for the benefit of us all.

<u>Date</u>	<u>Modification</u>
Aug 32	Model Y introduced. Note: Prototype produced in Dearborn. First shown in England at Ford Motor Exhibition in Royal Albert Hall from 19-27 Feb, 32. Prototype different from final production models which went into production at Dagenham in July, 32.
Nov 32	Steering box changed to worm and nut.
Dec 32	Tail lamp and number plate bracket moved from offside rear to centre of rear valance. Main loom now one piece instead of two separate parts.
Feb 33	Two slots machined at the bottom of the inlet manifold to allow condensation to drain. Ignition timing to 8° BTDC i.e. piston at 0.29 ins before top of stroke. Cast crankshaft pulley exchanged for steel pulley. Bore of generator pulley and the generator shaft tapered.
Apr 33	Improved LUVAX round type shock absorbers fitted. Hole in bulkhead for speedo cable relocated. Clutch pressure plate springs' tension reduced. Auxiliary release spring added to starter switch.
May 33	Propshaft and pinion changed from one piece to a two piece design. Body of petrol pump redesigned to locate the inlet on the same side as the outlet, thus avoiding close proximity of petrol and exhaust pipe. Choke control moved to the left of the speedometer on dashboard and dash light switch to the right. Piano wire cables replaced by flexibly wound wire cables. Spark plug C-7-+ used. Compression pressure 121 lbs/sq in. Longer cable fitted from battery to starter motor with central cable support held by offside horn bolt. Spare wheel strap changed from leather to metal.

<u>Date</u>	<u>Modification</u>
Jun 33	Handbrake lever changed from press button to grip type. Longer rod to cross shaft fitted (Y-2853 replaced by YE-2853-B). Generator support thickened and strengthened (Y-10151).
Jul 33	Shield (YE-13467) and rubber conduit (B-14597) fitted to rear lamps.
Sep 33	The front spring strengthened by lengthening numbers 3, 4, 5, 6 and 7 leaves; the spring clamps retaining five leaves instead of four. (Spring Y-5310 replaced by YE-5310 and clamps Y-5330 by YE-5330) Exhaust pipe clip (YE-6256) added to tail pipe. Distributor cam changed to give dwell angle of 45° instead of 25°.
Oct 33	Lubrication slot cut in top of block thrust face towards camshaft (1/4 in wide x 1/8 in deep). 0.004 in oversize camshaft gear available (YE-5256-BR).
Nov 33	New braking system introduced with a separate hand brake cross rod. The rear ends of the rear brake rods formed into slotted links to allow hand and foot rods to work independent of each other on rear fork. Larger diameter (4.1/8 in) generator pulley fitted requiring different fan belt (YE-8620). Metal strap added to generator bracket.
Dec 33	Oval type shock absorbers fitted.
Jan 34	Second speed bush and thrust washer in gear box held by two keys instead of one. Lower ratio gearbox introduced YE-7015 (spigot shaft) and YE-7114 (layshaft cluster).
Feb 34	Timing pin added to front cover. (Timing previously checked through No. 1 spark plug hole.) Modified emulsion block and gasket introduced. (Gasket (YE-9592) reduced in thickness from 1mm to 1/2mm, emulsion block thickness increased by 1/2mm - identified by Mk 2 cast in face.) Counter balanced crankshaft introduced. Dipswitch (Y-110378) fitted to floor and associated new loom (YE-14401-C) introduced.
Mar 34	Insulating washer (Y-110816) fitted under contact breaker arm. Headlamp changed to Magniflex type. The new door and lens (YE-13043-B) may be fitted to original lamps in place of cutglass lens and rim.
Apr 34	Oil passage to relief valve position changed. New valve cover and gaskets introduced.

<u>Date</u>	<u>Modification</u>										
Apr 34	New starter introduced (YE-11002-B). Body length 5.7/8 in. (Earlier starter body length 5.3/8 in.) New oil control rings introduced.										
Jun 34	Plunger (YE-6652-B) replaced ball and ball cap in oil relief valve. Oil relief valve spring YE-6654 replaces spring Y-6654. Two bulb headlamp introduced. Sidelights removed. (Headlamp assembly black: YE-13005J; Headlamp assembly rustless: YE-13005S.) Shorter diaphragm spring used in petrol pump (reduced in length from 1.3/16 in to 1 in.)										
Jul 34	New floor plate cover (Y-940202B) over clutch release bearing grease connection with two projections to allow access for removal of the two top studs of the flywheel housing. Washers (A-119265) fitted to each side of petrol pump rocker arm to prevent side movement.										
Aug 34	Rear lamp changed from two bulbs B type to single bulb type BE-13407-D All Black and BE-13407-F with stainless steel rim. Heavier torque tube introduced (Y-4505-B) plus rear axle housing assembly (Y-4010-B).										
Sep 34	<u>Model C</u> introduced.										
Jan 35	<u>Model Y & C.</u> crankshaft and camshaft gears changed to CE-62560 (40 teeth) and CE-6306-B (20 teeth) respectively. <u>Model Y & C</u> Main bearing cap narrowed. Wider front cover. <u>Model Y & C</u> New oil slinger fitted.										
Feb 35	<u>Model Y & C</u> New distributor introduced (YE-12100-B). <u>Model Y & C</u> Generator brushes changed. <u>Model Y</u> Shape of rear shock absorber links changed to clear radius rods.										
Apr 35	<u>Model C</u> Pinion on starter made longer with a return spring instead of a retaining spring. <u>Model Y</u> Replacement crankshaft and camshaft gears for cars produced before Jan 35:										
	<table border="0"> <thead> <tr> <th><u>Old Gears</u></th> <th><u>New Gears</u> (pullover)</th> </tr> </thead> <tbody> <tr> <td>Y-6256 (56 teeth)</td> <td>YE-6256-BR (40 teeth)</td> </tr> <tr> <td>Y-6256-R (56 teeth)</td> <td>YE-6256-CR (40 teeth)</td> </tr> <tr> <td> 0.004 in oversize</td> <td> 0.004 in oversize</td> </tr> <tr> <td>Y-6306 (28 teeth)</td> <td>YE-6306-R (20 teeth)</td> </tr> </tbody> </table>	<u>Old Gears</u>	<u>New Gears</u> (pullover)	Y-6256 (56 teeth)	YE-6256-BR (40 teeth)	Y-6256-R (56 teeth)	YE-6256-CR (40 teeth)	0.004 in oversize	0.004 in oversize	Y-6306 (28 teeth)	YE-6306-R (20 teeth)
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<u>DATE</u>	<u>Modification</u>
Apr 35	<u>Model Y</u> New pistons with large gudgeon pin introduced using the same connecting rod as Model C.
May 35	<u>Models Y & C</u> Oil bath air cleaner available. <u>Model Y</u> Width of cylinder block increased from 4.53 in to 4.65 in.
Jun 35	<u>Model C</u> Tailpipe extension fitted.
Sep 35	<u>Model Y & C</u> New generator with parallel shaft (YE-10000-C) and pulley (YE-8610-C) introduced.
Oct 35	<u>Model C</u> Trafficator switch moved from gear level to steering column.
Nov 35	<u>Model C</u> Petrol gauge with horizontal needle (CE-9280-A) to be used with tank unit (CE-9275) with brass body and cork float. Petrol gauge with vertical needle (CE-9280-B) to be used with tank unit (CE-9275-B) with zinc body and metal float. <u>Model Y</u> Petrol gauge (YE-9280) only to be used with tank unit Y-9275. <u>Model Y & C</u> 15 plates, 63 ampere/hour battery standard.
Dec 35	<u>Model C</u> Increased curvature to water jacket at the front and rear of the cylinder block. No change to cylinder head or part number.
Jan 36	<u>Model Y & C</u> The boss on the end of the steering arms thickened from 13/32 in to 0.46 in. <u>Model Y & C</u> Length of screw on track rod end ball joint increased from 0.56 in to 0.61 in.
May 36	<u>Model C</u> New cylinder head introduced with figure 50 cast in head below 'Ford'. <u>Model Y & C</u> New steering wheel introduced. <u>Model Y & C</u> New carburetors (YE-9510-B and CE-9510-B) introduced without automatic air valve.
Jun 36	<u>Model C</u> Vacuum wiper (CE-17504-A) fitted to deluxe model replacing electric wiper. <u>Model Y & C (inc. Van)</u> Modified headlamp reflectors introduced.
Jul 36	<u>Model Y & C</u> Camshaft thrust washer introduced (YE-6280). Front cam bearing reduced to 1.5/8 in.
Sep 36	<u>Model Y & C</u> Sump tray (CE-6675) no longer fitted to sump. Replaced by plates welded to sump sides and bottom.
Oct 36	<u>Models Y & C</u> Camshaft bearings being fitted in new engines but not available for service use.
Feb 37	<u>Model Y & C</u> Oil pressure relief valve modified. New nut (YE-6650-B) and plunger (YE-6663-C) introduced using old spring (YE-6654-B).

Date Modification

Model Y & C Self lubricating clutch thrust race introduced (YE-7580-B) - 25/32 in thick. Used with modified hub (YE-7561-B).

Apr 37 Model Y Special bolt and lubricator fitted to centre of front spring to enable spring leaves to be greased.

May 37 Model Y & C Crankshaft bearing shells introduced.

Model Y & C Brass washers (119280) introduced between head of rear axle housing bolts and rear axle housing to act as lock washers. Bolts fasten two half axle cases together. The bolts (119121-S and 119122-S) also increased in length but retain old part numbers:

119121-S increased from 0.63 in to 0.71 in.

119122-S increased from 0.75 in to 0.83 in.

Model Y & C longer mixture screw and spring fitted to carburettor.

Screw (Y-110868) 27/32 in. long replaced by screw (YE-9541) 1.1/32 in. long.

Spring (Y-110872-B) replaced by spring (YE-9578).

Oct 37 Model Y & C New generator (19E-10000-D), pulley (YE-8610-E) and fan belt (Y-8620) fitted.

Model C Rear brake supports changed. (Part number CE-2503-C replaced by CE-2503-J0.

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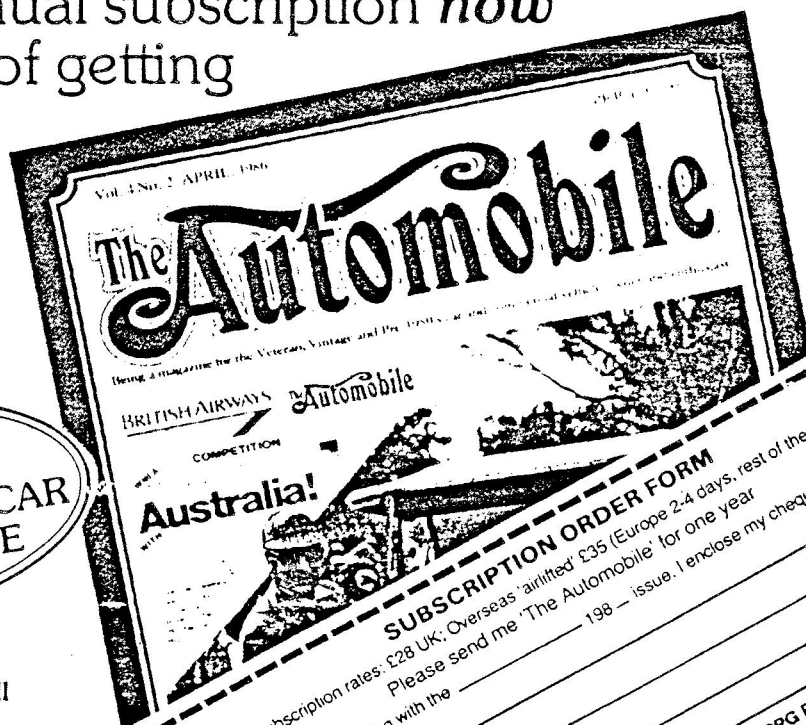
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