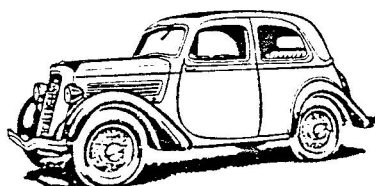
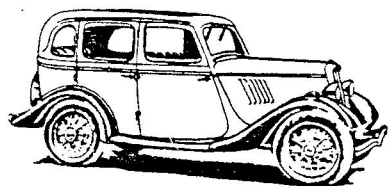


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER

NO. 45 JAN/FEB 1987

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JOHN GUY  
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INCORPORATES FORD Y & C MODEL SPARES LTD. (ACTIVITIES OF WHICH ARE LIMITED TO RESIDENTS WITHIN THE UNITED KINGDOM)

DIRECTORS: Graham Miles, John Guy, 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 Model Register, in Sterling, to Membership Sec.

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.

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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                                 |                                      |

THE WIFE'S TALE

Whatever your ambitions are  
 I know they'll always involve a car.  
 I know your love - I know I must  
 Take second place to holes and rust.  
 In view of your mechanical dreams  
 I'm second best - or so it seems.  
 And tho' our cars now number five  
 There's only one that we can drive.  
 And if a car is going cheap  
 You'll buy - tho' it may be a heap.  
 As each car comes and costs us more  
 I see a holiday fly out the door.  
 Each new purchase arrives 'on tow'  
 And I always know it'll never go.  
 They're all the same - won't go unless pushed  
 And you work on them 'til you're completely bushed.  
 If you ever get a minute spare  
 I look in the garage - you'll be there -  
 Your face and hands as black as night  
 And still the car's not running right.  
 It's still got holes and rust and dents,  
 The engine's shot and the body's bent.  
 As each car sits there dripping oil  
 I feel my blood begin to boil.  
 When you go for a drive in one of your wrecks  
 Our neighbours laugh at the sound effects.  
 A hiss, a knock, a graunching clang,  
 Culminate in a resounding bang.  
 "Turn up the cassette" you always say,  
 "It'll make those noises go away".  
 I accept the fact that the time will come  
 When our cars will number eighty one.  
 That in each room a car will be -  
 In fact, in the lounge there's room for three.  
 In kitchen cupboards parts galore -  
 The wheels can hang on the bedroom doors.  
 Clean out the pond and concrete it,  
 And you can have an inspection pit.  
 Exhaust pipes hung on every wall  
 And in each drawer there'll be a tool.  
 An engine will be in each bed,  
 And we'll be living in the shed!  
 I love our garden, so it's come quite hard  
 To know it'll end as 'Parker's Scrap Yard'.  
 The smell of oil and engine sounds  
 Stirs in you a love that knows no bounds.  
 I've no wish to destroy your dream  
 But you can't own every car there's been.  
 In all the world there cannot be  
 A wife that suffers as much as me.

Linda Parker

EDITORIAL

This New Year edition is very much concerned with a good look forward into the year. It is surprising how early we have to put things in motion and the Club's Officers have been doing just that.

Bob Wilkinson starts with a timely reminder that subscriptions are now falling due and you will read at least twice elsewhere that these should be in pounds sterling. There are also interesting pieces of research on Y membership numbers and lapsed members. People have varied reasons for joining clubs, all are needed, all are welcome. All subscriptions are to be sent only to the Membership Secretary.

Don Malin has already been hard at work organising the two major Club events for which we are increasingly reliant on his superb organisation to provide excellent days out to remember. It is too easy to forget that when a successful formula has been achieved, it requires continuous effort to maintain it. Both the A.G.M. and Stanford Hall are very relaxed easy-going events, so why not have a day out? Elsewhere you will find a map for the A.G.M.

A few other events are listed as we receive them.

Graham Miles, active as ever, has been having a good look at the Model C scene with some interesting dismantling/demolition techniques, together with a major effort on body parts. Please help if you have a good pattern.

Traditionally in magazines this is a 'thin' time of year, we are no exception, not many letters this time, but we do have an amazing contribution from Linda Parker. She strikes a chord to which I am sure many ladies will find themselves in total harmony. We don't often have contributions from ladies, but I'm sure many will pick up the newsletter and many will actively contribute towards the restoration of your family Y or C. I wonder how much is generated by 'if you can't beat 'em' thoughts. Why not write in and let us know.

I am personally totally humbled by Siobhan's magnificent effort for each edition of the Newsletter, spending many hours sorting information and virtually typing each edition afresh. We both feel that if you have an old car it isn't good enough just to take advantage of the Club for parts production, something is out of balance unless you put effort back in.

Bob Wilkinson's efforts on the electrical side have brought a response from perhaps our most devout Ford exponent. Later on, Bert has supplied a very full list of the parts and services he is able to offer and to underline his point, the electrical refurbishments he is able to supply on coils, starter, etc.

Whilst on the theme of the devout, I discovered a very old diary the other day. In it I found the following version of a familiar Psalm:

The Ford is my car,  
I shall not want another,  
It prepareth a breakdown for me in the presence of mine enemies.  
The tank runneth over,  
It anointeth my face with oil.  
Yeah, though I run down the valleys  
I am towed up the hills,  
I feel much evil when it is with me.  
Surely to goodness,  
If this thing is with me for the rest of my life,  
I shall dwell in the house of the insane for ever

John Guig

LETTERS

6 volt/12 volt/6 volt/?

Dear Sir,

Re Page 17/Issue 43 - with regard to the article on this page, may I suggest that it is not really about "Purists", but more about competence and incompetence.

The first paragraph states that the 6 volt system only turns the engine over slowly from cold. I wonder if Bob Wilkinson realises that the 8 hp engine is almost the smallest one to use 6 volt. On the other hand there were millions of cars including 6 cylinder, 8 cylinder and 12 cylinder cars built with 6 volt system. In fact, until the advent of the WOT 2 F in the British Army in 1943, all Fords, most GMC and Chrysler were 6 volt. Can you imagine the 8th Army in the Desert with all the Bren Gun Carriers and Armoured cars (not counting the trucks) with temperatures of 120 in the shade - running around looking for 12 volt batteries and coils to start their vehicles, when chasing and/or being chased by Rommel.

He doesn't make any mention of the starter being checked properly or even reconditioned (reconditioned properly, not just a set of brushes and a paint brush). If everything else is right, then a dud starter will rob the ignition. If the timing is wrong and you get a kick from the handle, then your method of hand winding is also wrong.

He says in paragraph 4 that he remembered not to switch on lights or press the brake pedal. What he should have done is disconnect the cut-out on the dynamo before putting 12 volts through the system - as this is the way to burn out the small primary shunt winding on the cutout.

I won't make him an offer for his 6 volt battery, but I will make an offer to check his starter, which would probably mean skimming the commutator, checking the armature with a "Growler" for shorts to earth, checking field windings for earthing, and rewinding the field coils with new tape if it has deteriorated (which most of them have in the last 20 to 30 years use). The facilities are here for everybody, you only have to phone or write.

Incidentally, 12 volt vehicles with dodgy starters won't start either, what do you do then - borrow a truck 24 volt battery???

From a confirmed, dyed in the wool Ford "Purist", Bert Thomas.

Car Histories

Frank Brown has purchased what appears to be an original low mileage car:

I have just purchased a Ford V, reg. no. WS 7493, reputed to be one owner from new, with a mileage of only 32,658, from relatives of a Mr. Wallace, Main Street, Pathead, East Lothian.

The car was used until 1967/8, was then put in a shed and left, more or less as a chicken roost, which has ruined paintwork on roof and bonnet. Except for this, the car is all complete, interior tatty but usable.

As Mr. Wallace died in the early '70s, all paperwork has been lost, so I intend to get it running, M.O.T. tested, then taxed to see if Swansea will let me keep its proper registration number.

Any light you can throw on this car will help if I have to argue with Swansea.

Frank's car was registered in January/February, 1936, in Edinburgh. Does anyone remember the car? He already owns a 1936 Y.

### Letter from Abroad

Antonio Bravo from Portugal has written to us. The change of address has been noted (see page 7) and perhaps Jeff Cole will be able to help you with your query about the clutch plate:

*If possible could you write to me telling me the correct thickness of the clutch disc for the 8 hp V long radiator 1933 4 door, because I need to recondition my clutch. My best regards to you.*

### Press Release

Here we include an up to date letter from the 'Automobile' magazine:

*We thought that you and your members would like to know what 'The Automobile' magazine is up to these days - especially as, despite some press rumours, it is still very much in business.*

*The March issue (out February 19th) continues The Automobile's tradition of in-depth features on a wide variety of pre-1950 cars and commercials - Riley expert Ian Gladstone gives a detailed account of the handsome, technically interesting and affordable Riley 12/4 range of the 'thirties, Michael Worthington-Williams writes on that exotic oddity, the Alfa-inspired Triumph Dolomite super-charged two-seater, there's a full-length article on the straight-eight Daimlers while Nick Baldwin brings the pre-war commercial world to life with contemporary colour illustrations. Plus much more including our regular 'Spares Seeker' and 'Finds & Discoveries' columns.*

*Looking even further ahead, the April issue (due out March 19th) is scheduled to include features on the ultimately ill-fated Rolls-Royce Springfield voiturette racing car.*

*The Automobile occupies a very special position amongst motoring magazines, being the only title to serve enthusiasts whose interests centre mainly on pre-1950 vehicles - and we can assure everyone that this unique tradition will continue.*

Did you see the letter in the February edition of The Automobile? Someone living in Abbots Langley, at the back of Graham's lock-ups, commenting on the number of old cars in his neighbourhood!!

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### EVENTS

26th April, 1987 - Annual General Meeting.

17th May, 1987 - Open Day organised by Lincolnshire Vintage Vehicle Society, Whisby Road, Lincoln. A non-competitive event, with vehicles limited in age to 20 years and over, unless of particular interest. Contact Margaret Henderson, Vehicle Entries Organiser, 210 West Parade, Lincoln, LN1 1LY. Tel. 0522 38977. Last date for entry is 17th April, 1987.

20th-21st June, 1987 - Club Weekend at Stanford Hall.

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MEMBERSHIP REPORT

This is always the quietest time of the year for recruitment, as the following list shows. However, a warm welcome to these new members:

Y Types

E109Y Kimble Earl, Wayside, Hatch Lane, Chapel Row, Bucklebury, Berks.  
 H105Y John Hickey, 69 Enell Court, Ballybrack, Co. Dublin, Eire.

C Types

L108C Gary Lawrence, 67 Burbeck Road, Rush Green, Romford, Essex, RM7 0QR.

Gary is a former member who having moved house is about to get back to restoring his 1936 C.

Change of Address

M125Y Ray McDermott, 53 Skiddaw Close, Black Notley, Braintree, Essex.  
 W118Y Bob Wilkinson (Membership Secretary - sometime in March/April)  
 O-B102Y A. M. Bravo, Rua Visconde Santarem 77-1<sup>o</sup>-Esq., 1000 Lisboa, Portugal.

Members may wish to be reminded that a full list of members is available at £1.00 from Gill Miles (see addresses inside front cover). You can keep up to date by adding new members, etc., each publication.

- - - - -

MEMBERSHIP RENEWALS FOR 1987/88 (to 1st march, 1988)

Yes, it's renewal time again! Please complete the renewal slip on page 27 (or send a copy if you do not wish to spoil your magazine). Send this with your cheque, made out in POUNDS STERLING ONLY and payable to FORD Y & C MODEL REGISTER, to me, Bob Wilkinson, Membership Secretary.

Despite increases in postage, the rate stays the same as last year - what a bargain! The 1987-88 rates are as follows:

Overseas	£12.00	(STERLING ONLY)
U.K. and Eire	£10.00	(STERLING ONLY)
Retired U.K. and Eire	£6.00	(STERLING ONLY)

Membership cards will be sent with your June Newsletter to save postage. If you wish to have your card sent earlier, please enclose a stamped self-addressed envelope with your cheque.

\* Please note - I am moving house, but no date known at time of writing. Please write to present address for the time being. Hopefully I shall know by the next edition of the Newsletter.

Bob Wilkinson

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\* PLEASE NOTE: BOB WILKINSON'S NEW HOME ADDRESS FROM APRIL 10th  
 CASTLE FARM, MAIN STREET, POLLINGTON, NR GOOLE, HUMBERSIDE.

MEMBERSHIP - WE CAN ALL HELP

It hurts me to have to 'cross off' lapsed members and cars from my lists each year. Fortunately, we do manage to retain some cars on our books after they are sold, if the new owner takes up membership. Our Club can only continue to flourish if we are all actively involved in recruiting and retaining as many members as possible and ensuring that we are all active.

May I once again ask that if you have sold your car, please carry out the following:

- (a) let me have the name and address of the new owner
- (b) tell the new owner about the advantages of being a Y & C Register member

Of course, you can remain a member even if you don't own a car.

Having just gone through the exercise of 'crossing off' (actually I keep the cards in a 'lapsed' file), I note that quite a few people lapse membership during the year after getting their Y or C on the road. The only conclusion I can arrive at is that having used the Club for parts and technical advice, it serves no further use! Perhaps I may be excused for displaying some cynicism, but there are few other conclusions.

Our Club, like so many other one-make organisations, can only survive if members are active and mutually supportive, so here is a plea for just that. But let me be constructive (even suggestive!):

- will you make contact with a new member in your area (I list new members in every edition)?
- will you keep in regular contact and visit them and share problems relating to getting a car on the road?
- will you arrange a short local 'fun run' (in your cars, of course) with 2 or 3 other locals? Why not arrange to meet at a local park or similar spot for a family picnic or a drink? Imagine the interest and pleasure you will create.
- will you contact the owner of a Y or C advertised for sale and suggest they advertise through the Club or join and get free advertising (in that way I can keep contact).
- will you let me have the name and address of the owner of any Y or C you see at a motoring event. I will then follow this up.

It is vital that we all 'do our bit' to retain, increase and motivate our membership. All our cars are 50 years old at least this year and there is every chance that all those cars saved now will still be around in another 50 years. If this is to be realised, then the following formula may work:

membership = money and commitment = spares = long life

We may individually survive the short term and keep our cars running, but within a few years unless the collective momentum is increased through the Club, then our cars will become dusty museum pieces at least with only the wealthy involved in our hobby.

On the optimistic side, 1986 saw more of our cars 'on the road' than before and (thanks to Don Malin) a great annual event at Stanford Hall. Now I know it's freezing outside at the moment, but let us all determine now to make 1987 an even better 'Y'ear for our 'C'lub.

Bob Wilkinson



ANNUAL GENERAL MEETING, NUNEATON, SUNDAY, 26th APRIL, 1987, at 2 p.m.

The first get-together of the year for all 'Y' and 'C' owners is our Annual General Meeting at Whitestone Community Centre, Nuneaton. Route markers will be posted in the area as usual. I know this conjours up ideas of boring lectures from Chairmen and waffling on from members, but you couldn't be more wrong. It's a happy throng of enthusiasts and sensible discussions with tea and coffee available.

Bring along your bits and pieces and favourite photos, etc. Better still, bring your 'Y' and 'C', there's plenty of parking space, and a Beefeater at the end of the lane for Sunday lunch or a good bar snack.

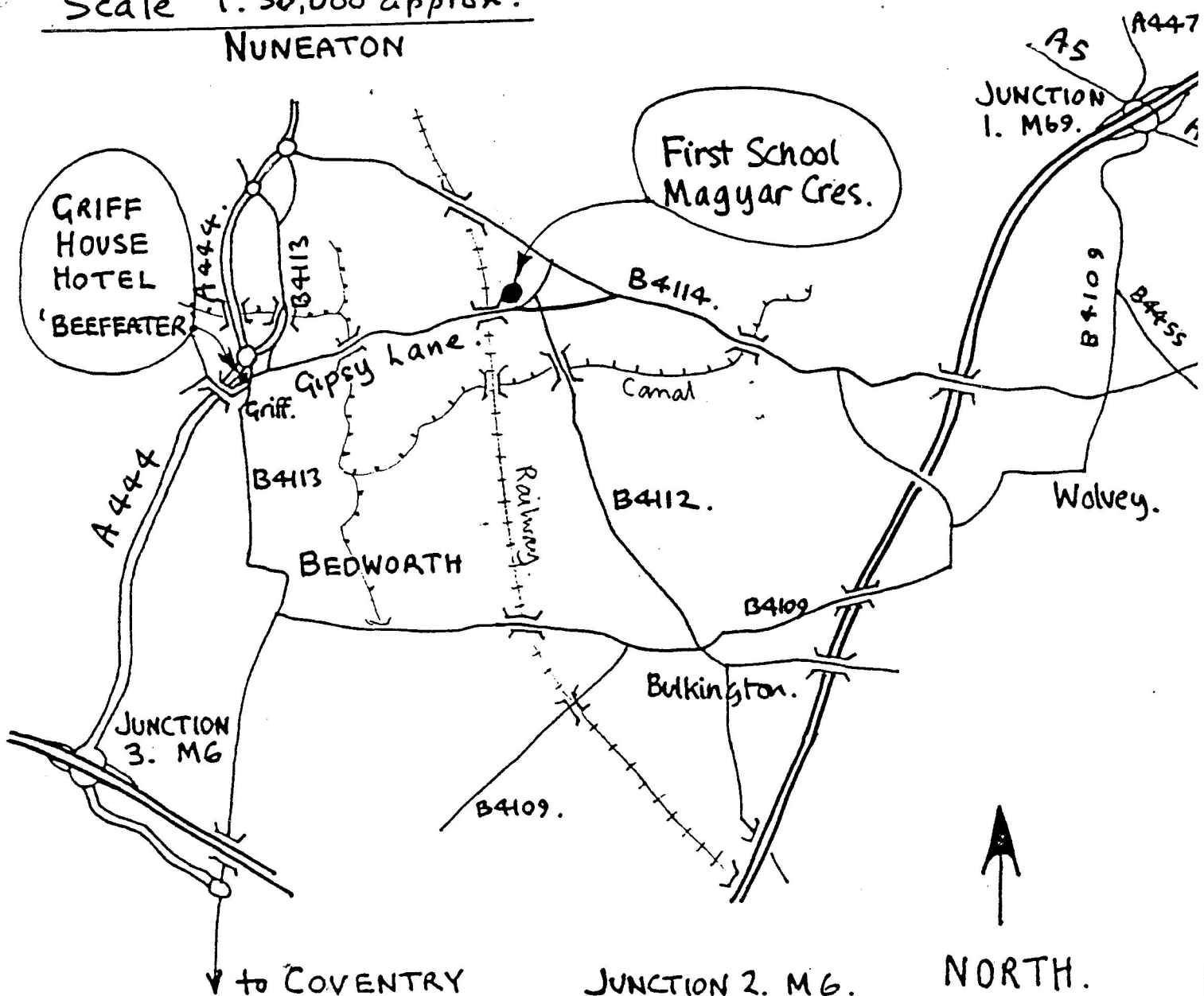
Let's see you there in April.

How to get there - the venue is Whitestone Community Centre, a building in the grounds of Whitestone First School, Magyar Lane. Parking is available in the grounds. Please do not park on the road outside. Access is from Gypsy Lane, reached from the west via the B4113 or east via the B4112. From the south, turn north onto the B444 from junction 3 of the M6. From the north, turn south onto the B4109 from junction 1 of the M69. The Hall is available from 1 p.m. to 6 p.m., so there will be time to eat your sandwiches before the meeting starts at 2 p.m.

Don Malin

**OFFICIAL NO EXCUSE FOR NOT GETTING TO A.G.M. MAP!**  
Scale 1:50,000 approx.

**NUNEATON**



CLOSE REGISTRATIONS - THE FINAL LIST

As promised in the November, 1986, Newsletter, I will continue to list 'close' registrations of members' cars. As you will see, several have, over the years, moved many miles from the place of original registration and all will no doubt have many a tale to tell.

If you are listed here, please write with details of the history of your car, where/when found, your motoring experiences, and, of course, any 'old' or 'new' photographs would be appreciated to complement your story.

- RD 5726 Phillip Stallard, Fordingbridge, Hants. - 4 door Y, reg. Reading, late '34  
RD 7970 Dave Curtis, Hereford - 1936 C tourer an 'everpresent' at many motoring festivals
- RD 8638 D. J. Havers, Basingstoke - 1936 2 door Y  
RD 9238 Neil Loran, Hayes, Middlesex - early 1937 2 door Y
- RG 4310 K. Barrow, leicester - 2 door Y, reg. Aberdeen, January, 1934  
RG 6885 R. MacDonald, Banffshire - 2 door Y, late 1936
- UD 6547 Phillip Wookey, Bristol - 2 door Y, reg. Oxfordshire, January, 1935  
UD 7605 H. C. Wingate, Horsham, Sussex - 4 door Y, Feb/March, 1936
- UJ 7233 Kevin Ashcroft, Southampton - 4 door Y, mid 1936, Salop  
UJ 8652 Stuart Mann, Telford - 2 door Y, late 1936
- VG 9217 Colin Barnes, Kings Lynn - 2 door C (Colin has a Y as well)  
VG 9631 Brian Mace, Norwich - 4 door Y  
VG 9538 Robert Durrant, Norwich - 2 door Y  
VG 9548 Howard and Linda Parker, Maidstone - 2 door Y  
All registered in Norwich.
- VL 5625 John Ward, Newark - 2 door Y, reg. Lincoln C.B.C. 1934  
VL 8365 Martin Howard, Abingdon - C tourer, mid 1936 (Martin has a 2 door Y, also)
- WP 3293 Jon Hutton, Bristol - 2 door short rad Y  
WP 4335 Tom Morgan, Radlett, Herts. - 2 door short rad Y  
Both registered 1933, Worcestershire
- WV 2735 Bob Griffin, Swindon - short rad Y, reg. Wiltshire, 1933  
WV 8031 Roger Starmore, Manchester - 4 door Y, reg. 1935 (Roger has 3 Y's awaiting restoration!)
- YJ 3984 Bill Dunkeld, Castle Douglas, Scotland  
YJ 5113 R. Wilkinson, Lancaster  
REg. 1936 and 1937 Dundee

We look forward to hearing from you.

Bob Wilkinson

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MODEL Y'S IN OUR CLUB

Some months ago, I produced an analysis of Model C's and promised a similar breakdown of figures for Model Y's. The following table was compiled during the Christmas holidays without the help of a computer, but by laboriously checking through all the individual cards. There are about 30 or so members who have not supplied details of their cars, so whilst this is not the full picture, it is probably representative of the main trends.

<u>Saloons</u>				<u>Others</u>	
<u>Year</u>	<u>2 Door</u>	<u>4 Door</u>	<u>Total</u>		
1932	5	-	5	Tourers	13
1933	30	4	34	Vans	6
1934	36	16	52	Tug	1
1935	28	12	40	Groundsman's Truck	1
1936	81	15	96		
1937	53	8	61		
-----	-----	-----	-----		
Total	233	55	288		21
-----	-----	-----	-----		-----
GRAND TOTAL = 309					
=====					

I was a little surprised by the relatively high numbers of 1932/1933 short rad models in the Club. Quite a few have turned up recently, having been 'lost' for a good number of years. Alan Roberts (2 door) and Peter Sexton (4 door) are the most recent (see last Newsletter).

No doubt our historian, Jim Miles, can supply the exact numbers of Ys produced in each year. it would be interesting to see if the numbers remaining correlate with the numbers produced.

No doubt late 1935 and 1936 were peak production years following the production of the £100 Popular saloon. By 1937 sales were affected by competition as buyers increasingly were spoiled by luxuries like 4 gears and hydraulic brakes.

Vans of any era take a bit of 'hammer' and it is not surprising that the Y van has almost disappeared. Only 13 tourers remain (one being converted from a saloon during the 1950's), but no reliable production figures are available since all Y tourers were produced by specialist coachbuilders. Sam Roberts is currently preparing a further article on tourers for a future edition.

The groundsman's truck belongs to Graham Miles and is usually pressed into service at Club events, carrying tents, fetching water, etc. I remember a hair-raising midnight trip (no lights fitted on this vehicle!) across the Silverstone circuit in 1985 - you remember the Silverstone 100 monsoon event? - after enjoying a barbecue with our Sidevalve Club colleagues. A torch seemed totally inadequate forward lighting compared to that on the speedy machines racing by us in the dark, but we felt it perfectly adequate for its 8 m.p.h. top speed down the main runway. Or did the alcohol affect my perception!

The three wheeled tug belongs to John White in Exmouth and was used in its heyday to tow aircraft, I understand. It was registered in 1936 in Bristol, CHU 458, so was also presumably used on the highway. Perhaps the owner will write in with details.

There are still quite a few of 'our cars' out there owned by non-members. But out of the 195,000 or so Ys produced, we know of only 300 plus. Our task must be to ensure that all the remaining ones are 'found' and put in trust for the future.

Bob Wilkinson

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CLUB WEEKEND, STANFORD HALL, 20th-21st JUNE, 1987

Once again the year has rolled by, and in about 16 weeks time we invade Stanford Hall with our 50 year old machinery.

Let me remind you all that this is a Club Weekend, Saturday and Sunday. On Saturday we meet in the camping field at the Hall. I expect to be there between 9.00 a.m. and 10.00 a.m. - if the Car doesn't break down this year. This is where the Barbeque is held on Saturday evening, but if you turn up early it gives you plenty of time to look around and meet and talk with other members, all who have similar cars to yours and similar problems. It's a great atmosphere and picturesque scenery.

There are various means of accommodation, i.e., caravan, tent, or local bed and breakfast ranging from Post House Hotel at Crick to Farmhouses. A list will be included when I acknowledge your entry, so why not have a break, have a weekend at Stanford.

Depending on the numbers arriving on Saturday, I may organise some activity. On Sunday we all venture onto the field to the left of main driveway to the House. Here I will organise another Gymkhana similar to last year, entry is free and anyone can take part.

If anyone has any suggestions and ideas to put forward to make the weekend more entertaining, please contact me, I am always open to offers.

Please fill in and return your entry slip (on page 27) as soon as possible. Why not do it now?

We had a good turnout and a great time last year, so come on, Lads and Lasses, let's make 1987 Club Weekend a weekend to remember.

Any queries, telephone me on Coventry (0203) 364217.

Don Malin

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BEAULIEU AUTO JUMBLE

Although this event is not until September, it is not too early to start making plans for it, as within the next few months the bookings will have to be made. This year I will be booking the Stalls in the names of the users and not in the name of the Club, which will enable us to get more stands as a block booking.

This year for the first time I will take two complete stands for the Club, which will enable us to keep a van on site. However, I will now need another member to operate half a stand with Vernon Morgan. If you want a stand, send a deposit cheque as soon as you receive this letter for £50 - full stand or £25 - half stand.

Send details of items for sale and amount of personal passes required, maximum 4 per stand.

CHAIRMAN'S REPORTModel C Owners

This is a section devoted entirely to yourselves. As I mentioned in the last Newsletter, I had a derelict car body shell to dismantle and a couple of you have written and asked for engines and so forth, but it was purely a body shell with no mechanical bits attached at all. There were no rear wings, either, but I would like a rear wing if anyone can let me have one, to make a pattern from. To return to the derelict car - over the last few weeks I have found time to cut it up, and from it I have the rear wheel arch, which is a good pattern to copy, and the roof. On close examination, I found that it was not a fixed roof, it had been converted to that from a sliding roof. Although the roof is in a terrible condition, one can see the general structure of the timber, and no doubt I can get a roof kit made from it. By the same token, a lot of metal work will be involved. I haven't begun to think how C model roofs drained, but perhaps someone would like to comment, please? Anyway, the roof has been removed in one complete piece and I hope to take it to the chap who made our Y model roofs to see if he can make these for me. He was due to retire in the near future, so hopefully he hasn't done so yet. I haven't heard from anyone on the fixed roof side which is understandable, perhaps C model owners would like to comment on the sliding roof aspect.

I have also removed from the derelict car the back part of the body for a patch panel, and the pair of front wings, one of which is good enough to pattern from. With all these parts, I would like someone to give me the following: if you could take a large sheet of brown paper and armed with a thick crayon, give me a rubbing of the lower edge of the back of the body along the lower line and about 6 inches up from the bottom of the body. This will give me the general shape in profile of the bottom edge of the body, because this particular C was quite rotten and I need a rubbing from a good sound car. So, if one of you could do that for me, please? If you could also rub the front edge of the wings, mainly inboard against the grille. Here too, the wing has deteriorated and it will be difficult to surmise the general shape. As I have said, if someone can supply me with a back wing, I will get the back wings made. I want to spend quite a bit of money on parts and stock them for the C model owners. There is enough left of the passenger foot well, the area below the back seat squab, and the area which might be described as the boot floor, all of which are patternable from. The body support bracket which runs along the back is also sufficiently in contact for me to pattern from although at the moment I have run out of acetylene and I cannot cut off the bumper bar bolts which hold this little lot together, and in any case, I have run out of time. I intend to remove all these floors, hopefully, and get them patterned from.

Rather an amusing incident happened recently. I spent quite a bit of time during the Christmas holiday cutting this old car up, and I did this at our local scout headquarters, where I keep my trailer in the compound. We had been cutting down some rather large trees there with some lads from another group, who have had experience of this. Armed with a landrover and a winch, etc., we were pulling down these very large pine trees. When we came to the last one, which was the biggest and the most difficult because it was very near to the building, we had by now concluded that these guys knew what they were doing. I am sure you can guess the next bit, because they didn't quite know what they were doing! The whole tree when cut went sailing straight through the roof of the building. Fortunately, it met brickwork at the end of the building and stopped. But the sudden stop to the tree snapped the top half of the tree off, as it was quite rotten, and it slid down the roof (I'm talking about half a ton of tree), and crashed straight on to the chassis on the trailer! So in spite of all my careful efforts not to distort it, it ended with half a ton or more of tree on it. Nevertheless, I cut the tree away and the remains are quite good. Surprisingly, underneath all the rotten car was a very sound chassis and it is, without doubt, a chassis from which I could quite easily copy the side frame members. There

again, perhaps C model owners could advise me where, in their experience of rebuilding C models, the chassis frame rots away, because this one is quite serviceable from a patterning point of view. It may be possible to make up sections for the chassis.

Also, there is, what I call on the Y models the Chase Rail, the piece of metal running along by the carpet to the outer edge. This being a 4 door car, it is in two parts, but I feel I could get enough from it to make a pattern from it. I would also like to look at the C sills again and perhaps someone could think of a way of giving me some indication of the profile exterior of the C sill. Perhaps cardboard templates could be cut with measurements to show where they lie on the vehicle, and perhaps one or two photographs to work from.

In other words, C model owners, if you want the body parts for your vehicles, please help by letting me know and I will try to do something about it.

### Weekend in Exmouth

On a personal front, I had a weekend prior to the last Newsletter with Jeff Cole down in Exmouth, at John White's place, where we broke up the two early Y Models that John had recovered from further down in Devon and brought back to his place some time ago, for which I am very grateful. I am also very grateful for his hospitality that weekend. John was able to cut the vehicles up with acetylene and grinders, etc., which was a big help, and Jeff and I were able to remove from them all usable parts. The vehicles were quite rotten and beyond any possibility of restoration, which was a great pity as one was a quite early two door, and the other one an earlyish four door, both short rads. All six doors have come back with us, although they are in a very poor condition, and we have also recovered quite a lot of mechanical parts and various odd brackets and things from round the cars. A lot of that came back en masse and is being dismantled at weekends by the working parties, although frankly the weather recently has not lent itself to this work. We had a snowed out time last time, and judging by the weather forecast for January, we may well find ourselves in trouble (and we did!).

### Y Model Van

I recently had a visit from Alan Oakes on his way back to Manchester from Kent, where he had purchased a Y model van - in fact, it was in a very derelict condition and you would have to be an extreme nut like the rest of us to tackle this one. The woodwork on the frame of the body was, if anything, in a far worse condition than mine, and in many parts did not even exist. I was able to lend Alan the timbers from my original van and I know he will be able to make some excellent patterns from these. The wheel arches were different from mine which was just as well, as mine virtually disappeared and were just rotten timber which turned to powder when I disturbed them. It is interesting to note that they are quite different in the detail of design. One assumes that the short rad body changed with the introduction of the long rad shape, as indeed I know that the 34 model only had 3 roof sticks across the back as opposed to four. It is intriguing to note the odd differences between the vehicles all the time. Anyway, I wish Alan luck with that and every success. I shall roll out my van in the near future and take a set of photographs of it, which will tell a thousand stories, I am quite sure.

### Working Parties

As I said in the previous Newsletter, we have a date set for February and March and also April. The dates are Sunday, 15th February, 15th March and 12th April, from 9 a.m. to 1 p.m. I am very pleased with those of you who have taken the trouble to come. We are beginning to get things tidied up, but the lock-ups are still in an awful muddle and this is why I have not been able to send out a lot of the stuff that is up there, simply because it is buried, and I do mean BURIED!

It will need a lot of tidying to get it straight - hopefully we can keep at it and get it done in the next few months. The more the merrier who come. A lot of people are coming 40 or 60 miles for a morning's work and I can only say, Thank you very much. Those of you living not far from me should have a bit of a conscience, I trust. This Club is like anything else in this world, you get out of it what you put in to it.

### Model C Owners (part 2)

I have now taken the roof to the carpenter and we find that when the tree fell on it, it distorted the shape of the roof quite drastically and so I would like a C model owner who has got a roof on a shell exposed to measure it and send me a sketch of the measurements, so that we can get the correct width and length of the roof at various points. There are holes for fixing the timber to the metalwork of the vehicle in numerous places and if someone could measure these bolt hole points, it would give us a point of reference to know how wide, etc. to make the timber at that point. There is a surprisingly large number of metal components in a sliding roof, and first things first, I have taken the metal to the sheet metal workers and fortunately there is one near me in the village who can cope with fabricating this kind of sheet metal work. I am waiting for a price from him on that.

On the subject of how a C model drains, I find that it drains down the front door pillars. Has anybody any more details?

### Annual Subscription

This is now due, and is remaining at the rates shown on page 2 for this year. Please remember that all cheques are to be made out in STERLING ONLY. Dollar bills, Euro cheques, etc., will not be accepted!!

### Annual General Meeting

This is to be held on 26th April, 1987. See Page 9 for Don Malin's information. If you want spares to be brought to the A.G.M., please let me know in good time and we will do something about getting them organised and put into a van to be taken up on the Sunday morning. We can then have a spares swap meet in the yard of the hall. So, spares from myself or from Bert's list, let me know and we can try to bring them along.

### 'Y' Model Sliding Roof

I, with the help of the previous working party removed the roof from my old S.R. Y saloon, to see just what we are up against to make a sliding roof kit for a Y saloon. So ladies and gentlemen, what support for a 'Y' Saloon sliding roof kit?

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

Many of you have with this letter an Imperial War Museum Duxford brochure. Do we fancy a meeting there on Sunday, 5th May?

*John W. B.*

MEMBERS PARTS FOR SALE

- Mr. Boulton  
Y front wing, new condition  
Tel. 0302 (Doncaster) 884840
- 1108Y R. Chapman  
Car for sale: Reg. RY 3921  
Tel. 09662 3790 (Lumbaria)
- 1126Y D. Macdonald  
C type front bumper bar, 2 grooves  
Tel. 031 332 4032
- 1114Y A. Roberts  
C wheels and Y parts  
Tel. 0904 422226
- 1105Y C. E. Bowyer  
Car for sale: Price £2,300  
June 1933 L.R. Model Y, blue, fully restored,  
(2nd at National Day, Stanford Hall, 1982)  
Reg. no. ALD 130  
Lack of storage space forces sale.  
Tel. 0787 227681
- R. Weston  
Car for sale: Price £1,000  
Dec 1933, 2 door intermediate model,  
very original, extensively rebuilt.  
At trimming stage and final re-assembly.  
Tel. 0276 74158 (near Ascot, Surrey)
- 1120Y B. Mallins  
Spare for 1936 Ford Y:  
1.2.3  
Hubs caps Handbrake  
Dynamo Rocker shaft  
Dip stick Cylinder head  
Wheel nuts 12 Axle, fr. & r.  
Heater parts Gear box & housing  
Brake pedal Engine  
Carb Slump  
Manifold Springs  
Gaskets Starter Motor  
Bonnet clip Steering box  
Wipers Shock absorbers  
Wheel hubs and Brake rods  
brake shoes Prop shaft  
Wiper motor Battery  
Pork pie light W111 accept £50.00  
Many odds and ends  
A Nepean Close, Alverstoke, Gosport, Hants.
- 1108C D. Parker  
Car for sale: Price £1,350 o-n-o.  
1935 Model C, 4 door. New head lining and  
carpets. All seats re-trimmed.  
Looks nice and runs well.  
Complete with original log book.  
Tel. 0279 503565
- G. Game  
G110Y/C Gear driven engine - good cond. from 65.00  
Y Gearboxes Y Front axles - comp. with brake drums, 18.00 ea.  
Spring, king pins, etc. 20.00 ea.  
Y Front springs (new/old stock) 10.00 ea.  
Y L.R. grille 30.00  
Y S.R. grille 30.00 pr.  
Y Headlamps (35-37) exc. cond. 16.00  
Y King pins & bushes (comp. set) 10.00  
Y C King pins & bushes (comp. set) 12.00 ea.  
Y & C Fibre limiting gears (new) 15.00 set  
Piston sets 8 hp and 10 hp std., 040, 060, 080 from 15.00 set  
Clutch pressure plates (new/old stock) 18.00 ea.  
Clutch fittings 5.00 pr.  
Track rod ends (female) 5.00 pr.  
Y S.R. windscreen needs small repairs 15.00  
C Dashboard (without instruments) 10.00  
Y Steering wheel (excellent cond.) 15.00  
Rear bumper - single groove, exc. cond 15.00  
Valves - early types (set of 8 valves) 10.00 set  
Valve springs 8.00 set  
Y Handbrake assembly 5.00  
Y L.R. Door handles from 8.00 pr.  
Y Bottom water jacket (new/old stock) 10.00 ea.  
Y/C Generator support & clamp 8.00 ea.  
(new/old stock)  
Serviceable universal joints from 5.00 ea.  
Gear boxes parts - all new/old stock - telephone for details.  
Various other items include Shackles, Brake drums, Bumper bolts, Dynamos, Starters, Starter switches, Carbs., Distributors, Coils, Brake shoes, Brake linkages, Wiper motors, Radiator caps, Window winder mechanisms, Window glass, etc., etc.  
Tel. 0375 891272
- R. Cottle  
6 good wheels, 2 good tyres, from 1933 Y, 4 dr. For sale, or exchange for bonnet.  
Tel. 0203 552353 (Coventry)
- B. A. Crookford  
4 doors for a Model Y four door.  
(Knows of a restorable 1939 Prefect, very cheap)  
Tel. 098 682 347 (Halesworth, Suffolk)
- B. Garlick  
Y gear box lid 1.2.3  
Y Crown wheel and pinion 420.00 the lot  
2 wheels  
Tel. 0298 5972 (Buxton)
- T. Taylor  
Y Bumper F/Cross member 1.2.3  
Bumper brackets for Y  
Tel. 021 378 0144 or 021 351 7673
- J. Hodgson  
Y Back axle 1.2.3  
Y Pistons  
Y wheels and tyres  
Danes Moss, Bawsworth, Macclesfield.

MEMBERS PARTS WANTED

- 1126Y D. Macdonald  
Y Driver door window (hard to find and extremely difficult to send, if found, you will probably be better having one cut locally to match the other door - G.)  
Y Petrol tank gauge unit - electric type  
Tel. 031 332 4032
- 1104Y K. Dillon  
Front and rear bumpers for S.R. 1933 Y (I can supply from Club stock, but will need polishing and plating, will be an expensive item on these bars - G.)  
S.R. Horn bush (totally exposed on S.R. steering wheel and is generally fitted with a chrome nut - G.)  
Bonnet centre rod brackets  
(It is a rod and 2 little cups front and back which fits to the bulkhead, need all those items - G.)
- B132C R. Bonson  
C Petrol tank In good condition  
Good back axle  
(What is wrong with your present one - do you want a re-conditioned one? - G.)  
Tel. Eye (0379) 870968
- A101Y G. Austin  
Clevis pins for S.R. brake shoes and the wheels that are singular on a S.R. brake shoe. Springs that return the brake lever as on back of brake drums.  
1 Pettits Cottages, Collier Street, Tonbridge, Kent, TN1 9RU.
- P103Y H. Parker  
Armstrong shock absorber rubber bushes, top and bottom, both sides rear only.  
150 Woodlands Road, Ditton, Maidstone, Kent, ME20 6EZ.
- B136Y K. Brigginshaw  
Rear N/side wing for L.R. 1937 Y  
Tel. 0582 601692
- D118Y D. P. Denson  
Four window winder escutcheon plates  
Set of brake rod ends and standard clevis pins  
Bottom hose with bend  
Hub cap  
Spare wheel strap  
Tel. 0282 74768
- B132C R. Bonson  
C model bumper bars 1.2.3  
Tel. Eye (0379) 870968
- L106Y R. Levett  
Windscreen complete in good order, for Y L.R. model, 1937  
Tel. 0423 880181
- P110C Yvon Precloux  
Fluid petrol gauge 1.2.3  
C brake mechanism assembly (one on the wreck, Yvon - G.)  
Rear brake springs  
Front and rear shock absorber links.  
Tel. 01 291 1198
- H126Y J. Hudson  
Four window rollers i.e. guides below glass  
Tel. 043 Accredales, Linlithgow, West Lothian, Scotland.



The Ford logo, featuring the word "Ford" in a stylized script font inside an oval border.

# Bulletin

## 'Popular' and 'De Luxe' Models

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FORD MOTOR COMPANY LIMITED

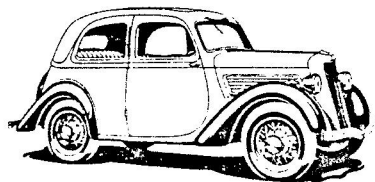
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### *Looking for Trouble*

IN VIEW of the number of letters received from Ford Owners who have failed to have complaints satisfactorily adjusted by dealers, it is obvious that too little time or thought is spent in searching for the source of the trouble.

Dealers should be in a position to diagnose correctly the majority of complaints as these usually fall within normal repair practice. Even in the most perplexing cases possible causes can, by careful reasoning, always be narrowed down to comparatively small limits, and time spent eliminating these possibilities to get at the real cause is never wasted.

Your customers' appreciation of the fact that your dealership can be relied upon to rectify their complaints satisfactorily will not only strengthen their feeling of goodwill towards you, but will increase the number of your clients by the widespread feeling of confidence in your work.



DISTINGUISHING PARTS

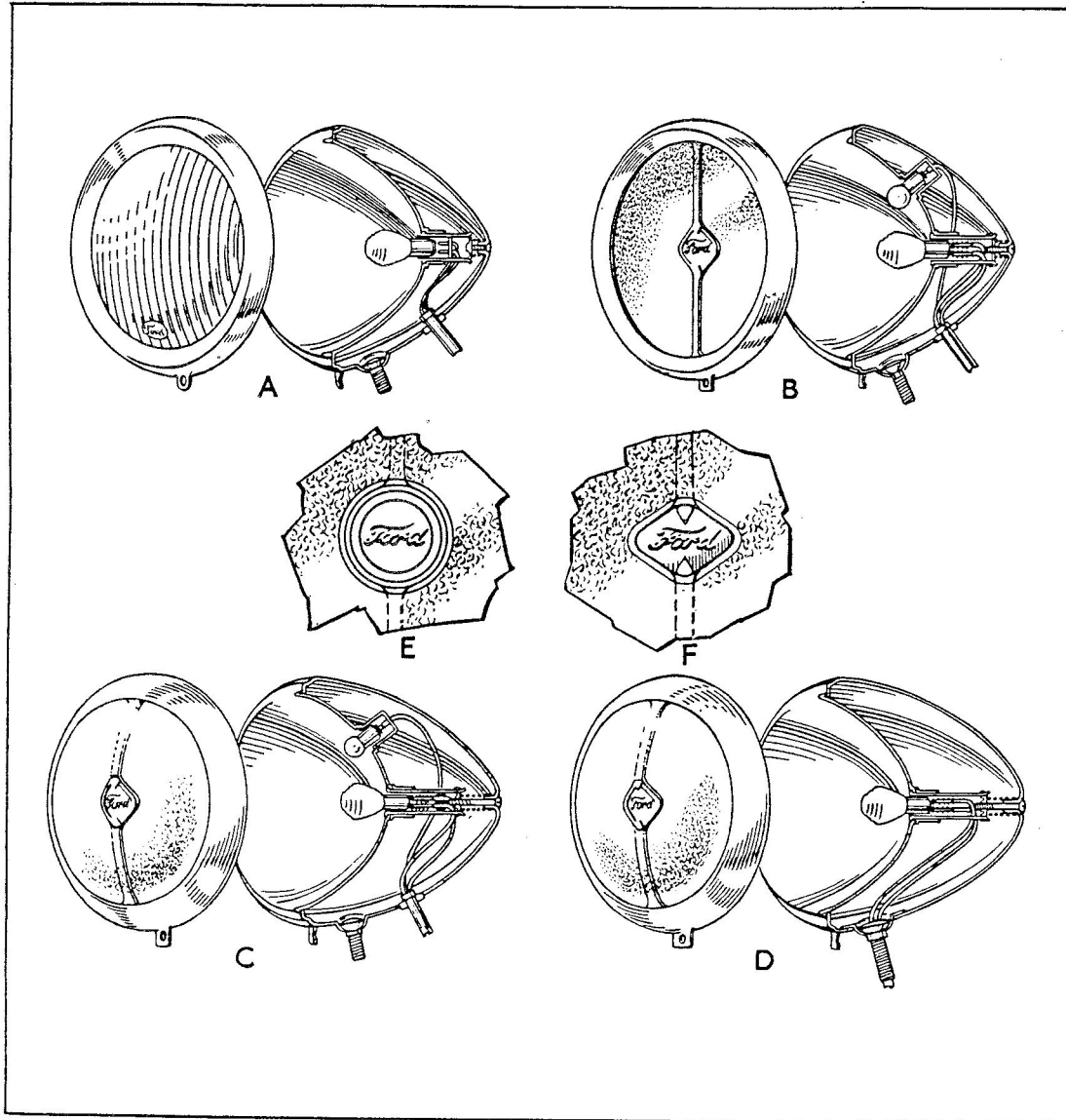


Fig. 15.

For convenience in distinguishing between the various headlamps that have been used on "Popular" and "De Luxe" model cars, a table referring to the various parts of the illustration in Fig. 15, is set out on page 23. Where

the type of headlamp assembly is indicated, this should be taken to mean the general outline of the lamp, other parts of the assembly are listed under the various columns of the same line.

Part No. of Headlamp	Type	Part No. of Lens	Type	Part No. of Door	Type	Part No. of Reflector	Type	Part No. of Bar Reflector	Type
YE-13005-CR	A	YE-13060	A	Ye-13045-A (Black Enamel)	A	YE-13025-A	A	Not used	—
YE-13005-DR	A	YE-13060	A	YE-13045-B (Rustless)	A	YE-13025-A	A	Not used	—
YE-13005-GR	B	YE-13060-C	B	YE-13045-A	A	YE-13025-A	A	Y-110363-B	F
YE-13005-HR	B	YE-13060-C	B	YE-13045-B	A	YE-13025-A	A	Y-110363-B	F
YE-13005-JR	B	YE-13060-C	B	YE-13045-A	A	YE-13025-B	B	Y-110363-B	F
YE-13005-KR	B	YE-13060-C	B	YE-13045-B	A	YE-13025-B	B	Y-110363-B	F
YE-13005-PR	B	YE-13060-C	B	YE-13045-B	A	YE-13025-A	A	Y-110363-AR	E
YE-13005-QR	B	YE-13060-C	B	YE-13045-A	A	YE-13025-A	A	Y-110363-AR	E
CE-13005-CR	C	CE-13060	C	CE-13045-B (Black Enamel)	C	YE-13025-B	B	C-110363	F
CE-13005-DR	C	CE-13060	C	CE-13045-A (Rustless)	C	YE-13025-B	B	C-110363	F
CE-13005-G	D	CE-13060	C	CE-13045-B	C	YE-13025-B	B	C-110363	F
CE-13005-H	D	CE-13060	C	CE-13045-A	C	YE-13025-B	B	C-110363	F
CE-13005-AR	C	CE-13060	C	CE-13045-A	C	YE-13025-A	A	C-110363	F
CE-13005-H	D	CE-13060	C	CE-13045-A	C	YE-13025-A	A	C-110363	F

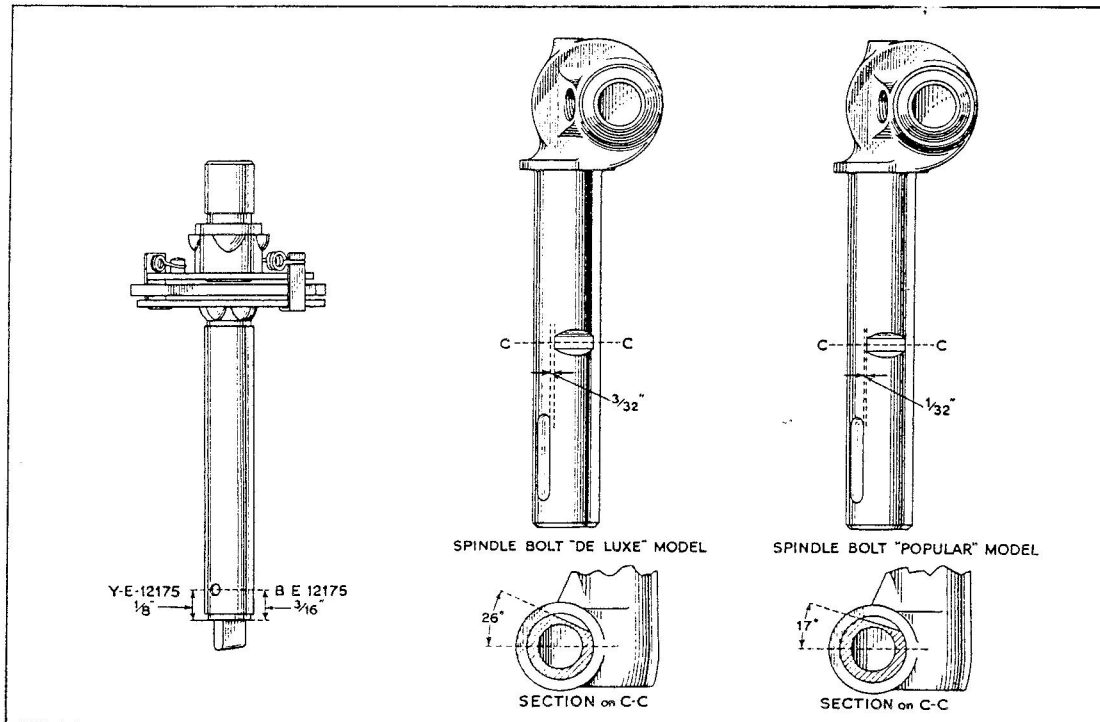


Fig 16

The spindle bolt and bushing assembly, part numbers C-110982/3 and Y-110982/3, for the "De Luxe" and "Popular" model cars respectively may be recognised by the angular difference in the spindle bolt locking pin recess ground on the shaft. This difference is accentuated by placing a straight edge along the side of the slot running longitudinally with the shaft, and measuring between this line and the recess, as shown in Fig. 16. For the "De Luxe" model bolt, this distance is approximately  $\frac{3}{32}$  inch, and for the "Popular" model part,  $\frac{1}{32}$  inch.

The difference between the front axle spindle assemblies Y-3105/6 and C-3105/6 lies in the

hole to take the tapered joint stud at the end of the spindle connecting rod. In the "De Luxe" model parts the greatest diameter of the tapered hole faces *downwards* when the spindle is assembled, and in the "Popular" model parts the greatest diameter of the taper faces *upwards*.

The distributor shaft and weights assemblies, YE-12175 and BE-12175 differ in the location of the distributor camshaft sleeve pin hole. The distance from the centre of this hole to the end of shoulder of the shaft, as shown in Fig. 16, is approximately  $\frac{1}{8}$  inch for the YE-12175 assembly and approximately  $\frac{3}{8}$  inch for the BE-12175 assembly.

## REAR AXLE HOUSINGS

The left and right hand rear axle housings, part numbers Y-4010-B and Y-4011 respectively, which were formerly fitted on the "Popular" model car and 5 cwt. van, have now been withdrawn from service and will no longer be supplied for replacement purposes. In the event of parts being required for replacement of these axle housings the items listed below will be necessary to effect the repair, and when existing stocks of the earlier type axle housings are used up, these

items will automatically be substituted on all orders.

- 1...YE-4010 Housing (rear axle) assy-R.H.
- 1...YE-4011 Housing (Rear axle) assy-L.H.
- 1...YE-4035 Gasket (rear axle housing)
- 1...A-119121 Screw (rear axle housing)—short.
- 7...A-119122 Screw (rear axle housing)—long.

## LITERATURE FOR NEW CARS

Although instructions were given in the *Model "Y" Bulletin*, Volume 3, Number 6, to the effect that, should there be any books missing from the envelope received with the car from the factory, a request should be made for extra copies to make good the deficiency, the practice of referring the purchaser of a new car back to the Company for this literature is becoming increasingly prevalent and must be discontinued.

All envelopes should be examined when delivery is taken of new vehicles and again before the car is handed over to the customer to ensure that all literature is passed on to the owner. If this is not possible immediately, the dealer should make a point of supplying his

client's requirements as soon as further copies are received.

Owners of new cars, who write to the Company requesting Instruction Books or Parts Catalogues not provided with the car will be informed that the dealer from whom the car was purchased is responsible for supplying these publications, and he will be expected to furnish the literature with the minimum delay.

Unless the case is very exceptional, Instruction Books and Parts Catalogues will no longer be supplied direct to private owners of new cars upon request, and investigation will be made of instances where the owner is unable to obtain this literature from the dealer.

## WINDSHIELD DRAIN TUBES

Should it be found that rain leaks through beneath the windscreen to the driving compartment of the "De Luxe" model car, this can be overcome by fitting drain tubes on either side of the windscreen opening in the front end of the body in accordance with the following instructions.

Open the windscreen to its fullest extent and drill two  $\frac{1}{4}$  inch diameter holes, one on each side of the windscreen opening at the lowest point of the bend in the lower flange, which will be approximately in line with the large screw head at this point, as shown in Fig. 17.

Insert the tubes C-943304 in the holes and, if necessary, bend each tube so that the lower end will empty water drained from the windshield opening into the front pillars. The ends of the tubes projecting from the holes in the windshield opening must now be securely soldered in place and any projecting portion cut off.

A  $\frac{3}{8}$  inch hole should also be drilled in the underside of the beading around the windscreen in line with each drain tube, as shown in Fig. 17.

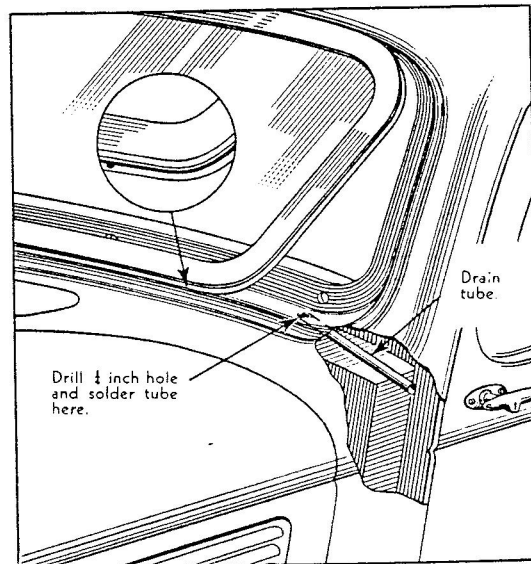


Fig. 17.

## DIRECTION INDICATOR SWITCH

It will seldom be necessary to dismantle the direction indicator switch knob fitted on top of the gear lever on the "De Luxe" Model car except to replace the bulb which may need renewing. Only the special Ford bulb should be used for replacement purposes and not a torchlight bulb which may appear the same; the genuine bulb is of special voltage suited to this component and should always be used to obtain the utmost satisfaction and reliability.

To replace the bulb, the two screws beneath the body of the switch that secure the cap in position should first be removed, and the cap and bulb retaining spring taken off. The old bulb, which is screwed into the socket with a right hand thread, may now be taken out and a new bulb screwed back in position. Do not attempt to pull out the bulb or push it back without screwing as there is a possibility of damaging the contact points in the switch block.

When the bulb has been replaced, the retaining spring should be fitted with the smaller end against the top of the bulb. This spring holds the bulb firmly and prevents it unscrewing and becoming loose in its socket. If the spring is replaced upside down, the small end of the spring may foul the indicator pointer and the larger end will prove ineffectual in holding the bulb in position.

The cap should be located on the switch block in such a way that the dowel on the outside edge of the top half of the switch block coincides with the slot in the inside edge of the cap, and the switch ring turned until the end of the indicator pointer lever fits into the slot in the ring, when the cap should be secured with the fixing screws.

Should it happen that excessive force is used on the indicator switch ring and this part becomes broken, the ring may be replaced as follows:

Take off the cap and remove the bulb as before; pull out the three pin connecting plug that joins up the wiring beneath the body; take out the two screws that secure the switch blocks to the body, and lift the blocks and ring away from the body.

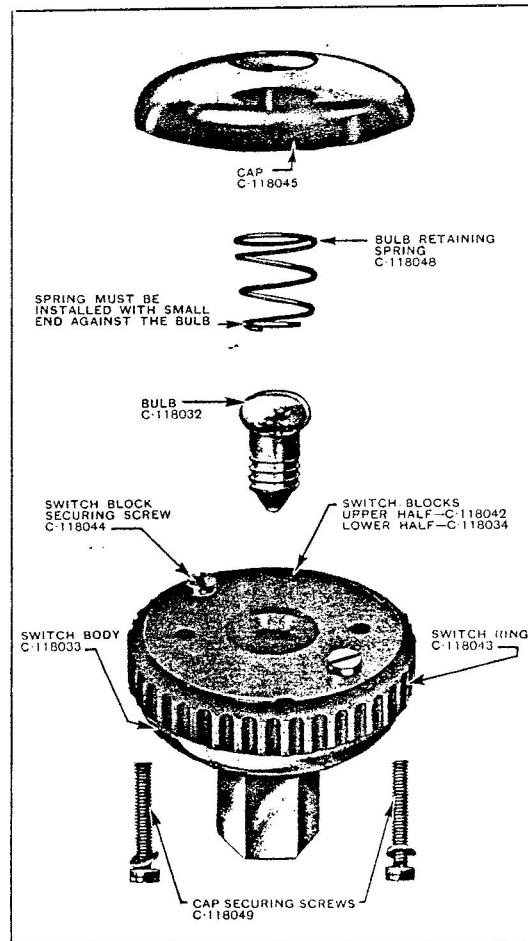


Fig. 18.

The switch ring should now be removed from the blocks and care should be taken not to lose the springs and contact studs that make contact with the brass strip inside the switch ring. In the original design steel balls were used with the springs instead of studs, and unless great care is exercised these may fly apart due to the tension of the springs when the ring is removed. It should not be necessary to take apart the upper and lower blocks, and in any case this is not desirable as the contacts may be damaged if these are interfered with.

To replace the ring, the studs and springs should be placed in their correct positions between the upper and lower blocks, the long stud being replaced in the hole opposite the three pin plug socket in the lower block. The ring should now be very carefully pressed back over the blocks, in such a way that the protrusion on the lower side of the ring lies against the lower block, and the studs pushed in so that

they slide inside the ring without undue strain.

The blocks and ring may now be secured to the body, taking care to see that the three pin socket coincides with the hole in the body for this portion, and turn the switch ring until the protrusion on the lower side fits into the groove cut around the inside edge of the body. The remainder of the parts should be replaced as outlined above.

## EXHAUST PIPE EXTENSION

An extension pipe for lengthening the existing exhaust pipe of the "De Luxe" model car is now available for fitment in cases where it is desired to bring the outlet further to the rear of the car. The complete installation for effecting this modification is illustrated in Fig. 19 and the various parts required should be ordered in accordance with the part numbers listed below.

Before fitting the extension pipe to the silencer outlet pipe the latter should be cut off at a point  $8\frac{1}{2}$  inches from the rear silencer support bracket, as shown in Fig. 19, and the outlet pipe bracket beneath the rear wheel arch removed from the frame. When this has been done, slip the

extension pipe over the silencer outlet pipe and clamp securely in position by means of the clamp CE-5258.

The bracket CE-5259 should now be moved along the extension pipe until it is approximately opposite the rear shock absorber bracket. Before drilling the hole in the chassis frame to secure this bracket, clamp the rear end of the extension pipe by means of the bracket CE-5256-B fixed to the rear bumper arm bolt as shown in Fig. 19. An  $\frac{1}{8}$  inch hole should now be drilled through the chassis side member, using the bracket CE-5259 to find the appropriate position for the bolt which secures it to the side member of the frame.

1—Pipe extension .. .. .	C-E-5255-AR	1—Bracket .. .. .	C-E-5259
1—Clamp .. .. .	C-E-5258	1—Bracket .. .. .	C-E-5256-B
3—Bolt (clamp) .. .. .	23423-S2	1—Bolt (bracket) .. .. .	20357-S2
4—Nut (clamp bolt) .. .. .	33797-S2	1—Nut (bracket bolt) .. .. .	33798-S2
4—Washer (clamp bolt) .. .. .	34846-S2		

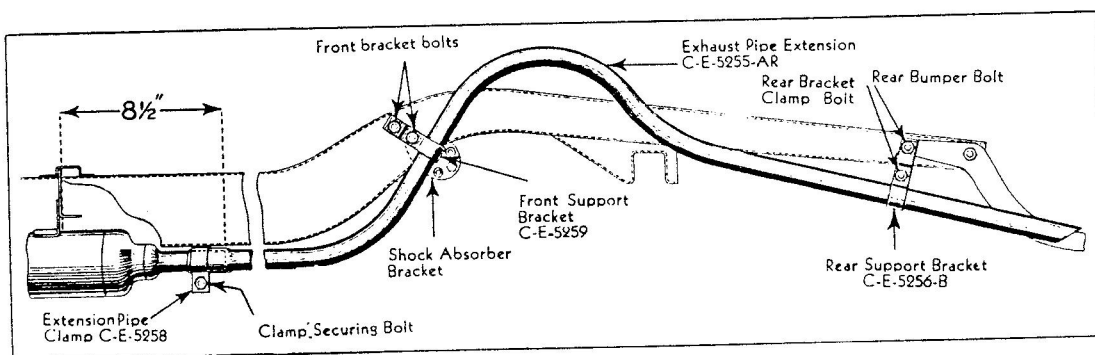


Fig. 19.

## CARBURETTOR EMULSION BLOCKS

To provide greater rigidity at the joint between the carburettor emulsion block and the carburettor bowl, current model "De Luxe" and "Popular" cars are fitted with a slightly modified emulsion block, gasket, and carburettor bowl.

The current design emulsion blocks, part numbers Y-110881-B and C-110881-B for use with the "Popular" and "De Luxe" model carburettors respectively, are secured to the carburettor bowl by five screws instead of three as formerly, the two additional screw holes being located in the centre of the block, one on each side of the emulsifier.

Care should be taken that stocks of "De Luxe" and "Popular" model emulsion blocks are not mixed, or one fitted in place of the other. The

emulsion blocks intended for use with the "De Luxe" carburettor have a "5" stamped on the outside face and have five calibrated orifices in the emulsifier, whereas the "Popular" model emulsion blocks are not stamped and have only three orifices.

The current type  $\frac{1}{2}$  m/m thick gasket YE-9592-B is provided with five screw holes for use with current type emulsion blocks and may also be used with the three screw fixing design. When stocks of the earlier type  $\frac{1}{2}$  m/m gasket are exhausted only the current gasket will be supplied for replacements, but the 1 m/m thick gasket YE-9592-AR, originally used on the "Popular" model will still continue to be serviced where required.

## SHOCK ABSORBER BRACKETS

An auxiliary bracket is now available for use with "Popular" model rear shock absorber brackets of the type illustrated in Fig. 20. In cases where the original bracket has not been strengthened by the addition of this auxiliary bracket this should be done to obviate any possibility of fracture at this point.

The installation of the auxiliary bracket should be carried out in the following manner: first remove the two lower bolts passing through the shock absorber base and bracket, cut out the three rivets that secure the original bracket to the chassis side member and temporarily bolt the auxiliary bracket in the position shown in Fig. 20 by means of two bolts passing through the original bracket and the side member. The two bolts, part number 20397-S2, should now be inserted in the lower bracket holes and the nuts tightened against spring washers to lock them in place.

The remaining hole of the three rivet holes should now be reamed out to  $\frac{3}{8}$  inch diameter and one of the special bolts, part number 20369-S2, inserted from the inside of the frame, and the nut tightened just sufficiently to hold the bracket in place. Remove one of the temporary bolts and ream the hole out as before, tightening up the special bolt the same amount when this is in position. Repeat this process with the third bolt hole, and when all three bolts are in position, tighten up all the nuts evenly.

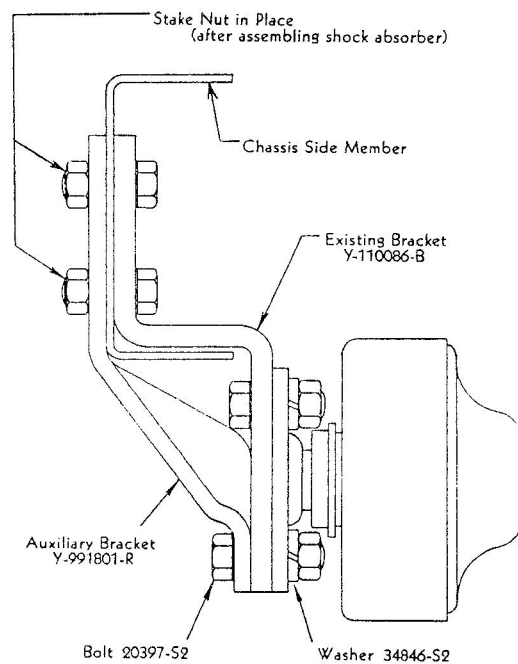


Fig. 20.

When all bolts have been securely tightened, "stake" each of the shock absorber bracket nuts in place by heavily centre punching the protruding threads of the bolts passing through the chassis side member.



**CLUB PARTS FOR SALE**  
**PLEASE NOTE ORDERING PROCEDURE**

For all items required, please enter on the form provided at the back of the Newsletter, together with the price, and return together with a STAMPED-ADDRESSED ENVELOPE. As soon as time permits, I will send you a pro forma invoice advising you of the cost and postage. PLEASE ORDER ON FORM AT END OF NEWSLETTER AND NOT BY LETTER. PLEASE MAKE CHEQUES PAYABLE TO 'FORD Y & C MODEL SPARES LTD.' - a few rules, but necessary ones to save my time.

**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 - S.R./L.R. or C model + 20 thou over size	£ 3.20 each	£ 4.60
Y overhauled clutch/brake pedal assemblies to order.	£ 16.40 each	not offered
Exchange only		
Rear hub seals (large - outer)	£ 1.00 each	£ 1.50
Engine valves - state engine type	£ 3.00 each	not offered
Y & C king pins - 4 bushes - 2 thrusts (stocks permitting)	£ 15.50 per pr.	not offered
Exchange.		
Engine pistons, (various sizes - state engine type from	£ 15.00 per set	not offered
Headlamp bulbs (wattage not stated)	£ 2.00 each	not offered
Bulbs, various (if rear lamp, state strength or of set pins)	£ 0.40 each	not offered
Engine pulleys	£ 3.50 each	£ 5.25
Late type distributor points (not early type) - rotor arm	£ 0.65 each	£ 1.00
Have a selection of early distributor caps	£ 1.50 each	not offered
and rotor arms for these distributor caps	£ 1.00 each	not offered
Gaskets - various types - ask for details. Price on application.		
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		
price on application		

C model exhaust - stock with tailpipe	no stock at present	
Y exhausts	£ 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 1/4" x 1 1/4"	£ 2.25 each	£ 4.00
Bottom hoses - straight 8" x 1 1/4"	£ 1.25 each	£ 2.00
Please note the Club does not stock moulded hoses		
Oil can transfers, black or green, state colour required.	£ 3.00 each	not offered
Oil cans	£ 10.00 each	not offered
S.R. & L.R. rear brake rod support carrier arms	£ 4.75 each	£ 7.00
Wheel nuts for Y and C	£ 15.00 per set plus £ 1.60 P&P	not offered
Hydrostatic fluid for petrol gauges	£ 5.00 a kit	not offered

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

**Body Panels**

The following Y parts are available to order  
Front and rear wings, front valances, inner front wing, engine compartment, all Y van panels.

Running boards for L.R. & S.R. Ys - faced with diamond moulded matting moulded from original Chase rails on chassis inside door, beside carpet (state 2 or 4 door)

Patch repair kits for 2 door Ys and 4 door Ys front doors - Difficult to post, please try to collect outer panel (2 door) 12in deep 6in deep

inner panel  
inner front curved section of door frame angle bracket to rear of skin to pillar  
Y floor pan wells - rear passenger  
Y rear wheel arches

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

**Rubber Parts**

Engine front mountings (exchange)	£ 2.80 each	£ 4.
Front radius ball	£ 2.00 each	£ 3.
Steering dust covers (4 per car)	£ 0.80 each	£ 1.
Under Y bonnet rubber sets - 9 items	no stock at present	
Brake and clutch pedals - exchange	£ 2.90 each	not
non-exchange	£ 3.90 each	£ 6.
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.
Gear box mounts	no stock at present	
Y early side light base mats	£ 2.40 each	£ 3.
Rubber style matting for running board - pyramid design	£ 4.00 per side not	
Recommended adhesives are (a) Bostick, type 3206 - gives movement before finally as the better to use.		
Door stop buffers	£ 0.80 each	not
C front axle beam stop rubber (metal not included)	no stock at present	

**Body Fittings**

Early Y side light bases in brass complete with rubber mat, fixings, bulb and armoured cable, etc.	no stock at present	
Late L.R. 4 door Y hinge centre bolts	£ 0.75 each	not
Brass balls door hinge	£ 0.60 each	£ 0.
Enamel rad. badge - blue	no stock at present	
Y fixed timber roof stick kits in hardwood pieces	£ 37.00 each	£ 50.
Bumper bar bolts	no stock at present	
Interior window winder handles - new/old stock	£ 4.25 each	not
Windscreens frames for L.R. Ys being offered by Chris Glover, 1 Percy Road, Guildford	£ 4.25 each	not
Tel. 0483 505199 after 8 p.m. Price on application.		
Rear luggage carriers Y car only	£ 42.00 each	£ 63.C
Club badges, bar type	£ 3.75 each	not
Copper bifoliated rivets	£ 0.015 each	£ 0.C
Bumper bar end domes	no stock at present	
Bumper bar bolts	£ 23.00 each	
Front brake drums - exchange only	no stock at present	
Y & C 2 and 4 door exterior handles - supplied complete with escutcheon plate to fix to the door and if required a key and barrel can be supplied to the driving locking door.	high price a new supp being sought.	

TO BE RETURNED TO: GRAHAM MILES,  
61 GALLOWS HILL LANE, ABBOTS LANGLEY, HERTS. WD5 0DD

MEMBER'S NAME:

MEMBER'S NO:

PARTS FOR SALE/WANTED \*

CLUB PARTS WANTED

£

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(to be added by Club at cost)

TOTAL DUE

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\* delete as necessary

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Please print clearly, this is your invoice

Address to which goods are to be sent: .....

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(Overseas, check stamp value on envelope) for each copy to Graham Miles - Nos. 19 - 44