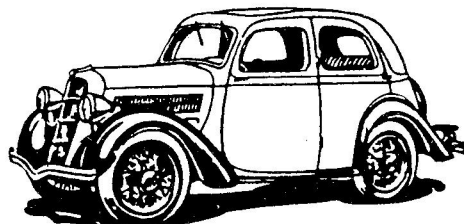
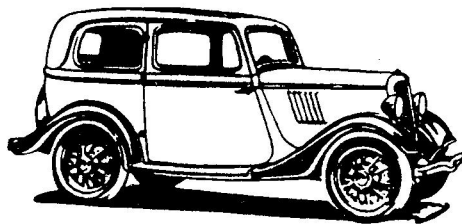


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

No. 48 AUG/SEP 1987

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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, sent to Membership Sec.

Please notify Membership Secretary of change of address and/or car details.

Newsletter back copies from Membership Secretary, 25p each copy.

**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
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Area 11	—	Dorset, Hants., Isle of Wight, Sussex
Area 12	—	Surrey, Middlesex, Kent, Greater London

EDITORIAL

This editorial I hope marks a change of emphasis. Although we feel the Newsletter has settled into an enjoyable format, there are still some areas not being covered. Firstly, we are employing a better repro technique which we hope will represent good value for the extra investment. Secondly, at the last A.G.M., I described how I felt the technical content was not high enough and I know our Chairman wholeheartedly agrees. Therefore, we are republishing technical information already available to us.

Unfortunately, there is a reluctance for new material to appear. Like many of you I do not have a mechanical or engineering background so whenever I set about restoring part of my car, particularly on the mechanical side, I am always short of knowhow and experience.

On the other hand it is obvious that quite a few of you do have first hand engineering and mechanical experience at both professional and hobby levels. So when you have just successfully overhauled that back axle or distributor or whatever, don't just smugly sit on a job well done, tell the rest of how to do it!

I do not exclude anyone, we publish most of the information we receive. To start, I'll even describe my own recent experience.

Several years ago, I purchased an ex War Department side valve engine which had been part of a little used generator or pump set. I replaced the flywheel that had been drilled out for the drive train and put it in the car. It was fine for a few hundred miles, then it developed a nasty vibration two thirds of the way up the rev range. Not wishing to ruin an otherwise good engine, I took it out and replaced it with a cheaper purchase which turned out to be a cross between a tilt hammer and smoke screen generator. I spoke to Jeff Cole who advised me to have the original crankshaft, pistons and flywheel of the first engine balanced together with the clutch assembly.

This I did, quite a lot was ground off and drilled out in various places by the local specialist, John Noble Engines of Chesterfield. They have a dynamic balancing machine capable of handling aero engine crankshafts so it was more than adequate for the likes of a Ford Y crankshaft.

Obtaining the correct torque settings from Jeff, I re-assembled the engine. The crankshaft was locked solid in its bearings which were not worn and had simply been oiled and re-assembled. In my inexperience I had forgotten to mark the main bearings which could be assembled either way round. I had got one wrong, enough to stop the whole thing from turning freely.

Therefore I now know everything should be punch marked before dis-assembly. Silly fool, I hear the experts saying to themselves, but that is just the point, you know, I didn't, so I repeat my plea - don't hide your light under a bushel, let us know the tricks of the trade. These precious old cars of ours deserve the best treatment they can get.

The tale doesn't finish here, either. When I got the engine back in the car, it simply wouldn't start. The starter motor couldn't turn it over well enough and was overheating the cable to the battery. So taking Bert Thomas's advice, I took the starter for testing and overhaul and tried again. Better but after days and days of trying, rechecking and trying again, still no joy.

I had had this trouble in the past with a newly re-assembled engine which with its new rings and matt finish bores was a bit on the stiff side. There was only one way out, a solution that had worked before. Have you guessed? Yes, the dreaded 12 volt battery, out it came from the Passat (no, not a Ford) and into the Y. In two starting pulls she was away, the 6 volt battery back in its

rightful place and no trouble since. 'Incompetent' or not, it has been the only thing that worked twice now. Just make sure everything that can be disconnected is, so that no unnecessary damage is done (you are not on your own, Bob). Thank you, Jeff, for sound advice as usual.

In addition, I have done a little work on my doors but more about that next time and now back to the usual part of the editorial!

Two show matters to comment on. First, Peter Ketchell's splendid display and organisation at the Northern Classic Car Show is written up by Bob Wilkinson. I visited 'en famille' and thought our stand was one of the best in a very splendid setting.

The other show is yet to come, the Malvern Motoring event on 4th October. Dave Curtis has booked a Club Stand, but still needs up to 6 more cars to fill the space. Please telephone him on Hereford 56302 before 26th September if you are able to take a car along.

Philip Albers' useful colours guide is repeated from a 1980 issue and we hope to include at least the beginnings of a modification list from Alan Oakes.

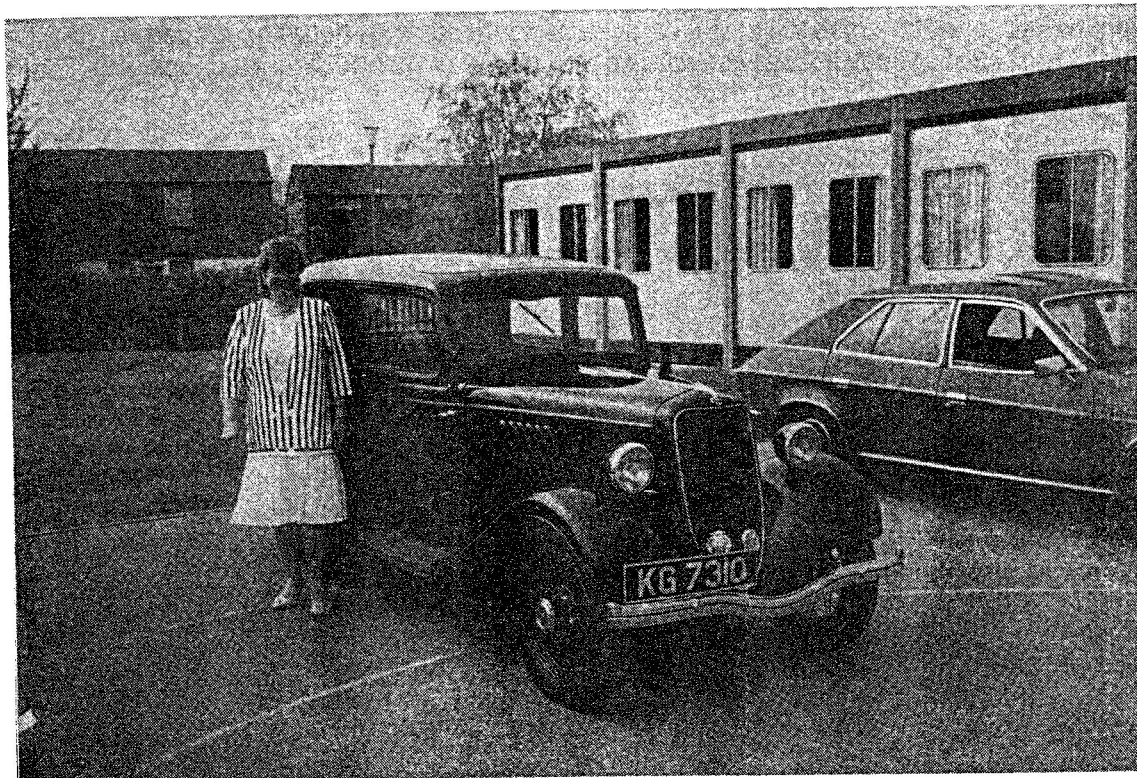
The Chairman's report emphasises the good work being done by the ladies of the Club. In our case, Siobhan more than supports and is if anything more active in the layout of the magazine. Perhaps we should have a special ladies day or event to mark the benefit our Club has from such active support. Any ideas for next year's calendar?

Sam's tenacity continues unabated with a separate report on 'Terriers' of another kind and Bob continues with membership information.

Continuing the new emphasis on technical matters, we are very pleased to publish some excellent advice from Jeff Cole on engine alignment, hopefully the first of a series of restoration notes proposed at the last A.G.M. (I now know mine is wrongly fitted and will have to be reset!)

John Guy

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Colin  
Ault's  
Treasures



MEMBERSHIP REPORT

We welcome the following new members and as usual I ask you to make contact with those in your area. All Y types this time.

- A108Y Bruce Allan, 38 Wethersfield Road, Noctorum, Birkenhead, Merseyside, L43 9YF.
- H114Y Tony Hurst, 3 Mill House, Fir Toll Road, Mayfield, E. Sussex, TN20 6NB.
- M115Y Paul Margetson, 6 The Sandland, Midway, Burton on Trent, Staffs., DE11 7PY.
- P112Y John M. Pinder, Baltic Exchange Chambers, 24 St.Mary Axe, London, EC3A 8HL.
- SI09Y Richard Spencer, Rhymes House, Shrivenham, Swindon, Wilts., SN6 8HQ.

Change of Address

W122Y/V Martin Ware, 126 Prince Albert Square, Redhill, Surrey.

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MEMBERSHIP CARDS

Contrary to what I said in the last Newsletter, your membership cards did come with your last Newsletter! This was due to Elizabeth Ogden (wife of member Alan Ogden) in Leeds volunteering to help with processing/mailing system. It is good to have more people stepping forward to help. Thanks, Elizabeth!

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SUBSCRIPTION REMINDERS

I had to send out over 90 letters in late July for subscriptions that were due in March. About 50 of these responded with cheques (apologies to 2 paid-up members I wrote to in error!) so I suppose financially it was worth the trouble. But this figure, about 30% of our membership, is too high and frankly it stretches demands on my time - so a plea. Please make a mental note to pay on time next March!

Bob Wilkinson

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NEW MEMBERS

Tony Hurst is looking for a car to buy and has joined as an enthusiast (or is it nutter?) to give himself a better opportunity to find the car of his dreams.

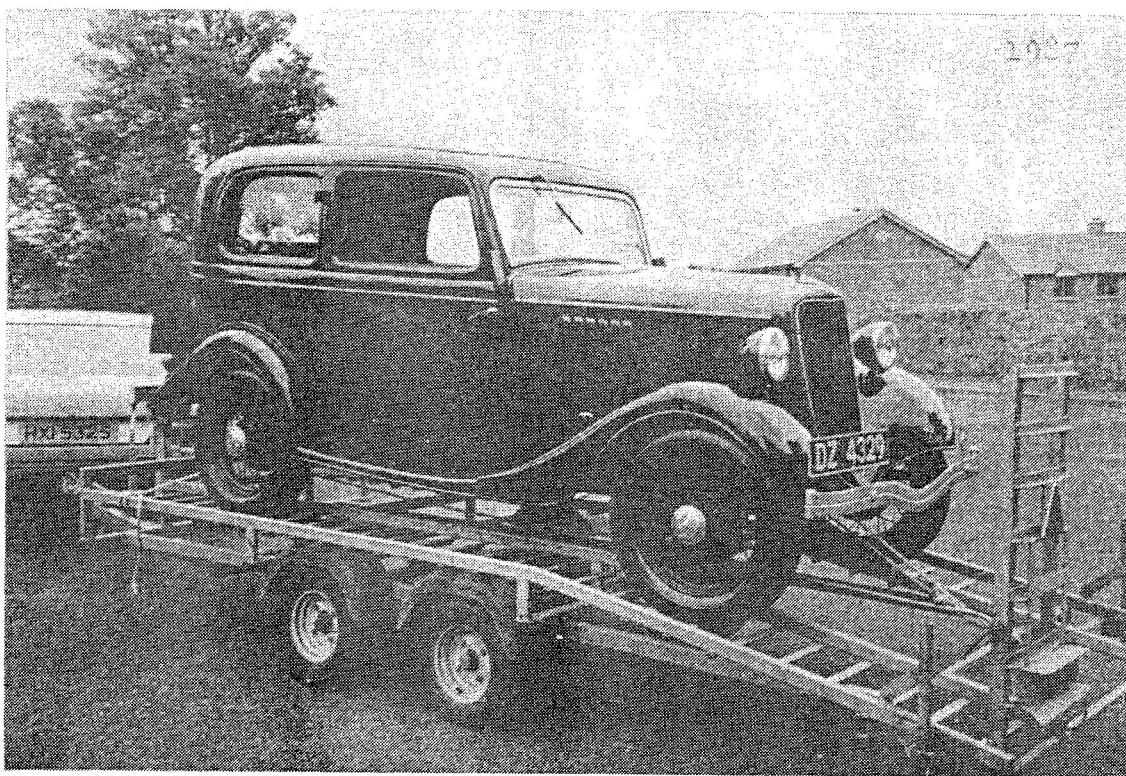
Paul Margetson (36 Y, BTV 694) bought his "Y for £5 18 years ago in poor condition, attempted rebuild, gave up and put it in store ever since". A familiar story. He is now ready to start again with the backing of our Club. Good luck, Paul. Don't forget to send some 'before' photos and follow up next year with some 'afters'.

Bruce Allan recently bought EKL 315 (1937 Y) from ex-member Dennis Murray who had "Stripped it down and had the engine rebuilt, new clutch, new electrics, bodywork overhauled and resprayed". Bruce is proud of his car, which is in excellent on the road condition. No doubt we shall see EKL 315 at a rally next year.

John Pinder has recently acquired a 1933 short rad saloon UJ 1243. It has apparently been laid up since about 1935 and is in a poor state. Restoration has been put in hand and no doubt John will keep us posted regarding progress. Don't forget some photos, John.

Richard Spencer's Model Y (details not known) is being rallied regularly. Please let us have basic details of your car, Richard - my file is blank.

Leslie McDowell (joined earlier - see edition 47) has sent in a photo of his car and tells of a recent run in DZ 4329. "I knew very little about the car until the other evening when I attended a rally at Waringstown, Co. Armagh. There were over 400 entries and the run took a route through the local villages. (There was no entrance fee but a collection for kidney research netted £3,700!!) During the run a man emerged from a large crowd of spectators and knocked on the car window. He looked quite excited and I eventually learned he had recovered my car in a rusty mess from a hay shed at Loughgall near Lisburn about 12 years ago. he did some restoration and then sold the car to a man in Co. Fermanagh. He had not seen the car for many years, so his excitement was justified and I have since talked with him at length on the telephone."



Arthur Fletcher from Southampton telephoned me quite excitedly recently. The dragons at Swansea had relented and let him retain CG 2698 on his 1932 Y. A letter from the Club was able to support his claim since Arthur owns the oldest all British Ford on the road. Arthur also told me he is now starting to restore his other 1932 short rad Y. Not bad for a chap over seventy.

Bob Wilkinson

CHAIRMAN'S NEWSLETTER

The personality of this issue must be Peter Ketchell, whose initiative and drive resulted in a superb Y & C Register display stand at the Northern Classic Car Show over the August Bank Holiday. It was the Register's first venture into prestigious indoor car exhibitions and, despite the short preparation time, the stand was much admired and received many enquiring visitors and potential members - well done Peter.

Since taking over as Chairman, I have realised that there is a number of ladies who devote a lot of their time to the Register's activities and who do not receive the thanks and recognition they deserve. For many years Gill Miles, Graham's sister, pounded a typewriter in support of his efforts to get the Register off the ground. Siobhan O'Leary continues to give John Guy, our Editor, tremendous support by converting our submissions to legible copy for printing. Elizabeth Ogden prepares labelled envelopes for sending out the Newsletter and, latterly, Elizabeth Bishop, my secretary, has been doing some laborious magic on the word processor redesigning the membership lists and putting our cars into some semblance of order to form the basis of the official register. To all of you, many thanks from all of us - Keep up the good work!

I hope you like the new format of the Newsletter. For a number of years we have had it printed at rock bottom cost, which regrettably was evident especially in the reproduction of photographs. Although we are paying more, the cost is not excessive and well worth the improvement in quality of printing. There is no doubt that the quality of content is high and is a joy to read, although I would like to see a few more articles from our more knowledgeable members on the technical aspects of our cars. The method of stapling is such that pages can easily be removed and the staples replaced. For example, I extract the copies of the original Ford Bulletins and keep them in a separate file for easy reference. Graham's spares order forms can also be removed without a tearing operation. Perhaps 'Letters to the Editor' in the next issue might reflect your views on the new look.

Our sympathy goes to Malcolm Fraser-Cook whose beautiful blue 1935 Tudor Model Y was run over by a juggernaut whilst parked on the hard shoulder of the A34, en route to the Andover Road Run. It is estimated that £3,000 is required to put it right. As a regular attender at gatherings in the South, with family, we hope it won't be too long before we see them back on the circuit. We say farewell to Dick and Kathie Sterett, who must have spent every weekend over the past two years at one show or another. They are returning Stateside with their 1936 Fordor Model Y. I am delighted to report that Arthur Fletcher has found an insurance company to cover him at 79 years of age. He is now driving around in the oldest roadworthy car on the Register.

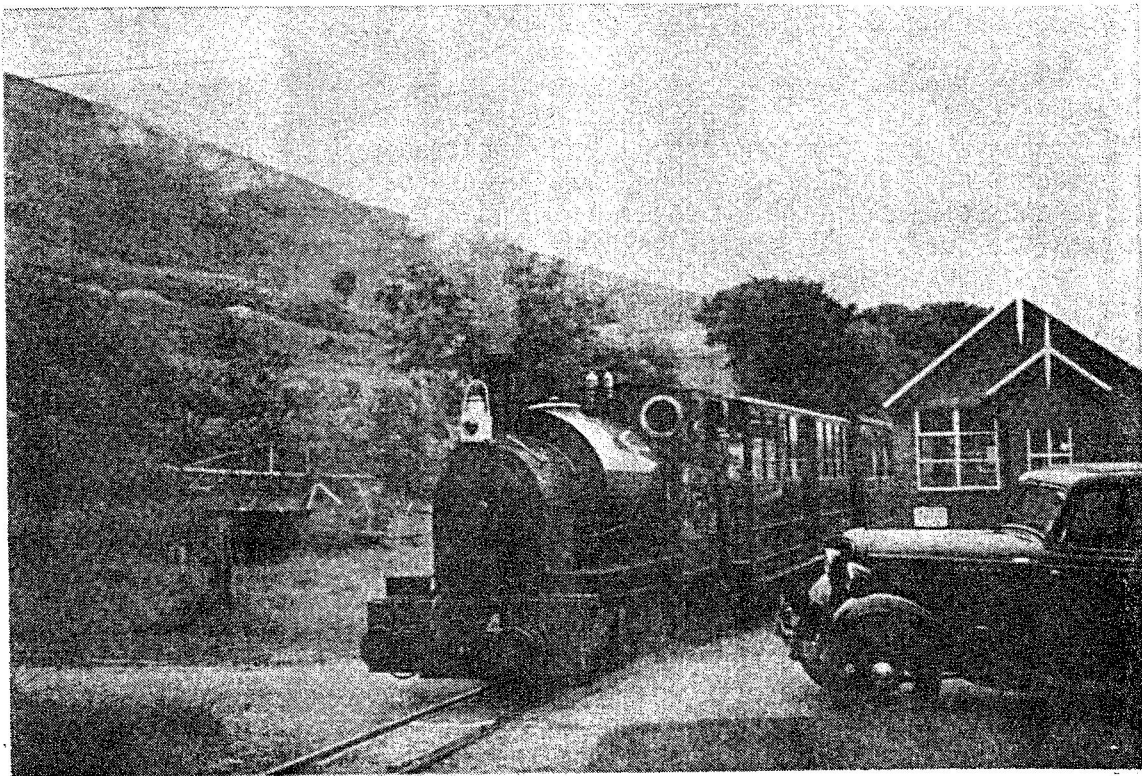
It is pleasing to receive letters and news from Area Organisers. Although there was an element of gloom in Bryan Dixon's epistle from Areas 7 and 8, in that he had discovered a number of unrestored cars in the hands of members who didn't seem too keen to work on them, his enthusiasm might inspire one or two to knuckle down to the task. Peter Ketchell has also been active and coerced a number of Area 4 members along to the Northern Classic Car Show. Those of you in the South East please note that Owen has taken over from Christine Baldock as the Area 12 Organiser. I would be delighted to hear from other organisers on what has been going on in their areas in 1987.

On a more parochial note, Paula and I had a most enjoyable round trip in my Tudor during July; Andover, Matlock, over the Pennines to Chester, Lake Bala, Twyn, Ross-on-Wye and back to Andover. A very pleasant week, 700 miles clocked up and CNN 125 only used one pint of oil! We are heading down through Surrey and Sussex to Littlestone on the Kent coast later this month and up to Cambridge and around Suffolk and Norfolk during the second week in November. So if you

see the familiar shape of a black Model Y beetling around your part of the world, give a friendly wave! I've now passed the 25,000 mile mark since restoration seven years ago.

Well, another Summer season is drawing to a close. I wish Beaulieu a sunnier weekend than last year. A report on that and the Area 11 gathering at Alresford on the 10th Anniversary of the Watercress Line should appear in the next issue of the Newsletter. It is now time to start making resolutions about what restoration or maintenance work needs to be completed over the winter period. I'm determined to make significant progress on my Kerry Tourer. The secret is to think positive, especially if you fall into the category of those whom Bryan Dixon found whilst doing the rounds in his area - I wish you success and happy motoring.

Sam Roberts



CNN 125 alongside the Talylllyn Railway

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WORKING PARTY DATES

The next Working Party will be in October, as I am away on the date for the one originally planned in September. The date will be 25th October, and the next one will be 22nd November. These are working parties and not a convenient time for people to collect spares and then disappear.

Graham Miles

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MEMBERSHIP CHAT

Dennis Cochlin from Chelmsford has had to sell his beloved Y FEV 751, but intends to continue membership. I have naturally sent details of the Club to the new owner.

Non-member John Beecham is looking to sell his 1935 Model C for £450 and can be contacted on 0476 65735 (see advertisement). I have replied suggesting membership pending the sale.

Alf Jonasson (Sweden) finds difficulty locating Y parts, but travels hundred of miles to seek them out

*In July I was on a visit to Sweden's biggest Autojumble in Sodertälje. I didn't get anything there. I realise that it is hard to find parts for the 30's Ford Y here in Sweden, so maybe I must go over to England to see if I can find my missing parts. We will have to see if we can make it a family trip.*

Neil Phillips wrote from Adelaide in Australia complaining that he had not received his Newsletter. (This was because you had moved without informing me, Neil!) However, he seems quite busy with his old cars.

*I do enjoy the magazine, particularly the technical sections. At the moment progress is very slow in restoration fo the Model Y. My main interest is in their older brothers - the Model A. I have two restored, a 1928 Tudor and a self built delux delivery 1928 model. Have just started work on a 1928 speedster.*

It must be very hard for overseas members to restore and run 'our' old cars so distant from England and without close support from other members. Obviously the Newsletter is of great value but I wonder if we could foster a 'buddy system' whereby U.K. members (maybe with family contact in overseas countries) could give additional support or even arrange private supply of spares. (The Club spares being a Limited Company runs foul of the law in supplying spares overseas.) If you would like a list of overseas members, drop me a line. Meanwhile, best wishes to our overseas friends.

North of the border, members too sometimes have difficulties to overcome - but they use whisky! R. MacDonald writes from Banffshire about the Y he bought:

*I joined the Club in 1985 in the hope of finding a Y and on asking for back copies of 'Transverse Torque' I learned from the March/April 1984 issue that Graham Miles had heard of a Y in Inverness in a sorry state. On contacting Graham he put me in touch with Len Morrison of Precision Engine Services in Inverness who knew of its 'resting place - in a back yard to the rear of a butcher's shop in Tomnahurich Street (quite near the town centre). After a long drawn out deal with the owner (who stayed about 130 miles from Inverness at Lybster) I never actually met or spoke to the man yet (Len acted as go between). Finally it was mine to try to remove from the yard. Since it was parked in there years ago the butcher chap had built an extension to hold his freezers, etc., effectively blocking the Y in. it was surrounded by high (7ft+) walls on the other three sides. The butcher suggested dismantling it (what was left of it anyway) but I had other ideas - it's great what a bottle o' whisky will do in the right place. The freezers were emptied and moved out of the way and down came the extension wall, all ready for the big extraction.*

*We set off for Inverness (about 60 miles distant) two pals, my wife,*



our Fiesta 950, car transporter trailer and loaded up with every kind of tool you could think of! We started to pump up the tyres which had sunk about six inches into the mud. Amazingly they held air - long enough to get it pushed onto the trailer, anyway. I couldn't believe we had it loaded on so quickly! The journey home was non eventful - the wee fiesta pulling along quite happily. had it been any other type of car on the trailer other than a 'Fordie' things might have been different!

As I wanted to complete the restoration of a BSA A10 first, I have only recently started to dismantle the Y I have had the chassis shotblasted and new rear chassis legs fitted so the next step is welding up the body before refitting to the chassis. it will probably take two years to get it on the road.

Although it is Swansea registered I have only the green book as far back as 1966 when it belonged to a George Singer from Inverness, Aberdeenshire, who eventually moved up north to work at Dounreay, Caithness. He then sold it to a Mr. Begg from Halkirk, Caithness, who passed it on to Robert Green from lybster, Caithness, from whom I bought it.

Finally, Colin Sales has written in about his Y restoration progress:

The Ford Y I have had three years now and has had to be totally rebuilt from scratch. This task I am unable to do, partly because I do not have the time, but mainly that I do not possess the necessary skills to restore the car to its original condition.

In this respect, I have had wonderful assistance from Bert Thomas for valuable parts but the major rebuild is being done by Philip Albers down in Sussex, who came by recommendation from Bert.

Philip tells me that we should be all up and running about September this year, after which I can look forward to attending the Ford Y & C get togethers.

Fianlly, many, many thanks to you and your committee for the sterling work you carry on throught the year on behalf of the members - it is very much appreciated.

Bob Wilkinson

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MEMBERS PARTS WANTED AND MEMBERS PARTS FOR SALE

If you require an item, or if you have an item for sale, please write it on the order form and it will be included in the advertisement pages. The 1.2.3 next to the member's name refers to the number of entries in the Newsletter. After the first entry, it becomes 1.2, after two entries it becomes 1 and is removed after the third entry.

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SPARES PACKING SERVICE

From 21st September, Kevin and myself will commence our packing service, and this will then take place every other Monday (hopefully). Large items will be sent Red Star. Invoices will be included in the parcel, members will have to add the cost of postage and then send cheques straight to Christine Baldock, whose address will appear on the invoice.

Graham Miles

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The following article is reprinted from the February/March 1980 Newsletter.

### 'Y' AND 'C' BODY COLOURS

Here are details fo the Y and C body colours and upholstery combinations with the dates as to when certain materials started and discontinued.

#### Model Y

<u>Colour</u>	<u>Dates Used</u>	<u>Description of Shade</u>
Thorn Brown	1932-33 )	very dark maroon brown
Orient Blue	1932-37 ) short rad only	dark blue
Electric Blue	1933-late 1934	bright blue
Maroon	1933-37 (inc short rad)	dark red
Vineyard Green	1934-37	drab olive green
Cordoba Grey	late 1932-37	medium tan brown
Black	1932-37	as dark as possible! on Y's

#### Model C

Information on the Model C is very thin, but what I can gather is the C used the same colours as the Y with a few extras.

<u>Colour</u>	<u>Dates Used</u>	<u>Description of Shade</u>
Maroon	1934-37	dark red
Orient Blue	1934-37	dark blue
Vineyard Green	1934-37	drab olive green
Cordoba Grey	late 1935-37	medium tan brown
Gunmetal Grey	1934-37	colourless medium tone grey
Black	1934-37	what does black look like!

All these colours except Cordoba Grey were supplied with Black wings up until mid 1935 and then the whole car was in one colour. The only addition I have seen in the flesh was a very original C in Gunmetal Grey with dark grey wings, but it si likely all these 'odd' colours were in those days you could have your Ford dealer paint your car any colour you liked.

#### Model Y

<u>Colour</u>	<u>Seats, etc.</u>	<u>Wheels</u>
Thorn Brown	Cloth	Black
Thorn Brown	Brown Leather	Cream
Orient Blue	Cloth	Black
Orient Blue	Brown Leather	Cream
Orient Blue	Cloth	Cream
Fordor only		
Maroon	Red Leather	Red
Maroon	Cloth	Red or Black
orient Blue	Blue Leather	Cream
Vineyard Green	Green Rexine	Black
Cordoba Grey	Red Rexine	Black
Electric Blue	Cloth	Cream or Black
Black	Green Leather	Green
Black	Red Leather	Red
Black	Cloth	Cream or Black

In December, 1934, cloth was dropped altogether, rexine was fitted as standard, but leather was always an optional extra and came in the same colours as the rexine. As I mentioned, data on the C is scarce so the list below is only a rough guide.

Model C

<u>Colour</u>	<u>Seats, etc.</u>	<u>Wheels</u>
Maroon	Brown Leather	Cream
Maroon	Cloth	Cream or Black
Orient Blue	Brown Leather	Cream
Orient Blue	Cloth	Cream or Black
Vineyard Green	Green Leather	Black, Cream or Apple Green
Cordoba Grey	Brown or Red Leather	Red or Black
Gunmetal Grey	Brown Leather	Body Colour
Bunmetal Grey	Cloth	Silver
Black	Brown Leather	CRream or Black
Black	Red Leather	Red
Black	Green Leather	Green
Black	Cloth	CRream or Black

Radiator Grille Bars up to late 1934 were painted French Grey (pale tone) but after were just body colour except on Black cars when they were sometimes Red or Green to match the wheels. In all cases the coach line matched the colour of the wheels.

This might all look very confusing but if you read through carefully, it is quite straightforward. The main changes were around 1933-34 with the dropping of the short rad and the introduction of the 'intermediate' model (long rad with side lamps).

Any other information in addition to this would be most useful if anyone has any.

Phillip Albers

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Editor's note - Yes we do have some more. My own 1934 two door Y is black with cream wheels, the leather upholstery was originally brown, so one more to add to the Y Black list.

Also, Sam Roberts thinks that grey radiators appeared later than 1934, quoting Mike Nash's 1936 Tudor in original paintwork including grey radiator.

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THE TALE OF A TERRIER

I've always dreamed of driving a small open topped sports car down English country lanes on a balmy summer's day - not unlike a latter day Toad of Toad Hall. Although, in my dream, my car is British racing green with black wings, unlike Toady's bright red job. Slowly my dream is becoming a reality in the shape of a Ford 8 hp Terrier Mark I. I use this nomenclature as Terrier seems to be the name it was given by W. Harold Perry Ltd., the famous Ford agents in North Finchley, who in late 1932 started building cut down replicas of their successful Greyhound V8 body on the new Model Y chassis. The Terrier is also referred to as a Kerry (an Irish Terrier note), presumably to distinguish it from its Model Y Coupe sister, the Cairn (a Scottish terrier), also marketed by W. Harold Perry. The Terrier was a most successful little car which, in 1933 and 1934, won in its class at many rallies in the capable hands of drivers such as Messrs. J. A. Driskell and C. E. Packer.

Ellison Hawks in his 1935 publication 'The Book of the Popular Ford' describes the 'Kerry' thus:

"Following modern sporting car practice, it is fitted with helmet type wings, the normal running boards being replaced by the louvred, dropped side panel, giving a low slung appearance.

The body is ash framed with steel panelling, finished in cellulose to choice from a wide range of colours. Cutaway doors and a lengthened multi-louvred bonnet add to the general appearance.

Comfort of the passengers and the driver is ensured by the leather upholstery in colours to match the body, the front bucket type seats being provided with pneumatic cushions. The 'Brooklands' spring spoked steering wheel gives the maximum comfort for the driver. The safety glass one piece windscreen is equipped with electric dual windscreen wipers, and is designed to fold forward when not required.

Weather protection is given by a metal framed folding hood, and rigid side screens, the front screens opening with the doors. When not in use, the hood folds back and is enclosed in a hood bag, and this, combined with a tonneau cover to protect the rear seats, gives a neat appearance."

He failed to mention that aluminium splash panels were fitted to the front of the rear wings and leather mud flaps to the front wings.

Regrettably, its popularity waned rapidly when the mass produced Morris 8 Tourer came on the market. At £185, the Terrier was too expensive. Perry's cheaper version, the Terrier Mark II, hardly sold at all at £168 10s. This incorporated the Standard Model Y bonnet and Model Y front and rear wings, which meant adding standard running boards. It looked rather like a sliced off Tudor. To my knowledge, none of the Mark II's has survived. I know of three Mark I's: Ian Smith has a beautifully restored 1934 long rad version in Devizes; there is a 1932 short rad Terrier which appears monthly in 'Automobile' for sale (photo in the back cover of the August issue) - but more about that later, and there is mine, also a 1934 long rad.

As I mentioned at the beginning, I have always longed for a sporty looking car and as I had spent 3 years restoring my present 1936 Tudor and had owned a 1936 Tudor as a young blade in my courting days, why not try a Model Y tourer, I thought - easier said than done. They are like chickens' teeth to find. I saw an unrestored one in Tintern in the Wye Valley (type unknown), but its owner won't part with it as he is keeping it garaged as an investment! A beautifully restored 1932 Abbey tourer changed hands in early 1984 between Keith Copp and

Eve and Mike Chapman, but apart from that one, the Terrier advertised in the 'Automobile', which seems to be shuttling back and forth between dealers in Kent and Hampshire, and my eventual purchase, no tourer has changed hands this decade as far as I am aware.

I bought mine from Bryan Wiltshire of Northolt in March, 1986, through a chance random jotting from Bob Wilkinson's mail bag in the November/December 1985 Newsletter. It had suffered the same fate as the Terrier advertised in the 'Automobile' in that post war it had been converted to a Ford Special. The conversion consisted of stripping all the 8 hp engine, transmission and axles out and replacing them with 10 hp Ford Popular engine, transmission, axles, compensated brakes and 'easy clean' wheels (spoked wheels do not fit the larger brake drummed Ford Pop). To do this, the Model Y rear chassis had to be replaced by a Ford Pop cross member to fit its straight rear transverse spring. Mine had also been fitted with a twin carb Aquaplane inlet manifold conversion kit and electric petrol pump. I have yet to strip the 10 hp engine, but I will be surprised if the cylinder head gasket isn't a thin aluminium job and the inlet ports haven't been enlarged to allow for a greater fuel intake. In their day, these conversions were quite popular and speeded up to 100 mph could be achieved. (Hence the need for the compensated brakes and larger brake drums!) To help the suspension and cornering at speed, mine was also fitted with telescopic shock absorbers at the front and a Panhard anti-roll bar at the rear. (The one in the 'Automobile' has neither of these.)

So you can see that I have quite a job on to restore my Terrier back to its 1934 spec.! - which in the true spirit of the first rule of the Register, printed on the back of your membership cards, is what I am aiming to do. Progress is slow, but more of that in a later issue of the Bulletin.

Sam Roberts

Ian Smith's beautifully restored 1934 Terrier Mark I in Devizes



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RESTORATION NOTESTacking up your horses correctly

Lining up the engine upon original installation is a most important point to observe in your Model Y restoration. Fitting the engine into the chassis and then just tightening up the bearer and tie rod bolts is not good enough, as this only leads to the engine sounding rough, and the vibration throughout the chassis is excessive compared with that of a correctly aligned one. So, if I may, I will try and lead you through the correct sequence.

First, make sure all your nuts, bolts and engine mounts have good threads, especially the front rubber engine mounts inner threads. These, if damaged, can easily destroy the metal to rubber bond upon tightening down the bolts rendering the mount useless, but let's not look on the black side of things. If all is well with your fixings, place the two front rubber engine mounts on the chassis and with the four bolts, washers and nuts, fix them securely into position.

Now comes the heavy work, depending on what facilities you have to hand. You may wish to lower engine and box as one unit or individually into the chassis. Whichever you choose, you will need a couple of jacks and heavy wooden blocks to support engine and box until they are both attached to the chassis. Assuming engine and box have been bolted together, and the universal joint coupled up with prop shaft, place the gaskets and bolts that couple up the torque tube to gearbox into position and tighten them fully, not forgetting to pass locking wire through all four of them, and also placing the speedo drive with gasket into the torque tube and tighten the two bolts.

The gearbox rubber mount has now to be tied down to the centre cross-member with the metal strap. Place this strap over the two studs on the cross-member either side of the large rubber mount, and run the two nuts down just finger tight for the moment. Now go to the front of the engine and place the front engine bearer into position, noting that the two bolts that hold this bearer to the engine are of different lengths. The left hand side bolt (looking at the front of the engine) is the longer one, the right hand bolt is the short one. Incidentally, both these bolts have holes drilled through the hexagon heads to allow them to be locked with wire to prevent their loosening in service. Having placed these bolts into their respective holes through the bearer and into the engine, tighten them and lock them with suitable iron wire.

Next line up the ends of the engine bearer with the two rubber insulator mounts either side of the chassis, place the bolts with spring washers into each mount, passing them through the bearer ends, and do them up finger tight only.

Now for the next operation, the engine must be in working order, that is with water, oil, petrol and ignition to enable you to start it up. Do this and run it for a moment, allowing the engine to establish its free position, then fully tighten the two front engine mounting bolts, also the two nuts on the gearbox strap, not forgetting to place split pins through these two nuts.

I can hear you saying to yourselves 'but what about the radius tie rods' (well I haven't forgotten). These are now fitted, place them into position through the ears on either side of the gearbox bell housing and run the two castellated nuts down on them, the other ends are fixed with two bolts and washers to the centre cross-member. Place these two bolts through the eyes and into the cross-member, tightening them just a couple of turns into this member. Now pay attention to the bell housing end of these rods and fully tighten and split pin the nuts. You will now find you have a gap between the tie rod eyes and the cross-member, these may not be of equal distance, or may only be on one side, but whatever, these gaps have to be carefully shimmed out, that is with washers (SHIMS) of the correct thickness to fill the space exactly. When the gaps have

been filled, fully tighten the two bolts, this ensures the correct alignment of engine in the chassis.

If you are unsure about this last operation, refer to your Model Y Service Bulletin Vol. 2 No. 6, where there is a pictorial guide. You will probably not find any shims under the Part Numbers, but most Model Shops do supply metal in various thicknesses, going down to a few thousandths of an inch, from which you may pre-fab a washer or two.

Jeff Cole

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6TH NORTHERN CLASSIS CAR SHOW - AUGUST, 1987

our Club was well represented at this splendid event held over the August Bank Holiday period within the grand Victorian setting of the G-Mex Hall in Manchester (the old Central Station).

I have just driven the 65 miles home in my Mistral Tourer and am still bubbling with enthusiasm after rubbing shoulders with so many old car buffs.

Peter Ketchell had taken on the organisation of our display. We had three cars on show (this was all that space permitted):

Paul Ormond-Smith's 1936 2 door Y, EG 2814  
 Terry King's 1936 4 door C, HV 5918  
 Bob Wilkinson's 1935 Y Mistral Tourer, BUA 914

Over the three show days, we had several members on hand. Paul Ormond-Smith and Heather Duncan, Terry and Julie King, Chairman Sam and Paula Roberts, Ian Schofield, Karl Dillon, Dave and Carole Tebb, Gordon Batchelor, Alan Oakes (doubling up with the Sidevalve Owners Club where he had parked his car!) and yours truly. Peter Ketchell was in attendance on each of the three show days in addition to setting up the stand on the Friday.

All were kept busy responding to the enquired that 'our' cars always initiate. It seems that almost every family has owned either a Y or a C over the years. With the passing of the years, there are now more eager faces telling us that "my dad had one of these" rather than original users exchanging memories.

A few 'new' cars turned up and owners were offered membership, of course. Of particular interest was the possibility that the dismantled remains of a Mistral Tourer have turned up in Blackburn - a rare find! Peter Durnan has begun the restoration and visited our stand on 2 days to photograph and make notes.

We also came away armed with a list of registration numbers to check if these cars were still alive and the promise of various old photographs of 'our' cars in contemporary settings.

Personally, I felt that the balance of cars at the show was too heavily weighted towards post war vehicles but naturally such an exhibition has to cater for a wide range of taste. maybe my preference is coloured by nostalgia for the cars I had in my early motoring years. I wonder how many of today's cars will become collectors items? (2CV's I'm backing!) However, well done, Practical Classics Magazine for bringing together such a wide range of enthusiasts by sponsoring such a colourful event.

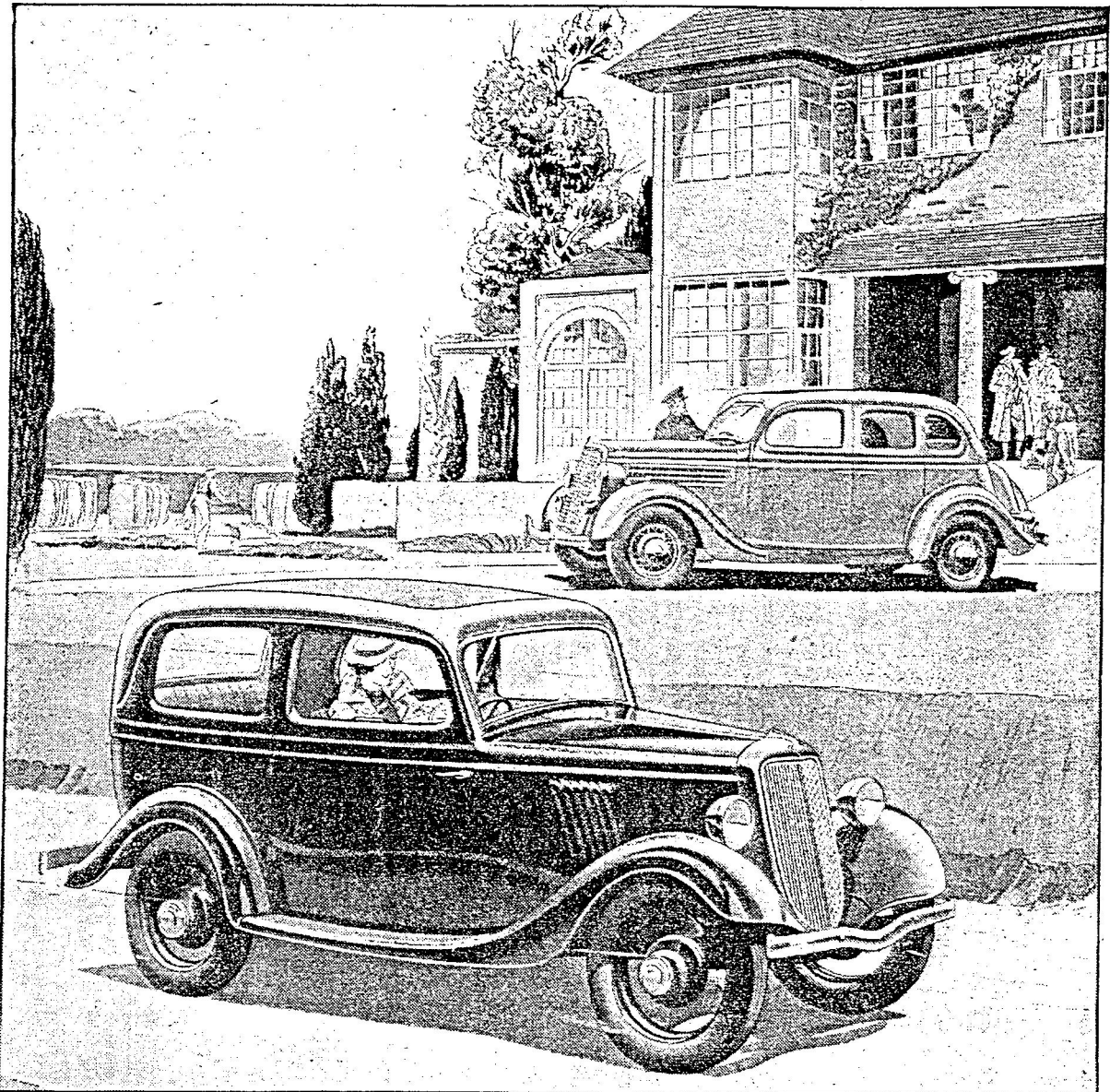
The Hall really came alive at 6.00 p.m. on Monday as this was the time for display vehicles to depart. A dignified Le Mans type start took place as a 'D' type Jaguar with crisp exhaust note became an early leader.

Rare for this summer, a beautifully warm evening enhanced my evening drive home with the hood down, feeling rather buoyant looking down the distinctive Y bonnet.

Well done, Peter Ketchell, for organising us - we all thoroughly enjoyed the show and will definitely be back next year.

Bob Wilkinson

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The POPULAR FORD (£6 Tax), As illustrated, £100. • The FORD V-8 (£16.10s. Tax), Priced from £215, according to body-type.

OVER 150,000 buyers, including an enormous percentage of women—nowadays just as keen on efficiency and value as their husbands, brothers, fiancés or other men-folk—have found the car they wanted in the POPULAR FORD (£6 Tax), Britain's First £100 Four-Seated Saloon. It has all the power, flexibility on top gear, ease of changing, up or down, nicety of steering, beauty of suspension, comfortable roominess for all four occupants, and elegance of appearance, inside and out, *lastingly*,



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Another value-marvel, in a different class, is the New Ford V-8 (£16.10s. Tax), Britain's paramount proposition among multi-cylinder luxury-cars for the economically-inclined. Its completeness of equipment and handsomeness of finish are a revelation.

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Literature on Request: All Prices at Works

**“ T H E R E I S N O C O M P A R I S O N ! ”**

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

The following list has been compiled by Alan Oakes and will be continued in future editions of the Newsletter.

CHRONOLOGICAL LIST OF MODIFICATIONS TO THE MODELS Y & C, 1932 - 1937

<u>Date</u>	<u>Chassis no.</u>	<u>Modification</u>
August, 1932	0001	Model Y introduced. Note: Prototype produced in Dearborn. First shown in England at Ford Motor Exhibition in Royal Albert Hall from 19th-27th February, 1932. Prototype different from final production models which went into production at Dagenham in July, 1932
October, 1932	-	Separate lamps on wings. Handbrake with button release. Water runway fitted to roof sides.
November, 1932	Y3975	Burman steering adopted (worm and nut).
December, 1932	-	Tail lamp and number plate bracket moved from offside rear to centre rear valance. Main loom now one piece instead of two separate parts.
February, 1933	-	Two slots machined at the bottom of the inlet manifold to allow condensation to drain. Ignition timing to 8 degrees BTDC. Piston at 0.29 in. before top of stroke. Cast crankshaft pulley exchanged for steel. Bore of generator pulley and generator shaft tapered.
April, 1933	-	Improved LUVAX round type shock absorber fitted. Hole in bulkhead for speedo cable re-located. Tension on clutch pressure plate springs reduced. Auxiliary release spring added to starter switch.
May, 1933	Y23101	Handbrake grip release added. Propshaft and pinion changed from one piece to two piece design. Body of petrol pump re-designed 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 plugs 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.
June, 1933	-	Longer rod to cross shaft fitted (Y-2853 replaced by YE-2853-B). Generator support thickened and strengthened (Y-10151).



<u>Date</u>	<u>Chassis no.</u>	<u>Modification</u>
July, 1933	-	Shield (YE-13467) and rubber conduit (B-14597) fitted to rear lamps.
September, 1933	-	The front spring strengthened by lengthening numbers 3-4-5-6-7 leaves. The spring clamps retaining 5 leaves instead of 4. (Spring Y-5310 replaced by YE-5310 and clamps Y-5330 by YE-5330). Exhaust clip (YE-6256) added to tail pipe. Distributor cam changed to give dwell angle of 45 degrees instead of 25 degrees.
October, 1933	Y37291	Lubrication slot cut in top of block thrust face towards camshaft ( $\frac{1}{4}$ in. wide x $\frac{1}{8}$ in. deep). 0.0004 in. oversize camshaft gear available (YE-5256-BR). Model 'face lifted' for 1934. "Long-Rad" model introduced. (Early cars became known as "Short Rad") Instrument panel moved from centre to driver's side of facia. Deep valances added to front and rear wings. Front bumper with curved centre section adopted. Winder for opening windscreen moved to centre of dashboard. larger headlamps fitted, plus different upholstery. Foot operated dipswitch. Wider cylinder block adopted.
November, 1933	Y41852	New braking system introduced with a separate handbrake cross rod, the rear ends of the rear brake rods formed into slotted links to allow hand and foot rods to operate independent of each other on the rear fork. Improved Burman steering fitted. Larger diameter ( $4\frac{1}{8}$ in.) generator pulley fitted requiring different fan belt (YE-8620). Metal strap added to generator bracket.
December, 1933	-	Oval type shock absorbers fitted.
January, 1934	-	Second speed bush and thrust washer in gearbox, held by two keys instead of one. Lower ratio gearbox introduced YE-7015 (Spigot shaft) and YE-7114 (Layshaft cluster).
February, 1934	-	Timing pin added to front cover (timing previously checked by number 1 spark plug). Modified emulsion block and gasket introduced. (Casket -YE 9592 reduced in thickness from 1mm to $\frac{1}{2}$ mm, emulsion block thickness increased by $\frac{1}{2}$ mm. 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.
March, 1934	-	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 cut-glass lens and rim.

TO BE CONTINUED



# Bulletin

## 'Popular' and 'De Luxe' Models

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FORD MOTOR COMPANY LIMITED

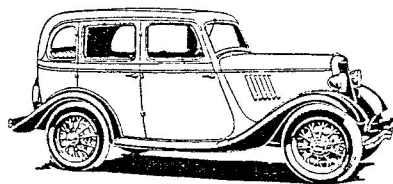
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### *When Winter Comes*

COLD weather and long evenings invariably set up conditions in a car that should be provided against at the outset if freedom from inconvenience and trouble is desired.

In particular is this true of the engine oil, which should now be changed to the winter grade, and the generator charging rate, which may with advantage be increased to conform with the additional drain on the battery.

Induce your clients *NOW* to have their cars adjusted to meet the requirements of the winter season—full details of the complete winter tune-up will be found in previous issues of this Bulletin.



## SELF-CANCELLING TRAFFICATOR SWITCH

The direction indicators of the current model "De Luxe" car are of the self-cancelling type operated by a switch (C-118010-B) on the steering column above the horn button. When the lever is moved to the left or right, with the ignition switched on, the respective indicator arm moves out and remains in that position until the steering wheel is brought back to the straight ahead position.

### Operation

The successful operation of the self-cancelling trafficator switch is dependent upon three parts of the switch gear, illustrated in Figs. 24 and 25.

1. The electrical circuit that is made and broken by a sliding contact C which bridges across two of the three contact points Z in the lower switch body L when the switch lever E is moved either to the left or right. This sliding contact is held against the points by a spring G, situated in the body of the lever.

2. The mechanism that will hold the switch lever at either of the two side positions until such time as it is released by the return of the steering wheel to the straight ahead position.

3. The mechanism that will effectively release the switch lever and return it to its normal position when the steering is straight ahead.

When it is desired to operate the off-side direction indicator, the operating lever E on the steering column is moved to the right. In the body of the lever is contained a spring loaded plunger with roller contact that normally rests against a recess in the brass "V" block V, but on deflection to the left or right, depresses the respective lever release block B until further movement is prevented by the tapered end meeting the inside face of the cup Y, as shown by the full outline in Fig. 25.

At the same time the left hand lever return spring N is compressed, and would return the lever to its original position if it were not prevented from so doing by the roller butting against the side of the "V" block and holding the lever against the compressed spring N in this position.

Rotating the steering wheel clockwise brings the indentation in the lever release cup Y past the release block B. The latter, however, is not depressed as it is pivoted at the centre and is permitted to deflect to the left by a bevel in the switch body; a spring incorporated in the block

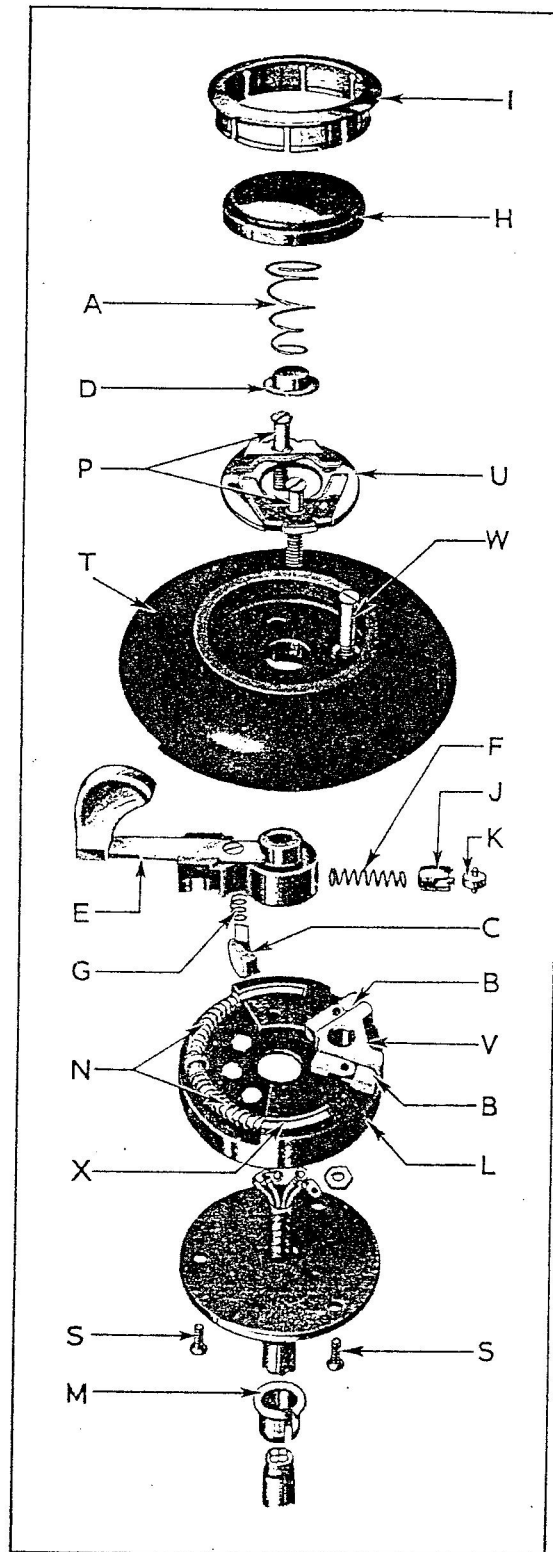


Fig. 24

B returning the two halves to the straight position when free to move.

On the return of the steering wheel no such movement is possible, and the block is depressed by the indentation in the cup, pushing the roller upwards until it is clear of the side of the "V" block and permits the lever return spring N to move the lever back to its normal position shown by the dotted outline. This movement also breaks the electrical circuit at the contact points and the indicator returns to its closed position.

#### Dismantling

There should be very little need to interfere with the mechanism of the switch and it is better left untouched, unless for some reason it should cease to function.

The wiring points at the lower end of the steering shaft should first be disconnected and the oil drained from the steering box. The lock nut may then be removed from the end plate and also the four screws that secure the plate to the housing, permitting the plate to be unscrewed from the end of the sleeve that extends the full length of the steering shaft.

Next, remove the steering wheel insert I that retains the horn button, with the special pliers Y-373-B, and lift off the horn button H and spring A. Withdraw the switch and sleeve assembly from the steering column.

To examine the wiring, or to dismantle the switch, the three screws S that secure the switch body L to the flange on the sleeve must be removed. These are staked in position by metal punched into the screw-head slot, which will consequently require to be removed before the screws can be turned. While removing these screws care must be taken not to damage the bakelite parts of the switch gear.

The wiring may now be examined at the underside of the switch body and will appear as in Fig. 26. Should it be necessary to replace the cable or to connect up any of the wiring leads, this should be done in accordance with the coloured leads indicated in the above illustration. When replacing a cable it will be found necessary to unsolder the four lugs at the lower end to permit the cable to be threaded through the sleeve.

These lugs are connected to the wiring looms as follows: the horn wire (black or blue) to the blue wire with yellow tracer in the main wiring loom. The feed wire (yellow) to yellow wire in the indicator wiring loom: the near side (red) and off side (green) indicator leads to the red and green wires respectively, in the indicator wiring loom.

To reach the internal mechanism of the switch, it will be necessary to remove the two screws P that pass through the horn contact block U, first unsoldering the nuts. The contact block and horn spring locator D being removed, the third screw W may be taken out.

The top half of the body T may now be removed, exposing the switch gear. It will be necessary to exercise great care when lifting away the switch lever as the bakelite portion contains the spring loaded plunger and roller that will rapidly be ejected when the pressure is released. The remainder of the parts may be lifted from the switch body.

#### Re-assembly

Unless the various switch gear parts are assembled systematically much time will be spent in the attempt to locate them all in their correct positions. The most satisfactory procedure has been found as follows:

Remove all loose parts from the lower switch body. Hold the switch lever E upside down and place in their housings the sliding contact spring G and the contact C. Position the switch lever return spring guide X in the locating lug in the lever with one washer and spring on either side.

The lever, still held upside down, may now be placed in the lower switch body and the spring guide ends positioned in the two grooves with

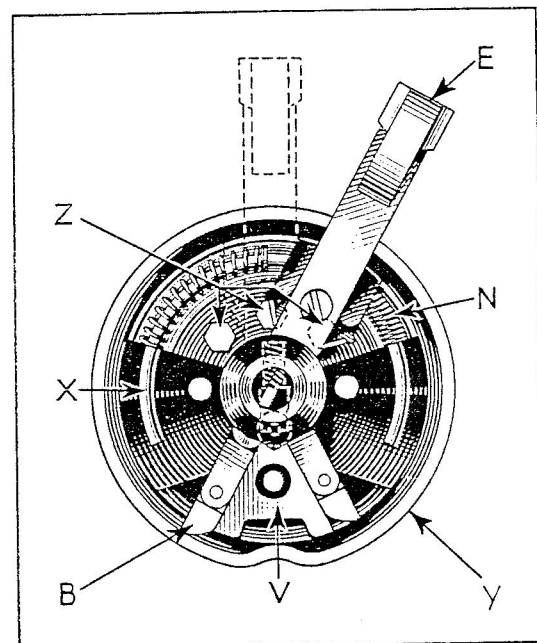


Fig. 25

the springs in compression against their respective shoulders. Holding the lever against the switch body, the plunger, roller and spring may now be pressed into the housing with the "V" block and the latter fitted into its seat in the lower switch body.

Still holding the lever against the body to prevent the parts moving out of position, place the two lever release blocks B in their grooves with the tapered ends pointing away from the "V" block, as shown in Fig. 25. The top half of the switch body T should now be fitted on the lower half and the two clamped by means of the screw W and nut.

Screw the horn contact block and spring guide to the upper half of the body with the two screws P, replace the three screws S, making sure that the wiring is correct and the nuts soldered on the screws to provide good electrical contact. The screws S should be staked by punching metal into the screw head slot.

The horn spring should be positioned with the smaller end around the locator D and the horn button retained by the steering wheel insert I as shown in Fig. 24.

Should the cup be Y removed for any reason, it is important that it be replaced with the indentation at the bottom when the wheels are facing directly ahead. The cup must be firmly held while the steering wheel securing nut is being tightened.

When replacing the sleeve in the steering shaft, the small brass silencer M that prevents lateral movement of the sleeve in the shaft, should never be omitted.

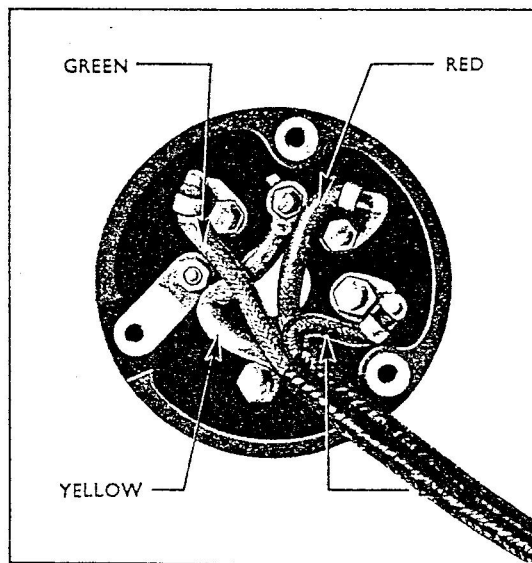


Fig. 26

Locate the switch in the steering wheel housing so that when the lever is in the central position it points directly upwards. The steering housing end plate should be screwed down on the sleeve until it butts against the housing and permits the four screws to be replaced. When these have been tightened down in the housing the lock nut may be screwed down on the end plate and the box filled with oil. Care should be exercised when tightening the lock nut not to use undue force, to avoid stripping the threads on the sleeve.

## EXHAUST VALVES

Dealers should warn their clients that delayed ignition timing and an over-rich or over-lean petrol air mixture, with possible low water level in the radiator, will produce conditions of overheat that will subject the exhaust valves to extremely high temperatures.

A special alloy steel exhaust valve CE-6505, that will provide an increased resistance against such abuse, is now being used in the "Popular" and "De Luxe" model engines. This valve

may be distinguished from the inlet valve by the letters "EX" stamped on the mushroom head, and to give owners a greater margin of safety against adjustments that have been allowed to become badly out of tune the special exhaust valve should always be fitted where replacements of this part are made. Stocks of the valve Y-6505 should be used in the inlet valve port; these have no identification mark on the head other than the trade mark "Ford."



PLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Graham Miles. The order will be handled as soon as possible. Payment is then to be made to Christine Baldock (address is on page 2) as she is the Treasurer for the Ford Y & C Model Spares Ltd., and keeps the books. Cheques must be made payable to Ford Y & C Model Spares Ltd., and must be in sterling.

Postage will be added to the invoices as at its value and a modest charge will be made for packaging where materials are needed.

PLEASE NOTE The Ltd. Co. does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

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Prices quoted are not negotiable.

MECHANICAL

	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
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	£ 5.60
Y overhauled clutch/brake pedal assemblies - exchange only - orders accepted, no stock at present	£16.40 each	not offered
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 - exchange, stocks permitting	£15.50 per pr.	not offered
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.		not offered
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 - <u>straight</u> 9½" x 1¼"	£ 2.25 each	£ 4.00
Bottom hoses - <u>straight</u> 8" x 1¼"	£ 2.25 each	£ 4.00
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	not offered
	plus £1.60 P&P	
Hydrostatic fluid for petrol gauges - please return any unused fluid and the kit because we can recharge that and use it again	£ 5.00 a kit	not offered

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

REPRODUCTION PARTS

	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
Various body panels including wings and patch panels are available, please submit your requirements to Graham Miles and he will tell you of availability.		
Y model rear valance panels, S.R. & L.R.	£81.00 each	not offered
Y model rear wings, S.R. & L.R., are on order and the estimated price will be	£90.00 each	not offered
Chase rails on chassis inside door, beside carpet (state 2 or 4 door) - out of stock, but on order		
Patch repair kits for 2 door Ys and 4 door Ys front doors - Difficult to post, please try to collect		
outer panel (2 door) 6 in. deep	£ 7.10 each	not offered
inner panel	£11.35 each	not offered
inner front curved section of door frame	£ 8.10 each	not offered
angle bracket to rear of skin to pillar	£ 0.60 each	not offered
Y floor pan wells - rear passenger	£25.00 each	not offered
Y rear wheel arches	£58.00 each	not offered
C side sills - one pair left	£58.50 per pr.	not offered

Rubber Parts

Engine front mountings (exchange)	£ 2.80 each	£ 4.20 each
Front radius ball	£ 2.00 each	£ 3.00
Steering dust covers (4 per car)	£ 0.80 each	£ 1.20
Under Y bonnet rubber sets - 9 items	£ 5.50 each	not offered
Brake and clutch pedals - exchange	£ 2.90 each	not offered
non-exchange	£ 3.90	£ 6.00
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.40
Gear box mounts	£10.00 each	not offered
Y early side light base mats	£ 2.40 each	£ 3.60
Rubber style matting for running board - pyramid design	£ 4.00 per side	not offered
Recommended adhesives are (a) Bostick, type 3206 - gives movement before finally sticking (b) Bostick 772 will contact immediately and will not give movement, but is recommended as the better to use.		
Door stop buffers	£ 0.80 each	not offered
C front axle beam stop rubber (metal not included)	£ 5.00 each	not offered

Body Fittings

Early Y side light bases in brass complete with rubber mat, fixings, bulb and armoured cable, etc. - please submit your order		no stock at present
Late L.R. 4 door Y hinge centre bolts	£ 0.75 each	not offered
Brass balls door hinge	£ 0.60 each	£ 0.90 each
Enamel rad. badge - dark blue	£10.00 each	not offered
Y fixed timber roof stick kits in hardwood pieces	£37.00 each	£50.00
Bumper bar bolts		no stock at present
Rear luggage carriers Y model only - allow 6 wks delivery	£42.00 each	£63.00
Club badges, bar type	£ 3.75 each	not offered
Copper bifoliated rivets	£ 0.02 each	£0.03
Front brake drums - exchange only	£23.00 each	not offered
Interior window winder handles - new and used stock	£ 4.25 each	not offered
Y interior door handles - please submit your order		
C interior door handles - allow 6 wks delivery	£ 4.25 each	not offered
Y exterior door handles - 6 wks delivery	£17.00 each	not offered
Y exterior door handles - key type, does not include barrel	£21.00 each	not offered
C exterior door handles	£17.00 each	not offered
C exterior door handles - key type, does not include barrel contact Graham for details, 6 wks delivery	£21.00 each	not offered

MEMBERS PARTS FOR SALE

W102Y B. Wallis I  
Spares for 1936 Ford Y  
Hub caps  
Dynamo  
Dip stick  
Wheel nuts 12  
Heater parts  
Brake pedal  
Carb.  
Manifold  
Speedo  
Gaskets  
Bonnet clip  
Wipers  
Wheel hubs and  
brake shoes  
Wiper motor  
Pork pie light  
Will accept £50.00  
4 Nepean Close, Alverstone, Gosport, Hants.

P108C D. Parker I  
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

R. Catley I  
6 good wheels, 2 good tyres from 1933 y 4 door  
For sale, or exchange for bonnet.  
Tel. 0203 552353 (Coventry)

B. A. Crockford I  
4 doors for a Model Y 4 door.  
(Knows of a restorable 1939 Prefect, very  
cheap)  
Tel. 098 682 347 (Halesworth, Suffolk)

B. Garlick I  
Y gear box lid  
Y corwn wheel and pinion  
2 wheels £20 the lot  
Tel. 0298 5972 (Buxton)

T. Taylor I  
Y bumper F/cross member  
Bumper brackets for Y  
Tel. 021 378 0144 or 021 351 7673

J. Hodginson I  
Y back axle, pistons, wheels and tyres  
Danes Moss, Bawsworth, Macclesfield

S119Y I. Smith I.2  
Y model chassis frame, needs slight repair to  
running board mounting area  
pair L.R. front wings, need slight repair  
Model C wheels  
Model Y wheels  
L.R. late type bonnet  
Many used and new small items  
Y petrol tank (used)  
Tel. 03943 7911

MEMBERS PARTS WANTED

P103Y H. Parker I  
Armstrong shock absorber rubber bushes,  
top and bottom, both sides rear only.  
150 Woodlands Road, Ditton, Maidstone,  
Kent, ME20 6EZ.

B136Y K. Briggingshaw I  
Rear n/side wing for L.R. 1937 Y -  
Tel. 0582 601692

D118Y D. P. Denson I  
Four window winder escutcheon plates  
Set of brake rod ends and standard celvis pins  
Bottom hose with bend  
Hub cap  
Spare wheel strap  
Tel. 0282 74768

B132C R. Bonson I  
C Model bumper bars  
Tel. Eye (0379) 870968

L106Y R. Levett I  
Windscreen complete in good order, for Y  
L.R. model, 1937  
Tel. 0423 880181

P110C Y. Precieux I  
Fluid petrol gauge  
C brake mechanism assembly  
Rear brake springs  
Front and rear shock absorber links  
Tel. 01 291 1198

H126Y J. Hudson I  
Four window rollers i.e. guides below glass  
line  
43 Acredales, Linlithgow, W. Lothian, Scotland

G119C D. Gatenby I.2  
Wanted for C model:  
Glove box lid  
Centre interior roof lamp  
Gear lever knob (with indicator switch)  
Interior mirror  
Rear window blind  
Number plate brackets  
Rear light brackets  
Tel. Darlington 486781

E107C R. Evans I.2.3  
Requires for 2 door 1936 Model C:  
Dashboard panel - instruments not necessary  
Interior window surround moulding for side  
door and rear window  
door shut trim panels in steel (cover the  
wood pillars, etc.)  
Tel. 04695 89844

W107Y D. C. Watkins I.2  
5 Ford wheels (good condition) for C  
1 Ford C hub cap (poor condition, scratched)  
Tel. 061 789 4383

H. Pritchard I.2  
Car for sale: Price £2,600  
1937 Ford 8 Y type, 4 door model, recently  
professionally re-trimmed, 5 new tyres,  
re-wired, totally rebuilt mechanically.  
8 months M.O.T. Distinctive number places,  
CAD 519  
Tel. 01 363 9029 (Enfield)

H101C R. P. Hamilton I.2  
Car for sale: Price £575  
1935 Ford C, original and complete.  
Everything works. Chassis needs small weld.  
Reg. no. SE 4243. (Only one in Scotland)  
Tel. 0294 214086 (Irvine)

R111Y B. Ruddock I.2  
Car for sale:  
1936 Model Y L.R. reg. no. DHK 107.  
All running gear and engine overhauled.  
Required trimming, paintwork, etc.  
Tel. 0787 280336 (Suffolk)

W118Y B. Wilkinson I.2  
Various publications, handbooks,  
instruction books, etc., for Model Cs and Ys.  
Prices according to condition and type.  
Tel. 0405 860836

D108C B. Durrant I.2  
Car for sale: best offer around £2,000 secures  
1936 Ford Model C. Rare 4 door saloon model.  
Re-upholstered and re-built by Graham Game  
to concours standard, though now in need of  
some engine attention and minor body tidying  
for the season. Very practical and reliable  
hisitoric family car (40 mpg on 2 star!).  
One parent family finances finally force  
much regretted sale.  
Tel. Chelmsford 360759

Geoff Jackson/Paul Finch I.2.3  
Car for sale: Offers over £1,600  
1935 4 door Model C with negligible rust.  
Mechanically sound and can be M.O.T.d. Not  
taxed. Lansdowne Garage, 150/152 Brownedge  
Road, Lostock Hall, Preston, or  
Tel. 0772 30744

John Beecham I.2.3  
Car for sale: Price £450  
1935 Model C, unused many years. Renovation  
started. Believed oldest survivor in Britain.  
Chassis no. 04018. leather interior trim.  
Some spares. Inspection invited.  
Tel. 0476 65735 (Grantham, Lincs.)

G113Y Michael Gray I.2.3  
Car for sale: any reasonable offer  
2 door 1936 Model Y, nearly complete, awaits  
trimming & final paint preparation  
16 St. John's St, Biggleswade, Beds., SG18 0BT.

L115Y John Lane I.2.3  
Requires for Model Y Popular Ford:  
Generator pulley and fan belt  
(2 sizes of pulleys, also have straight or  
tapered shafts - which one do you require?  
This will determine the size of the fan belt.  
Graham M.)  
Tel. 021 360 6080

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N. Cousings, London House, Lower Road, Cookham, Maidenhead.

Tel. 06285 26229

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Ron Mudge, 156 Windsor Road, Bray, Berkshire SL6 2DW

Tel. 0628 39099

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Paul Beck, High Street, Stalham, Norwich, NR12 9BB.

Tel. 0692 81534

Woolies (L. & C. Woolstenholmes) Ltd., off Blenheim Way, Northfield Industrial Estate, Market Deeping, Peterborough.

Tel. 0778 347347

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