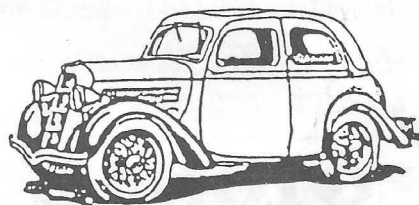
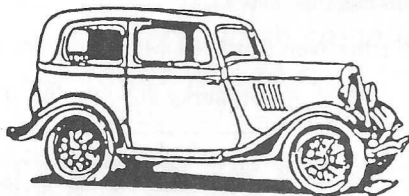


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 105 MARCH/APRIL 1997

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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

EDITOR'S REPORT

May I extend my grateful thanks to everyone who has taken the trouble to put pen to paper and write, either sending a contribution for the Bulletin or offering advice, and in reply to the anonymous one in Bob Wilkinson's handwriting, thank you, but it is physically impossible!



I really have had a difficult task selecting from the many articles and letters which came in, but one of the briefs for the editor was to keep the cost down, which means keeping below 28 pages after which the printing costs more and the weight puts up the postage costs. I hope that the selection of anecdotes, advice, and the photographs in this issue can provide something for everyone. Held over for the next issue are a couple of van articles and more period photographs. These and a couple of restoration stories will ensure another interesting next issue, however please keep writing, each Bulletin needs over 13000 words! These take a lot of finding.

Many members are now on the point of taking those first few miles in their newly restored vehicles, testing the reliability and fine tuning their work. They will soon come to trust their car, know its weaknesses and try to find ways of getting round these. I found that if I left 'Emily' in the drive during damp weather, the wind which funnelled between the buildings soon drove water onto the electrics and made starting more difficult. Add to this a cold day, thick oil, and the village were treated to the spectacle of a family going for an early morning run with the car at the end of February! (3 outside, 1 behind the wheel)

The list of shows at which members of the Register will be present is growing continually. Our cars are always greeted with affection and our members are flying the Y & C banner throughout the country. This is a sign of a healthy Club. I look forward to meeting members at the shows I visit and I hope to meet some new faces as well as old friends at the AGM on April 13th.

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Enough of my ramblings, the articles are far more interesting and the photographs are some of the best ever submitted, however, if you have better.....

Peter Brooke

Referring to previous issues where 30 grade oil was specified to be used in the Y engine, both myself and a 100E enthusiast wondered what is wrong with 20-50 or 10-40 multigrade oils. Surely since the properties of these oils are far superior to the standard oils, they can still be used beneficially in the Y and other older engine designs? Also would oil changes be needed so frequently? If not could someone please explain why?

Brian Fleet

(I did overhear an owner saying that he never changed the oil on his Y, since it used so much, all he had to do was top it up!
Ed.)

CHAIRMAN'S NEWSLETTER

Despite being lashed with gale force winds and horizontal rain as I write this newsletter, spring is in the air and my Model Y Kerry tourer is itching to get off its blocks and on to the road. This is the first winter that I have not exercised the car at local Christmas and New Year gatherings. The Register AGM, on Sunday, 13th April at Willoughby, will probably be its first good, long run to clear out the tubes. Hopefully many of you will do likewise; it promises to be a good gathering - see the call to the AGM written up elsewhere in this issue.



There have been two interesting discoveries since the last issue. Firstly, in far off New Zealand, the second oldest known survivor has surfaced; a Model Y Shortrad, chassis number Y490, known affectionately as "Clyde", who joins "Bonnie", the 1937 Longrad belonging to Dave McKelvey. The second significant discovery is the youngest known surviving Shortrad Model Y; chassis number Y36169 - registered on 30th September 1933, just before the introduction of the Longrad in October. LV 5279 lives closer to home, near Petersfield, in Hampshire and belongs to Jenny Bone, whom we welcome on board as a member.

Just after his Christmas activities, Peter Crook, a vicar in Leamington Spa, telephoned me to say that he had seen a Model Y being driven on the road close to the vicarage, almost daily, in fog, rain and pitch darkness en route to and from Rugby. I assured him that it wasn't an apparition but just the noble Geoff Dee using his car as Henry Ford intended. He was so impressed that he asked me to look over a Model Y, which he knew of in a barn in Coombe Bissett, near Salisbury. The car, a 1934 Tudor (Y84348), TSK 501 - ex NV4771, had been sitting in this open barn since 1993, when it had been purchased by the local main Lotus dealer, probably in

part exchange for one of his more exotic numbers! The car was not in too bad a state, but had understandably deteriorated. The battery was still connected! We already had it listed on the register; thanks to its previous owner, a Register member. The good vicar is making suitable noises, so I hope that he will rescue the car from its uncaring owner and join the ranks of the Y&C Register. With Geoff Dee around the corner, he will not be short of advice.

I was browsing in a book shop in Poole the other day and came across The Encyclopaedia of British Cars by Tony Holmes; a 1995 publication by Bison Books Ltd. (ISBN 1-85841-186-6). Therein is a glorious picture of Keith Button's June 1934,



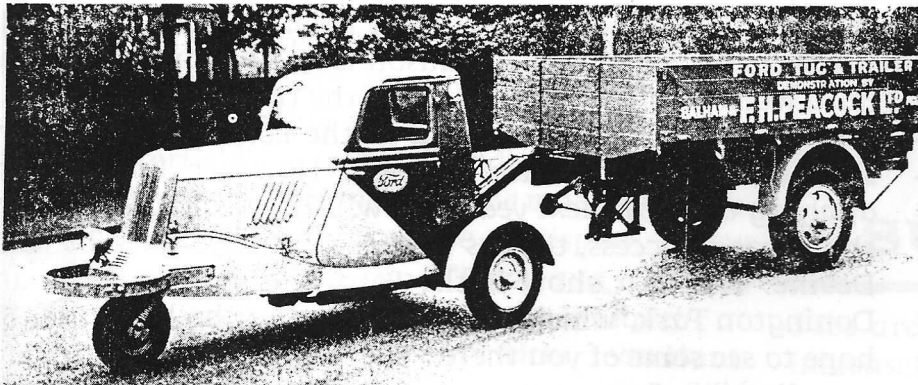
'A "barn find" near Salisbury. A 1934 Model Y glares at a low slung Lotus.'

Model Y, BHP 790 (chassis number Y64533). This car is currently for sale by Keith - see For Sale notices. The Model C was represented by an illustration, in black and white, of a Model CX, CVW 937, taking part in an RAC rally in Blackpool - probably sometime in the fifties. The car is not on the register, so probably has not survived. I was in Poole tracking down the 'Motorkit' patterns of a 1/43rd scale (7mm) model Model Y, which I am delighted to say I found. Trevor Walker, in Newcastle, will be particularly pleased as he gave me a lead a couple of years ago now. I hope to have the full story on the three different models of the Model Y ready for the next issue of

the magazine. Unfortunately, nobody appears to have made patterns for the Model C or CX.

Other publishing stories this time round include the good Mr. Murphy's 1935 Tudor Model Y from Solihull, KG 7310 (Y113866), which is used in *Classic Car Weekly* (26 February 1997) as a comparator in an article on styling similarities between the 1932 Datsun, the Austin 7 and the Model Y; a similarity we have reported on in this magazine a few years ago: I found a new photograph of a Model Y based Tug in a 1973 issue of the 'Old Motor Magazine', kindly lent to me by Peter King, the new Regional Coordinator for Essex.

Dave Curtis, in a rare display, has burst into print in the February issue of the 'Five Stars' club maga-

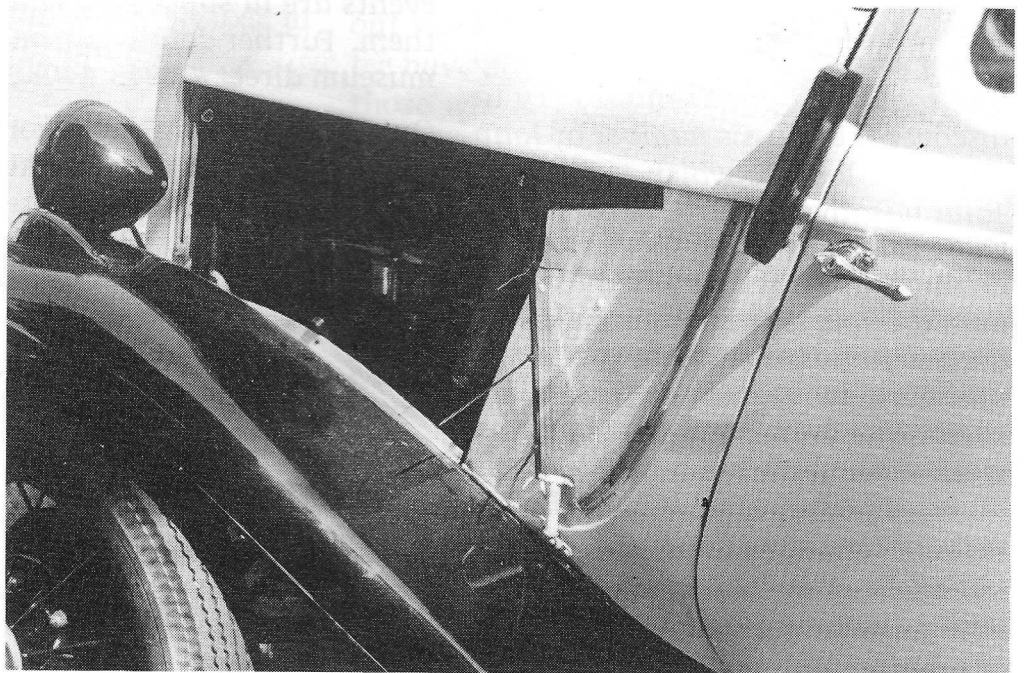


'One of only 114 Ford/Fordson 'mechanical horse' Tugs sold in 1936/37.'

zine, waxing eloquently about his Mk I Zodiac. He mentions and illustrates his Model C (sic) Tourer. It is, of course a Model CX Tourer Dave!: Keep your eyes skinned in June of this year for the first edition of a new £1.50, A5 sized, monthly classic car magazine called 'Real Classics'. Its publication is a joint venture between Geoff Salminen and his friend Paul Guinness. The launch issue will feature Geoff's Model Y: Once again, I am grateful to Geoff Browne, the Editor of *Classic Car Weekly*, for being so co-operative in providing us with, and allowing us to publish, photographs of our cars which appear in their weekly paper: Finally, Viv Codd, from Felixstowe has forwarded to

me some of the photographs of our cars, which he took in the 1950's, which we will feature from time to time in the magazine. He tells the story of his drive in a Model Y on a dirt track at a fun-fair in the fifties. The car had its steering reversed, so that when you turned the wheel left, the car went right and vice versa! Perhaps one of you technical guys can tell us how that was done?

Whilst on technical matters, Doug Hickson has put forward another theory on fuel vaporisation. He suggests that constrictions in the fuel pipe from the pump to the carburettor cause the pressure of the fuel to increase as the pump continues to operate. As the volume stays the same, the temperature rises, causing the fuel to vaporise. We couldn't decide whether it is Boyle's Law or Charles' Law of physics which describes this phenomenon. His solution is to ensure that you keep your fuel pipe and end attachments clear of 'gunge'. Doug is hopefully going to complete the restoration of his Model Y Mistral Tourer this year. Another tourer which is to be worked on this year is Keith Ardley's Alpine; or half an Alpine to be more accurate. Most of it to the rear of the bulkhead has gone AWOL.



'Graham Miles' solution to vaporisation in hot weather. Remove the near side bonnet side panel!'

I hope that the details of the renegotiated 'Heritage Ford Y&C Model Register' insurance scheme are restated in this issue. Not only does it offer the most competitive premiums for our cars - for unlimited mileage - but, an optional extra ensures nation-wide rescue at very low rates. The scheme is only open to members of the Register and the Register funds receive £1 for every member who joins or renews. At least obtain a quote before you renew your insurance policies. The number to ring is on the inside back cover, under 'Useful Contacts'. Note that this is a new number.

Following the listing of past magazine articles in the last issue, I have received four requests for reprints. Jerry Standen was particularly interested in Jeff Cole's excellent article on clutch replacement, which recommends the back end approach of dropping the rear axle and removing the gearbox. I must say that I prefer to tackle the job by removing the radiator and engine. Each to his own! At the February Committee meeting, it was decided that, in future, we would send an A5 copy of the index to new members in their joining pack.

I had occasion to visit the National Motor Museum at Beaulieu recently and took the opportunity to try to discover the chassis number of John Gibson's Model Y, which is on loan. John has given me the written authority to wave under the nose of the Curator, as he is as baffled as I am over the spurious number on his V5 document. Unfortunately, the car has been moved to the museum's store at Netheravon, whilst building work is being carried out in the museum. Hopefully, this is only temporary and we will see our cars represented in that fine collection once more.

Overseas news: Juoko Kurri, a new member from Finland, reports having two spare 8hp engines (one with

twin water inlets) with numbers preceded by 'S'. This is proving to be a bit of a puzzle. As we know, the Dagenham reconditioned engine numbers were preceded by "RY" - 8hp and "RC" - 10hp. I can only assume that these engines were reconditioned by a local agent in Finland. The stamp collectors among you will know that Suomi and Finland are synonymous - "S" = Suomi. Can anyone shed light on this? I am grateful, once again, to Bill Ballard, the Chairman of The Small Ford Club, for sending me a sales brochure for the Kelsch bodied French Model Y van. It ties in nicely with the picture of the van which appeared on a rally on the island of Guernsey in 1993 (Issue 84), which had been kitted out as a mobile dentist's surgery!

On the events front, I regret that the Irish trip has proved to be too expensive for most members this side of the water resulting in a nil response. What was more surprising, and disappointing, was the fact that, apart from Siobhan Killion in Dublin, there was a nil response from the Irish members! - Apathy reigns? Liam Tomlinson is to be thanked for the hard work he put into researching the trip. Unfortunately, we were not allocated a stand at the London Classic Car show at Alexandra Palace this year. However, Jim Miles is applying early for next year's show. The Bristol Classic Car show was a success, thanks to Nick Glenister, aided by Ken Devine. The next show is the Ford Enthusiasts' Show at Donington Park, which was advertised in the last issue. I hope to see some of you there. The Haynes Motor Museum, near Yeovil in Somerset is particularly active this year. For those of you who enjoy a run, there is the 83 miles Veteran and Vintage Run on Sunday, 11th May, which starts in Bath and proceeds via the museum to Longleat. There is also a Ford Spectacular static event at the museum on Sunday, 20th July - mainly supported by the later Ford car clubs. Both events are in support of charities, which is why I mention them. Further details can be obtained from me, or from the museum direct (01963 440804).

One item, which arrived too late for the mail shot, is an offer from Classic Car Weekly for club members only to insert "for sale" advertisements for cars or automobilia at 33% discount i.e. £8 per 20 words per week. Please contact me for details. Whilst on the mail shot, I hope you all filled in the FBHVC questionnaire. If not, it is still not too late!

May I remind you that it is coming up to subscription renewal time again (31st May). At the February Committee meeting our Treasurer, Bob Wilkinson, assured us that there appeared to be no need to raise the subscriptions this year so, subject to that being agreed at the AGM, the subscriptions at the top of the inside back cover will remain in force for next year. Please pay promptly to save unnecessary administrative work and expense. Have a good year's motor-ing or restoring.

Sam Roberts

MEMBER'S LETTERS

Casimiro Duerto Barreto (new member in the last edition) in Portugal writes :-

"I found my 'Y' model in an old barn belonging to a friend in Algarve. The car was mechanically totally dismantled and since he couldn't rebuild the car he decided to let me have it.

When I went to collect it I thought that perhaps it would be better to leave it where it was! But my desire to restore an old car changed my mind. With help from my wife it has taken 4 years to complete the work."



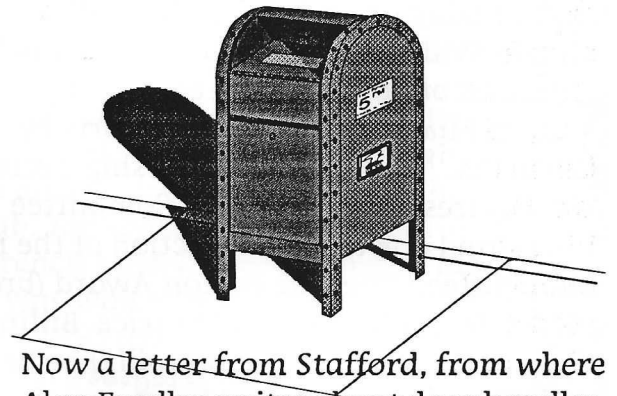
"Casimiro Duerto Barreto in Portugal with his 1934 LHD Dagenham produced 'Y'"

Mark Slack in Derby wrote asking for a replacement Magazine - " Since I left my original on a BA flight to Vienna. I claim advance credit for any new Austrian members."

Well done Mark, yes we will remember!

Carlton Thisse in Florida phoned Bob Wilkinson to thank him for technical advice given previously over the phone. Carlton found that a new cylinder head gasket (obtained in USA!) cleaning of block and head faces and replacing cylinder head studs cured the unhealthy misfire on his 1936 CX saloon. Carlton also commented on it being a warm job to undertake with the morning temperature of 80F in Florida! Some members have it tough!

Carlton will be pleased to see any members who happen to be in Florida on holiday. (Bob Wilkinson has his telephone number)



Now a letter from Stafford, from where Alan Eardley writes about door handles, something very close to my thoughts at the moment since the locking handle on 'Emily' broke only a few weeks ago. Fortunately I had another and I was able to change the barrel and use the original key but...

"Over the summer I was searching desperately for a set of long-rad (37) door handles. Driver's side (offside) non-locking handles are quite common, but passenger's side (nearside) handles are rarer than hen's teeth in any condition. Many 'everyday' model Y's (and even some cars at shows!) have incorrect handles fitted. By September attendance at numerous autojumbles and advertisements in all the 'old car' press had failed to turn up a single example of a locking passenger door handle.

Everyone told me that if I visited the All Ford Rally at Abingdon I was bound to find one in the autojumble. Alas, not so. As was pointed out in the Nov/Dec 1996 issue of the Newsletter, this year's AFR had more Y bits on display than ever before - but no passenger door handle. I spoke to Graham Miles about the problem and he showed me a part made prototype which he was trying to produce for the spares list, but he told me that things were not going too well with its manufacture, and that it would be expensive when completed.

Somewhat disconsolate, I began to wander round the show. There I noticed some

'big Fords' (model A's and B's etc.) and on looking closely at a 1932 model B Fordor Sedan I noticed that the handles are almost identical to those on a long-rad model Y but with the escutcheon mounted vertically. Oh, and they don't have a lock, as joy-riding was apparently not a problem in the Chicago of Al Capone! Undeterred and 'on the scent' I obtained a catalogue from Vintique Reproductions in the US and found....Model 18 (1932) 3-window Coupe and Model 40 (1933-34) Sedan handles are almost identical and are produced in large numbers - with built-in locks on both sides! [Parts No. 40 - 702350 Right Hand and 40 - 702351 Left Hand]

With some trepidation I ordered a set from Saturn Industries at 143 Wimborne Road, Poole, Dorset. BH15 2BG (tel. 01202 674982) and Mike Cobell, the kind proprietor, offered not to cash my cheque until I had tried them on a Y, so I could return them if they would obviously not work. Rare good service and very much appreciated! The things which concerned me most were that the escutcheons mounted vertically on the Model 40 etc. and horizontally on the Y and that it is tapered on the Y (driver's side only - there is enough slack in the shaft on the other side!) and flat on the Model 40.

Imagine my delight when I found that the thoughtful manufacturer had included locking slots in the handle every 90 degrees, so that the escutcheon could be rotated to the horizontal position and would still lock! This just left the problem of the taper, which I solved by fabricating tapered mounting bosses from 2" x 1/4" aluminium. I did this by marking off a spare model Y escutcheon, drilling holes for the shaft and the mounting screws and filing to taper from about 3/16" at the front to 1/16" at the rear. I removed a wafer washer to aid the rather weak model Y latch return springs, added some 3/16" BSW (same as UNF) stainless machine screws and drilled the shafts for the interior handles and.... Bingo! A perfect fit, and difficult to detect when painted body colour. I raised some NOS interior handles and bezels at various autojumbles (Paul Beck supplies modern reproductions which are the same) and the car now has brand-new locks and handles on both sides for under £60 and only an expert can tell the difference. Actually the

reproduction is a much better design than the original!

Now it strikes me that the Club could have the tapered mounting pads made much more easily and cheaply than the whole lock and handle. With batch production techniques they could be cast or milled in metal (even chromed or polished to match the handle) or moulded in plastic in standard Ford colours. The Club could then offer the rest of the handle on the spares list or leave the customer to obtain his or her own. Granted, the handles would not be original - but neither are the fibreglass-covered running boards which were introduced in the last Newsletter. What about it Graham?

P.S. Needless to say, just after I went to all this trouble, Julian Janicki was able to find me a fairly rough original passenger door handle from somewhere at the back of his garage! Thanks, Julian...

WHISSENDINE VILLAGE (near Oakham, Rutland) 1940's REUNION

10th May 1997 from 10am.

Tony Fordham (01205 - 354481) thanks those members who have volunteered their cars for this special day - a 1940's style re-union for wartime evacuees - but URGENTLY needs more cars.vans etc. Any make of vehicle of that era will do.

Tony tells me that free hospitality awaits those helping out, an RAF fly past is organised and all is set for a nostalgic day.

If you are available or have friends who may be able to help - PLEASE phone Tony. He has put a magnificent effort into the organisation of this day and deserves full support.

Thanks - Bob Wilkinson

EVENTS .. EVENTS .. EVENTS

Date	Event	Type	Coordinator
13th April	A.G.M. and display of vehicles - Willoughby	(1)	Sam Roberts
10/11th May	Chester CARnival	(1)	John Griffiths
24/26 May	Enfield Pageant of Motoring	(1)	Jim Miles
31May1June	Tatton Park	(1)	John Griffiths
12 July	Kirkstall Classic Show (Leeds)	(1)	Bob Wilkinson
12/13 July	Annual Gathering (South) -Saffron Walden	(1)	Peter King
19/20 July	Annual Gathering (North) - Yorkshire "Do"	(1)	Bob Wilkinson
9/10 August	Retro Festival - NEC Birmingham	(2)	Geoff Salminen
August	Radio Norfolk Old Car Event	(1)	Brian Mace **
24/25 August	Breamore House Classic Car Show - Hampshire?	(1)	Steve Young?
30/31 August	Tatton Park	(1)	John Griffiths
28 September	All Ford Rally - Abingdon	(1)	Rod Evans
4/5 October	Malvern Motoring Event (joint stand with FSVOC)		Dave Curtis
mid November	Stoneleigh Restoration Show	(2)	Geoff Dee
15/16 November	National Classic Motor Show - NEC B'ham	(2)	Geoff Salminen

Legend:

- (1) Open to all:- Outdoor show. Bring your Model Y or C/CX.
 (2) Indoor show:- Members' cars by invitation only. All welcome.

**alternative contact - Radio Norfolk, Norfolk Tower, Surrey Street, Norwich. NR1 3PA

The Kirkstall Classic Show near Leeds is sponsored by our printers, Butterworth and Pilkington, as part of the Kirkstall Festival. Entry forms are available from Bob Wilkinson.

MEMBERS

CARS

KEN DEVINE'S MODEL Y TOURER

I first came across this car in September 1990. It was one of a collection owned by Tony Durose, which was being auctioned at Hatfield House in Hertfordshire, where the collection was on display. Tipped off by Bob Wilkinson, who had seen the advertisement for the Sotheby's auction in the "Autoclassic" newspaper, I visited Hatfield House to see the car. To my surprise, the tourer was one that I had never come across before. It was bodied by Knibbs & Parkyn of Manchester, who also bodied Daimlers, Bentleys, Rolls Royces and V8 Fords, one of which was sold to Prince Aly Khan, the son of the then Aga Khan. The Model Y tourer, TJ 2526, (Y12730) was bought for £176 19s 2d (£168 basic + luggage rack and delivery charge), in July 1933, from William Ridings and Son, of Middleton, Lancashire (hence the TJ registration), by Mr. Edgar Booth, the father of the first real owner, Mrs. Kate Guest, who was presented with it on her wedding day!

From 1939, it was stored in her garage in Willoughby (Lincolnshire), where it deteriorated to the extent that bushes were growing up under the bonnet! It was bought by Tony Durose, who lived in nearby Alford, in 1978, on condition that the now widowed Mrs. Guest did not see it on the road. She died in 1988. One wonders why the car should have been shut away for that period. Was her husband killed during the war perhaps and the car evoked too many fond memories of those pre-war years? On purchase, it had a replacement, single hose water inlet, engine, so had covered 20 to 30 thousand miles at least on its original engine.

Tony managed to speak to Mr Parkyn, by now aged 90, but still reporting to work each day at Knibbs & Parkyn (now a Volkswagen agency)! He told Tony that they only built ten or eleven of the Model Y tourers, as they did not sell.

The Sotheby's auction went ahead in October 1990 and the car was sold to Manchester Registrations, who thought that it was beyond repair and immediately put it up for sale. Coincidentally, Ken Devine was visiting Manchester Registrations on the look-out for a Model Y; realised the potential of the tourer and part exchanged it for his 1936 Ford BB 51 Ambulance. As can be seen from the photograph on the back cover of this issue, Ken has carried out a meticulous restoration of the car, the badly rusted body having been virtually rebuilt. The upholstery and hood have been replaced with exact copies of the original; however, the pneumatic seat inners, which were still with the original car, were not replaced. He completed the restoration in 1993. I am sure the car will be seen and admired at many rallies this year. Ken is planning to bring it to the AGM on 13th April.

Sam Roberts

Bristol Classic Car Show

1st - 2nd February 1997

The annual show this year was held at the Bath and West Showground at Shepton Mallet, which caused some to question if a change in title might be in order! However, the event was well supported, filling 4 large halls, one was given over to autojumble and a classic car auction.

On Friday afternoon, with help from Kath and Ken Devine, we managed to squeeze my Tudor, Ken's Knibbs and Parkyn Tourer (the featured members car in this issue) and Bert Hopian's Short-rad Fordor into the very limited space we had been allocated. So reasonably happy that we had made the best of what was available, we headed home to thaw out! apart from Bert and his wife, they had brought their caravan and camped in a field nearby. Now that's what I call enthusiastic!

Saturday was a fairly quiet day, but between Kath, Bert and myself, we spoke to many people with happy memories of



"The light blue and black Knibbs & Parkyn tourer on display in Hatfield House in 1990."

our cars. The most popular story was of model Y's in freezing weather, probably stimulated by the fact that the heating in our hall had failed!

Sunday was a whole lot different. Firstly the heating was on and lots more people came. Ken joined us for the day and was kept busy with questions about his Knibbs and Parkyn Tourer.

We had visits from the following members during the day - Lester Bennet, Sherborne - Nick Pinkett, Bradford on Avon - Fred Hooper, Christchurch - Mike Merry, Plymouth - Donald Ogg, Keynsham and Mark Grunwell from Chipping Sodbury.

As far as I know this event will be held at the showground again next year as no venue is available in Bristol.

My thanks to the members who helped and made their cars available.

Nick Glenister

STOP PRESS

HERITAGE FORD Y&C MODEL REGISTER INSURANCE SCHEME

With effect from the 1st January 1997, new and improved car insurance premiums and conditions are available to members of the Ford Y&C Model Register.

For your Model Ys and Model Cs/CXs, your Committee has negotiated more favourable terms with Norton Insurance Brokers. **Comprehensive Insurance Cover with unlimited annual mileage** is now available at the most competitive cost. For a minimal extra, you can also enjoy the comfort of a **reputable national breakdown service**. The premiums are as follows:-

A single car on the road:-

Value of Car	Annual Premium including legal expenses	Premium including Heritage Classic Rescueline
Up to £5000	£66.33	£78.33
Up to £6000	£70.43	£82.43
Up to £8000	£78.63	£90.60

Cars off the road, under restoration or in storage:-

Annual premium:- £5.00 per £1000 value.

More than one car:-

Telephone Norton Insurance Brokers for a favourable quote.

For further details :- Telephone Norton Insurance Brokers on **0121 455 6644** and ask for the **Classic Car Department**, mention **Ford Y&C Model Register** and give your **membership number**.

BONNIE & CLYDE

LIVE IN NEW ZEALAND

Dave McKelvey is a prospective member of the Register, who lives in Blenheim, on the South Island of New Zealand. He owns two Model Ys, which he has named Bonnie and Clyde. Interestingly, they sit at the opposite ends of the production spectrum. Bonnie is a Tudor longrad (chassis number Y194731, Briggs body number 165/71615), which would have been manufactured in early July 1937, shortly before production of the Model Y cars ceased at the end of the following month. Dave has owned Bonnie since 1991 and is in the process of painting her light beige, with light brown wings. Apart from the paintwork, she would seem to be ready for the road.

The car of more interest, however, is Clyde. He is an orient blue Tudor, with black wings and boasts a chassis number Y490 and a Briggs Body number 135/475. This is a super find, as these identifiers place Bonnie as the second oldest known surviving Model Y; beaten only by Dave Tebb's shortrad, Y252. Both would have been built during the first couple of days of Model Y production on the 10th/11th August 1932. Dave McKelvey bought Clyde in October 1994 from a family who had owned him for at least 30 years. Clyde appears to have only one major

blemish. It would seem that a previous owner had had problems with the original epicyclic steering box and, not being able to find spares, had sawn through the steering column and fitted a later Burman box - not a pretty sight! Unfortunately, I do not have photographs of either car at this stage.

An interesting aside is that the real Bonnie and Clyde were gunned down in May 1934, in the "Desert Sand" Fordor V-8 Deluxe, which they had stolen and driven 7500 miles in twenty three days, from Topeka, in Kansas, to the hills of north Louisiana. Even though the car suffered a hail of 107 bullets from the rifles and automatic guns in the ambush, the local Ford dealer, who was called out to recover the vehicle, turned on the ignition, pressed the starter and the V-8 engine roared into life first time! Before his gruesome death, Clyde Barrow is reported to have sent a message to Henry Ford saying "I have drove Fords exclusively when I could get away with one."

Sam Roberts

MODEL C/CX SILLS

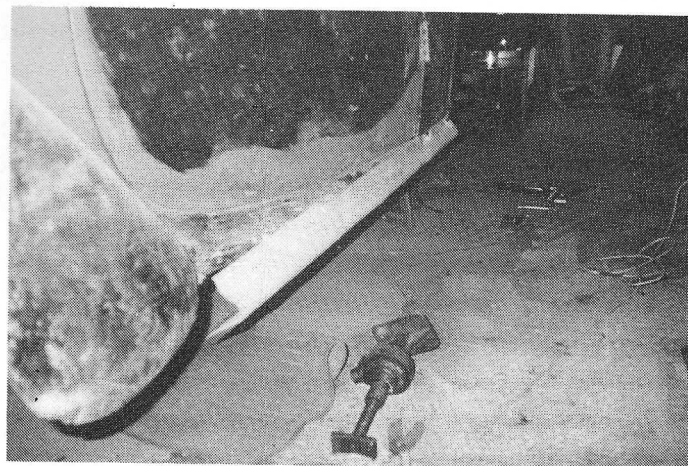
The sill on the Model C/CX is the same as on the Morris 1100. These you can pick up for £5 each. The 1100 sill is straight, so it will have to be modified to match the curved body of the Model C/CX. Start by cutting five or six slots in the bottom flat part of the 1100 sill. Do not cut into the curved part as it may kink when you bend it. Alternatively, bend one flap down and the next one up on the flat part of the sill so that, as you apply bending pressure, they will overlap each other.

Weld the sill onto the body from the rear wheel arch. It should be initially welded onto the flooring below the door post. It is unusual for the floor at this point to have rotted. I have fitted five sills and, on each, this part of the flooring has been solid. Weld along the sill, bending it to shape as you progress forwards. The underside of the sill will be under the chassis. Drill up through the sill and chassis and bolt them together. Cut

off the surplus sill inside the chassis member and weld up the cuts you made along the bottom of the sill.

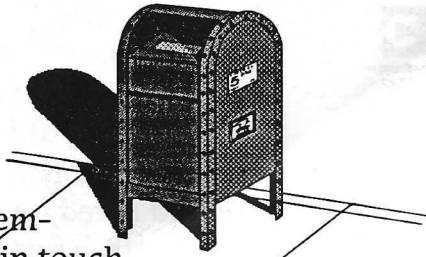
Finally, drill a hole at each end of the sill to let any water escape.

Tom Tomlin



"The sill having been tack-welded to flooring at the base of the door post."

Chris Felstead
writes from
the Falkland
Islands!



"You suggest we members keep the Club in touch with developments in 'our neck of the woods'. Since December 1995 I have been on the staff of CBFFI (Commander British Forces Falkland Islands - including South Georgia) and my 'tour' doesn't finish until mid 1997. There has, therefore, been no progress with my Y Tourer.

There is a report of a Y somewhere in 'Camp' (anywhere outside Port Stanley or Mount Pleasant Airport is Camp) but I have been unable to track it down yet. From one of the roads in Stanley, an early upright Anglia can be seen in semi-derelict condition along with a Fordson Lorry in one of the 'hoarders' back gardens - they never get rid of anything. On the beach of a place called Teal Inlet, a have found the remains of 3 or 4 vintage motorbikes and 2 Citroen 'Kegresse' half tracks which, being on beaded tyres probably date back to 1924. All are horribly corroded and of no use, not even as spares.

Because of my posting I have only been able to think about the rebuild of 'CMC' - but when I get back to UK.....!!!!

The last job I managed to do, before leaving UK to take up this post, was re-chroming the coachbuilder's nameplates - they were pretty bad, being let into the door thresholds they get a good bashing. By the way, can anyone cast any light on 'Frank Ivyson, Bradshaw Coachworks, Lakedale Road, London. SE18.' it was some while ago as the nameplates carry a 3 digit telephone number!

I can't wait to get 'CMC' rolling; my wife says the registration is apt as it stands for "Chris's Motor Car". Six years work so far and at least 6 months more 'enforced indolence'.

I get the Bulletin on a regular basis - our next door neighbour re-directs it.

Please keep up the interesting articles and photographs, they are a life-line to us reluctant deportees.

Chris Felstead

NEW MEMBERS



Since our last edition the following new members have joined the Register :-

B0360 Mrs. JENNY BONE

1 Fairview Cottage, Bolinge Hill, Buriton, Petersfield, Hants. GU31 4NJ

O-F101 MAX FONTANA

Via F. Denza 27, Rome 00197, Italy

O-K101 JUOKO KURRI

Satutopolku 3, 15210 Lahti, Finland.

O-L102 WILFRIED LENZ

Rellinger Strasse 70, 20257 Hamburg, Germany.

M1833 GORDON MELDRUM

10 Viewfirth Ave., Kirkaldy, Fife, KY1 3BL

P1330 NOEL PAGE

37 Station Rd., Watlington, Kings Lynn, Norfolk. PE33 0JF

As usual I ask 'old' members to contact new members in their area.

NOTES ON NEW MEMBERS

Jenny Bone is in a minority as one of our lady members having recently bought LV5279 a two door model 'Y' first registered in Liverpool on 30th September 1933. This makes her car one of the newest 'short-rads' on our Vehicle Register.

The car (now reunited with it's original registration mark thanks to our club help) had not moved since 1959 but started and ran after minimal effort. The wheels, axles and braking system are from a late Ford 8hp but Jenny's husband Derek - taking time off working on his 1930's BSA three wheeler - has located and is refitting originals. 'Our' Ford Service Bulletins (nearest we have to a workshop manual) have been bought to help with the general overhaul required.

Gordon Meldrum in Kirkaldy should be on the road now with his 1937 model 'Y' having been awarded with a fresh MOT. Gordon was seeking a new drag link prior to the test having already

completed work to the green coachwork and interior. SV1148 should be attending a few car events in Scotland during this summer.

Noel Page should by now have completed minor refurbishment to his 1936 2door model 'Y' DM9978 which he bought recently from one of our longest standing club members Peter Ketchell of Chester. Peter had used the car over about a twenty year period of ownership but had decided to sell his old favourite only after acquiring a lovely 1936 CX tourer. You should have many years of reliable use from your model 'Y' Noel.

We know of only two model Y's in Italy (a Kerry Tourer went there about ten years ago) the latest one being a 1935 2door saloon owned by Max Fontana in Rome. Max bought the car in England in 1968 and drove it(?) back to Rome. The car is now back on the road after being fully reconditioned. Please let us have more on the cars' history Max, particularly the English registration number and chassis/body numbers etc.

Juoko Kurri in Finland owns three model Y's or should we say Ford Junior as that was the model name given to LHD German production cars. 2 of these are to be restored - 1933 (body 135/18902) and a 1934 (Y45858) the 3rd car is purely a spares/donor car.

Juoko was anxious to find accurate colour matching - Thorn Brown (1933) and Orient Blue (1934).



"First wash since 1959"

Wilfried Lenz in Hamburg also owns a left hand drive 1934 Junior which he bought from Denmark in 1996. Wilfried writes :-

"I was so intrigued to see an English Ford Y that I bought it on the spot. It had recently been restored. Fortunately the Danish handbook that came with the car is easy to understand being close enough to German.

The car passed it's test at the Vehicle Technical Approved Centre (a more stringent test than our MOT - Bob) and is now in use. My girlfriend and I are proud of our Ford Junior as it is such a rare car in Germany.

I have replaced the headlamp glasses, rechromed the bumpers but I do need an original horn" (can anyone help?)

Good luck all of you

with your cars - keep us informed of your progress with restoration and those enjoyable journeys.

Bob Wilkinson



"Wilfried's model Y alongside his 1930/31 model A."



News Team Birmingham
The Old Square 1955

Model CX Tourer parked up

Photograph courtesy News Team International Limited
and with thanks to Geoff Browne, Editor, Classic Car Weekly.

Mike Murphy from Solihull wrote praising the 'mag' (thank you!), explaining that since he purchased his Long-rad Y from Ex member Colin Ault, he had been unable to go to many meetings and shows due to work, but is more hopeful for 1997.

Mike has a large number of drilled holes in the roof of his car which had contained 'pop' rivets. He asks the best way of filling them now that the aluminium sheet they held has been removed. My solution to a similar problem was to weld and grind, but perhaps someone else has another idea?

The main part of his letter however was asking about the fixed roof kit for the model Y. Using the Index published in the last issue, I was able to locate an article about the roof which was in issue 75, Feb.March 92. Since many members have joined us since then and will probably not have seen it, but may well be in the same position as Mike, it is republished here:

Ken Clarke from Coventry wrote:

"Just a few tips I have picked up regarding roof fitting - the way to fit the roof panel into a model Y (and possibly a C) is as in the diagram.

The wooden frame is glued up (usually Beech).

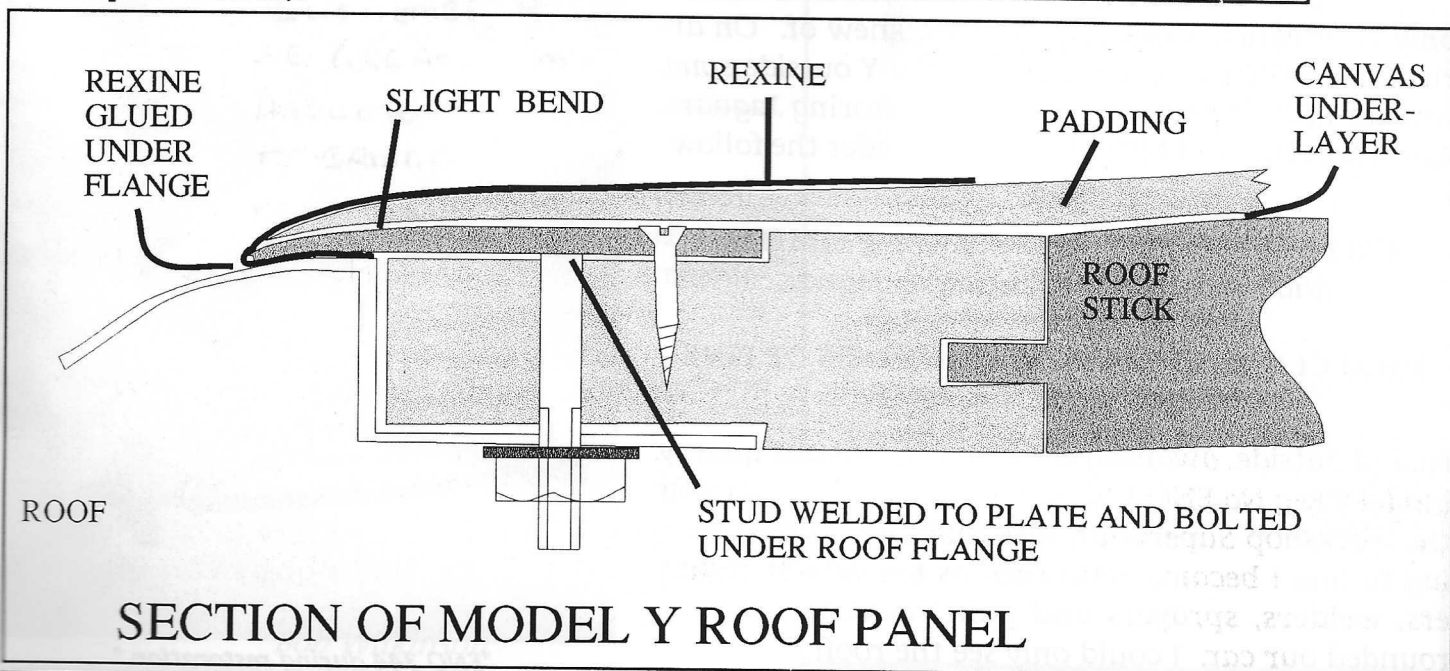
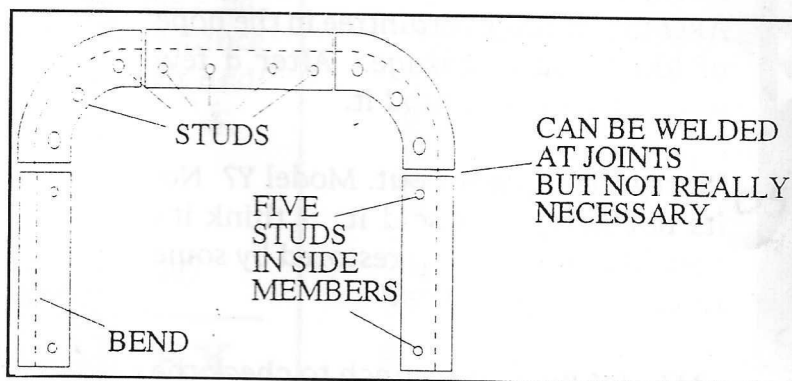
The canvas backing is laid on the frame, then the padding. I used 6mm foam for this (originally it was kapok on cloth).

Then the Rexine top cover is laid over and glued under the metal flange (pulled tight).

A bead of sealer is put round the edges underneath.

The assembly is then placed in the recess in the roof and bolted down inside the car. It is pulled down tight and any sealer wiped off while it is still wet. (I used black mastic in the tube and gun).

The plates are as shown in the sketch but I am not sure of the overall sizes and curves but they are 50mm wide by 2mm thick with a slight bend along the dotted line and threaded studs welded on underneath approximately 30mm long x 6mm, spaced to suit the holes in the roof rebate."



SECTION OF MODEL Y ROOF PANEL

THE MOST EXPENSIVE RESTORATION

I am grateful to David Gustard who, having read about the £30,000 Model Y restoration in my last newsletter, sent me the following:-

" In June 1990, I was advised by David Ball (Y Model Taxis fame) that a Model Y had been found in a barn in mid-Essex. It was very original and had been stored in the barn for many years. Further enquiries established that the car had been moved to a repair garage in Braintree, Essex for a possible restoration. Very sketchy directions on the location of the garage were obtained.

A few weeks later, in August 1990, my wife and I were driving in our then recently restored 1935 Model Y, Reg No ARO 135, through Braintree in the hope of locating the garage. After a few wrong turns, we found it.

"Sorry the Guvnor's out. Model Y? No, its not here. He's sold it. I think it's now in Malden being restored by some restoration workshop."

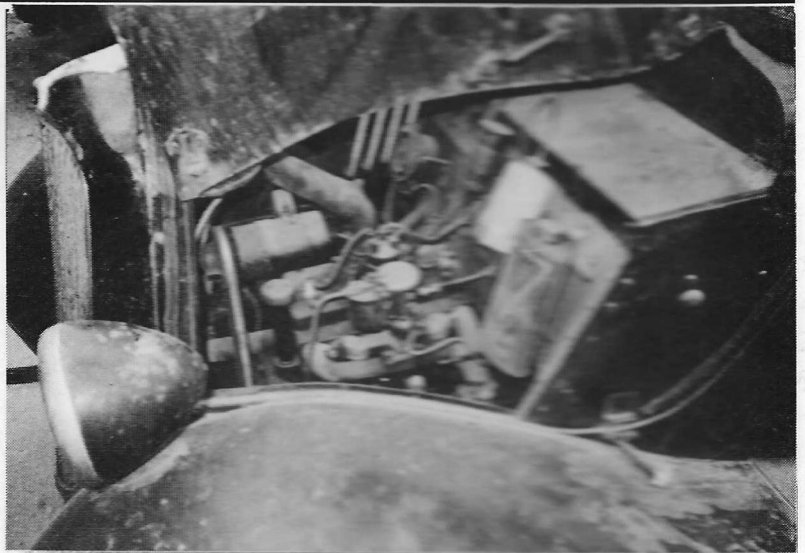
Off to Malden on a hunch to check the only 'restoration workshop' that we knew of. On arrival at Malden we parked our Model Y outside some very up-market premises known for restoring Jaguars, Aston Martins and MGs. We parked under the following sign:-

FULLBRIDGE CARRIAGE COMPANY LIMITED

(incorporating the History of Jaguar,
Motor Museum)

HIGH CLASS RESTORERS AND SELLERS OF FINE MOTOR VEHICLES

Parked outside, awaiting restoration, was our quarry, Model Y Reg No ENO 344. We went in and asked to see the workshop Supervisor, Rick Embling. Whilst talking to him I became concerned as ten vehicle restorers, welders, sprayers and panel beaters had surrounded our car. I could only see the roof!



" ENO 344 before restoration. Note superficial rust and untidy engine compartment."

Rick Embling quickly re-assured us, it's OK. They will only look. They, more than anybody, know the effort that has gone into your restoration. He then gave us a tour of the workshops and repair bays. We spent some time looking over ENO 344 and took some photographs. The estimate for the restoration was estimated at £12,000 to £14,000.

Over the next few months the restoration progressed. 'Fullbridge' used my Model Y Bulletins and we kept in touch until late



" ENO 344 during restoration."

1991 when we were told that the owner couldn't pay the bill and the car was to be "moth-balled". I didn't see the completed vehicle and often wondered what its future would be."

The story has a happy ending! You will recall that, in my last Newsletter, I said that the car was for sale by Lonsto (International) Ltd. in London. I have contacted Rodger Dodding, the Managing Director, and I am delighted to say that he took it on a 10 mile drive and fell in love

with it. It is to join his stable of exotica (both cars and motor bikes) and we hope to welcome him on board as a member of the Register. Rodger, incidentally, was the bright spark behind the idea of collecting a numbered ticket at busy counters in supermarkets to avoid unseemly queuing. He also owns the Dudrich, Rent-a-Garage scheme, the details of which were distributed with the recent mailshot.

Sam Roberts

Film, TV and Advertising Work

From time to time I am asked to fine cars for promotion or TV work - often at short notice too! I am therefore producing a register of cars and owners who may be available for such work.

If you wish to be included on this list, please write to me giving some basic information including any cars other than Y's or C's you may have available - eg. phone numbers for home and day/work. Distance prepared to travel. Availability, eg. weekdays and/or weekends. Other cars available.

I look forward to hearing from you.

Bob Wilkinson. (address inside front cover)

LONDON & MIDDLESEX MEMBERS Region 20

In line with the creation of this new 'Club Region', with Jim Miles as Regional Coordinator, members within this area have been allocated new membership numbers.

e.g. Kevin Taylor previously T1005 in area 10. New number is T2005 indicating area 20.

Please note your membership number which is on the address label which arrived with this magazine - look in the waste paper bin!

Bob Wilkinson



Trevor Walker has sent photo of a poster he found in a fleamarket. He assumes it refers to Christmas 1934 and wonders if anyone knows about the 10 "New Streamline De-Luxe Fords" which were given away.



1936 2 door Y (Y140748) Sound and running for restoration. Spare engine and bits £1000 o.n.o.

*G. Robinson. 01823 279738
(Taunton)*

1936 Model Y 2 door saloon. DM9978. Owned since 1979. Black with red interior. New upholstery. Offers invited.

Peter Ketchell. 01244-676856.

1933 Model Y Short Rad. Complete but dismantled. Partly restored. Many new parts and spares. Reasonable price accepted.

Tony Pattison 01279 757912.

1936 Model Y. Black with red interior. Sound and original car. Luggage rack and plenty of bits to help with restoration. £1800.

*Len Williams. Banbury.
Tel: 01295-250536.*

5 Model C wheels, various 4.50 x 17 tyres. 1 damaged C hub cap. Pair of NEW Ford 10 stub axles. Ford C handbook.

*D. C. Watkins. Eccles.
Tel: 0161-789-4383.*

1935 Model Y 2 door. Very good condition. MOT Very reliable. £2650.

*P. McCaffrey. Gravesend Kent.
Tel: 01474-363393.*

Very good steering box and centre tube for Y or C models £45. Dynamo mounting stalk less strap £2. Petrol gauge £3. Dipper switch £3. Petrol pump £4. Complete rear axle with spring and shockers for 1950 Pop. £65. Front engine mounting bar £2.

Ron Watson. Lincolnshire. Tel: 01526-833824.

Model Y bonnet for sale, needs some attention to centre hinge otherwise very good, (1937 six vent) £10.

Bryan Dixon. Sheffield. Tel: 0114-2345417.

Model C hub caps. (plain, without the logo, but will fit CX as well) New 'old stock', as new condition. LARGE quantity available. To clear at silly price of £20 per set of 5! Also available - slightly soiled ones at £2. each. Orders taken in rotation.

Stan Bilous. Tel: 0181-764-5785.

1934 Tudor Model Y (Y64533) BPH 790. Vineyard Green/Black wings. Fully restored. Offers in the region of £4000.

Keith Button. Wokingham. Tel: 01189-771765.

1933 Tudor Model Y (Y36250) 646 CDL - Ex DL 8666. Earliest known surviving Long-rad (165/100) Complete but in need of total restoration - no excessive rust. Offers in the region of £900.

Doug Barber, Isle of Wight. Tel. 01983-721128.

1937 'Y' 2 door, black. Used till 1968. Mechanically complete. Basically sound but needs restoration. V5 held (CPT 258) Some spares. £600.

Tel: 01823-480543.

1936 Ford 8 'Y' tudor. Body parts including body tub, all in excellent ready to paint condition. All interior panels + seats (to re-cover) various mechanical parts.

1961 Ford 100E. 5 miles since last test (exp. Nov. 96) Good condition. Needs interior tidying. Excellent runner £1100 o.n.o.

1960 Hillman Husky Estate. Blue/White. Tested. Good runner. Good original condition. £1200.

Clive Brooke. 0114-2831063. 0831-368192 (mobile).

Ford 8hp reconditioned engine. Radiator. Gearbox. Set of wheel nuts. Headlamps and glasses. Starter motor. Speedos. Ammeters. Ignition switch. Rear lamp glasses. 'Y' hubcaps. other odds and ends. £550 o.n.o. the lot.

Mr. Weston. 01386-554297.

1933 Fordor Short Rad 'Y' reg. No. NJ 1347. Chassis No. Y22328. Part restored, part dismantled. Offers invited.

For further details phone Brian Baxter. 01205-367122.

1936 CX 4 door saloon. Runs but is for full restoration. £800 o.n.o.

G. Manning. 4 The Street, Raydon, Ipswich.

1934 Ford 'Y' tudor saloon. Black with green interior trim. Good condition, four good tyres, must sell due to loss of garage. £3000.

Mrs D. Godwin. Tel. 01225-723618.

Set of 5 model 'Y' wheels, good condition, shotblasted and primed.

*Kevin Taylor. Tel. 01895-810010 (day)
0181-429-4320 (eve)*

WANTED

For 1937 Model Y Tudor. Rear wings. L/H side windows. Windscreen. Steering wheel.

Mark Grunnell 01454 321433 (evenings)

For model Y long rad: for door inside door panels, driver and passenger sides.

Flannan O'Meara. 00353-21-631344 (day)

00353-21-631959 (evening) Co. Cork.

Y stub axle as new for passenger side.

D. C. Watkins. Eccles. Tel: 0161-789-4383.

Oil filler tube, Headlamp rim, wind down type rear glass including bottom slider locaters for 1933 model Y Tudor. Also to help with restoration of interior panelling/headlining on a sliding roof model.

Pete Jury. Tel: 01933-652485.

Seat Frames or whole seats, starter cable and knob, headlamp rim, pair of rear light units, generator mounting stalk with bolts and strap, rear and side window glass, headlight lens all for 1936 2 door model Y.

*Robert Spinks. 0172 270 4891 (day)
01322 666165 (evening)*

DEADLINE FOR NEXT ISSUE

30th April 1997



Chairman Sam Roberts and Tom Tomlin holding the cups which their cars won at the 1996 All Ford Rally in Abingdon.

DVLA & "LOST" REGISTRATIONS

Don't forget that members with cars without a new style V5 log book can get club help in applications to retain the 'old' registration mark.

Bob Wilkinson is accredited as a vehicle authenticator for DVLA Swansea - contact him if you need guidance on these matters.



A London registered, May 1934, intermediate Longrad (with foreign front bumper) brings the family to Felixstowe for a day by the sea in the 1950's (From the Viv Codd Collection)



Brighton registered Shortrad Model Ys on a three day "reliability" sales promotion run in 1933. The location is Midgley Limited's premises in Eastbourne, where one could buy petrol apparently, for one shilling and threepence or one shilling and fivepence a gallon.

Ford Model "Y" Data Chart

THIS INFORMATION IS BELIEVED CORRECT FOR THE 1936 AND LATER 8HP ENGINES.

FIRING ORDER (Number one cylinder at the front of the engine.) 1 2 4 3

IGNITION TIMING Maximum advance before T.D.C. 26°

NOTE - with timing pin located in the depression in the camshaft gear wheel, Number one cylinder is 8°45" before top dead centre on the compression stroke.

VALVE TIMING

Inlet opens before T.D.C.	19°
Inlet closes after B.D.C.	60°
Exhaust opens before B.D.C.	63°
Exhaust closes after T.D.C.	16°

TAPPET CLEARANCES (COLD)

Inlet	.0115 to .0135 in.
Exhaust	.0115 to .0135 in.

For a check only since they are not adjustable!

PLUG GAP .022in.

DISTRIBUTOR GAP .010 to .012 in.

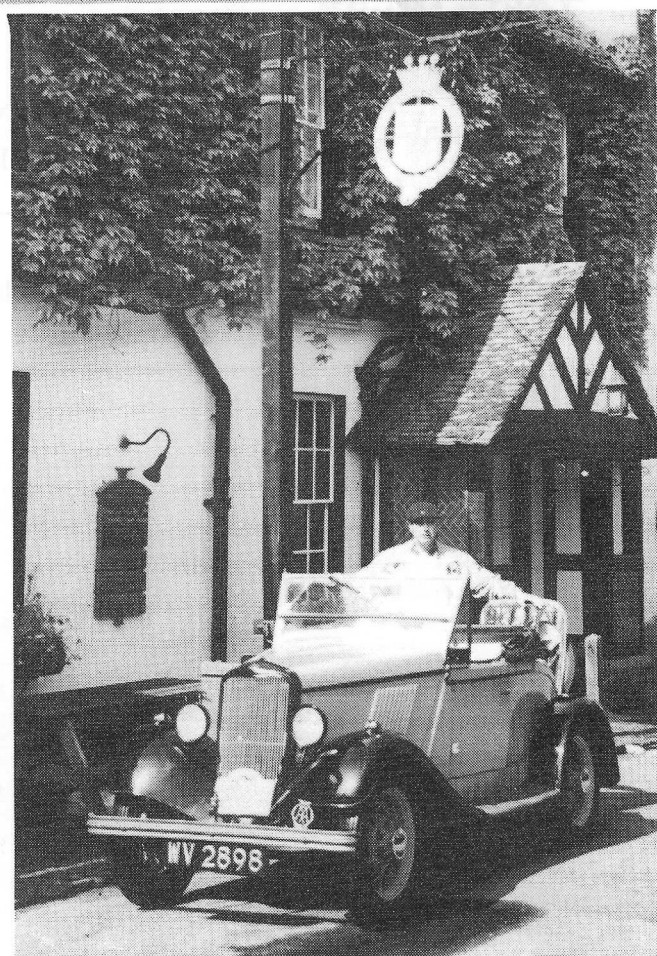
OIL PRESSURE (HOT) 30 lbs. per sq.in.

TYRE PRESSURES

Front.	30 lbs. per sq.in.
Rear.	30 lbs. per sq.in.

RECOMMENDED LUBRICANTS

Summer	S.A.E. 30
Winter	S.A.E. 20



The London to Brighton Classic Car Run last June - Bright weather and a reminder of what we hope for this summer. Robin Del Mar has sent these pictures and he particularly likes the one showing him reaching the summit of Ditchling Beacon. This photograph and the view of the finish line are by kind permission of Dick Lankester Photography although Robin's own photo of the car at a pub is more to my taste!

Y & C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE Use the Club order form. Complete. Listing items required & price in column provided. UK prices include Postage & Packing. Eire & Europe Postage will be invoiced according to additional costs. Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARE SECTION." EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT PLEASE NOTE. The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable. We are unable to supply beyond Europe. (Please enclose SAE in order that invoice and notice of dispatch may be notified.) Sheet metalwork supplied direct by K.A. Developments - see in side back cover. If a required item is not listed, please submit S.A.E. with request.

MECHANICAL-SUSPENSION, BRAKES & STEERING

	PRICE
Clevis pins (20 thou oversize) with split pins: - S.R./C.	£5-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£6-70 set
Front or Rear shackles (pattern part)	£5-80 each
Genuine Ford shackles	£10.00 each
Bushes for shackles, front or rear	£1-70 each
Rear hub seals (large - outer) Y1175	£2-70 each
Y&C king pins-4 bushes, 2 thrusts-exchange, stock permitting	£30-00 set
Relined Front brake drums- exchange in clean condition	£39-00 each
Rear brake rod support bracket for LR.Y. with double holes	£27-00 each
YE2502B Front brake rod support (mounts on A-frame looks like?)	£5-50 each
Front road springs Y&C (Rear, used on application)	£28-50 each
Track rod ends with two dust covers male design	£24-50
female design	£14-50
Front brake lever return spring Y2096 RH or Y2097 LH	£3-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£3-00 each
LR/C 48/2050 Brake operating wedge	£9-00 each
SR/LR/C Y2084 Front brake lever	£8-50 each
SR Rear brake cam shaft Y2231 RH or o/s Y2232 LH or n/s	£9-50 each
SR Y2230 Rear brake cam shaft	£8-50 each
SR Y2050 Front brake operating wedge	£10-50 each
Exchange brake shoes, rollers removed send old first - set of 4	£31-00 set
Brake shoe pull off springs SR/early*34Y double roller -set of 6	£11-50 set

MECHANICAL - ENGINE & TRANSMISSION

Fan Belts - 3" dynamo pulley only	£5-50 each
Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£3-00 each
Gaskets - price on application, upper engine only	
C exhaust, with tail pipe-stainless	£68-60 each
Y exhaust, stainless. Carriage included	£59-50 each
Engine top water outlet (head to hose)	£9-50 each
Hoses, straight. Top 9.5"x1.75" bottom 8"x1.25"	£3-00 each
Moulded Top hose - suit post Y head	£7-00 each
Moulded Bottom hose - suit post Y engine	£7-00 each
Engine pistons, various sizes - send pattern non returnable	£ P.O.A.
No post-war 8hp pistons in stock	
Various piston rings held send pattern & S.A.E.	
Engine valves-early engine only - send pattern exhaust or inlet	£5-00 each
Engine valves - long	NO STOCK AT PRESENT
Timing chain - late engine	£16-00
Clutch plate centre - exchange	£22-50 each
Clutch pressure plates - exchange	£40-50 each
Clutch release bearings (pre-packed)	£8-50 each
Y24052 Cylinder head stud and nut	£1-50 each
Universal joint - complete assembly - exchange	£18-50 each
Gearbox I hold large number of parts send list of requirements	

RUBBER PARTS

Front radius ball	£4-25
each Brake & clutch pedals - exchange (send old one first)	£5-25 each
non-exchange	£6-25
each Gear box mounts	£19-25
Door stop buffers - 'Y'	£2-30 each
C Front Axle beam stop rubber (Metal on request)	£7-75 each
Bushes for shock absorber linkages specifically intended for SR	
but may be used on some LR depending on linkage design	£1-20 each
SR side lights - base mats	£4-20 each
LR rear brake rod support rubbers	SUPPLY SUSPENDED
Y under bonnet kit	£10-00

Steering joint dust cover	£1-20 each
Engine mount - exchange	£5-90 each

ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£12-00 each
Headlamp lenses. Both intermediate model type (flat) used	£10-50 each
Headlamp Magnaflex Bars (diamond shape)	£9-00 each
Rear Lamp mounting bracket - finished black with fixing bolts	£29-50 each
Battery fixing bolts	£2-30
pair Battery lug bolts	£0-50
each 6 volt coils - not Ford	£11-00 each
Headlamp bulbs (wattage not stated)	£2-75 each
Bulbs various (if rear lamp, state straight or off-set pin From	£1-00 each
Late type distributor points (not early type)	£3-25 each
Late type rotor arms	£2-75 each
Early distributor caps	£3-25 each
Early type rotor arms (with spring contact)	£4-25 each
Dynamo cut out controls	£9-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£13-00 x 4
Headlamp Magnaflex Bars (diamond shape)	£9-00 each
Y Front side lamps bases (mat not included, see rubber parts) made to order	
Y front side lamp acrylic lenses	£3.50
Y front side lamp acrylic covers (black)	£3.50
Used Ford steel covers	£10.00

FITTINGS - BODY

LR Model Front bumpers chromed	£123.00 each
LR Model Rear bumpers chromed	£105-00 each
LR Model Rear bumpers chromed (2nd grade)	£80.00
Bumper bar bolts (oval shape)	£9-50 pair
Bumper bar end caps chromed L.R and SR	£6-50 pair
Running boards, for LR. Y Moulded matting	£85 each or -
With steel mounting brackets. Adaptable for SR	£160 pair
SR. Front valance below grill (external part only-fibre glass)	£21-00 each
Floor board screws Set of 40	£10-00
Late LR Y four door hinge centre bolts with spring + tag	£1-20 each
Brass balls, door hinge	£1-00
each Y fixed timber roof stock kits in hard wood	£72-00 each
Striker wedges - female - door pillar - housed "C" Model	£8-50 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£13-40 each
Hub caps - to original specification "Y" type	£11-50 each
Oil cans	£12.50 each
Oil can transfers. Black only	£3-70 each
Oil can brackets	£11.00 each
Wheel nuts Y set of 20 (in sets only)	£30-00 set
Wheel nuts Y individual	£1.75 each
Wheel nuts C each	£0-65 each
Bifurcated Rivets	£0-03 each
Service-Castrol poster. Reprinted	£11-25 each
LR Wing nearside front genuine Ford new old stock **	£135-00 each

**Red Star if needed add £18.00

SPEEDO CABLES

Speedo Graph Richfield Ltd. Rolleston Drive, Arnold, Notts. NG5 7JR

Tel 01602-264235 Prices on application.

Apply direct - 5' 8" long (Y) or - 5' 1" (C)

Supplier of Front wheel bearing - Timken 07098/-8205 03062/03162

Bearing Services Ltd (Yellow Pages)

NOTICES

Club year runs from 1st June to 31st May.

Subscriptions:- UK and Eire £20, overseas £25, OAPs and unemployed £15. Cheques payable to Ford Y & C Model register to be sent to Membership Secretary who requires notification of change of address or cars. Back issues of the Newsletter, if available can be obtained for a small charge from the Editor.

USEFUL CONTACTS

- BADGE RE-ENAMELLING, CHROMING** Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon. Powys LD3 8LA *Tel 01874-624433*
- BODY RESTORATION, PANEL REPAIR AND MFR.** K.A.Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX
Tel 01373-827746 or 01225-766669 (eve)
Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 OPY
Tel Works 01734-731631 Home 01276-32079
- BORING, WHITE METALLING, BEARINGS, PISTONS etc** **Ron Topping**, Northern Rebores Services, 54-56 Elswick, Newcastle-upon-Tyne *Tel 0191-2734326*
- CARPETS, UPHOLSTERY** **Family Repair Service**, Beales Close, Andover Hants SP10 1HT
Tel 01264-323144
- CHASSIS RESTORATION/EXCHANGE** **Dave Tebb**, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet.
FORD PARTS AND CLASSIC OILS Leeds LS25 6HQ *Tel 01937-557410*
- INSURANCE** **Heritage Ford Y & C Model Register Insurance Scheme**
Favourable comprehensive rates to members only from £66.33 per car, plus minimal national breakdown cover.
Ring Classic Car Department at Norton Insurance Brokers for details.
Tel. 0121 455 6644
- MECHANICAL, OVERHAUL AND RESTORATION** **Mr T. J. Brandon**, 5 The Street, Stonham Aspel, Stowmarket
Suffolk IP14 6AG *Tel 01449-711837*
- TRIM, FITTINGS, RUBBER & ACCESSORIES** **Woolies (I&C Woolstenholmes Ltd)** off Blenheim Way Northfields
Ind Est, Market Deeping, Nr. Peterborough PE6 8LD *Tel 01778-347347*
Paul Beck, Vintage Supplies, Folgate Rd, North Walsham,
Norfolk NR28 0AJ *Tel 01692-406343*
- TYRES, TUBES AND RIM TAPES** **Tony Etheridge**, 118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW
(Callers by appointment only) *Tel 01923-231699*
Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA
Tel 01629-640227
- SEAT SPRING UNITS (ready for trimming)** **The Bristol Upholstery Spring Co. Ltd.** 79A Grove Rd, Fishponds.
Bristol BS16 2BP *Tel 01272-583995*
- STOCKIST, EARLY FORD PARTS** **Mr Tony Butterfield**, 2 Cockers Lane, Leyland Lancs. PR5 3SU
(Can supply Gaskets) *Tel 01772-424032*
Mr Gary Miller, Shepherd's Grove Service Station, Stanton
Bury St Edmonds. Suffolk IP31 2AS *Tel/Fax 01359 50347*
Mr Julian Janicki, Riverside, Blackbridge Lane, Horsham,
West Sussex. RH12 1RR *Tel 01403 251184*

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