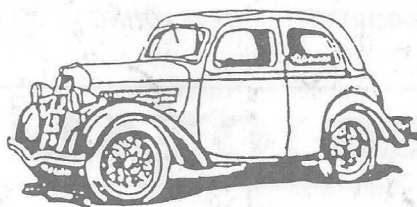
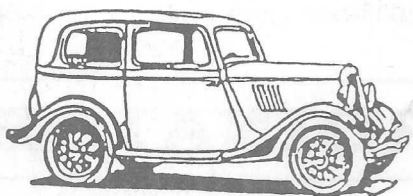


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 111 MARCH / APRIL 1998

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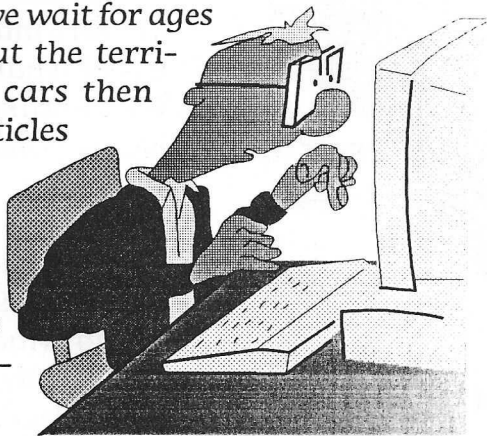
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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

EDITOR'S REPORT

Just like the buses, we wait for ages for something about the terrible brakes on our cars then along come two articles together! Thanks to our new technical advisor Dave Newman and also to our Secretary Bob Wilkinson (controversial as ever!).



Emily's heater is now complete, just in time for her first outing as a wedding car! Taking the daughter of a colleague to somewhere (they will let me know!). She also has a new 'coat hanger' on the brake rods, the old one broke again and I decided it was not worth welding when a new one could be made quite easily from sheet steel, with a drilled hole or two, and a creasing iron used down the middle to strengthen the structure.

There seems to be plenty of variety in this magazine, although not much for followers of the 'C' and 'CX's. Perhaps owners can remedy this in future issues?

I received an interesting package from the Museum of British Road Transport in Coventry who have a fore-runner of the Singer Tractor featured in issue 110. This included some history of Oak Tree Appliances (OTA) who sold the production rights to Singer. The earlier company had in fact used 17hp Ford industrial engines to power their 'Monarch' Tractor, perhaps this engine was retained in some models produced by Singer? My thanks to Barry Collins, the Information and Archive Assistant. Barry Littlewood, the Managing Director of the Museum of British Road Transport has also written to tell me that they are to operate a free admission policy for a trial twelve month period from the end of March 1998. I'm sure many of our midland members will be able to take advantage of this, or indeed, become 'Friends of the Museum'.

Period photographs seem to be well received by readers of the magazine, if you have any please send copies, they may not be used immediately, but they do make useful fillers when copy is in short supply.

CONTENTS

Editor's Reports	3
Chairman's Newsletter	4
Model Y Trafficators.....	9
A Couple Of Comment	10
Hydraulic Brakes.....	12
The Full Controversy	13
Events	13
Another Heater	14
Model Y&C Register Library	14
New Members	17
Tales from Bert Hopkins	18
A Researcher's Tale.....	19
Model Y Brakes	21
Members' Letters	24
Silverstone Re-visited	25
Members' Cars	26
Cars For Sale.....	27
Spares Report.....	28
Parts For Sale.....	29
Parts Order Form	30
Notices & Useful Contacts.....	31

I hope to see a good number of members at the AGM on 5th April, there should be an interesting array of our cars on display, well worth the effort of attending! As well as the cars, spares may be available and a wealth of advice from many who have been there, done that and now wear a Y & C tee shirt (which may also be on sale!).

Finally, on the spares front, Kevin is moving house and this means that Graham is temporarily on his own to process the orders. Bearing this in mind, please be patient if you have sent in an order as there is a backlog! Graham is getting through them as fast as he can.

Peter Brooke

CHAIRMAN'S NEWSLETTER



For such a small 'club' with only two models of car to support, I am amazed that we are able to continue producing well presented, interesting, informative and thoroughly readable magazines on a bimonthly basis. The 110th issue was no exception. My congratulations to those members who contributed, and of course to Peter Brooke, our Editor, for pulling it all together and getting it safely to the printers. As Peter said in the last editorial, it is the contributions from you, the members, which give the differing slants on our common pastime, that make all the difference. Keep those articles rolling in.

Another key Committee member, who is particularly active at this time of the year, is Bob Wilkinson. As Membership Secretary, Bob is busy anyway, on a daily basis, corresponding and dealing with a multitude of requests from members and potential members. His other hat is that of Treasurer and, with the end of the Register's financial year being the end of February, he is currently busy chasing and tidying up outstanding cheques and debts and balancing the account ready to present at the A.G.M.

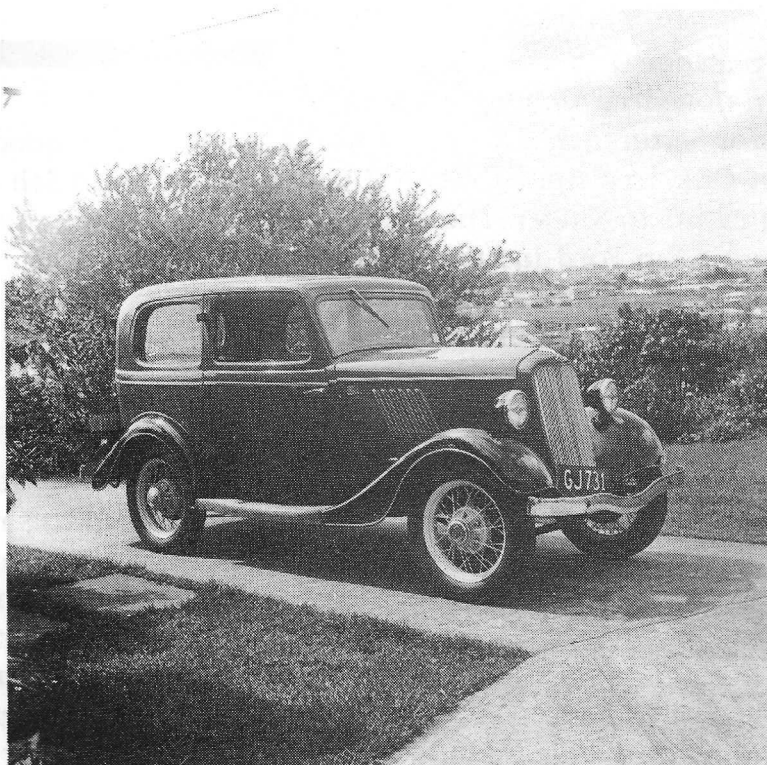
A public 'thank you' is also due to him for his untiring efforts in support of the Register.

I have been in correspondence with Eddie Ford, the well known Australian classic car book and magazine publisher and acknowledged authority on the early Fords from the Geelong factory, near Melbourne. Although 650 or so Model 'Y's were produced in Australia, very little is known about them. Eddie kindly donated to the Register library a copy of the

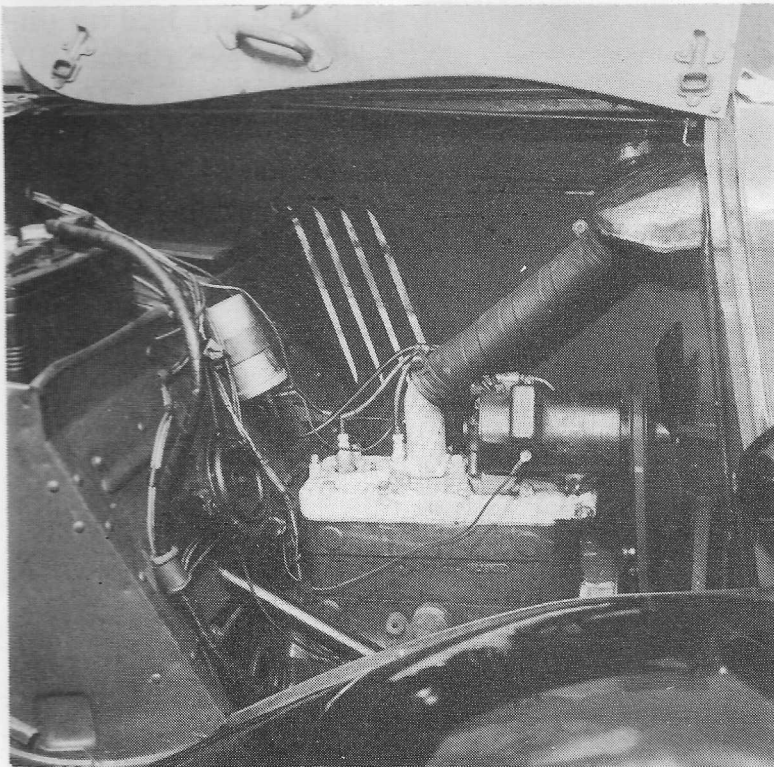
Geelong Plant's 70th anniversary newspaper (July 1995) and a copy of Norm Darwin's book 'The History of Ford in Australia', published by Eddie. Both are very informative. A full listing of what is now in the Register library is included in this issue. Please contact me for extracts or loans.

Eddie also sent me some negatives of a 1934 Dagenham produced Model 'Y', which was beautifully restored in Auckland, New Zealand some time ago by Richard Vanderkolk. The write-up and photographs appeared in the very first issue (November - December 1973) of the excellent Australian magazine 'Restored Cars', also published by Eddie. Hopefully, GJ731 is still motoring.

We are also grateful to Brian Monger, who joined the Register early last year with the Union Jack painted football special Model 'Y', which appeared in the last issue. He has presented to your Committee a few thousand sheets of A4 headed paper; not only in a deeper blue than we have been used to in our correspondence with you, but also with the Model 'Y' on the left of the logo, which is in line with a decision we made in committee a couple of years ago to reverse the cars on our logo. Many thanks Brian. You have saved the Register a considerable printing cost.



"Newly restored 1934 Tudor Model 'Y' in New Zealand in 1973 in 'pine' green and black paintwork."



"Immaculately clean engine bay with later, single water inlet engine and what looks like a four bladed fan."

One of the decisions we took at the February committee meeting was to commit £1500 of the Register's capital to making patterns of 1/43rd (7mm) scale model Model 'Y' diecast metal kits. You will recall that, at the last year's A.G.M., we announced that we had purchased some 4mm kits, which have been advertised, and sold, through the Regalia list. It was agreed that if these sold, we would consider there to be sufficient interest in the Register to commit the capital to having the 7mm kits made. For this amount of money it is planned to produce kits for a Saloon, Van, Tourer and Pick-up. There has been a worrying hiccup. Paul Tritton informed me that he had heard a programme on the radio in which the Editor of "The Diecast Collector" magazine had stated that a model Model 'Y' was about to be launched onto the market. After much too-ing and fro-ing on the telephone, I have established that, in fact, Somerville is to launch, not a Model 'Y', but a '7Y' in July of this year, which leaves the market clear for our models. As much as they would like to produce a Model 'Y', Somerville are not happy to produce cars with spoked wheels - too difficult and expensive. I will now begin negotiations with our pattern maker - watch this space!

Chris Felstead, from Stubbington in Hampshire, was one of a number of you who volunteered an 8hp twin water inlet engine to the Ford Heritage Centre. Chris' engine will now go into the Model 'Y' based Tug on display there. Ron Staughton, the Curator, was surprised at the response from the Register and thanks those who offered. Regrettably, Chris Felstead is offering his rare Model 'Y' tourer for sale in a complete, but still to be completed state. He did have a beautiful little 1922 Benjamin but has traded that in for a 1928 Riley, which is now his pride and joy. There's no accounting for taste! I visited Chris to reacquaint myself with his tourer. The write-up of the visit appears elsewhere in this issue.

Ron Staughton also called upon the register to provide a Model 'Y' to take part in a cavalcade of historic Ford cars from Edinburgh to Glasgow. As Model 'Y's are a bit thin north of the border, we suggested the late Alec Anderson's 1936 Fordor, which his widow presented to Wylies Garage in Glasgow in perpetuity. The car was driven by Wylies' full time driver, Peter Rowe, whom I have been trying to contact to see whether any photographs were taken and to get his impressions of driving a Model 'Y'. Unfortunately, he is proving to be illusive. Maybe we will have a photograph for the next issue.

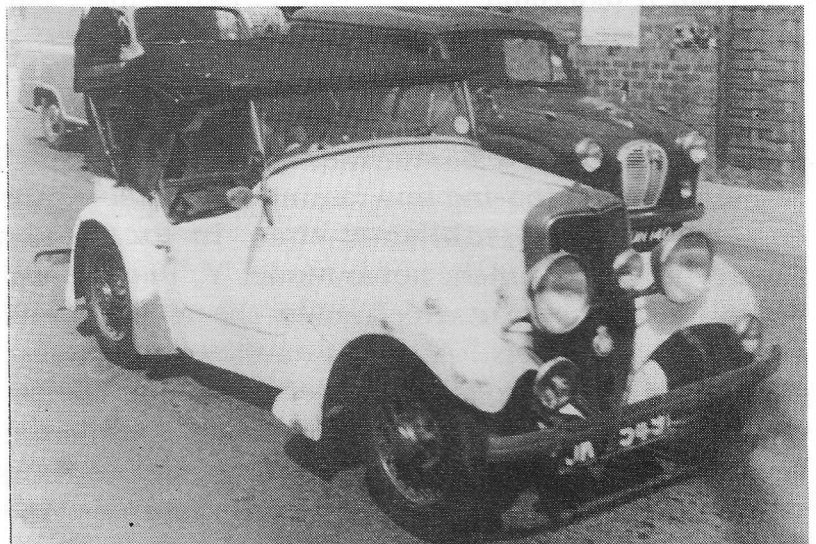
On the spares front, things seem to be coming to a head on the replacement kits for worn rear axle bearing housings. The solution would seem to be a new sleeved bearing, which Graham Miles, Peter Ketchell and John Griffiths between them have been trying to source. We are grateful to Owen Baldock for providing an example of one as a pattern; to Peter King for producing an illustrated advertisement for such a kit, which was on general sale in the fifties, and to John Hampton for his words of caution on using smaller needle bearings which, if not of the highest quality, might collapse after minimal use.

On my return from the Far East in January, among the many Christmas cards from members, for which many thanks, was a letter from Thelma Marsh, the daughter of the late and much loved Bert Hopkins, whose obituary appeared in the last issue, beautifully composed by



'The Soundwell College restoration project on display at the Bristol Classic Car Show - photograph courtesy Classic Car Weekly.'

Steve Young. Thelma thanked the members of the Register for their condolences and the flowers received. She is keeping Bert's 1933 Fordor Model 'Y' and intends showing it at rallies. She has transferred Bert's membership of the Register into her name. As a further tribute to Bert, I have offered to the Editor my favourite 'Tale of Bert Hopkins' from 1991 (Issue 69) for inclusion in this issue.



"View of David Grace's Alpine tourer showing unusual design feature of front valance underlapping the front wings."

Paul Beck has had an unfortunate experience with the Bristol Spring Upholstery Company, who are listed under 'Useful Contacts' at the rear of the magazine and who supplied him with less than satisfactory new seat frames and springs for one of his Model 'Y' vans. Has any other member had unsatisfactory service from this supplier, or was this an unfortunate one-off? Feedback please.

News of other members: Kevan Ashcroft, from Dartmouth in Devon, is replacing the 10 hp engine in his Model 'Y' (!) and rang to ask whether a spare engine with an engine number beginning with 'RC' would do. I was able to tell him that 'R' stands for 'Reconditioned' and 'C' denotes a 10 hp engine ('Y' denotes 8 hp.). Incidentally, the 'P' and 'C' which sometimes appear at the end of a reconditioned engine number stand for 'Passenger' and 'Commercial'



"Checking for traffic at the junction of the High Street and Fisherton Street in Salisbury."

respectively. Perhaps someone can tell me why it was necessary to differentiate between these last two on an engine.

Trevor Walker, from Newcastle, who regularly keeps me informed on matters 'Y', alerted me to a copy of a 1930's advertisement in the February issue of 'The Best of British' magazine, which offered readers the chance to win a Model 'Y'. Off I pops to W.H. Smith to buy this hitherto unheard of magazine, only to find a rather saucy publication for £2.50, which seemed to be intent on telling me how I could get the maximum pleasure from Paula on St. Valentine's Day! I

saved £2.50, my blushes and a thick ear should Paula have tripped over it in the house! Thanks Trevor. As it happens, I was skiing and falling over the French Alps on St. Valentine's Day, leaving Paula to do her own thing in Andover - there's romance for you! Trevor also sent me a copy of a page from the American 'Round-Up' magazine, which advertised, for sale, Carlton Thisse's 1936 Model CX saloon - ex-Kath Devine's. Can you let us know the new owner's name and address Carlton, please.

Whilst mentioning Models 'C' and 'CX', I was totting up the number of tourers in response to a telephone request. I was surprised to find that, of the four Model 'C' tourers listed in the register (3 in UK), there is none roadworthy. Surely, one of Messrs. Tebb, Bonson or Weiland can correct this. You will recall that the Weiland one was photographed 'on the shelf' in Issue 107.

Another Model 'CX' tourer has come to our attention in Benfleet in Essex (C39538). The owner is riddled with arthritis and is unable to complete the restoration. He does not want to sell the car, but is looking for assistance in its restoration. Is there anyone locally who can help him out? He has tried a number of museums to see whether they would take the car, on loan, as a display and as a restoration project, but with no joy.

Three Model 'Y's have come to light since the last issue. Bob Ashall, in the Wirral, has a late 1934 Fordor (not De-luxe), which needs entering under its original registration number on the DVLA



"The blushing bride, proud father and humble chauffeur. Not too much leg room aft!"

computer. Reg Hunt kindly inspected the car on behalf of the Register and gave Bob some tips. The V765 application form is now with Bob Wilkinson for processing through DVLA. We welcome Bob Ashall as a new member. The two other cars were discovered by Nick Glenister at the Bristol Classic Car Show; one of them on display on another stand! The stand was that of Soundwell College, Bristol, which runs vehicle restoration courses. The Model 'Y', which was found in a shed near Heathrow, is being used as a restoration project (Y69253). Some of you might have seen it in the February 11th issue of 'Classic Car Weekly'. I hope Soundwell College makes a better job of it than Manchester College of Technology did of theirs! The other find is a 1936 Model 'Y', which is owned by a Mr. Gillingham who presented himself at the Register stand. Bob Wilkinson has written to him offering membership. Nick reports the show to have been a success, but was struggling by him-

self with no assistance on the stand on the Sunday. Where were you, the members of Regions 2, 6 and 7? This was your local show. Our thanks go to Nick for waving the Register flag at this, the first major classic car show of the year.

I mentioned in the last newsletter the rather attractive arrangement at the front of David Grace's Model 'Y' Alpine tourer, where the front valance disappears under the bottom of the radiator grille and wings. I now have a photograph showing this design feature. I hope it prints sufficiently well for you to see what I mean.

Whilst on tourers, my Kerry 'did' another wedding for a friend of my youngest daughter. This time, in Salisbury in February. The photographs were quite good, so I thought you might like to see them.

I've received some favourable responses from Issue 110. Four names have been received so far for Model 'Y' sliding roof kits. I really need one or two more to make the venture worthwhile. In the meantime, I have asked Ken Arthur to prepare for manufacture. I hope he is able to get together the necessary skills to do it. The request for clean copies of Parts Lists has attracted responses from Peter Benton, Steve Young and Bobby Gale for the 1937 Model 'Y' list, for which many thanks; but no responses for the Model 'CX' parts list. We still need the latter for reproduction - any offers?

Good news and bad news on the members' health front. I was delighted to 'phone Jeff Cole to find a chipper chappie on the other end of the line. Despite the draining effect of chemotherapy, Jeff seems to be fighting it like the trooper he is. He had just finished greasing up his Model 'Y' ready for its MoT. That's my boy! On the other hand, Jim Fitzgerald, our Regional Coordinator for Ireland, is taking time to recover from a lengthy spell in hospital and we wish him a full and speedy recovery. Keep oiling those hinges Jim.

By the time you receive this, the London Classic Car Show and the A.G.M. will be over and we will be well and truly into the rally season. There has been a good response to the Battlefield tour of northern France and Jim Miles and Yvonne have mapped out some interesting sites to see. It should be a good weekend. This will be followed closely by the Enfield Pageant over the late May Bank Holiday. I hope you have the weekend 20/21 June clearly marked in your diaries for the Register's Annual Gathering at Hoar Park, Nuneaton - a must! Before all that though, I am taking me off to the Ford 'Mecca' in Dearborn, near Detroit, for a week in April, to pore over the archives in the Ford Motor Company and The Henry Ford Museum; hoping to glean some information and photographs for my book on the Model 'Y'. I am grateful to fellow Model 'Y' Kerry owner, Mark Turner, for offering me a bed and a roof over my head during my stay 'Stateside'.

Finally, on the insurance front, there are two schemes in the pipeline from which the Register and its members will benefit. Firstly, the Federation of British Historic Vehicle Clubs (FBHVC)

is negotiating a high quality insurance scheme, at reasonable rates, covering public and product liability, infringement of copyright, libel and slander and all those other 'nasties' which your Committee is very aware of and, on your behalf, is liable (the only down side to being a Committee member!). The second scheme is being pulled together by Peter James of Footman James on behalf of members of all classic Ford owners' clubs. Once negotiated, I hope we can offer you as members of the Register even cheaper insurance rates and even better cover than at present. In the meantime, the Heritage Ford Y&C Model Register Insurance Scheme, as advertised inside the back cover of the magazine, offers the best deal for members. Watch this space for both these developments.

Have an enjoyable summer with your cars.

Sam Roberts

MODEL 'Y' TRAFFICATORS

Graham Miles reports that the trafficators on the Model 'Y' were manufactured and supplied by Hunts, the company which made capacitors up until 1968, when they went out of business. Their headquarters were in Ilford, with a depot in Boscombe, near Bournemouth. It is understood that these trafficators were the only ones ever made by Hunts. Graham believes that Hunts ceased manufacturing trafficators in late - 1934.

The Ford logo was painted on the inside of the orange window on the arm and was hence illuminated when activated. Trafficators were an optional extra on the Short Rad Fordor De Luxe (last manufactured August/September 1933) but, as was described in the De Luxe Fordor article in Issue 109, were fitted on all the Model 'Y' Fordor Intermediate De Luxe cars from October 1933 to September 1934, when the De Luxe Model 'Y' ceased production, to be replaced by the 10 hp Model 'C' 'De Luxe'. Can someone let us know who manufactured the Model 'C' and 'CX' trafficators, please?

A Couple Of Comments.....

Further to the last issue I feel a couple of points need to be added.

Tom Mogan's Short Rad, has indeed gone to reside with Ford Motor Co. at Dagenham.

Although it is correct to say that it is probably the most original of all surviving SR models, it must be remembered that on the early production models many items were to change in the first eight months or so.

Items of the top of my head, that had already changed on Tom's are as follows :-

Rear lamp position and mounting, rear axle casing, pinion bearing, pinion and drive shaft design, lack of water guttering on early models, seat design, steering wheel and steering box, hand brake, all three pedals, position of holes and shape of same through bulkhead, shape of bulkhead around screen, tool box shape and design, position of horn, engine sump and pulley, armature in dynamo, and consequently the pulley on same, dynamo mounting, side lights. Those are quite literally off the top of my head. For sure there are others.

Tom's car had already incorporated these changes, and from now these remained unchanged until the end of the Short Rads. However don't forget that late SR's began to incorporate items of the early intermediate model. Who said it was simple?

Back to Tom's car. Yes original except the engine, which is a Post War replacement. However that aside the vehicle is a veritable Blue Print for a mid production SR, having been built in about April 33

An interesting item worthy of note is the Wing Piping on a SR. Due to the fact that the SR running boards are trimmed to the front and rear edges with Stainless Steel, the piping follows down from the wings and turns out, to follow the wing/running board to it's outer edge. Not

the case on LR models. Why so? Well the purpose of the piping is to prevent metal to metal contact. As the LR running Boards are rubber ended this additional piping is not necessary. There are many details of this nature to make note of on this car, but remember as SR's go it is a late one.

The Allan Taylor. Before all the world, (and they will you know!) rush to see this vehicle, I need to point out some errors on it's rebuild.

For when I purchased it in late 79, the register was in it's infancy, and not even Bert Thomas could help as to how the vehicle should look. It was in a very sad state, having been driven around an orchard by children, who clearly had enjoyed colliding with trees, plus the evident fact that it had lived in the open for many years.

It was sold to me for spares, but being the nutter that I am I decided to try and rescue this somewhat unique vehicle.

The chassis and basic mechanics were as any other 'Y', that wasn't the problem. The problem was the complete lack of information available to me on fitting out, so with what remained of the body a careful reconstruction of the lower timber parts were recreated, the sides were the only timber parts fit for further use.

All seating had gone, and in my ignorance I trimmed and fitted a pair of LR front seats, I now know that these are not correct. The correct seating is a padded Bench in timber. Also I now know that the rear wheels should be fitted with a pair of double valance steel wings, but just how they are mounted I'm still not sure, as no spare unused holes exist on the side frames. Incidentally Dave, don't waste your time looking for a chassis number, you won't find one. The vehicle was never destined to be registered, accordingly was never issued with a number. My best guess was late 36 chassis production.

The body was designed to be lifted off the chassis, quite why I'm not sure. To that end each side is fitted with a pair of handles. The clamp around the lifting gear was missing, but I now know that it was of a quick release design, in order to free the body. However the men would need to be very strong, it would have taken four.

To that end the post war models dropped the handles.

I have absolutely no idea how many Alan Taylors were produced on 8 HP chassis, but I believe that quite a large ish Post War order was placed by the Army, at least two of these have survived. They were intended for ground work on bases. But as a vehicle they were, I'm afraid to say quite useless. Due to the very low gearing they were obliged to rev. at very high engine speeds which led to over heating. One that I knew left the Army with less than a 1,000 miles on the clock, which probably meant an actual 130 or so.

During the years that I owned it, it gave me a great deal of pleasure, and as mentioned in a previous News Letter it did make several appearances at The Enfield Pageant of Motoring. If asked to it would go just about any where, and provided you put it in 1st gear and left it to tick over, it would pull it's self out of the most awful muddy conditions. I've no idea just what the overall reduction is, suffice it to say it's bloody low. So much so that the 7,000 odd miles recorded on the speedometer head are grossly exaggerated, by at least a factor of seven. Accordingly it must be the lowest recorded Mileage on any 'Y', has anybody thought of that?

Now to Spares

Shock Absorbers & Mounting Kits

I'm now in a position to begin to take firm orders for Shock Absorber kits for SR and LR 'Y's, both front and rear. Don't expect kits by return of post, or you'll be disappointed. I'm still finalising my ideas and supply of the components that make up the kits. The 'C' models are yet to be worked on.

The prices are still in draft form, but for the present will be firm. They are as follows :-

Front 'Y' kits, all inclusive	£110.00
State LR or SR	£115.00
Rear LR 'Y' kits	£ 95.00

However there is a catch, if you own an early intermediate model, you may well need the SR kits. As I indicated with the statement on Tom's car, the change over of these early models was far from clinical.

It is my belief that the Luvax Shock absorber may have been fitted to some cars, not all, as late as February 1934.

So if you own a car of this period we my well need to discuss the model with me.

The kit for the LR rear assumes that the Ford original chassis fittings are still in place, if they're not you will need a SR kit.

Brake Actuating Shafts

Following the efforts of Brian Dixon we have had an initial batch of these shafts forged and machined, they carry part numbers :- Y 2076/7 and are located in the top of the King Pins on all Y & C models. Also the rear equivalent on 'LR' Y & C , part numbers XXX.

The supply of these items is our first, but far from last venture into the Forging of parts, it will enable me to be able to offer a full kit when overhauling King Pins. More of this in the next issue.

This however leads me into the situation with Exchange items, and why we have the situation that we do.

DEFINITELY STOP PRESS! News from DVLA

Literally as the magazine was being finished, I have received a phone call from Bob Wilkinson regarding a letter which has arrived from DVLA concerning the '25 years exempt' taxation class. Now it is interesting to note that they sent the letter to our Yorkshireman who has never expressed an opinion about people from outside our glorious county, especially those from Wales, home of DVLA and it's staff!

The information contained therein stated that in the budget, the taxation class would remain

Hydraulic Brakes! whatever next

Now here's a real chance for the purists to 'put the boot in'.....

Reading the article on the 'Byford Sports' (issue 109 page 18) I noted the conversion to hydraulic brakes was mentioned. My brain pondered....(slowly? OK.)

1. What improvement was noted over the original mechanical system?
2. What equipment was used in the conversion?
 - master cylinder and linkages
 - wheel cylinders
 - original or different brake shoes.
3. How readily were items in (2) available?

If the answer to all these questions proved favourable then why haven't more members gone down this route when restoring a 'Y' or 'C' model?

Is all this sacrilege?

BUT that the rolling programme of including another year each January 1st would disappear. Instead, the class would be for vehicles CONSTRUCTED before January 1st 1973. (Not registered as previously.) This means that any 'Y's or 'C's which find their way back to this country as imports would become eligible immediately on registration because they were constructed before Jan 1st 1973.

Unlike a certain MGBGT which was purchased recently with the expectation of becoming 25 years exempt, but which was constructed during 1973. Never mind Bob!

Peter Brooke

Those members who use their cars regularly in modern traffic situations must on almost every journey have wished for more powerful brakes. Not that we have any boy racers in our ranks I'm sure but have you never had the driver of a 'modern' car overtake and fill that gap ahead of you that you had carefully left for extra safety?

.....
... and then brake hard bringing your heart into your mouth? I'm sure those members just having bought new Club bumpers will have had other thoughts too!

How far is it permissible to go in terms of updating when restoring one of our cars? Should safety always be a special case? We have had debates on originality and replacement parts but what are the views of members on issues such as this one?

I know there are a few 'Y's in the Club which have been fitted with hydraulic brakes (and some with the later mechanical Girling brakes) and I don't think we are to embark on a witch hunt

I remember getting hate mail some years ago for broaching the benefits of going 12 volt electrics! I wonder what reaction this item will bring.....?

Bob Wilkinson

(Nominations for a new secretary and treasurer may be passed via the editor! Ed.)

THE FUEL CONTROVERSY

In about a year's time, we shall see the gradual withdrawal of 4-star leaded fuel from garage forecourts as garages prepare for the total withdrawal at the end of 1999. Despite the minority lobbies and petitions, this is going to happen.

How are we affected? We have relatively low speed, cast iron sidevalve engine blocks, which were designed and built before the introduction of leaded fuel post-war, when it was essential that the exhaust valves in high speed engines, with higher compression ratios, were lubricated with lead to prevent wear and pre-ignition.

The metal to metal contact of the valve on the valve seat causes some adhesion between the two, resulting in small particles of seat material being removed as the valve opens. On the exhaust valves, in particular, the particles are oxidised

into hard lumps of iron oxide by the hot gasses. Any wear on the valve seat is due to the valves rotating and grinding the valve seats, rather in the same way as grinding paste. However, the valves are held pretty firmly by the valve spring pressing down on the mushroom at the base of the valve stem and only rotate at high engine revs. At speeds below 2000 r.p.m. there is little risk of wear. It is only when speeds in excess of 3500 r.p.m. occur that significant wear occurs.

Our cars run normally in the 2500 - 3500 r.p.m. range. I would suggest that only when travelling at above 50 m.p.h. will there be significant wear.

We cannot be too complacent. Ford did not operate an engine replacement programme for the sheer hell of it! Hard driven engines did need replacing after 30 to 40,000 miles. The

majority of our cars have replacement engines fitted.

What should we do? Firstly, don't panic! If our engines are driven with care on unleaded fuel, on the average owner's annual mileage and at the average owner's speed, there should be no problem for years to come. Various additives are being trailed during 1998, one or more of which will provide a solid lubricant successor to lead. We will advise you when acceptable ones are approved (by the Federation of British Historic Vehicle Clubs). If, however, you are in the process of overhauling your engine, or when you next overhaul your engine, it would be advisable for you to have hardened valve seats fitted into the block. It is not expensive (approx. £15 per seat) and there is sure to be a reputable engineering company in your locality who will be capable of doing it. You will need to present them with a stripped cylinder block, devoid of crankshaft and valves.

Sam Roberts

EVENTS ... EVENTS ... EVENTS ... EVENTS

The following events are being lined up for 1998 where there will be a Register presence.

5 April	A.G.M. Willoughby	Sam Roberts
9/10 May	'Battlefield Tour' (Belgium)	Jim Miles
23-25 May	Enfield Pageant	Jim Miles & Peter King
6/7 June	Tatton Park	John Griffiths
? June	Basingstoke Classic Car Show	Steve Young
19/20/21	June Y & C National Gathering	Reg Hunt
	Hoar Park Craft Village, Nuneaton.	
19 July	Yorkshire 'Do', Newby Hall.	Bob Wilkinson
27 September	All Ford Rally	Sam Roberts
? October	Stoneleigh	Two Geoffs
? November	International Classic Car Show NEC	Geoff Salminen

ANOTHER HEATER

As promised, I have finally finished my bolt on heater. No cutting hoses, only the bulkhead.

It seemed to me that there is already enough hot air being produced under the bonnet by the radiator and if I could utilise this my feet and those of my passenger would be much warmer. The hottest part of the rad is the top so it seemed logical to collect the air from there.

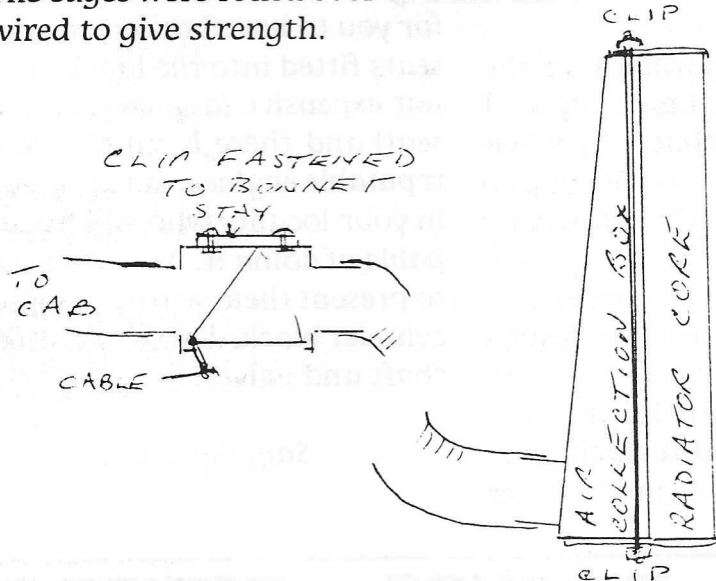
The heater consists of two parts, the hot air collector, behind the radiator and the deflector box, which allows the air into the cab or to escape under the bonnet. Both parts are made of tinfoil which allowed me to play with a great big soldering bit for the first time in many years! The edges were rolled over to make them safe or wired to give strength.

I designed the collector box to slope away from the radiator to one side to ease the flow of air to the pipe which takes it to the deflector box. The pipe is the stretch aluminium type which is available at motor accessory shops as replacements for air conditioning units etc. I used 60mm diameter. (it cost £4.65 for a length which will stretch to half a metre.x2)

A further modification will probably be the fitting of a nozzle to direct the heat once inside the car. This will prevent the instruments in the dashboard getting too hot.

Peter Brooke

WARNING - take care if you remove the radiator, don't re-fit it closer to the fan!!! The fitting at the top of my radiator is not standard and allows the space to be reduced. The fan may then catch the collector box.



FORD Y&C MODEL REGISTER LIBRARY

Magazines

The Autocar

4 Mar	32	1896	8 Jul	32	1914	30 Mar	34	2004	16 Nov	34	2037
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6 May	32	1905	9 Sep	32	1923	21 Sep	34	2029	21 Dec	34	2042
13 May	32	1906	14 Oct	32	1928	28 Sep	34	2030	28 Dec	34	2043
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3 Jun	32	1909	4 Nov	32	1931	12 Oct	34	2032	16 Oct	36	2137
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The Light Car			21 Jun 32 1591			18 Sep 34 1708			4 Aug 36 1806		
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2 Feb	34	1104	1 Nov	32	1610	4 Dec	34	1719	2 Feb	37	1832
9 Feb	34	1105	22 Nov	32	1613	18 Dec	34	1721	2 Mar	37	1836
23 Feb	34	1107	13 Dec	32	1616	25 Dec	34	1722	Practical Motorist		
2 Mar	34	1108	20 Dec	32	1617	5 Mar	35	1732	30 Jun	34	8
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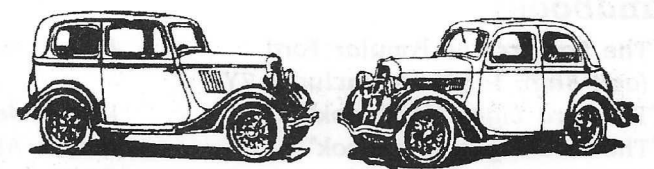
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4 Sep	37	174	11 Jun	38	214	21 Jan	39	246	19 Aug	39	276
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30 Oct	37	182	16 Jul	38	219	4 Mar	39	252	23 Sep	39	281
27 Nov	37	186	23 Jul	38	220	11 Mar	39	253	14 Oct	39	284
11 Dec	37	188	30 Jul	38	221	25 Mar	39	255	21 Oct	39	285
8 Jan	38	192	6 Aug	38	222	1 Apr	39	256	11 Nov	39	288
29 Jan	38	195	13 Aug	38	223	8 Apr	39	257	13 Jan	40	297
5 Feb	38	196	20 Aug	38	224	15 Apr	39	258	17 Feb	40	302
12 Feb	38	197	10 Sep	38	227	29 Apr	39	260	2 Mar	40	304
19 Feb	38	198	17 Sep	38	228	6 May	39	261	6 Apr	40	309
26 Feb	38	199	24 Sep	38	229	13 May	39	262	13 Apr	40	310
5 Mar	38	200	1 Oct	38	230	27 May	39	264	27 Apr	40	312
19 Mar	38	202	8 Oct	38	231	3 Jun	39	265			
26 Mar	38	203	12 Nov	38	236	17 Jun	39	267			
2 Apr	38	204	26 Nov	38	238	1 Jul	39	269			
9 Apr	38	205	17 Dec	38	241	8 Jul	39	270			

Ford Times

Sep 37 14/9

FORD Y&C MODEL REGISTER LIBRARY**Books, brochures and miscellaneous items****Books:**

Title	Author	Publisher
1. "Ford"	Booton Herdon	Cassell
2. "Ford"	Robert Lacey	Pan
3. "Henry Ford - The Motorman"	Barbara Stoney	Hodder & Stoughton
4. "The Ford Dynasty"	James Brough	W.H. Allen
5. "Henry" (Henry Ford II)	Walter Hayes	Weidenfield & Nicolson
6. "My Life and Work"	Henry Ford	Heinemann
7. "Moving Forward"	Henry Ford	Heinemann
8. "Yesterday and Tomorrow"	Henry Ford	Heinemann
9. "Henry Ford"	William Simonds	Michael Joseph
10. "The History of Ford in Australia"	Norm Darwin	Eddie Ford Publications P/L

Handbooks

1. "The Book of the Popular Ford (and 8h.p. Ford)" i.e. includes 7Y	Ellison Hawkes	Gregg
2. "The Ford Eight Handbook"	Harold Jelley	Pitman's Motorists Library
3. "The Ford Eight Handbook"	Staton Abbey	Pitman's Motorists Library
4. "Ford Cars -Anglia, Prefect, Popular, 8 & 10"	T.B.D. Service	Pearson
5. "Ford Ten and Prefect Handbook"	Staton Abbey	Pitman's Motorists Library
6. "Instruction Book for the Popular De Luxe, Ford 'Eight', Ford 'Ten'." (1953)	Ford Motor Company Ltd.	
7. "Servicing and Repair Data for Fords" 1948 (Photocopy)	De Luxe, Ford 'Eight', Ford 'Ten'.	Ford Motor Company Ltd
8. "De Luxe Ford Handbook."	Jelley & Harrison	Pitman's Motorists Library

Videos

1. "Ford Past, Present & Future - PPF 20"	FCN Broadcast Services
2. "Ford Collection - COL 06"	FCN Broadcast Services
3. "Beaulieu Day - Century Special"	FCN Broadcast Services
4. "All Ford Rally - 1993"	White Horse Videos
5. "All Ford Rally - 1997"	AVS Rothmar

Brochures

"De Ford Junior Cabriolet", Model 'C' Eifel, Dutch, 1935 (Colour photocopy)

Miscellaneous

1. "Collection of Historic Photographs of British and German 'Y' & 'C' Models" Donated by (the late) Jim Bailey
2. Thoroughbred & Classic Cars - October 1981 Special Anniversary Supplement "Ford's Fifty" David Burgess-Wise
3. 1995 newspaper celebrating 70th anniversary of Ford Geelong plant - Australia.

NEW MEMBERS

Since our last magazine the following new members have joined our ranks:-

- A1413 BOB ASHALL**
14 Huntington Close, Moreton, Wirral, Cheshire. L46 6HV
- 0-B105 ROBERT BARKER RR#1,**
Hantsport, Nova Scotia, Canada. BOP 1PO
- C0305 DENNIS COOK**
26 Stourbank Road, Christchurch, Dorset. BH23 1LH
- D0510 BRIAN & WENDY DALY**
11 Gatwick Rd, Gravesend, Kent. DA12 5AJ
- M0242 Mrs. THERMA MARSH**
Forest View, School Rd, Lover, Salisbury, Wilts. SP5 2PN
- W0325 COLIN WHITE**
49 Grange Rd. St. Leonards, Ringwood, Hampshire. BH24 2QE

Welcome to you all. As usual I ask existing members to make contact with new members in their area.

Bob Wilkinson

Notes on New Members

Thelma Marsh is the daughter of the late Bert Hopkins whose obituary was published in our last magazine. Thelma has taken over ownership of her father's 1937 4 door 'Y' model AGO 942 whilst putting the 1934 4 door OW 4740 up for sale.

Colin White has bought the 1933 (short-rad) model 'Y' tourer restored a few years ago by former Club magazine editor Ken Devine. TJ 2526 is a very rare tourer produced by Knibbs and

Parkyn in Manchester. Colin has the 'Y' tourer as a family stablemate for his Ford model 'A'.

Robert Barker became our first current member in Canada. He owns a right hand drive 1936 CX tourer which is undergoing complete restoration. Robert needs a complete back seat (we may be able to help with a pattern) and most of the trim, grille trim and bonnet badge mount. The car was bought in a dismantled state over 20 years ago from a university student and left in a basement until a couple of years ago. Robert is determined to finish the job.

Brian and Wendy Daly in Gravesend own FMP 532 a 1937 model 'Y'. The car is in need of some restoration and is not on the Swansea (DVLA) Register. Fortunately the old style log book came with the car so applying for the original registration through the V765 scheme should present no great problem.

Dennis Cook has (with Club support) applied for the original registrations on 2 model 'Y's he has owned for some years. COX 544 is a 1937 2 door model 'Y' previously used as a commercial vehicle with the rear windows blocked off. The second model 'Y' - CXA 60 is a 1936 pickup probably produced from an original saloon some years ago.

Bob Ashall has armed himself with handbooks and Service Bulletins to assist him in the restoration of his 1935 4 door model 'Y' AVE 655. He hopes to be on the road fairly soon.

New members in this edition have brought with them 5 'new' cars to the Register. Keep us informed on progress.

Bob Wilkinson

TALES FROM BERT HOPKINS

- NUMBER 3 -

(Reprinted from Issue 69 as a tribute to the late Bert Hopkins.)

In tale number two we heard of the 1935 exploits of this 17 years old apprentice from the Sarum Motor Company on his journeys to and from the Ford Motor Company, collecting new cars for the Salisbury Ford agency. We read of how he would catch the bus from Barking to Dagenham and then walk the three quarters of a mile down Ford Road to the Motor Company on the left hand side, opposite Briggs Bodies Ltd. With his trade plates under his arm, he would pass through the narrow gate, which was the width of a Model 'Y' with a foot to spare either side, and walk across to the office at the end of the production line. Here he would present the paperwork from the Sarum Motor Company, plus a cheque. As from 1936 the cheque was made out for the sum of £87 10s for the standard Model 'Y' Tudor, which then retailed at £100 back in Salisbury. The internal mail at Dagenham was dispatched using those fascinating cylinders and vacuum tubes. The paper work and cheque were placed in the cylinder and the cylinder put through a flap, into a chest at the base of a vertical tube about six inches in diameter. As the flap opened you would hear the sound of rushing air sucking the cylinder up the tube, rattling it round corners and

off into the far distance, presumably to the centre of some vast spider's web.

That having been done, it was left only for young Bert to wait with the other drivers in the waiting room. It would not be long before boredom and the natural inquisitiveness of the young apprentice would take over. Off he would go, walking down the production line, looking for the car he was to drive back to Salisbury; recognisable by the notification on the windscreen. It usually took one hour from the dispatch of the vacuum cylinder to the car appearing on the line. Presumably, in that time, the correct bodywork and colours were being selected and brought together. Body styles available were Tudor and Fordor, each with either Fixed Roof or Sliding Roof. You could have ordered a van or even a rolling chassis on which to put your own body. Whatever, it appeared remarkably quickly at the start of the assembly line. Sometimes it would take longer than normal for the young Bert's car to reach the end of the line as the older and wiser dealer's drivers would slip the chargehand on the line thruppence (3d) and swap Bert's windscreen ticket for theirs at the back of the production line!

Bert was fascinated by the line. He recalls a huge man who fitted the doors using a piece of 4 x 2 and brute strength to make them hang perfectly and close properly. Perhaps most fascinating was the one man who fitted all the tyres by hand! The tyres would arrive by him with the inner tube already inserted and partially inflated. He would paint the inside of the tyre with white soapy liquid from a pail using a whitewash brush; put both beads on the wheel rim, with the valve through the hole, and with two blows with his hand on each side of the tyre (occasionally three) the tyre would be on the rim. The air hose, once placed on the valve, automatically filled the tyre to the correct pressure.

At the end of the line, tools were the last bits to be added. One jack, one large yank, one small yank and a combined starter handle and wheel brace. Then came the final checker. He reminded Bert of an ice cream man with his smock and box of goodies. In the box were dollies, hammers and touch up paints to encourage minor dents to disappear and to remove unwanted scratches. Finally, to the petrol pump where the tank was filled up. The cars were driven from the end of the line to the pump, so there must

have been some petrol in the tank on the line. Whilst the tank was being filled, Bert would be strapping on his trade plates front and rear. Then, into the driver's seat; the engine was already running. He would drive out through the hot air jets, which blew over the exit door in winter, and across the half mile stretch to the narrow exit where he had entered about four and a half hours beforehand. There the man on the

gate would take yet more paperwork from Bert and note the chassis number before waving him on his way.

Although Bert collected mainly Model 'Y's from Dagenham, he occasionally was asked to collect a Model 'C'. He recalls only collecting one Model 'C' Tourer, which was subsequently bought by an RAF pilot, who ran the big ends after only one month! Sarum Motor company re-

placed the engine under warranty, only to have to repeat the performance after another month. When the third engine ran its big ends the pilot was asked why this should be. He then let on that he had been fitting a Shorrocks blower to the engines to get greater power and speeds! He rolled the car shortly after that which spelt its end.

A RESEARCHER'S TALE

Researching for a book on the Model 'Y' can have its good moments and its disappointments. This tale started with an excited Bob Wilkinson sending me a sketch of a Model 'Y' tourer, which had been sent to him by a potential purchaser (non-member), who lives in Gloucestershire. He wanted Bob to identify the tourer. Neither Bob nor I recognised it as one we had come across, although I thought it looked vaguely like the 1935 'converted saloon' (Y93044) belonging to Chris Felstead. I 'phoned Gloucestershire and the chap said he would be delighted for me to come over and see the tourer, once he had collected it.

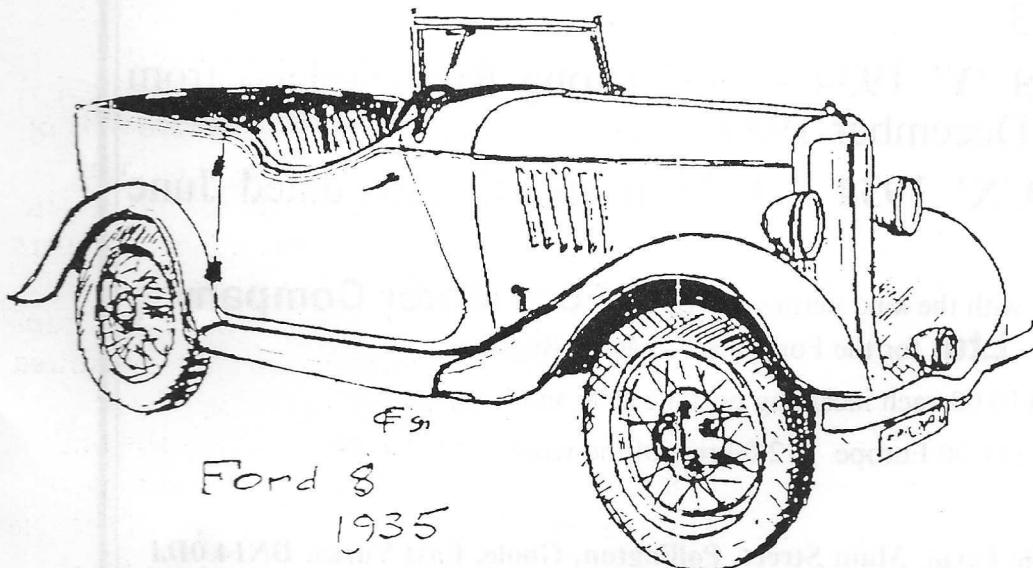
Coincidentally (synchronicity again), I received a letter from Chris Felstead, saying that he had

unearthed an engraved brass plate, which fitted screw holes above his tool box on his tourer and read:-

Frank Ivyson, Bradshaw Coachworks
Lakedale Road Plumstead. tel 139

I looked in Nick Walker's excellent new book "A-Z of British Coachbuilders", but could find no reference to Bradshaw's. A quick fax to Nick revealed that he had nothing on Bradshaw in his archives, but that Matchless Motorcycles were based in Plumstead and used their sidecar workshop for car body building around 1931 - an Austin Seven variant called the Hawk was one product. Could it be that Frank Ivyson was a refugee from that firm?

I decided to pay Chris Felstead a visit in Stubbington, near Gosport. Paula was a pupil at The Gosport Grammar School forty two years ago, so we combined the visit with a trip down memory lane. I took with me a photocopy of the Gloucestershire sketch to give to Chris and spent a pleasant hour or so re-examining his partially restored tourer and taking



"The sketch of the tourer which Bob received from Gloucestershire."

photographs. I could find no evidence of a Briggs Body number ever having been screwed to the cross member in front of the passenger seat, which implies that the body was not made up by Briggs; yet the floor pan and most of the car were definitely of Dagenham origin. The doors had been professionally 'sawn off' and shaped door tops, with the raised coachline, welded in. Chris produced metal pieces, the height of the door posts, which bolted onto the chassis and which supported the door hinges and gave strength to the body sides. The dashboard had had the windscreen winder mechanism removed; the winder hole filled and the windscreen supports neatly blanked off. It looked as though the whole of the body to the rear of the doors had been fabricated and shaped from different metal. My conclusion is that Bradshaw's had built the tourer from a Model 'Y' rolling chassis and purchased body parts separately from Ford.

Chris told me that he had visited Plumstead and learned that, just before Lakedale Road joins Plumstead High Street, there is a turning, which led into the yard where the horse-drawn trams used to be maintained and the horses stabled. With the introduction of electric trams, the yard became redundant and was turned over to small business units, one of which was Bradshaw

Coachworks. Bradshaw also ran charabancs and owned a grocery store nearby. He reckons they went out of business in the 1950s.

Delighted with what I had learned, we went off down memory lane, to discover that Paula's old house has been demolished, to help make way for a ghastly 1960s housing estate, and that The Gosport Grammar School is now Gosport Museum in the pedestrianised High Street! "That says it all" was Paula's comment!

That evening I was looking forward to ringing Gloucestershire to compare the two tourers, to see if they had both come from the same coachworks. However, before I could do that, I had a call from Chris Felstead who, over a cup of tea, had been looking at the sketch. It had suddenly dawned on him that he had drawn the sketch in 1991 and that it was of his tourer! Two months ago, he had sent it in response to a wanted advert for a tourer in the back of *The Automobile*. My illusion of two similar, surviving, hitherto unknown tourers suddenly vaporised into thin air as a convoluted circle closed, forming a bubble which burst in my face! Such is the life of a researcher.

Sam Roberts

REPRINTED HANDBOOKS

Model 'Y' 1932 - 1933 (Short Rad Models) from original, dated June 1933.

Popular Model 'Y' 1934 - 1937 (Long Rad Models) from original, dated December 1934.

Model 'C' / 'CX' 1934 - 1937 from original, dated June 1935.

These are reprinted with the kind permission of the **Ford Motor Company Ltd.** for the Ford Y & C Model Register.

These are available at £10.00 each including postage (UK and Eire)

£11.00 Europe. £12.00 rest of the world.

From :

Bob. Wilkinson. Castle Farm. Main Street, Pollington, Goole, East Yorks. DN14 0DJ

MODEL Y BRAKES

The model Y braking system might seem curious and antiquated today to those of us used to servo assisted disc brakes with ABS etc., but in its day, it was a simple and cheap way of providing brakes on all four wheels, remember only a few years earlier, brakes were often only provided on the rear wheels of a car. The two main problem areas on the Y system are the many mechanical joints which can all wear, and the fact there is no compensation between any of the wheels, so each wheel must be set up carefully to try and give equal braking on all wheels.

To carry out a complete overhaul of the braking system really means, start at the pedal, and work your way out to each wheel, trying to eliminate as much wear and play as possible. Over a long period of time, wear takes place on all the clevis's and pins and the holes in the clevis's become elongated, in extreme cases the edge of the hole can wear thin, and the clevis will have to be replaced or built up with weld. Assuming the wear is not too bad, then the best solution is to enlarge the hole to true it up, and fit oversize clevis pins, these are available from the spares officers, or if you have access to a lathe, save a few pennies and turn some up. To enlarge and true up the clevis holes there are several alternatives, probably the best way is to make a simple reamer from silver steel, hardened and tempered, and ream out the holes, which is what I did, or, carefully drill them out if a suitable size drill can be found, alternatively judicious use of a round file can have the desired results.

One other problem is unbodging any bodged repairs which might have been made in previous times, on my own Y, one front brake rod had been crudely sawn through, and lengthened by an overlapping bit welded in, the reason for this became apparent when investigating the front axle, which turned out to be bent S shaped, one front wheel was effectively 1 inch in front of the other, hence the lengthened brake rod!

On reaching the wheels, other problems may become obvious, wear in the brake actuating mechanism will also lead to poor brake performance and parts will have to be replaced where possible. The wedges which press the shoes

against the drums wear, and need to be replaced, although the ones on my car have been built up at some time using hard facing weld. Also check the rollers for flat spots, and check that they revolve freely. It is also worth checking that correct components are mated together because over the years there were various design modifications.

There are at least two sizes of anchor stud, and the shoes must fit properly against this.

We have now arrived at the brake shoes and drums, obviously shoes which are worn out need to be relined or replaced. We have two options here, either reline the existing shoes with original old stock linings, which are still available from classic car clutch and brake specialists, or go for the club's bonded brake shoes, using a modern asbestos free friction material. Some people are of the opinion that the modern material, being a harder lining, will not produce such good braking, I have always used traditional linings. Hopefully I will be able to compare the two in the near future and publish my findings.

Now we look at the drums, the front drums can wear quite badly and if they are badly oversize new brake shoes are only going to touch in the centre limiting the contact area of the friction material, and in the worst cases the shoes will be worn down to the rivets in the middle, by the time the ends touch!

The solution is to put liners in the drums to bring them back to the correct diameter, and the Club can supply exchange refurbished drums, but they are quite expensive. On my own car as money was tight, but time and machining facilities were available, I decided to tackle this myself.

Firstly the drums were bored out on the lathe to true them up, remove any score marks, and to

get them both the same size. Next a suitable material for a liner was considered, I had decided that if I could find a modern brake drum big enough I could cut the end out and use the rim to turn up a liner, a search of the local scrap yard failed to find anything suitable, but the yard boss produced two aluminium drums that had iron liners, which it transpired, were Lada rear brake drums. Back on the lathe the aluminium was machined away to leave two rings of iron, these were carefully machined down so they were a few thou. larger than the Y drums. Next came the tricky bit, the drums were popped in the oven and warmed up (when the lady of the house was out) and the liners were put in the fridge. The drums expanded, and the liners shrank, and the liners were fitted into the drums with the aid of a block of wood and a hammer. When the temperature equalized the liners were well and truly tight in the drums, to eliminate any risk of the liners turning in the drums, case iron dowels were screwed through the rim of the drum and into the liner. Finally the drums were bored out

to 10 inches, the whole exercise proved to be quite successful, much to my surprise!

The rear drums do not seem to wear as badly as the fronts, probably due to the fact they spend most of their lives running in a mixture of axle oil and grease! Obviously if this is the case, the rear oil seals need to be replaced before any work is done on the brakes. Also if the rear wheel bearings are worn, or the axle case on which they run is worn, then this will have to be sorted, as worn bearings will soon ruin a new seal. Care should also be taken when greasing the brake operating shaft as excess grease can find its way onto the shoes. With careful attention the Model Y brakes can be quite effective, certainly good enough to lock up the wheels, the problem is guessing which wheel! In the next magazine I shall hopefully cover how to set up the brakes.

Dave Newman

19/20/21st June 1998 National Rally

at

Hoar Park

Nr Nuneaton

Free camping / caravanning from Friday evening

Saturday p.m. Scatter Rally (really simple, all you need is a road map covering the area)

Modern cars and Register vehicles welcome - all compete on equal terms

Evening - Buffet (approx £3.00 per head) Games and Social Evening in the Barn

Sunday a.m. Rally with fun driving tests. Craft Demos for members.

p.m. Prize giving and disperse.

To help with organisation, please let Reg Hunt know if you intend coming.

Buffet supper only available if pre-booked.

Lists of B&B are available (large SAE please)

from Reg Hunt, address inside front cover, Tel 01270 812496



A photograph sent in by Steve Young with, on the reverse "A Moving Story. This cargo shifted in the journey up Regent Street, and props were placed in position to prevent an accident 29.9.39". Note the rather tired looking Model Y parked behind, with a replacement, non-Ford, bumper; awry number plate and "blackout" headlamps; this photograph having been taken during the first few weeks on the Second World War.

MEMBERS' LETTERS

Here is a letter from Tony Etheridge, our recommended tyre, innertube and rim tape supplier (see Useful Contacts). He sends us his reminiscences of the early days:-

"As you know, I have been in the tyre trade virtually all my life, working initially with my father in the early sixties, after doing my stint in the Royal Air Force.

At that time, tyres were still in very short supply, but there were many 'old bangers' around, so we had an arrangement with a vehicle breakers in Edgware to pay us a minimal sum for these vehicles, and we kept the tyres for resale. I know some of these vehicles (mainly Ford 8 & 10) went to Braefield in Northamptonshire for stock car racing; 'Oh! horror of horrors'.

I recently found records for part of this period and list, herewith, all the relevant details for Y&C Models, which may help with club records:-

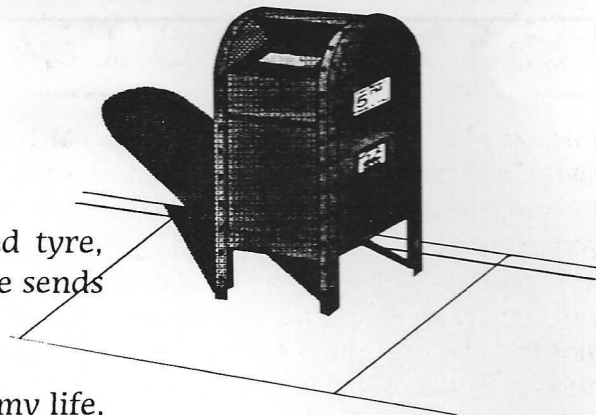
RC 2504 Ford 10hp. Black and grey. Chassis:- C03107. Engine:- 665733. Registered 9-2-35. Purchased from a Mr. Clarkson of Boxmoor, Herts. Log book returned to H.C.C. 15.3.61.

AXP 544 Ford 7.96 hp. Black. Chassis:- Y50191. Engine:- same. Registered 14-3-34. Obtained from a Mr. Hubbard of Harrow, Middlesex. Was then registered in Bexhill, Sussex!!, so log book returned to Sussex C.C. 8-8-61.

DVU Ford 10hp. Blue. Chassis:- C98602. Engine:- RC1030265P. Registered 14-9-37. Obtained from a Mr. White of Harrow Weald, Middlesex. Log book returned also 8-8-61. [Note: This was a 7W - not a Model 'C' - Ed.]

AOA 149 Ford 8hp. Grey, but changed to this colour 19-4-58. Again engine and chassis the same at Y58388. Registered 6-4-34. Obtained from a Mr. Adams, Hastings, Sussex. Log book returned 15-9-61.

EKJ 298 Ford 10hp. Black. Again engine and chassis the same; C 72585. Obtained through a Mr. Harding of Abbots Langley. Log book returned 14-8-61. [Problems here: C72585 denotes an early 7W, but EKJ 298 was registered May '37 whilst Model 'CX' was



still in production. - Ed]

The records mentioned seem to cover roughly a four year period and lists 82 vehicles of which 23 are Fords, and of those 23, only the above listed five were 'Y's or 'C's.

I do have the full names and addresses from which they were obtained, should you require them. If I come across any other records I will advise you, but I think the arrangement would have been coming to an end around 1964, as tyres were readily available by then.

Another snippet of information from that period; my father, and then both of us, used to sell, amongst other sizes, 450 x 17 casings to 'Blue Peter' Remoulds in, I think, Basingstoke, for 30/- each. Now it costs me £1.00 per scrap tyre to have them processed for 'recycling'!!

I hope this letter will be of use for publication and the vehicle details of use to club records. All the best for 1998.

Tony Etheridge

SILVERSTONE RE-VISITED

I was the lucky recipient of an unusual Christmas present which set the old adrenalin pumping around your secretary's body. (I normally use leaded fuel but suffer from evaporation in the summer months!) Before you get the wrong idea, this was a driving session in a Sports Touring Car at the Silverstone Circuit. The car in question turned out to be a Peugeot 306 GTi - 180bhp and six speed gearbox.

A cold winter's morning (Jan 25th) was the date which will be long remembered by me and my instructor!

Now what's all this got to do with our model 'Y's and 'C's I hear you ask? Not that I need much of an excuse to tell a tale.....

Well, the last time I had driven around the Silverstone Circuit was in May 1985 driving my 1935 model 'Y' Mistral Tourer (now owned by Kevin Briginshaw). This circuit drive was in connection with a huge and very wet 3 day display to celebrate the 100 years of the motor car.

I recall driving in the company of some wonderful classic cars - Aston Martins, Bentleys, Ferraris as our Club turn was in alphabetical order A to F. Most of them were a bit quicker though. I kept a 50 mph limit in company with the late Martin Howard who was driving the beautiful 1932 Abbey (Y) tourer now owned by member Martin Bell in Virginia USA.

I recall Graham Miles managing only 1 lap at relatively low speed - though flat out for the model 'Y' Alan Taylor Groundsmans Truck featured in our last magazine. Only one lap completed due to the engine overheating if I recall correctly.

On this occasion however my progress was to be far more rapid! I can now boast that it isn't a fact that yours truly blacks out at 50 mph. In fact I was still conscious at double that speed!

I had told the instructor about my 1935 'Y' experience when he had asked if I had driven around the circuit previously. He didn't seem impressed! 'said something about braking distances and corner clipping points not being the same. He obviously hadn't heard about 'Y' model brakes which probably require the same braking distance albeit from half the speed.

Changing into top gear at about 80 mph was certainly different and experiencing the 'G' forces in corners certainly contrasted with the sad state progress in the old 'Y'.

Each occasion was very enjoyable in a different way and I will be back later in 1998 for another turn. When will I get a chance to drive the Silverstone Circuit again in a 'Y' or 'C' model? I may not be quite up to it on the 200th anniversary of the first car.

Technical comparison:

	1998 Peugeot 306 GTi (6)	1935 Model 'Y'
Engine	1998cc (Double overhead cam)	933cc (Sidevalve)
Power	180 bhp	24 bhp
Fuel injection	Zenith downdraught carburettor	
Max speed	130 mph(?)	60 mph (on the flat!)
Cost new	£20k	£100.00 (Mistral £162)
Fun rating	10/10	10/10

Bob Wilkinson



'Bob Wilkinson training for bank raid career! Silverstone Jan 1998.

MEMBERS' CARS

In this issue we feature the van which has been in the possession of Paul Beck for a year come this March. Paul now has three vans from which he sells his historic car accessories and trim. I first came across YPJ 700 in 1994, when it was in the possession of Colin Ware in Cosham, Hampshire. He had bought it from Nigel Rawson and had restored the flooring, body panels (with galvanised steel) and the roof to the rear of the driver's seat. He had painted it dark green with black wings. Each rear door had a set of three louvres set in at the top. Unfortunately, there had been no sign of a body number on the step up to the load carrying flooring on the nearside, which is where it was located on the vans by Briggs Bodies Ltd.; so we can assume that the flooring had been replaced once already. Although the side doors boast the van sliding windows, according to Colin, there was no sign of a vertical wooden spar in either door on which to support the spare wheel, which was then being carried inside the load compartment, strapped to the nearside sidewall. Neither was a chassis number visible on the chassis side member, but there was a brass oval tag on the bulkhead with the number 9063 on it. If this was the chassis number, then the date of production at Dagenham was January 1933. As the van is a shortrad and, as was subsequently discovered, its original registration number (JJ 4556) was probably issued in

London in 1933, it can be assumed that Y9063 is the chassis number. This makes it the oldest known surviving Model 'Y' van.

Other liveries which have been worn by this van include a total dark blue with, in cream text:- "Haslemere Flowers - Delivery Service - Teleflorists - Established Since 1947 - Masters in Floristry". I believe this was the livery when an N.J. Anscomb of Horley in Surrey purchased the van. He painted it in the livery shown in the photograph:- "G. Williams & Sons - Publicity & Service Van". The van body colouring at this time was two tone, cream and light brown, with a broad yellow coachline.

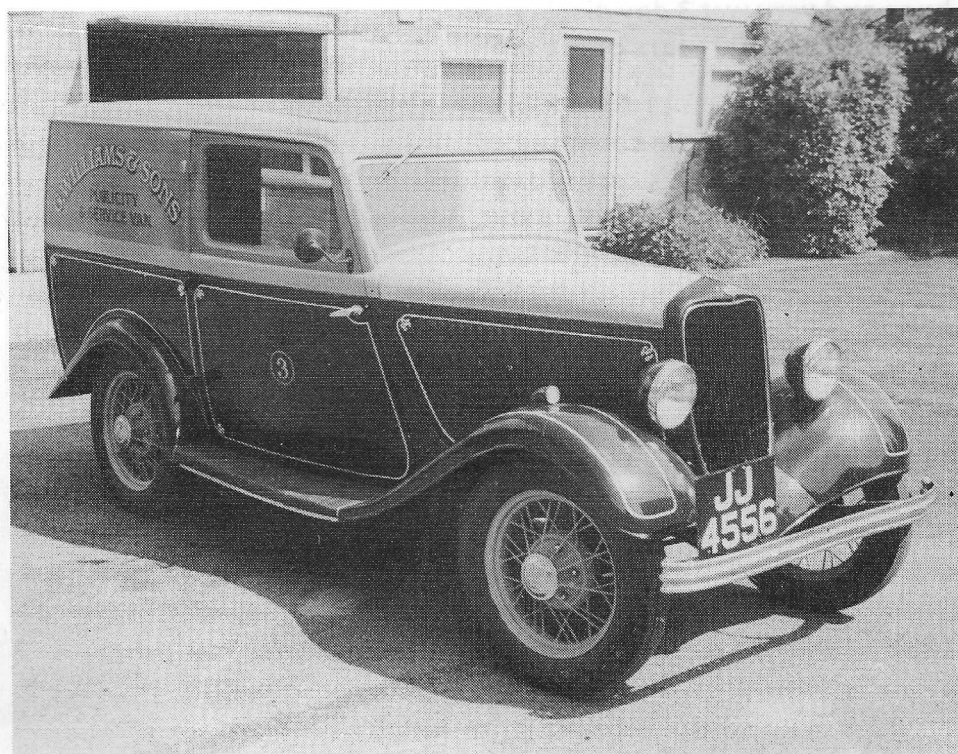
Regrettably, the van was sold by N.J. Anscomb to Colin Kirsch of Collectors Cars in Bourne-

mouth, before then being sold on to Nigel Rawson. Colin Kirsch, who was the first of only two members ever to be asked to leave the Y&C Register, was renowned for buying old cars to rob them of their registration numbers. This was how JJ 4556 came to lose its birthright in August 1987.

Paul Beck has done an excellent job of bringing the van back into the role for which it was originally designed. It now sports the livery of "C.N. Beck of Brunstead Hall - Dairy & Poultry Produce"; whom I believe was Paul's father. It is painted in an attractive cream, with light brown wings.

The photograph on the back cover was taken outside St. Nicholas Church in Swafield, to the north-east of North Walsham in rural Norfolk, close to Paul's home in Happisburgh.

Sam Roberts



"YPJ 700 in its earlier days as JJ 4556, when owned by N.J. Anscomb in Horley, Surrey."

Cars for Sale through dealers:

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey; £4950 D.T. Mathewson
Tel: 01751 474455 (Thornton-le-Dale. N. Yorkshire.)

Cars for Sale private:

1937 Model 'Y' Tudor, HV 7906 (Y176780), Black, MoT. £2500
Ron Stephens (S0902) Tel: 01279 833265 (Bishop's Stortford, Hertfordshire)

1937 Model 'Y' Tudor, FPD 657 (Y184889), Green. Requires final completion of total restoration. Reconditioned original engine. £2000 o.n.o.
Richard Attfield (A0502) tel: 0181 467 4281 (Chislehurst, Kent)

1935 Model 'Y' Tourer (CMC 840) (Y93044). believed by Bradshaw Coachworks, London. Unfinished project - simple completion. Many spares. £900
Chris Felstead (F0309) Tel: 01329 314535 Fareham, Hampshire)

1936 Model 'Y' Tudor, YSK 941 Ex - DLM 40, (Y162282), Black, MoT, vgc. £3250 o.n.o.
Tony Clark (Ex- C0703) Tel: 01233 756371 (Ashford, Kent)

1934 Model 'Y' Tudor, ESJ 446 ex- NG 6852, (believed to be Y59762). MoT. £2550 - Quick sale.
Mr. Moore (non-member) Tel: 0161 320 5515 (Manchester)

1935 Model 'Y' 2dr. Old English White with Black Wings. Red interior. Full renovation completed, excellent condition. £4500 o.n.o.
Brian Hodges. 01977 - 661260 (Pontefract area)

1936 2 door CX saloon. Very sound original condition. Bought from first owner in 1990. Gunmetal Grey. Green Leather. 56K miles only. MOT A very rare find £3.750
Details from Bob Wilkinson. 01405_860836

1937 'CX' tourer (C39086) Immaculate condition throughout. First class hood and tonneau. Engine runs like a watch. 11 months MOT. Colour Green. Reg. No. XS4359 £6.850 o.n.o.
Malcolm Black. 01287_633848



TYRES special offer - Tony Etheridge. See separate ad.

Parts for Short-rad Model 'Y'. Front N/S wing. Radiator Grille. Dashboard. 8hp and 10hp engines. 'Y' model axles complete with 'Y' wheels.
Bob Wilkinson. 01405_860836.

1937 Model 'Y' 2 door (Y190507) Dark Blue. Chassis and engine completely restored 2 years ago. Seats original - need some attention. Quite a few spares. £3,500.
Austin Holder. 01271_816275 (Devon)

1936 Model 'Y' AWD 28 Green with Black wings. Cream seats. MOT till March Taxed On road. New battery, new coil, new steering, new tyres. £2,800. Also Ford 8hp engine.
G. Weston. 01386_554297.

1937 Model 'Y'. Green and Black, nearly completed, little work required to finish. Many new parts, some spares. House move forces sale. Offers to
Richard Attfield, 0181_467_4281 Kent.

DEADLINE FOR NEXT ISSUE 30th APRIL 1998

SPARES REPORT

May I start with a reminder as to our method of operation and the reasons behind it. I refer to the ordering of items that are exchange, and my insistence that, prior to the dispatch of the replacement part, either Kevin or I receive the old part first. The reason is very simple, it's rather like land, they don't make it anymore! Neither do Ford Motor Co. make our parts. Therefore when the few remaining parts have gone we are on our own. As with payment, everyone promises to let me have it by return, but, for various reasons it doesn't always happen.

This brings me to my latest appeal, THE REGISTER NEEDS MORE OLD PARTS. Why? Well, the simple fact is, that many of the used parts that I do get back are too far gone. The recovery rate on Front Brake Drums / Hubs is about 70%, whereas with King Pins and Brake Shoes its about 85%. So it doesn't take a mathematical genius to see that we are heading for a problem as it is. Please can I ask you to look through your personal stocks of used spares, and if you have some parts that you can pass to the register please do so. The register is quite prepared to pay the postage.

Whilst on the subject of exchange items, we have had on order for some time the front brake drums, or it would be more accurate to say we thought we had. The fact of the matter is that the company with whom we had placed the work has done nothing. Peter has now found another company with whom we have placed the work. This time however, they want the old Bearing Cups left in place, as, logically they use these bearings to mount them in the lathe.

The recent Committee meeting bought up once again the problem of Steering Boxes, and the need to try and find an engineering co. to re-condition them. We desperately need such a contact, up to eight points of wear take place, just finding and fitting a replacement nut only replaces two of these faces of wear, so a com-

pany with full machine shop facilities is needed. Does anybody know of such an establishment?

Recent enquiries has increased my respect for the members. As for the first time ever I have been asked for the inner rear axle hub seal and the front transmission seal, I didn't know that you knew they were there! The question is do I have any, well yes I do, but only as a sample. We need help to locate them, can anybody help???

Now the most important item of all, Kevin is moving house, so his old address is finished. As a house move means chaos ALL ORDERS ARE TO BE DIRECTED TO ME UNTIL FURTHER NOTICE

MY ADDRESS IS : - 4, YORK CLOSE, KINGS LANGLEY, HERTS, WD4 9HX.

Kevin has also sent me all orders that have not been processed, there are quite a few for me to work through, so please bear with me.

As a P S, please remember I need to hear requirements for any possible 'Y' side light bases this winter. Last time of asking !!

1998 - 9 Annual Subscriptions

Subs are not due until June 1st 1998 but I know that quite a few members like to pay early have you ever known a treasurer (or a Yorkshireman) refuse money?

I don't anticipate any increase at this years AGM on April 5th and so it is likely that the present rates will continue -

UK and Eire £20.00
Retired / unwaged (UK only) £15.00
Overseas £25.00

Cheques payable to 'Ford Y & C Model Register' send to Bob Wilkinson (address on the inside front cover).

If you wish to have your membership card by return please enclose SAE.

LAST DATE for subs is 31st July or a £2.00 re-joining fee is imposed.

Bob Wilkinson.
Secretary / Treasurer

Y & C REGISTER PARTS FOR SALE

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 inside back cover. If a required item is not listed, please submit S.A.E. with request.

MECHANICAL-SUSPENSION, BRAKES & STEERING

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) State front or rear	£5-80 each
Bushes for shackles, State 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	on order again
Rear brake rod support bracket for LR. Y. with double holes	£27-00 each
YE2502B Front brake rod support (mounts on A-frame to rod)	£5-50 each
Front road springs Y&C (Not Ford) (Rear, used on application)	£28-50 each
Track rod ends with two dust covers male design	£24-50
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 "34 Y double roller -set of 6	£11-50 set

MECHANICAL - ENGINE & TRANSMISSION

Shock Absorber Kit (under manufacture)	£110.00
State front or rear axle, model, year	budget price
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" x 1.75" bottom 8" x 1.25"	£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 - send pattern exhaust or inlet	£10-00 each
Flexible fuel pipe - pump to feed	£2.00
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 1 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	£3.20 each
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. Intermediate model (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 - pair	£2-30
pair Battery lug bolts	£0-50 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 (mounting bracket not supplied)	£9-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£13-00 set
Headlamp Magnaflex Bars (diamond shape)	£9-00 each
Y Front side lamps bases (mat not included, see rubber parts)	£18.00
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 each
Bumper bar bolts (oval shape)	£9-50 pair
Bumper bar end caps chromed LR and SR	Being Chromed
Running boards, for LR. Y Moulded matting with-steel mounting brackets. Adaptable for SR	£85 each
SR. Front valance below grill (external part only - fibre glass)	£160 pair
Floor board screws Set of 40	£21-00 each
Late LR Y four door hinge centre bolts with spring + tag	£10-00
Brass balls, door hinge	£1-20 each
each Y fixed timber roof stock kits in hard wood	£1-00
Striker wedges - female - door pillar - housed "C" Model	£72-00 each
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£8-50 pair
Hub caps - for model "Y"	£13-40 each
Oil cans	£11-50 each
Oil can transfers. Black only	£12.50 each
Oil can brackets	£3-70 each
Wheel nuts Y set of 20	£11.00 each
Wheel nuts Y individual	£30-00 set
Wheel nuts C each	£1.75 each
Bifurcated Rivets	£0-65 each
Vacuum Wiper Motor	£0-03 each
	£22.00 each

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)

PARTS ORDER FORM - ISSUE 111

To be returned to
GRAHAM MILES - 4 YORK CLOSE, KINGS LANGLEY, HERTS. WD4 9HX

MEMBER'S NAME:- _____ NUMBER:- _____

MODEL/YEAR:- _____

TEL NO: DAY :- _____ DATE:- _____

 EVENING:- _____

PARTS WANTED FROM FORD Y & C SPARES

USED OR NON LISTED ITEMS
PRICE ON APPLICATION

PRICE
NEW ITEMS

TOTAL
OVERHEAD CHARGE £ 3-00

TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____

TOWN _____

COUNTY _____

POST CODE _____

PLEASE SEND YOUR CHEQUES AND A STAMPED ADDRESSED ENVELOPE PAYABLE TO:
"FORD Y & C MODEL SPARES SECTION" (PLEASE ALLOW 28 DAYS DELIVERY)
TO:- GRAHAM MILES AT THE ABOVE ADDRESS. PLEASE PRINT CLEARLY
REMEMBER: FOR NEW OR RECONDITIONED PARTS SEND CLEAN EXCHANGE ITEMS

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 FORD PARTS AND CLASSIC OILS** Dave Tebb,
Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet. 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 full breakdown cover anywhere in the UK. Unlimited mileage.
Ring Classic Car Department at Norton Insurance Brokers for details.
Quotations Tel: 0121 246 6060. Existing client helpline Tel: 0121 246 5050.
- MECHANICAL, OVERHAUL AND RESTORATION** Mr T. J. Brandon,
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