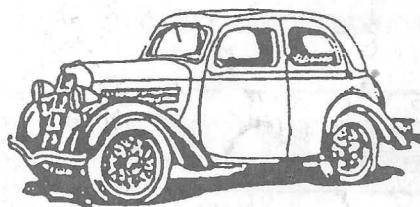
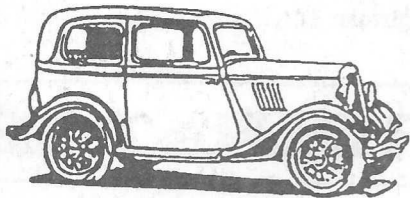


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 112 MAY / JUNE 1998

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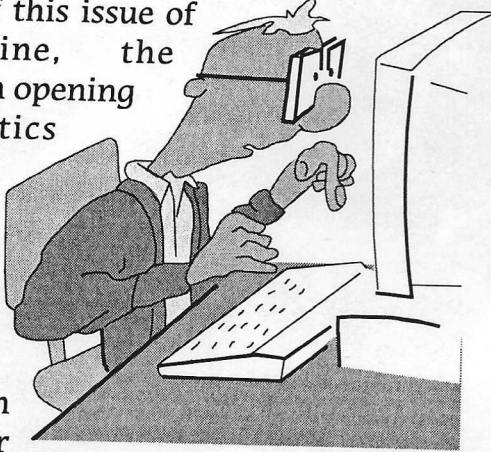
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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

EDITOR'S REPORT

Firstly I must apologize for the lateness of this issue of the magazine, the pressures involved in opening a new Gymnastics Centre have taken their toll, I can remember when I had time to watch some TV as well! Hopefully things will be back on an even keel, or even four spoked wheels by the next issue, it seems that this will be so.



The AGM is written up in this issue, and the these minutes will be presented at next years AGM, don't worry if you file them in a very safe place, copies will be available on the day!

Brakes seem to be this months theme, with several items on the subject.

Sam has written up his adventures over the water in the USA and I hope you enjoy reading about the trip as much as I did.

Our secretary and treasurer, Bob Wilkinson, has changed his address, it no longer contains the word Yorkshire! He is no doubt happy to spend his days as an escapee from the classroom doing missionary work further south! As yet, Northamptonshire has not sent him back!

With the show calendar well under way, attention should be drawn to the National Gathering at Hoar Park. This was extensively advertised in a previous edition, but Reg has asked me to point out the FREE entry and FREE camping and caravanning available from the Friday evening. I hope to see many of you there, together with a good selection of vehicles. This is always a highlight of our year and a rare chance for many of us from opposite ends of the country to meet up and catch up on the gossip. Please make every effort to get there and make the '98 Gathering the best yet.

Peter Brooke.

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Parts For Sale & Order Form-
Centre Page Pullout

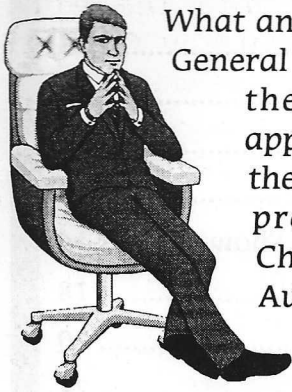
Your Secretary/ Treasurer has moved!

Please note that Bob Wilkinson has moved away from Yorkshire - his visa came through eventually! Please send all correspondence and of course your renewal subscription cheques to

Rose House
9 Brambleside
Thrapston
Northants.
NN14 4PY

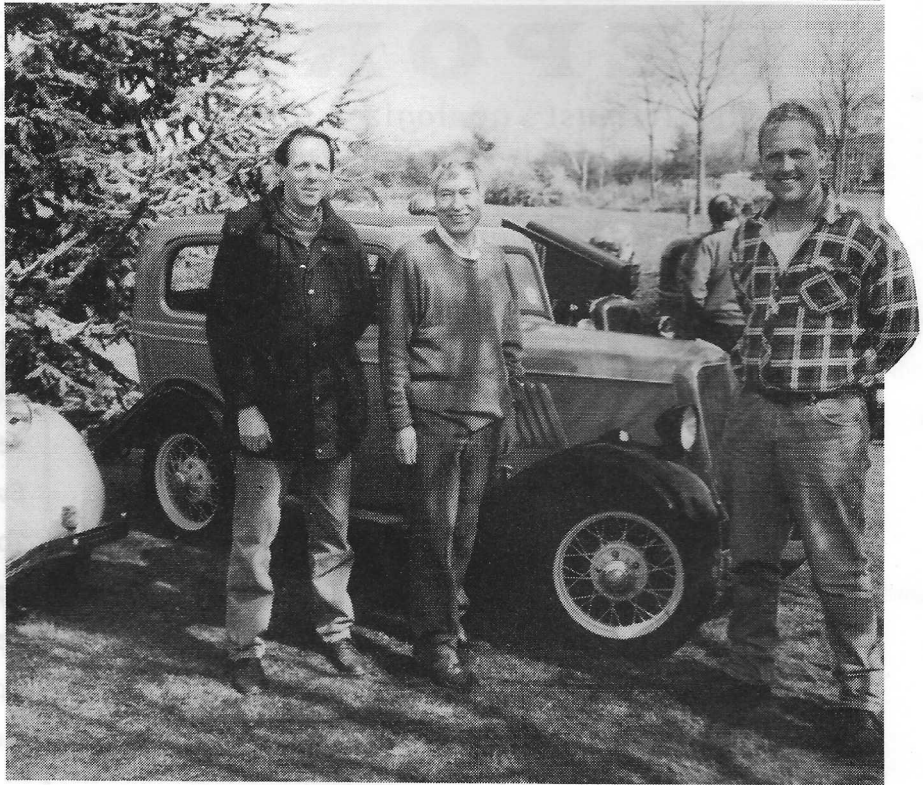
The new telephone number is
01832 - 734463

CHAIRMAN'S NEWSLETTER



What an enjoyable Annual General Meeting! Despite the weather, approximately 10% of the membership were present, including Chris Newman from Australia who, fortuitously, was on a business

seminar in York over that weekend and bummed a lift to the A.G.M. with Peter Brooke, our Editor. The weekend will have been made more memorable by the fact that Peter drove down in Emily, his 1936 Tudor Model 'Y'. Chris did comment on the vagaries of the seating after a three hour journey! I was not so brave. With my windscreen wiper motor U/S, it would have been foolhardy to drive my Kerry sports tourer on this occasion. This did not please Dave Curtis who, under pressure from Cher, his wife, was despatched with a packed lunch from Hereford in his Model 'CX' tourer. "Sam will go in his tourer, so you will go in yours." I think that was the gist of the conversation in the Curtis household that morning!



"Chris Newman (left) from Australia talking with Tony Brasher about his electric blue longrad."

There was plenty to buy; the good Tony Butterfield was present with his usual goodies and Jean Hunt manned/personned the 'Bring and Buy' spares stall, which seemed to be emptying as the day drew on. David and Wendy Grace arrived in style, in their camper, and when

I finally left, were settling down to a nice cuppa. It was a pleasure to see Derek Birch looking well again; accompanied by Audrey, and Doug and Bessie Hickson, who are threatening to bring their newly restored Mistral tourer to the Annual Gathering at Nuneaton. Thanks to the efforts of Jean Hunt, the supply of the new design



AGM in progress

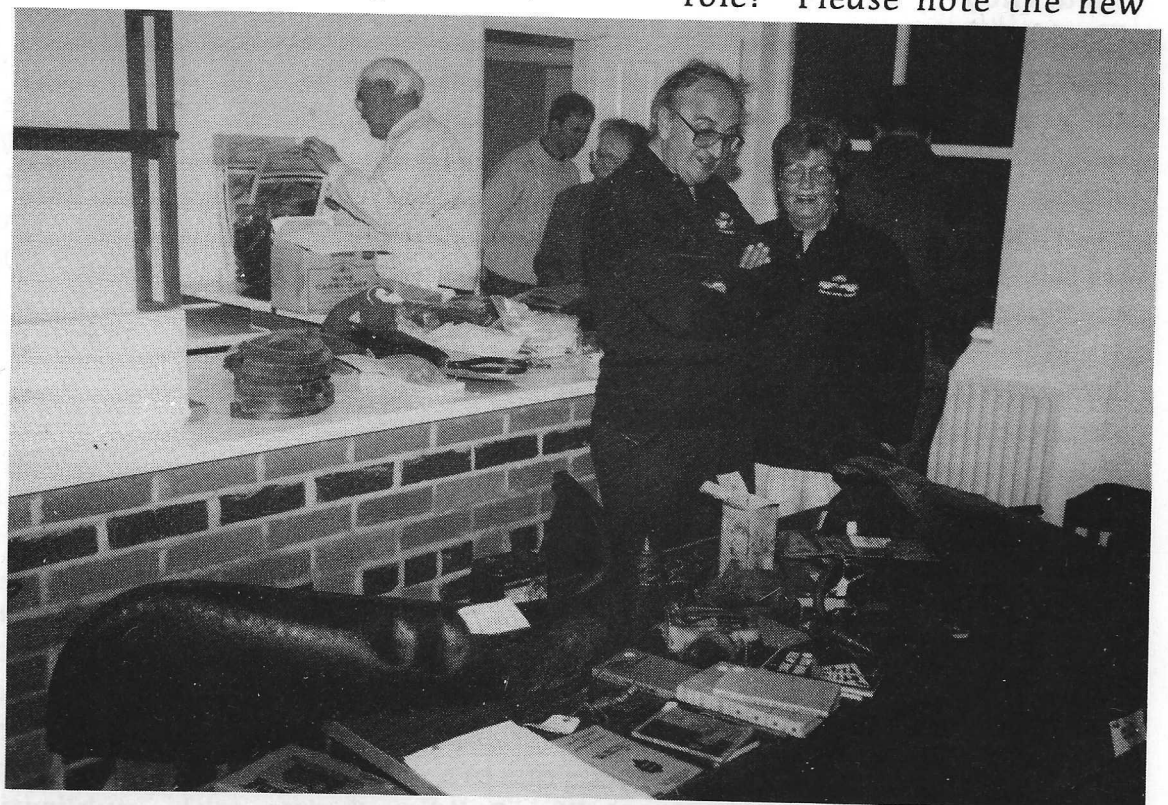


"Norman Purdy looks over Tony Butterfield's selection of 8 & 10 hp spares."

Register sweatshirts dwindled quickly. They are a good buy at £22. Robert Hale also turned over some of his regalia stock.

It was a great pleasure for me to award the Maurice Billing Trophy this year to Jim Miles, who over the years has contributed so much to the Y&C Register. Shortly after its formation in 1979, Jim volunteered to be the Register Archivist and has built up an excellent collection of period brochures. In the early days of the Enfield Pageant, under Jim's guidance, the Register's stands were brilliantly thought out and drew the public. Alfred Daly's second

hand car lot was a classic! More recently, Jim has organised the Register's debut at Alexandra Palace and, this month, is organising the Battlefield Tour of Belgium. Keep up the good work, Jim.



"Reg and Jean hunt, wearing the new Register sweatshirts, man the 'Bring and Buy' stall. Brian Mace thumbs through the regalia posters in the background."

Finally on the AGM, I would like to praise the work done by Graham Miles, aided by Dave Jarman, on the adaptation of the Morris shock absorbers to fit our cars. It has taken a lot of trailing and ingenuity to get to this point. Graham described the outcome to the members at the meeting.

At the AGM, John Griffiths stood down as the Regional Coordinator for Area 14 (N. Wales, Cheshire, Lancashire, Manchester, Merseyside). We have a number of members in that area. Are there any volunteers to take over this role? Please note the new

addresses and telephone numbers for Kevin Briginshaw and Bob Wilkinson. Members in South Wales please note that Mike Samuel also has a new telephone number.

A couple of new cars have come to light since the last issue. Through Classic Car Weekly, we tracked down Y 5 9 7 6 2, belonging to Mr. Moore in Manchester, and Robert Barker, in Nova Scotia, Canada has unearthed a dilapidated CX tourer with no chassis number, but a Briggs body number 462/1565. 'Unearthed' is an apt word as the car had been sitting in the basement of a funeral parlour for 25 years before Robert purchased it two years ago!

I am grateful to John Coleman for sending some photographs of our cars in the showroom of Gates, the Ford agents in Woodford, Essex, and some period promotional shots of a Model 'CX' being driven by a chap in the ubiquitous trilby hat. These will appear consecutively in the magazine. Peter Benton also sent me a copy of the Ford booklets; 'Facts about Sparking Plugs and

which the high tension current passes in the form of a spark.

3. Q. What is the definite function of the insulator?

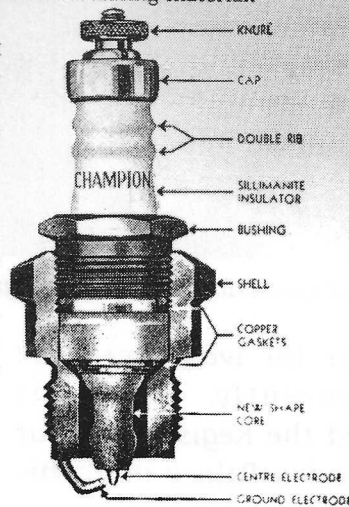
A. To prevent the current from flowing in any direction, except across the gap formed by the two electrode wires.

4. Q. What is the best insulator known? And why is it the best?

A. Sillimanite, a natural, non-metallic crystalline substance, because it has a higher dielectric strength, resists sudden heat shocks better and has greater mechanical strength than any other known insulating material.

5. Q. What are the principal operations in the making of finished sparking plugs?

A. (1) The complete and careful manufacture of the metal parts, such as the various shells, bushings, gaskets, terminals, electrode wires, etc.

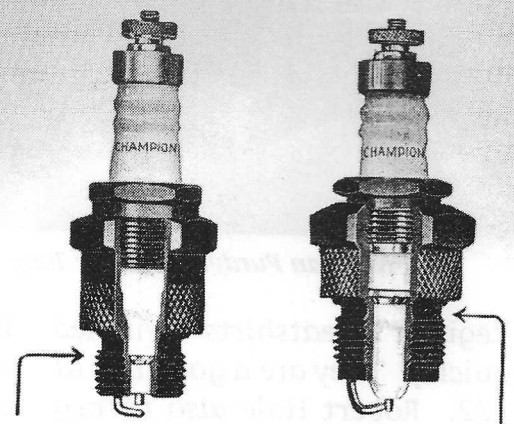


(2) The production of the most satisfactory material for the electrode wire and the production of an efficient cement for holding the centre electrode in the insulator.

(3) The final assembly of the various parts into the finished plug, the proper tightening, and finally the checking of all operations to insure absolute uniformity in the finished product.

6. Q. What is the heat range of sparking plugs?

A. The arrangement of plugs by types according to their ability to transfer heat from the firing end to the cooling water or air.



A low insulator seat makes a cold plug. A high insulator seat makes a hot plug.

"An extract from the Ford booklet 'Facts about Sparking Plugs and Engines'.

engines' (extract illustrated) and 'The Care of the Cooling System' and the Model 'Y' Complete Tool Kit List, which appears elsewhere in this issue. Whilst looking through Tony Eldridge's documentation, which is illustrated under 'Members' Cars', I noted that the tyre pressures for the Model 'Y' and the Model 'C'/CX' are different; 30 and 35 p.s.i. respectively. Is the kerbside weight that different? We are forever learning!

The Committee decided not to recommend an increase in the membership subscription this year, due to a windfall from the Halifax Building Society, with whom we have our account.

However, expenditure was quite a bit higher than other income, so we are trimming our budget for 1998/99. Please pay your subscriptions on time this year - they are due now. There will be a £2.00 levy again this year for those who do not pay before 31st July.

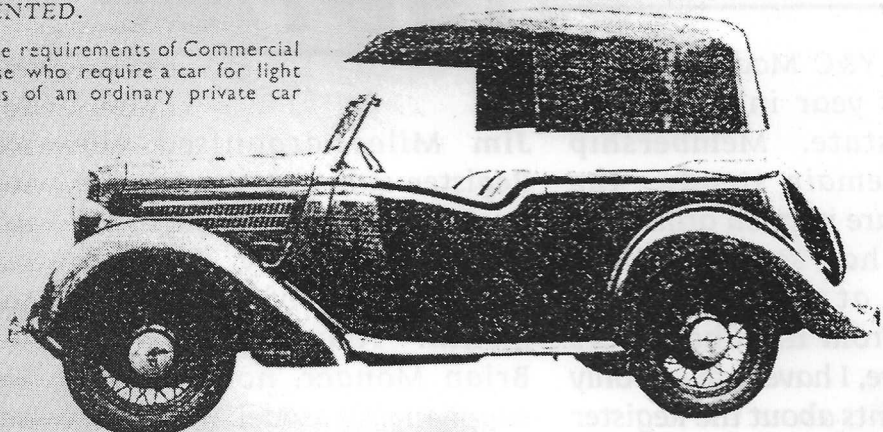
Wayne Brown, in Australia, has purchased what is believed to be the only surviving Model 'CX' Phaeton - body number 20B-P2. This will have been the second phaeton 'CX' body to be manufactured at the Gelong plant near Melbourne. I have asked him for a photograph as I have not seen one in any publication. The phaeton was an open four seater with a hood

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and side screens. Hopefully, I will be able to show you it in the next magazine - please Wayne! These veiled pleas in my newsletter do sometimes bring results. After my last one, Carlton Thisse wrote to me from Florida giving me the address of the new owner of his Model 'CX' saloon, who lives in the now famous town of Waco, Texas. Carlton had also met up with the long-time Curator of the Henry Ford Museum, Leslie Henry.

I am fascinated by the banter on the brakes' efficiency of our cars which seems to regularly appear in the magazine. I have never had any problems with mine on any of the Model 'Y's I have owned. In fact, on the running road at MoT time, they are generally more efficient than those on modern cars. OK, we don't have ABS and need to keep them reasonably well balanced, and we tend to skid on wet roads, rather than pull gracefully to a halt, but if you have good road sense and keep your distance, they are perfectly adequate. In an emergency, my hand brake immediately locks the rear wheels. Piffle to Wilkie with his hydraulic brake suggestion!

I came across the illustrated advertisement for a hard top for the Model 'CX' tourer, which was an optional extra supplied by Allan Taylor, the Ford agent in Wandsworth, who seems to be getting quite an airing in this and the last issue of the magazine. Its novel!

I had a most enjoyable time in Dearborn, which I have written up elsewhere. The gilt was knocked off the gingerbread on my return when I heard that Jeff Cole had lost his battle against cancer and had passed away on the Thursday whilst I was away. Graham Miles has written his obituary, as he and Jeff have been particularly close throughout the existence of the Y&C Register. Jeff's in-depth knowledge of the Model 'Y' and his cheerful willingness to help members with their problems will be sorely missed. On your behalf, I have sent our condolences to Rosina, his widow.

Sam Roberts.

CHAIRMAN'S REPORT -

1997/98

The Ford Y&C Model Register ends this year in a healthy, vibrant state. Membership figures remain steady, the finances are in good order and we have had some excellent exposure at the prestigious shows. From the Chairman's perspective, I have received only compliments about the Register from members and no complaints. Long may it continue! Thanks for this state of affairs must go firstly to the members of the Committee, each of whom contributes significantly to the ongoing success of the Register, and secondly to those pro-active Regional Coordinators and members who put effort into the activities of the Register - rather than just making use of the benefits of membership.

Other than to the key officers of the Committee, particular thanks must go to those who have organised the Register's participation at the various shows throughout the year, and to those who have willingly supplied their vehicles to the shows - especially the indoor weekend events. Having done both myself, I appreciate the effort required - but I also appreciate the enjoyment of participation. We attended two new shows last year; the Retro Festival at the NEC in August, which was a failure and probably will not be repeated, and the London Classic Motor Show at Alexandra Palace in March, which was a success.

Jim Miles organised the Register stand at the London event and has organised a successful entry for the Battlefield Tour of Belgium next month. Thanks go also to Brian Monger, not only for supplying his Model 'Y' football special to the NEC in November, but for providing the Register with a good supply of headed note paper; thus conserving Register funds.

This year we have continued to have a healthy relationship with the Ford Motor Company through Derek Sansom in the PR office and Ron Staughton at the Ford Heritage Museum. Both have been very helpful to the Register and we have reciprocated, particularly to the Ford Heritage Museum, in the provision of an engine and gearbox for their Model 'Y' Tug; thanks to member Chris Felstead, and the permanent loan of the late Tom Morgan's original shortrad Model 'Y'; thanks to his widow, Gwen.

The Heritage/Ford Y&C Model Register insurance scheme has not been a success with only 14 members taking advantage of it (Norton Insurance figures). A more advantageous scheme to members is being negotiated with Footman James. The Federation of British Historic Vehicle Clubs (FBHVC) is also devising a comprehensive Public and Product Liability insurance scheme for clubs,

which will hopefully help relieve your Committee members of possible personal financial sacrifices, should the unthinkable occur. We currently have this cover through Norton Insurance.

There has been some healthy activity on the spares front, which Graham will be outlining in his report, but I should like to extend thanks to Graham, Kevin Briggshaw, Jean Hunt, Peter Ketchell, Bryan Dixon, Dave Jarman and Geoff Salminen in particular for that success. I have received 7 names of members who would like sliding roofs for their Model 'Y's but, unfortunately Ken Arthur's tame carpenter has ceased doing business; so we are trying to find another one.

Last year we tried an experiment with two National Gatherings; one in Essex and one in Yorkshire in the hope that, by spreading the geographic locations, we might attract more participants. The experiment was not worth the effort. There were few new faces, but bravo to those who attended both! This year we shall revert to one central gathering and Reg Hunt, as the Events Coordinator, has picked what appears to be a super spot at Hoar Park, near Nuneaton, which has a wide variety of activities to suit all the family. He is also organising an interesting programme for the cars. Thanks Reg.

A new face at the Committee meetings has been that of Dave Newman, whom I hope will be formally elected today. He has volunteered his services as the Technical Author to give some much needed technical content to the magazine. The posts of Model 'Y' and Model 'C' advisors have been discontinued to give him a view of members queries, which should now be addressed to him. I would like again to give thanks to the outgoing Advisors for their contributions over the years; particularly to Jeff Cole, who has helped many Model 'Y' owners for many years. Dave Newman is also setting up a Register web page on the Internet, which will hopefully attract new members and enthusiasts world-wide.

Talking 'world-wide', you will have noticed a distinctly Australian flavour to the magazine over the year. Thanks for this go to Bill Ballard of the Small Ford Club, who religiously reports back sightings of our cars on his trips to Oz, and to member Chris Newman, also of the English Ford Club of W. Australia, who regularly contributes news from 'Down Under'. We have recently been contacted by Alf Johansson in Sweden, who has formed a Ford Junior Register there and has unearthed many hitherto unknown Models 'Y' and 'C'/'CX'. We look forward to a mutually beneficial partnership with that Register.

We have added three different Drivers' Handbooks to the literature available to members through Bob Wilkinson; the shortrad and longrad Model 'Y's and the 'De luxe' Model 'CX'. Thanks to Philip Albers, Bob also has lists of the original body colours for our vehicles and the modern equivalent paints. These are available to members, with example colour chips if required.

Robert Hale has been busy on the Regalia, adding to the listing, the 4mm die cast model Model 'Y's, framed cigarette cards of the Model 'Y' and stick on covers for magazine binders. Hopefully, today, Jean Hunt will have examples of the new Y&C sweatshirt for display or even purchase. The Committee has agreed to invest £1500 in making

patterns for 7mm Model 'Y' kits - Tudor, Fordor, tourer and van, the kits from which the Register will have universal marketing rights for eighteen months from the date of first production; thereby recouping more than we have invested - hopefully!

The library has also undergone a revamp this year and has been added to. The current Register magazine has the list of what we hold. If any member wishes to donate a missing magazine issue (1932 to 1937 inclusive) or a relevant unlisted book, handbook or brochure, we will be most grateful. Copies of Ford Times are particularly requested.

Finally, it is with regret that I must announce the passing of four members, or ex-members, during the year. Tom Morgan was a tremendous help in the early days of the Register; helping financially to get the new-born club off the ground. We owe much to his enthusiastic support; the ever helpful and smiling Bert Hopkins contributed over many years. His 'Tales' as a Ford agent's apprentice are recorded in the magazine for posterity; Alex Anderson, of Wylie's Ford Garage in Glasgow, a long time member. His widow has donated his Model 'Y' to the garage in memorium and it recently took part in the Ford Heritage Centre drive from Edinburgh to Glasgow. Finally, Griffith Borgeson, the widely acknowledged American author of books and articles on classic cars, who was a member for a number of years on the strength of his wife's French SICAL bodied Model 'Y'. His article on the Model 'Y' in The Automobile Quarterly, remains the only published work on the car, other than in motoring magazines. All four will be sorely missed.

Sam Roberts.

DVLA - Registration Update.

Just to update UK members on the DVLA matters. As I indicated in our last edition the new Statutory Off Road Notification (SORN) regulations come into effect on 1st February. The reminder/renewal form from DVLA

Minutes of the 1998 Annual General Meeting

Held at the Willoughby Village
Hall Sunday 5th April 1998

Members Present:

Bob Wilkinson	- Pollington	
Geoff Murrell	- Royston	CX
Tony Butterfield	- Leyland	
Martin Pattison	- Haverhill	
B. Gurney	- Donington	
R. Gurney	- Donington	
C, J, Mathews	- Melton Mowbray	
	Morris 8	
P. & A, Jury	- Wellingborough	
	Ford Anglia	
Paul Janner	- Nottingham	
Gary Bainbridge	- Nottingham	
M. & F. Johnson	- Nottingham	
Dave Curtis	- Hereford	Mistral
J. & R. Hunt	- Hankelow	
Rod Evans	- Ascot	
D. & B.****	- Meridan	
Kevin Taylor	- London	
Jim Miles	- London	
Kevin Briggshaw	- Dunstable	
Bryan Dixon	- Sheffield	
O. & C. Baldock	- Tonbridge	
P. & W. Grace	- Boston Spa	
Tony Brasher	- Wallingford Y	
D. Newman	- Coventry	
E. Purdy	- Birmingham	
Chris Newman	- Perth Western Australia	
P. King	- Essex	
Geoff Dee	- ***	
Dave Jarman	- Bury St. Edmunds	
B. & Y. Mace	- Norwich	
C. & A. Birch	- Birmingham	
Peter Brooke	- Goole Y	
Graham Miles	- Watford	
Sam Roberts	- ***	

1.0 Apologies for absence:

- 1.1 Geoff Salminen, Steve Young, Ken Arthur,
Peter Ketchell, John Griffiths.

2.0 Minutes of previous meeting:

- 2.1 Proposed by Dereck Birch seconded by Geoff Murrell, Accepted by the meeting.

3.0 Action points from previous minutes:

- 3.1 - Spares Sales to increase - this had been done
- 3.2 - Standing Order & 32 penalty - this had worked
- 3.3 - Election of officers - elected in their entirety although new faces and ideas were required.
- 3.4 - Co-opted members were welcome - D. Newman
- 3.5 - Eric Buffton Award - to be awarded at the National Gathering
- 3.6 - Maurice Billing Trophy - to be awarded.

4.0 Chairman's Report - 1997/98:

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This year we have continued to have a healthy relationship with the Ford Motor Company through Derek Sansom in the PR office and Ron Staughton at the Ford Heritage Museum. Both have been very helpful to the Register and we have reciprocated, particularly to the Ford Heritage Museum, in the provision of an engine and gearbox for their Model 'Y' Tug; thanks to member Chris Felstead, and the permanent loan of the late Tom Morgan's original shortrad Model 'Y'; thanks to his widow, Gwen.

The Heritage/Ford Y&C Model Register insurance scheme has not been a success with only 14 members taking advantage of it (Norton Insurance figures). A more advantageous scheme to members is being negotiated with Footman James. The Federation of British Historic Vehicle Clubs (FBHVC) is also devising a comprehensive Public and Product Liability insurance scheme for clubs, which will hopefully help relieve your Committee members of possible personal financial sacrifices, should the unthinkable occur. We currently have this cover through Norton Insurance.

There has been some healthy activity on the spares front, which Graham will be outlining in his report, but I should like to extend thanks to Graham, Kevin Briggshaw, Jean Hunt, Peter Ketchell, Bryan Dixon, Dave Jarman and Geoff Salminen in particular for that success. I have received 7 names of members who would like sliding roofs for their Model 'Y's but, unfortunately Ken Arthur's tame carpenter has ceased doing business; so we are trying to find another one.

Last year we tried an experiment with two National Gatherings; one in Essex and one in Yorkshire in the hope that, by spreading the geographic locations, we might attract more

participants. The experiment was not worth the effort. There were few new faces, but bravo to those who attended both! This year we shall revert to one central gathering and Reg Hunt, as the Events Coordinator, has picked what appears to be a super spot at Hoar Park, near Nuneaton, which has a wide variety of activities to suit all the family. He is also organising an interesting programme for the cars. Thanks Reg.

A new face at the Committee meetings has been that of Dave Newman, whom I hope will be formally elected today. He has volunteered his services as the Technical Author to give some much needed technical content to the magazine. The posts of Model 'Y' and Model 'C' advisors have been discontinued to give him a view of members queries, which should now be addressed to him. I would like again to give thanks to the outgoing Advisors for their contributions over the years; particularly to Jeff Cole, who has helped many Model 'Y' owners for many years. Dave Newman is also setting up a Register web page on the Internet, which will hopefully attract new members and enthusiasts world-wide.

Talking 'world-wide', you will have noticed a distinctly Australian flavour to the magazine over the year. Thanks for this go to Bill Ballard of the Small Ford Club, who religiously reports back sightings of our cars on his trips to Oz, and to member Chris Newman, also of the English Ford Club of W. Australia, who regularly contributes news from 'Down Under'. We have recently been contacted by Alf Johansson in Sweden, who has formed a Ford Junior Register there and has unearthed many hitherto unknown Models 'Y' and 'C'/CX'. We look forward to a mutually beneficial partnership with that Register.

We have added three different Drivers' Handbooks to the literature available to members through Bob Wilkinson; the shortrad and longrad Model 'Y's and the 'De luxe' Model 'CX'. Thanks to Philip Albers, Bob also has lists of the original body colours for our vehicles and the modern equivalent paints. These are available to members, with example colour chips if required.

Robert Hale has been busy on the Regalia, adding to the listing, the 4mm die cast model Model 'Y's, framed cigarette cards of the Model 'Y' and stick on covers for magazine binders. Hopefully, today, Jean Hunt will have examples of the new Y&C sweatshirt for display or even purchase. The Committee has agreed to invest £1500 in making patterns for 7mm Model 'Y' kits - Tudor, Fordor, tourer and van, the kits from which the Register will have universal marketing rights for eighteen months from the date of first production; thereby recouping more than we have invested - hopefully!

The library has also undergone a revamp this year and has been added to. The current Register magazine has the list of what we hold. If any member wishes to donate a missing magazine issue (1932 to 1937 inclusive) or a relevant unlisted book, handbook or brochure, we will be most grateful. Copies of Ford Times are particularly requested.

Finally, it is with regret that I must announce the passing of four members, or ex-members, during the year. Tom Morgan was a tremendous help in the early days of the Register; helping financially to get the new-born club off the ground. We owe much to his enthusiastic support; the ever helpful and smiling Bert Hopkins contributed over many years. His 'Tales' as a Ford agent's apprentice are recorded in the magazine for posterity; Alex Anderson, of Wylies Ford Garage in Glasgow, a long time member. His widow has donated his Model 'Y' to the garage in memorium and it recently took part in the Ford Heritage Centre drive from Edinburgh to Glasgow. Finally, Griffith Borgeson, the widely acknowledged American author of books and articles on classic cars, who was a member for a number of years on the strength of his wife's French SICAL bodied Model 'Y'. His article on the Model 'Y' in The Automobile Quarterly, remains the only published work on the car, other than in motoring magazines. All four will be sorely missed.

Sam Roberts.

5.0 Membership Secretary's Report:

- 5.1 The Club broke the 400 members barrier some years ago but although we gained about 40 during the year, the same number left.
- 5.2 There were some new cars during the year but not many.
- 5.3 Retention of members was important in the future.
- 5.4 The £2 penalty brought in the subscriptions earlier but did not introduce new members.
- 5.5 A 'New Members Pack' with goodies gave the impression of a thriving organisation which was the image we were trying to portray.
- 5.6 The Yorkshire Do had the same people attending as previous years.
- 5.7 Lost Registrations - the Club is a recognised Authenticating Body.
- 5.8 It is hoped that the membership will help to recruit more members in the future, to that end, more introduction postcards have been printed for members to distribute.

6.0 Treasurer's Report:

- 6.1 The balance sheet was distributed from which members could see that the finances were healthy.
- 6.2 There had been a windfall during the year from the sale of the Halifax shares.
- 6.3 The NEC show had brought a £100 contribution, although the November show had been good, the August show had been poorly attended and generated little new interest.
- 6.4 Expenditure on the All Ford Rally was the cost of an advertisement.
- 6.5 'Hospitality' consisted of tea and biscuits for committee members.
- 6.6 The Library had been expanded considerably.
- 6.7 The Magazine was considered to be good value at the current cost of printing and postage.
- 6.8 There was no need to adjust the level of subscriptions for the next year and this was proposed by Bob Wilkinson and seconded by Bryan Dixon. All were in favour!

6.9 Questions were invited and the following point was made - that if it had not been for the Halifax shares, the capital remaining in the accounts would have gone down during the year.

7.0 Spares Report:

- 7.1 Graham reported that there had been an enthusiastic response to the spares side this year.
- 7.2 The Halifax shares had boosted the funds by £1600, and the money allocated for headlight rims (£1000) had been returned.
- 7.3 Sales during the year had increased by £400 on the previous year.
- 7.4 Shock absorbers had been adapted and were a viable enterprise. Dave Jarman made adapter plates for the long-rad rear to allow Morris Minor shockers to fit. These were angled and studded, and together with the links and rubber bushes were available as a kit. SR and LR brackets are made, C brackets will follow. These are to be sold at about £100. And will include fitting instructions.
- 7.5 There were still problems over the availability of some items and remanufacture was the only solution.
- 7.6 Headlamps had made no progress.
- 7.7 Brake actuator links had been forged and produced.
- 7.8 Graham showed and explained why the links worked in reply to a question often asked.
- 7.9 Geoff Dee is looking at sourcing valves. (Powertorque or their current owners still make valves for Fords.) Geoff also has made drag link assemblies which will take Mini TRE's.
- 7.10 Rear Axle bearing - Australians have already sorted this problem, Chris Newman is to look into it on his return home.
- 8.0 Committee stands down:
- 8.1 Reg Hunt took the Chair.
- 8.2 Sam Roberts was proposed as Chairman by Jim Miles and seconded by Dereck Birch. All were in favour.
- 8.3 The list of committee members was read out and it was proposed by Owen Baldock and seconded by David Grace that they be re-elected en-bloc. All in favour.

8.4 David Newman was proposed as Technical Advisor by Dereck Birch and seconded by Bob Wilkinson, passed unanimously.

9.0 Any Other Business:

- 9.1 Four Star fuel - Dave Curtis is to investigate additives from Wynns getting further information, it is believed that the additive costs about £4.50 to treat 100 litres. There is or will be a BS for additives. The FBHVC is to bring out a recommendation. There should be no immediate concern, but with current knowledge it is probably a wise move that if you overhaul an engine, it is worth having hardened valve seats fitted, although the Cub cannot recommend this and that is why we are waiting for a recommendation from the FBHVC.
- 9.2 National Gathering:
- 9.3 Contact Reg Hunt.
- 9.4 There will be free entry, free camping and caravanning from Friday evening. The programme for Saturday includes a scatter rally, a meeting in the Barn on the Saturday evening for a buffet at £3.00 per head IF BOOKED. The Sunday has the usual attractions including craft demonstrations, a pet farm and country walks. A raffle will be held for which prizes will be required. A list of accommodation is available on the table in the hall. A cooked breakfast is available at the tea rooms at about £2.00 per head.
- 9.5 Sweatshirts:
- 9.6 These are now available at £22.00.
- 9.7 Thanks were offered to Tony Butterfield for bringing his spares, and to Jean Hunt for organising the Club spares table.
- 9.8 The Maurice Billing Trophy (awarded now for almost ten years) was awarded to Jim Miles for his efforts within the Club over many years, his organising of shows and the Belgian Trip. Jim was one of the first members of the Club.
- 9.9 Jean Hunt thanked Sam Roberts on behalf of the Club Members for his efforts during the past year.

THE LONDON CLASSIC MOTOR SHOW

**ALEXANDRA PALACE
21/22 MARCH 1998**

This was a new venture for the Y&C Register. Jim Miles had suggested we should make an appearance eighteen months ago, but we had failed to get a slot at the 1997 show. This year, we were more successful and Jim was able to make the necessary arrangements. All credit for the success of the Register stand at the show must go to Jim who, despite spending his time between his home in France and his London taxi cab, found the time to book the stand, liaise with the exhibition organisers for the fixtures and fittings and coerce Tony Eldridge and Kevin Briggshaw to provide their vehicles for the weekend.

Tony Eldridge was particularly brave, as he provided his Rover for their stand also. The hassle of getting two cars to the same show, through London on a Friday afternoon and getting them back through the traffic of Mothering Sunday

doesn't bear thinking about! He trailed his immaculate black Model 'CX' Tudor to our stand where, with bonnet raised, it drew the crowds. His car is the subject of this issue's Members' Cars article, so there is no need to say more here. Kevin Briggshaw towed his light blue Model 'Y', Jensen bodied 'Mistral' tourer to the show from Dunstable. As he and Debbie are in the middle of a house move, we are very grateful to



"Jim Miles, Bobby Gales and Tony Eldridge with Tony's 'CX' & Kevin Briggshaw's Mistral."



"Jim signs up new member, Peter Baggott, from Margate."

him for letting the punters see this rare car.

One such punter was Harry Edward, the Historian of the Morris Register, who owns a Jensen bodied Morris Eight tourer, built within a month of Kevin's Model 'Y' - July 1935. Comparing the two (he had a photograph of his), the bodies and upholstery were identical, apart from the wings and running boards which, in both cases, were the products of the donor manufacturers.



"Philip Albers, our paint specialist, visits the stand."

Graham Miles helped Jim out on the stand on the Saturday, where they were joined by Peter King. I reported for duty on the Sunday morning

and was pleased to meet Philip Albers, our body paint consultant, and members Bobby Gales and Tom Tomlin during the day. Tom brought along Peter Baggott to the stand where he took out membership. Peter is looking for a Model 'C' or 'CX' tourer requiring restoration. I tripped over Steve Graham as we both were searching for Model 'Y' brochures on a stand. It turns out that he had let his membership lapse but, I'm delighted to say that he has rejoined. He has a recently restored July 1937, maroon and black Tudor with, he thinks, its original engine. Hopefully, by the time you read this, he has forwarded the engine number to me for inclusion in the register!

All in all, an enjoyable show, which may well be repeated in the future. Thanks again to Jim, Tony and Kevin for contributing to its success.

Sam Roberts.

Having read a number of books on Henry Ford and Dearborn, I had a vision in my mind of the geography of the region. I envisaged Dearborn to the east of Detroit and somewhere to the north, the wealthy suburb of Grosse Point, where Edsel Ford and his family lived. In my 'mind-set', Grosse Point was on the Detroit River and

the river. This is the only point along the US - Canada border where the U.S.A. is north of Canada. Apparently, so Steve young tells me, this is a favourite Trivia quiz question! Dearborn is a western suburb of Detroit, spread along the Rouge River,



"The huge ore storage alongside the Rouge River at Dearborn."

over the other side of the river, to the north, was Windsor, Ontario in Canada. Its not like that at all! Detroit sits on the Detroit river, which is to its south, and Windsor is just across

which runs into the Detroit River. Grosse Point is a very wealthy suburb of Detroit to the east and sits on Lake St. Claire, just at the eastern end of the Detroit River. Lake St. Claire sits between the Great Lakes, Huron and Erie.

On day two of my visit, I explained my misconception to the Corporate Historian of the Ford Motor Company world-wide, in his office in World Headquarters. He was

very amused, having suffered the same disorientation on his trips to England. He kindly offered to drive me round Dearborn to put it all into perspective. We drove round the huge Rouge River Plant which, apart from changes bought

died. Inspired by his friend Thomas Edison, it was here that he built his first power station, using a small waterfall as a source of hydro-power. We then went on to the site of his birthplace, the farm house having long since been dismantled and erected, with other period buildings, in Dearborn Village, alongside the Henry Ford Museum. From there to the small church where he and Clara are buried. At the request of the Ford family this is not publicised, to avoid it becoming a 'tripper' sight. It was very peaceful and I felt very privileged.



"Fairlane, where Henry and Clara Ford lived for most of their lives and where Henry died."

The main aim of my visit was to find out what I could about the design and development of the Model 'Y' from the

about by the advances in technology, has not changed since it was built. "That's where the Model 'A' was assembled," he quipped, pointing to the Dearborn Assembly Plant. We paused at a railway crossing, whilst an engine hauling three huge cauldrons of molten steel slowly rumbled past to the pressing plant. It was a fascinating experience. We passed rows and rows of steel slabs, some still glowing hot. There is sufficient steel in each one, I was told, to build 50 cars. He then drove me to Fairlane, the house further up-stream on the Rouge River, where Henry and Clara Ford lived for most of their lives, and where Henry

archives in the Henry Ford Museum annex. I had originally intended looking through the Ford Motor Company archives as well but, due to the furore caused by the German claims that Ford



"The entrance to the Ford Engineering Laboratory, now called the 'Triple-E Building', where the Model 19 was designed & developed."

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	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) 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
Brake operating shaft (Top K.P.) RH Y2076 LH2077	£25.00
LR - C Rear operating shaft RH CE2231 LH CE2230	£25.00
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	£65.00 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 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	£1.20 each
Running Board Pyramid Matting	£31.00 pair
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

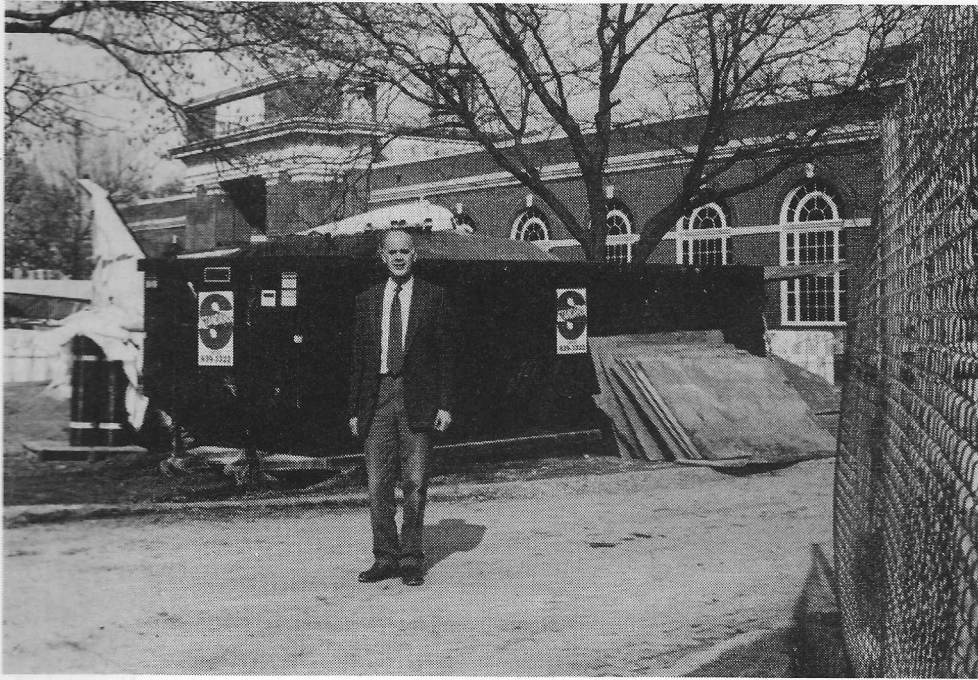
Headlamp lenses late curved diamond (RE-PRO)	£12-00 each
Headlamp lenses. Intermediate model (flat) used,	£10-50 each
Headlamp Magnaflex Bars (diamond shape)	£9-00 each
Rear Lamp mounting bracket - finished black with fixing bolts	£ 2 9 - 5 0 each
Battery fixing bolts - pair	£2-30
Braded Battery Lead - Earth - Bulkhead	£4.25 each
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 - 0 0 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 each
Y front side lamp acrylic covers (black)	£3-50 each
Used Ford steel covers - early side light	£10-00

FITTINGS - BODY

LR Model Front bumpers chromed	SUPPLY SUSPENDED
LR Model Rear bumpers chromed	SUPPLY SUSPENDED
LR Model Rear bumpers chromed (2nd grade) (one only)	£80.00 each
Bumper bar bolts (oval shape)	£9-50 pair
Bumper bar end caps chromed LR and SR	£6-50 pair
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	£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 - for model "Y"	£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	£30-00 set
Wheel nuts Y individual	£1.75 each
Wheel nuts C each	£0-65 each
Bifurcated Rivets	£0-03 each
Vacuum Wiper Motor	£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)



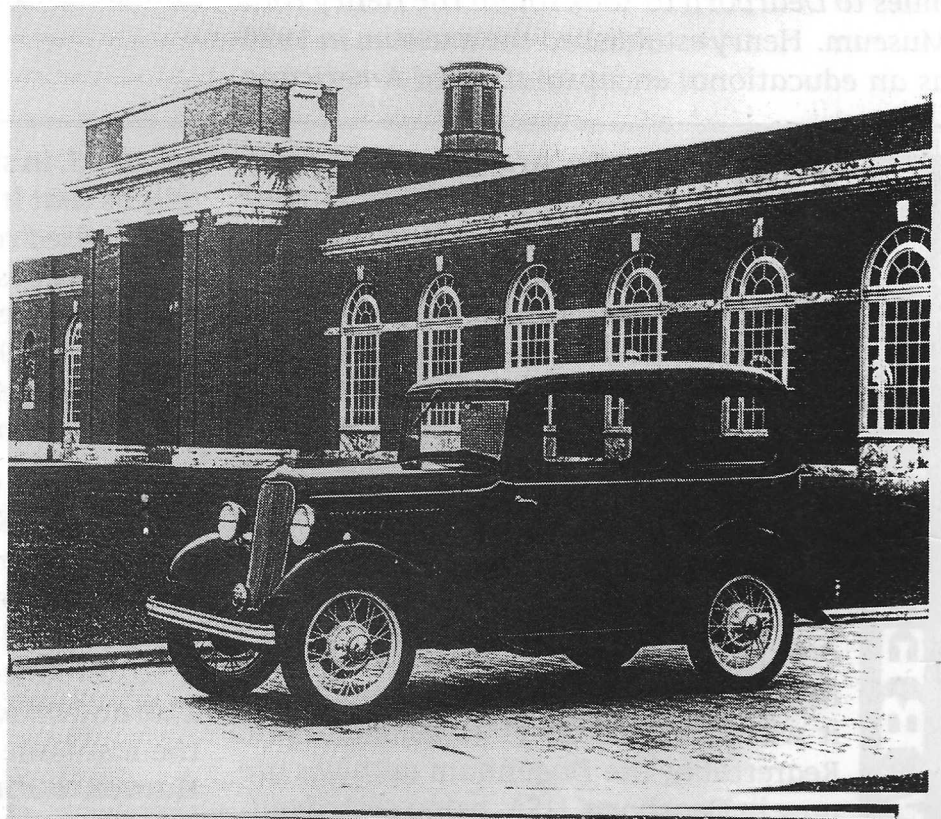
"Standing on the spot at the rear of the museum, where the promotional photographs of the Prototype were taken."

profited from the slave labour in their Cologne plant during the war, these archives are closed for a few months whilst the German lawyers go through the files. As these archives hold the Dagenham files, which were sent over by David Burgess-Wise in 1986, I fear that a return journey, later in the year, is in order; bank manager and Paula permitting! As the Henry Ford Museum is a separate commercial company to the Ford Motor Company, its archives are not affected.

The review of the archives in the Henry Ford Museum proved to very rewarding but, even with the help of the professional archivists, I failed to turn up the all-important inter-departmental memos written by Sheldrick, Farkas and Galamb in the Engineering Department, which is where the work on the Model 19 (Model 'Y') was carried out in secrecy by these engineers. Apart from the drive around Dearborn, I spent most of the

five weekdays sitting in the archive library.

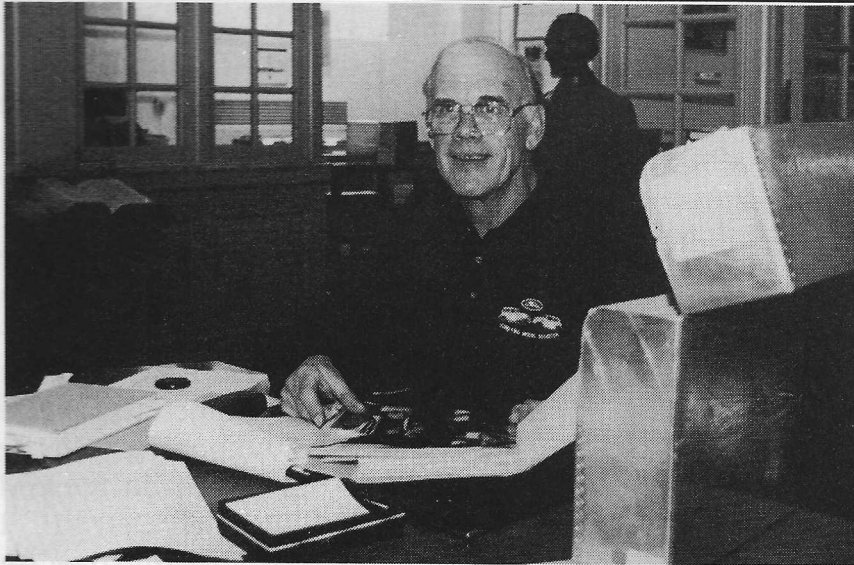
I was grateful throughout my visit to Mark and Catharine Turner, who are Register



members living near Detroit, for putting me up during my week's stay. Mark manages the Dashboard Design department

of the Ford Motor Company and was able to put his Ford lease car at my disposal for the week; a new air-conditioned, automatic Ford Taurus - very nice. It took some time to get used to the freeways and the road signing; and driving on the wrong side of the road - especially in the Detroit rush hour, but I managed to survive without any whoopsies! On the Saturday, Mark, Catharine and I drove 'Downtown Detroit'. I spent an hour crawling over an unusual Model 'Y', photographing it from every angle, before going to a super second-hand bookstore, in which I bought seven more Ford books for the Register library at a good price. Then on to the Detroit Public Library, where I was able to photocopy an extract from the January 1932 issue of the 'Michigan

Manufacturer and Financier Record', in which I knew there was an article relating to the Model 'Y' Prototypes.



"Looking through yet another box of files containing original correspondence. Note the new Register sweatshirt and the bust of Henry in the background".

After a snack of Koney Island burgers - yuk- we went out to Grosse Point and enjoyed an official tour of Edsel and Eleanor Ford's house, which is styled on an English Cotswold manor; and very beautiful it is, with many English and French antiques. As my flight home was not until the Sunday evening - the 'Red-Eye Special', on the Sunday morning I drove the now familiar 35 miles to Dearborn to look round the Henry Ford Museum. Henry established the museum in 1929 as an educational encapsulation of Americana

at the beginning of the century. He named it 'The Edison Institute' after his friend and hero. It was only after he died that it was renamed. Although there is quite a showing of American cars, its interests spread much wider; into agriculture, early steam pumps, furniture, kitchen utensils, jewellery, porcelain and the railways. The largest exhibit is the sole remaining heavy freight, articulated, 2-6-6-4, Allegheny class steam engine. It is massive!

So ended an enjoyable visit. I am much wiser and have some useful information for my book on the Model 'Y'. I only slipped up once on the language barrier.

I had my hoods, fenders and trunks all sorted, but was met with a stony blank look when I asked Mark for a wheel brace. It turned out that I should have asked for a lug nut wrench! Mark, incidentally, owns the only other roadworthy Model 'Y' Kerry sports tourer, which sits alongside his collection of two mid-60's Mustangs, a 1937 Cord and a 1950's Thunderbird.

Sam Roberts

MEMBERS' CARS

In this issue, we are featuring Tony Eldridge's immaculate black Fordor Model 'CX', DLA 329, which now lives in Ilford and which he kindly brought to the London Classic Motor Show at Alexandra Palace in March. From our register of surviving vehicles, with a chassis number, C56646, the car would have left the Dagenham production line in November 1936. This ties in nicely with its London registration, DLA, which was issued in November and December 1936 only. In fact, Tony did write to the Ford Motor Company and asked for its date of manufacture in 1986. He was told that it was produced on 11 November 1936. Regrettably, the Dagenham archives are now in Dearborn, USA, being sorted out, so don't rush to write to Ford's for the date of manufacture of your cars, because they no longer have the records! The car also has its Briggs Body number,

464/7053, in situ on the side of the tool box. This tells us that it was the 7053rd Fordor Model 'CX', with a fixed roof, to be built by them. A total of 8446 Fordors were manufactured with fixed roofs; the first on the 14th October 1935 and the last on 19th March 1937, one month before the last Model 'CX' of any description was made at Dagenham.

Tony's car was supplied to Allan Taylor Engineering & Manufacturing Company, a large Ford agency in Wandsworth who, you will recall, were responsible for the manufacture of Dave Tebb's Model 'Y' based groundsman's tractor, which was featured in 'Members' Cars in Issue 110, and on which Graham Miles commented in the last issue. The car was bought by Thomas Hunter, a director of Westclox, which made, would you believe, clocks! Thomas Hunter owned the car from 1936 until his death in 1961, keeping it in the Wimbledon area. Tony bought it from his widow in 1962 and has owned it ever since, slowly, and meticulously restoring it back



"Tony Eldridge proudly shows his Ford Model 'CX' to the public at Alexandra Palace - March 1998."

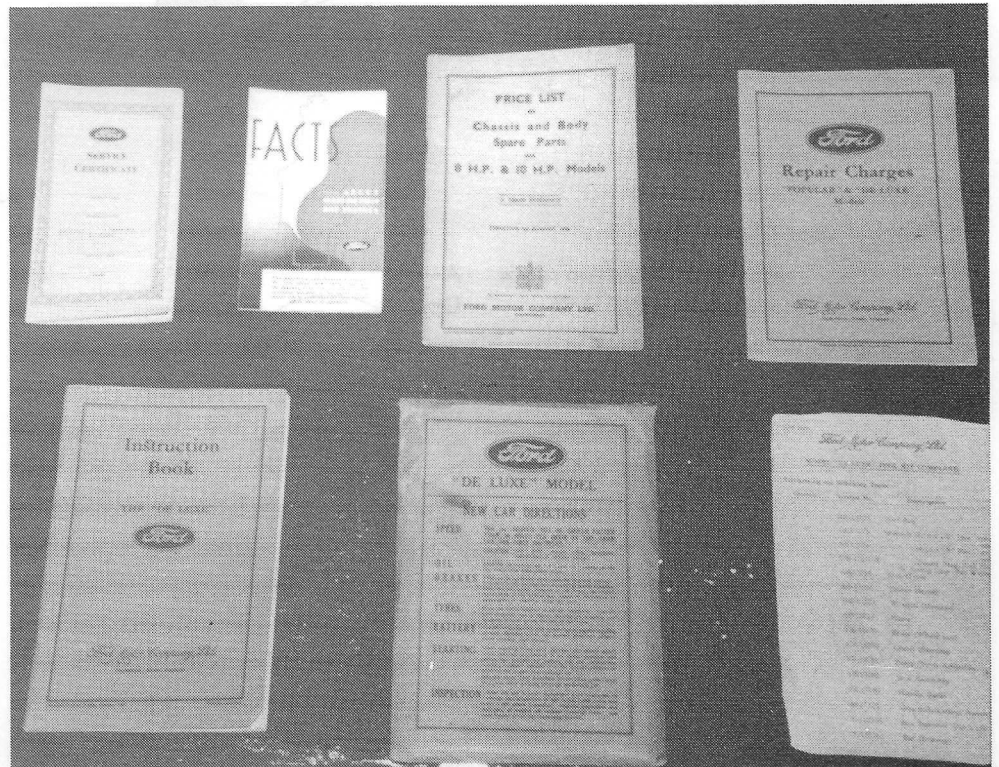
to its original condition. In fact, it is in better condition now than when it left Dagenham, with the odd bit of extra chrome under the bonnet. Not only is the car in original condition, but Tony inherited the original documentation, a photograph of which accompanies this article, and the complete original tool kit, which is photographed elsewhere in this issue.

I have two observations to make on the car. Firstly, I was surprised to see the original oil can in its holder on the inside of the nearside inner wing; rather than on the bulkhead. I would be interested to hear from other Model 'CX' owners, whose oil can is in this location, so that we can identify the date at which the change was made. One suggestion is that it was moved to the new location to allow the starting handle to be

taken at Enfield in 1985, parked alongside XS 4359, the green Model 'CX' tourer, now owned by member, M. Black, in Guisborough, in Cleveland, but then owned by Mary Game.

clipped to the bulkhead. My second observation is that Tony's car has a 'long' number plate on the front, rather than the square one we normally associate with the Model 'CX'. You will recall that we printed an article on the Model 'CX' starting handle, which was shorter than the Model 'C' one, to enable the driver to swing it behind the front bumper. To prevent the driver's knuckles being damaged on the number plate, the shape was changed from 'long' to square. Tony swears that this his Model 'CX' has its original number plate - I wonder!

Whatever, the car is a superb example of our cars and Tony is to be congratulated on restoring it to such a high standard. The photograph of DLA 329 on the back cover was



"The original documents supplied with DLA 329:- In the envelope (bottom centre), Instruction Book, Spare Parts List, Registration Form (Service Certificate) and Repair Charges; also supplied was a tool kit list and a Ford booklet entitled "Facts about sparking plugs and engines".

BRAKES PART TWO!

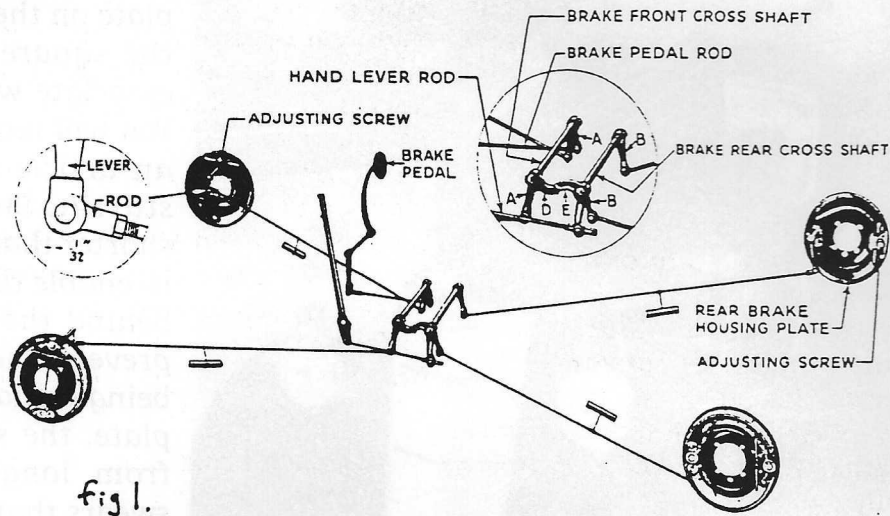


fig 1.

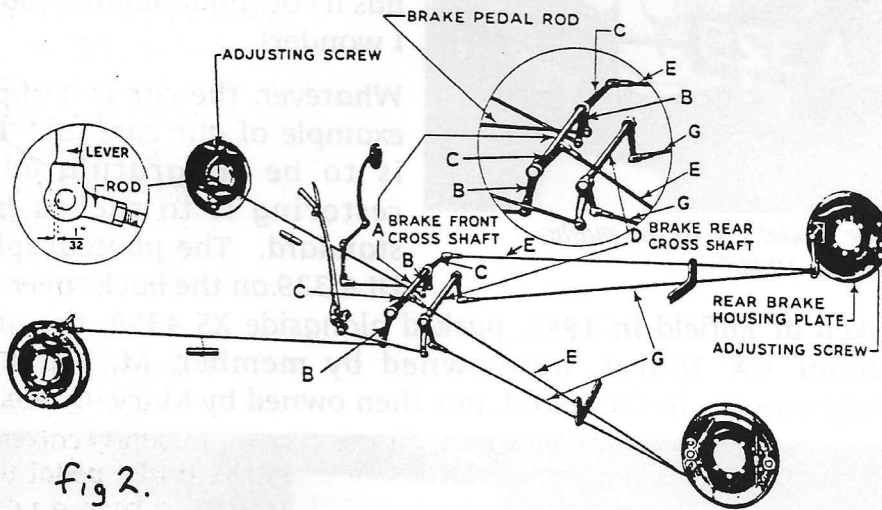


fig 2.

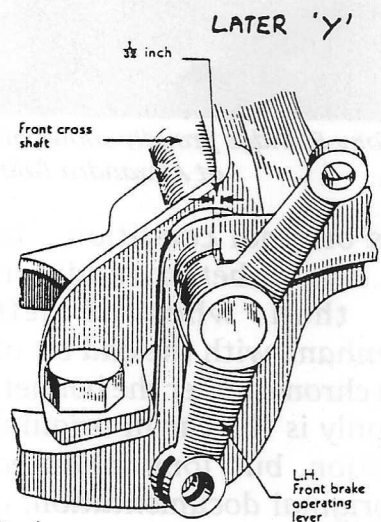


fig 4.

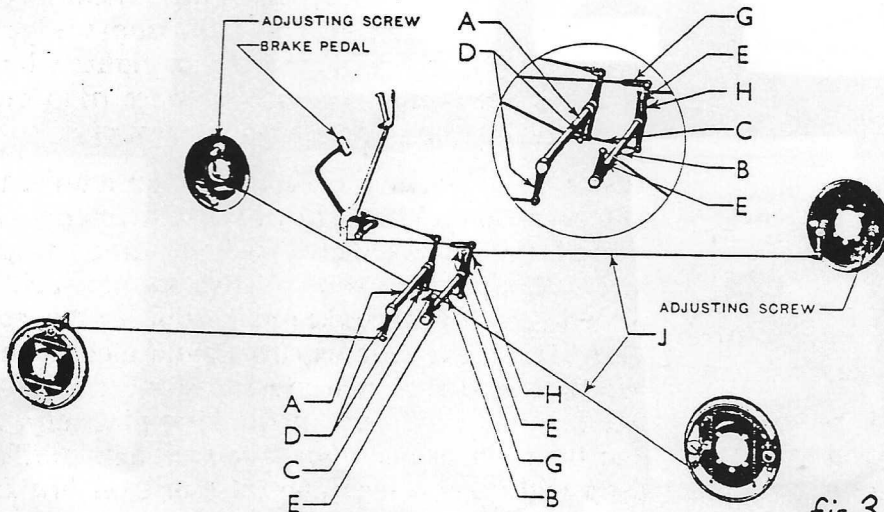


fig 3.

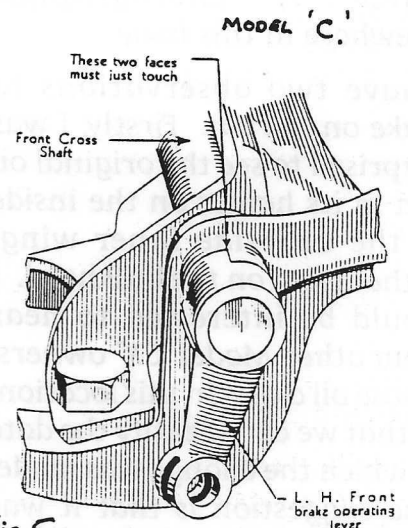


fig 5.

BRAKES PART TWO!

The bad weather that seemed to last all of April has limited the work I could do on my model 'Y', so I have not yet been able to compare the bonded brake shoes with the original type linings, but hopefully better weather soon will allow some work in the evenings.

One thing I perhaps ought to have said last time, is that any work on brakes, or any other safety critical area, should only be carried out if you feel competent to do it, if you are at all unsure then it is best left to some one who is. Also, any reference I have made to any work I have done on my own car is included merely out of interest, and is no way a recommendation either from the Y&C Register, or from me personally.

Anyway, on with the business. There are three variations of the basic braking system fitted to our cars. That fitted to the earliest 'Y's, (fig.1) that fitted to the later 'Y's, (fig.2) and that fitted to the Deluxe 10 hp. cars (fig.3) The early 'Y's, are recognizable by having a single brake rod to each rear wheel, the later 'Y's have two brake rods to each rear wheel. The early cars also use a system of rocking cams to link the front and rear brakes together, and this is probably the area which gave trouble and led to the redesigned system after quite a short while.

To set up the brakes from scratch, involves three areas of adjustment,

1. Adjust the shoes in each brake drum.
2. Adjust the length of the pedal to cross shaft rod.
3. Adjust the length of each brake operating rod for each wheel.

Full details of brake adjustment can be found in the Ford Bulletin's Vol. 1 No.2 Page 18 for the early 'Y's Vol.2 No.10 Page 66 for the late 'Y's and Vol. 3 No.9 Page 38 for the model 'C's and I would strongly recommend reading these thoroughly, but I will outline the procedure I use.

Firstly, get all four wheels off the floor by using secure axle stands, two under the rear axle and two under the front axle, as near to the wheels as you can comfortably get them. I would NEVER jack the front of the car up with a single jack in the centre of the axle beam as I am told this can bend the axle.

With all four wheels off the ground, remove the clevis pins from each brake operating rod to release them, also make sure the hand brake is fully off.

Next adjust each brake drum by screwing in the adjusting wedge until the shoes begin to drag and then back off one or two notches so that the wheel spins freely.

Next adjust the pedal to cross shaft rod. To do this make sure the pedal is fully at rest with the pedal rubber up against the floorboard, and adjust the length of the rod to give the correct setting. On the model 'C' there should be no gap between the front left hand brake operating lever and its stop.(fig.5) On the later model 'Y's there should be a gap of 1/32"(fig.4) and on the early 'Y's adjust the length of the rod to give a measurement of approximately 3-1/8" between the clevis pins in the front brake operating arms and the clevis pins in the rear brake operating arms, making sure that the faces of the rocking cams are in contact with each other.

Finally each brake operating rod must be adjusted to length. For the model 'Y' with either type of braking system adjust the length of the rod so that with all the play taken up in the drum, and in the cross shaft, the rod should be about 1/32" shorter than that which would allow the clevis pin to slide straight in, by pulling the brake drum lever slightly, the clevis pin should slide in with the brake rods held in slight tension. Fit a new split pin through the clevis pin. For the model 'C' the recommendation is to adjust the length of the rod until the clevis pin will just slide through, and not have the 1/32" pre-tension.

When you are satisfied that all is correct and that you have replaced all the split pins and tightened all the lock nuts on the clevis's, I usually call upon an assistant to gently press the brake pedal until a resistance is felt when you try to turn a wheel, then go and check whether each wheel feels the same. Get your assistant to press a little harder and check each wheel again, this will give some idea if the brake balance is anything like correct before you take to the road. If one wheel starts to bite first then slacken the adjusting wedge one notch, or if a wheel lags behind, tighten by one notch, if you need to adjust by more than one or two notches then something is wrong!

Lastly, take the car for a road test on a quiet piece of level road and make any last adjustments. If all is well the Ford Bulletin reckons that at speeds below 25mph the front wheels should lock first with an emergency brake application, and at speeds over 25mph the rear wheels should lock. Remember that incorrect tyre pressures will affect brake balance and any wear in the king pins, especially end float which will allow the stub axle to lift and drop will have a detrimental effect on braking.

Now having written about it, I must go and put it into practice before I go to my local garage to persuade them I really would like another MOT Certificate!

David Minnett sent the following letter to Sam and myself:

Dear Sam and Peter.

I found the article 'Model Y Brakes' by Dave Newman in the March / April issue of the bulletin to be very informative and accurate. I am also sure that it will assist members currently overhauling their brakes.

However, having been in the car brake business many years ago, I thought I ought to inform members that there is a simpler, cheaper and more commonly used alternative method of salvaging scored or distorted brake drums than that suggested by Dave.

To accept a liner band, the inside of the drum has to be enlarged considerably. Installing a 'thin' cast iron liner band can be dangerous, as the band can crack or otherwise break up. The more material that is removed from the inside of the drum, the weaker it becomes also. I would suggest that this method should only be used to salvage drums that cannot be remachined clean at 0.125" (1/8) diameter oversize, and then, only a steel liner should be used, not cast iron.

The simpler alternative method is to machine out the pair of drums as little as possible and then re-line the brake shoe with thicker material, or by inserting a strip of 'shimstock' (packing) between the lining and the shoe. This effectively increases the radius (arc) of the lining to suit the new diameter of the drum. Shimstock is available from any engineers supply shop and comes in various thicknesses. The only disadvantage with the latter method is that pre-drilled or moulded (non flexible) linings may not be suitable. On pre-drilled linings the rivet holes may no longer match the corresponding shoe rivet holes as the lining opens out, and moulded linings may resist being opened out to the newly required radius and crack.

If you don't fancy doing this work yourself, there are still many brake specialists around who can do it. Call on them and ask if they have brake lining material available in flexible roll/strip form and ask what thicknesses are available. Lining material that is too wide can be cut to the correct width, but this is best done after it is installed on the shoe. Ask if they are equipped to drill rivet holes in the linings and if they can insert shim under the lining.

As a point of interest, I have just taken two standard NORS lining sets out to measure their lining thicknesses and found them to be different. The 'Walben' brand linings measured 0.158" thick and the 'Nu-Texa' brand 0.178".

Anyone working on brakes should know that it is important for safety's sake to always make matched axle sets (lh and rh the same). By using odd shoes or materials, the braking efficiency may become unbalanced.

David Minnett.

Bob Wilkinson's article on hydraulic brakes in the last issue prompted this letter from Graham Rudd.

I was interested to read the piece about 'Y' brakes in issue 111, please find enclosed a photocopy of an advertisement (presumably from 'Practical Motorist' or 'Car Mechanics' several years ago), about a hydraulic brake kit, these may have been aimed at the Ford Specials market. I remember near where I lived in Lowestoft there was a 'Y' that had been fitted with a modified axle for the Girling brakes and later wheels.

It goes on:

Seeing the design for a heater, when I had my 'Y' in the 60's, it had a manufactured one along those lines. A plate on the front of the radiator (postcard sized) and another plate on the back with ducting to around unit inside the car (with fan), I think it may have been made by 'Tudor' and you could twist the body to close it off.

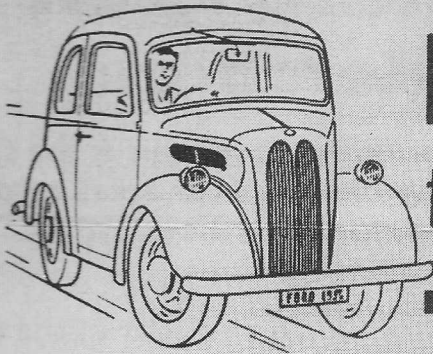
In the 1960's I modified the car to 12 volts, simple enough, new battery, dynamo (with regulator), coil, bulbs, 6v bulb in series with the fuel gauge, ammeter unchanged, starter motor unchanged (used to turn over quickly!)

I also fitted a water pump and Smiths heater. A plastic tube drilled with some holes sat along the base of the windscreen and was fed with air from the heater by a tube, to provide demisting facilities - much more efficient than undoing the bonnet clips, putting a wedge under the rear edge of the bonnet to release warm air onto the screen!

I fitted a radiator blind, with the chain clipped under the dash to raise or lower it and a water temperature gauge (which I checked when the person behind flashed his lights to let us know there was steam coming out when I forgot to lower it).

On repurchasing the car in 1996, these items had been removed and the car put back to original.

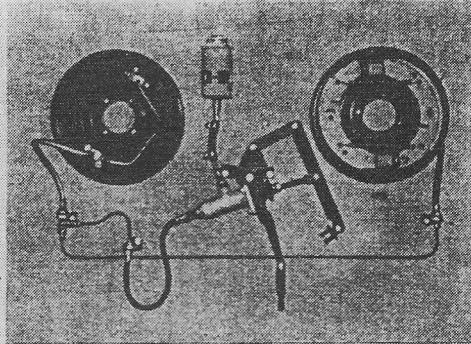
Graham Rudd.



Modernise your Ford 8 or 10 with these two wizards from **LMB**

'Supersprung'

This unique unit combines independent springing for the front wheel assembly with a rear spring/stabiliser bar. This combination will provide your Ford 8 or 10 with never-before standards of steering, road holding, and cornering. If your trade-in equipment is in good condition the price can be as low as £35 plus carriage. Write now for full details.



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With this kit and a couple of hours to do the job the efficiency and life of your front brakes can be brought up to modern high-speed standards. Your rear brakes need not be changed and the kit provides easy adjustment of front/rear braking ratio. Price £15. 5. 0. plus carriage.

Special Note

All Ford 8 and 10 owners should have literature covering the whole range of special LMB products and services that are available for these cars. Write or phone for your copies now.



Components Ltd. Weyford House, Woodbridge Meadows, Guildford, Surrey. Telephone: Guildford 68333/4



'Model C' and Model Y' saloons in the Showroom of Gates of Woodford, Essex - circa November 1934

NEW MEMBERS

Since our last magazine the following have joined us.

- B0544 PETER BAGGOTT**
92 All Saints Ave., Westbrook,
Margate, Kent. CT9 5QL
- C1501 PAUL CASSON**
16 Flockton Cres., Handsworth,
Sheffield. S13 9QR
- G0104 FAY GARDNER**
31A Channel Park Ave.,
Efford, Plymouth. PL3 6LQ
- G1025 STEPHEN GRAHAM**
6 Kingsmere Close, West Mersea,
Colchester, Essex. C05 8AF
- P1803 ANDREW PARK**
Kirkstyle, Bonnybank,
Byleven, Fife. KY8 5SJ

Welcome to you. As usual, I ask existing members to contact new members in their area.

Bob Wilkinson.
Secretary

WHO REPRESENTS WHO?

You will recall from Issue 110 that the Federation of British Historic Vehicle Clubs (FBHVC), of which the Ford Y&C Model Register is a member, has broken away from the Federation Internationale des Vehicules Anciens (FIVA). It has now joined a new organisation called The International Historic Vehicle Organisation (IHVO), consisting of the UK, Sweden, Finland and Norway, who also were disillusioned with FIVA.

Enthusiasts in Britain, who are still supportive of FIVA, are in the process of forming a new organisation called The Association of British Motor Clubs, which will be applying for FIVA membership. In the background is the Association of Classic Car Clubs, whose voice is increasingly heard. As the aims of each of these associations is to preserve the historic vehicle movement, it seems ridiculous that supposedly adult, like-minded individuals cannot agree on the best way to achieve the aims. I regret that this will be a classic case of "United we stand; divided we fall"!

Sam Roberts

Notes on New Members

For reasons unknown to me this is the fewest number of new members I can recall reporting in a Club Magazine. Nevertheless, you are most welcome.

Fay Gardner has been a local 'Car of the Show' prize winner with her immaculately restored 1935 2 door model 'C' in the Plymouth area. A four year restoration process has made her feel justifiably proud of 'her little Ford' and by the time you read this the car will be able to display its original registration mark.

Paul Casson in Sheffield has just bought AXK 677 an early 1934 2 door model 'Y' and has a large jigsaw puzzle to solve since the car arrived in a number of boxes. The previous owner had started the restoration but well....., we have all seen this happen so often. Paul is looking at local model 'Y's to get some ideas on how the final product looks and in particular is inspecting how the axles, suspension and brakes are assembled. In due course Paul will be calling on Club help to retain the original registration mark.

Andrew Park owns a model - I am awaiting details.

Peter Baggott visited our Club stand at the Alexandra Palace Show in March and has joined to seek out a model 'CX' tourer. At the time of writing I don't know if Paul is looking for a restoration project or an 'on the road' car. Either way, as we all know, these vehicles are quite rare but arguably the most pleasant of our cars to use.

Stephen Graham owns FEV 526 a very late model 'Y' 2 door registered in June 1937. Stephen was a member a few years ago and doubtless still enjoys using his maroon and black saloon around the quiet roads of Colchester. Incidentally I don't have the chassis number for your car on our vehicle register Stephen - can you please let me have that?

Good luck to you all.

Bob Wilkinson.

A 'Perfect Gentleman' has died.

That was the description that Yvonne Miles, wife of Jim, used to describe Jeff Cole. There could never be a more apt description of Jeff. For that was Jeff and I'm obliged to use the past tense, as Jeff died after a comparatively short illness on 23rd April.

Jeff was known to many of us in the south as a Ford man through and through. Who at one time owned so many side valve Fords, that he confessed to me that he'd forgotten just how many he had and as for remembering where they were all stored, well frankly he'd rather not.

I first met Jeff in a field near Windsor at one of the very first All Ford Rallies, during the early 70's. These Rallies were organised by John Carter, now of Carter's Steam Fair fame. It was at one of these rallies that the gathering of Ford Nutters began to take shape, (Bert Thomas being another memory of those days). The genuine enthusiasm that emanated from all those guys at that time just cried out for organised movements to be set up in order to recognise Old Fords and Jeff was of course a major influence, although it was to be another eight years or so before our own Register was born.

As a representative covering London in those days, I would from time to time, call in to see Jeff at his work just off Fleet Street, where he was employed for forty years, in the repair and servicing of equipment used to print and

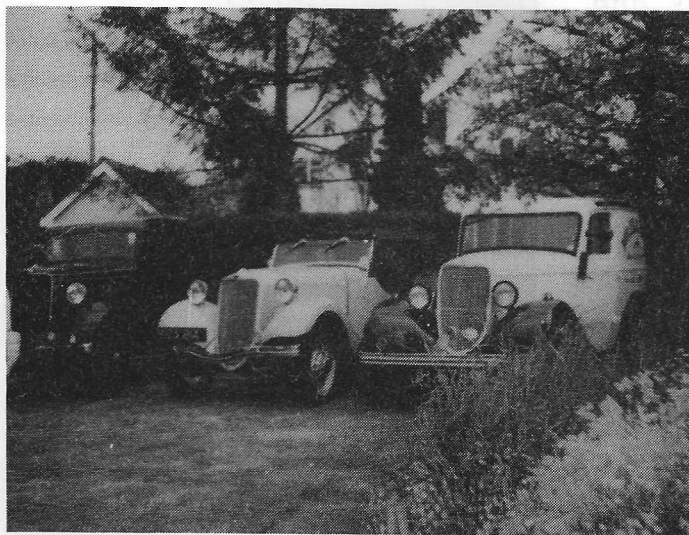
transmit photos around the world. His company UPI, (United Press International) was full of what was then very sophisticated equipment. "Hello Boy," would be the usual greeting, "Fancy a pint?" That was the afternoon gone!

Jeff was born in 1925 in Barnet, the son of a Rolls Royce Chauffeur employed by Fry's Chocolates. At 10 years old, it was said that Jeff could back the Rolls into the garage. On leaving school at fourteen he started work in a Radio repair shop in Barnet. He joined the RAF during the war

years, as soon as age would allow. It was during those years, whilst stationed at a base in Suffolk, that Jeff he received his marriage orders from a pretty WAAC. Once 'Victory in Europe' was declared, Jeff was demobbed from the RAF. However he was immediately seconded to the Royal Navy, as a result of the knowledge he had acquired, since the war with Japan was yet to end. Thus it came about that Jeff married his WAAC bride, resplendent in Naval Uniform.

Jeff's grandson, Ciaran, has now inherited his two remaining Side Valve Fords, a 1955 Pop and of course his beloved 1935 'Y' saloon. At Jeff's cremation, the Register was represented by Kevin and myself, both present in our respective 'Y's, as our final farewell to a great character who loved life to the full and was a wonderful friend.

Graham Miles.



Taken in Jeff's daughter's front garden after the funeral

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

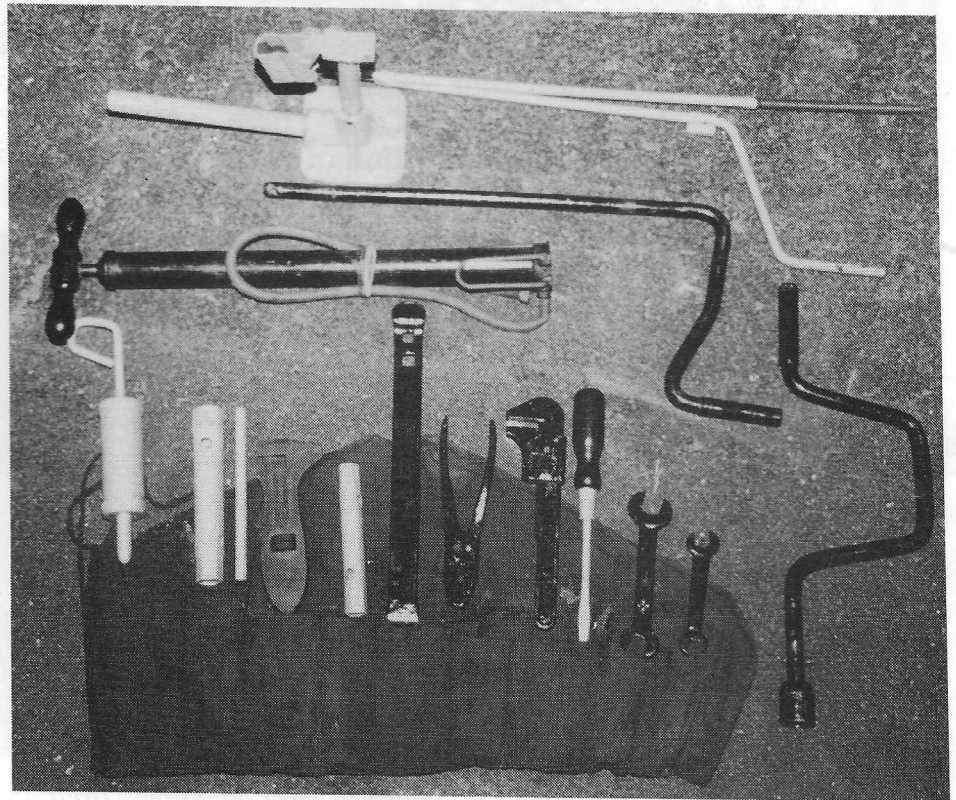
The following events are being lined up for 1998 where there will be a Register presence.

19/20/21 June	Y & C National Gathering, Hoar Park Craft Village, Nuneaton.	Reg Hunt
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

TOOLKITS

One of the bonus's of buying one of our cars, was the excellent tool kit which was supplied from new. Here are the tool kit lists for the 'Popular' Model 'Y' and the 'Deluxe' Models 'C' and 'CX'.

The photograph shows Tony Eldridge's complete and original tool kit from his Model 'CX' (identified as a 'CX' kit by the short, curved crank which turned between the bumper and radiator grille).



Form E717e.

Ford Motor Company Ltd.

MODEL "DE LUXE" TOOL KIT COMPLETE.

Comprising the following Tools :-

Quantity	Symbol No.	Description
1	20E-17005	Tool Bag
1	AB-17015	Wrench (7/16 x 1/2" Hex. open end)
1	AB-17016	" (9/16 x 5/8" Hex. open end)
1	20E-17017-B	" (Spark Plug, Cyl. Head & Spring Clip Nut Wrench)
1	AB-17019	Iron (Tyre)
1	AB-17020	Driver (Screw)
1	20E-17021	Wrench (Monkey)
1	AB-17025	Pliers
1	20E-17035	Brace (Wheel nut)
1	20E-17036	Crank (Starting)
1	YE-17052	Pump (Tyre) Assembly
1	YE-17080	Jack Assembly
1	YE-17081	Handle (Jack)
1	40-17125	Gun (lubricating) Assembly
1	Y-110355	Box Spanner 9/16 x 1/2"
1	Y-110361	Bar (Tommy)

Form E717.

Ford Motor Company Ltd.

"POPULAR" MODEL TOOL KIT COMPLETE.

Comprising the following Tools :-

Quantity	Symbol No.	Description
1	20E-17005	Tool Bag
1	AB-17015	Wrench (7/16 x 1/2" Hex. open end)
1	AB-17016	" (9/16 x 5/8" Hex. open end)
1	20E-17017-B	" (Spark Plug & Spring Clip Nut Box Spanner)
1	AB-17019	Iron (Tyre)
1	AB-17020	Driver (Screw)
1	20E-17021	Wrench (Monkey)
1	AB-17025	Pliers
1	Y-17036	Crank (starting) & wheel nut wrench
1	YE-17052	Pump (Tyre) Assembly
1	YE-17080	Jack Assembly
1	YE-17081	Handle (Jack)
1	ABE-17125	Gun (lubricating) Assembly
1	Y-110372	Gauge (Feeler)
1	Y-110355	Wrench
1	Y-110361	Bar

LIBRARY ADDITIONS

The following books have been added to the library:

**"American Business Abroad -
Ford on Six Continents"**

by Mira Wilkins - donated by Mark Turner.

"Henry's Lieutenants"

by Ford R. Bryan - purchased in
the Henry Ford Museum.

"Ford Cars of the 1930's"

Unique Motor Books: recommended by
Tony Eldridge.

"Automotive Giants of America."

by Forbes and Foster

"The Legend of Henry Ford" by Keith Sward

"The Triumph of an Idea -

The story of Henry Ford."

by Ralph H. Graves

"The Fords - An American Epic."

by Peter Collier and David Horowitz

"The Secret Life of Henry Ford."

by John C Dahlinger

"Young Henry Ford" by Sidney Olson

"The Motor Industry of Great Britain - 1933"

An SMM&T publication

The last seven publications were found in a Downtown
Detroit second-hand book store (Kings Books). Books
from the library may be loaned for two month periods
- thereafter a fine will be levied.

1998-99 Annual Subscription

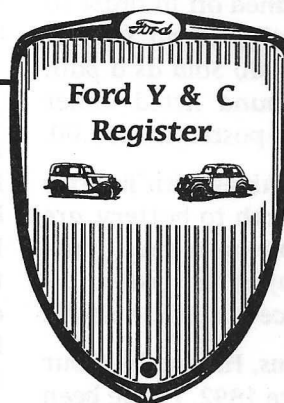
Due 1st June

Rates unchanged (£20.00 UK, £15.00
unwaged, £25.00 overseas.)

See the separate sheet enclosed with your
mag.

Your membership number is on the magazine
address label that you have just thrown in
the waste-bin!

Please pay promptly and note my new
address. Also let me know if you have sold
your car or are not renewing for any reason.



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. Rose House, 9 Brambleside, Thrapston, Northants. NN14 4PY

SPARES REPORT

Several items find their way onto the Spare Parts Listing this month, some new, and one making a welcome return.

Firstly the return item. I refer to Pyramid Rubber Matting, for use with the all steel Running Board that Ken Arthur can supply, for those of you who prefer to follow this route. Peter Ketchell has located a stockist of such a material. Accordingly the Register has purchased a couple of rolls. This should be an item that we can repeat, as it is a stock item with that company. Although I'm not an expert on just how rubber is made, I would consider this to be of a good thick quality and will, I feel, lend itself to being planed off in order to create the plain edge. (Send SAE for a sample if you wish) Sold as a pair, they are to be found listed under Rubber Parts. Price posted UK £31.00.

Braided Battery Cables with Positive Lugs, bulkhead earth to battery, are now offered following a small purchase at an Autojumble. Listed under Electrical. Price posted UK £4.25.

'Y' Exhaust Systems, Having held our present stock since 1992, I have been obliged to re-order. The price list reflects the new price, plus I have taken the opportunity to revise the postage cost.

Now to replacement Shock Absorber Kits, costing can now be definite on three of the six kits that we will be able to supply, the other three will follow once all checks have been carried out. These appear under Mechanical-Suspension etc. My thanks here to Dave Jarman for his invaluable assistance on this one. But as yet I still need a little lead time on supply. Price posted UK :
SR Front £117.00 Stock; LR Front £117.00; LR Rear £95.00.

As previously mentioned the first of our forged parts makes an appearance. Thanks here to Bryan Dixon. These are the Front Brake Actuating Shafts, which are located in the top of the King Pins. The items are the same on all models of all years, ie. SR / LR / and both C / CX.

The Rear brake shafts are to be found again on all models, with the exception of SR and very early Intermediate LR models. (Up to early 34). These shafts are located in a bolt on housing fitted to the Brake Back Plates, they are twisted by pinned on levers that act on the Brake Rods at this point and bear directly on to the Brake Shoe Operating Wedge. They are listed under Mechanical - Brakes.

When ordering please remember that they are all handed, as follows :-

Near Side Front	- Y	- 2077
Off Side Front	- Y	- 2076
Near Side Rear	- CE	- 2232
Off Side Rear	- CE	- 2231

The SR equivalents are already in stock at new/old stock prices
Y - 2231/2 £9.50.

The introduction of the shafts, Y - 2076/7, will allow me in the near future to offer King Pin Sets at a higher level than previously, i.e. The Full Monty. These higher level of kits to include Brake Parts related to that area. Thus an overhaul of the King Pin assembly can be 100%.

However on the subject of King Pin Sets I do have one major 'Moan'. At a considerable cost I try to send with all the kits a full range of Thrusts, with a request that all surplus thrusts are returned. Guess what? It doesn't always happen, now there's a surprise. Each one costs just under £30, and you get approximately 10 to 12 spare. At least two sets have been recently sent out but not returned, please return them, or expect a £30.00 bill.

It is appreciated that these descriptions and part numbers mean very little to the bulk of our membership, it was with this in mind that I started, some years ago, to try to create a Haines style workshop manual on our vehicles. However problems, principally relating to computer skills and technical illustrations, held me back. Sam has recently indicated a member who can offer help re-illustrating and I know Dave Newman is more conversant with PC work than

I am, so progress may be at hand. Let us hope so.

It is now my intention to consider exchange housings for the late brake shafts, (CE - 2231/2) i.e. the bolt on assembly to the Back Plate of the rear brakes. As with brake shoes if any of you have old ones please let me have them. Remember that I'm also looking for any old Brake Shoes that you may have. My thanks to those who have already sent some in, but I still need more. Incidentally as I now have considerable stocks of the early SR type, it is my intention to convert them to the late SR design, keeping a few sets for the purist, i.e. those of you who don't want to stop anyway!

On the subject of old items that you may have, can I have any old Ignition/headlight switches. They are now in short supply and warrant our attention as a reconditioned item.

On a personal front, I've found it necessary to replace the windscreen glass in my SR van, after numerous cracks had occurred. These I concluded were caused by rust developing in the lower part of the frame. So instead of using a rubber channel gasket, I used a black mastic, this has the advantage of both sealing the frame from water ingress and allowing complete flexibility. Time will tell if this idea works. (It has worked in my rear window for the last five years. Ed.)

As, like so many of us, I'm troubled from time to time with fuel vaporisation I've carried out a modification on the vans fuel system. Again, time will tell if this works and I'll report back on this one after the summer. When I used my Fordor SR I can only remember one occasion when the fuel vaporised, besides one of our members in Spain says it never happens to him and I think we would all agree Spain is just a little hotter! My conclusion is that the make up of modern UK fuels are having this effect on our vehicles, so lets see if this idea works.

Graham Miles.

THE SPARES SERVICE

For the first time since forming the Register I find myself in the somewhat surprising situation of having to defend our standards of manufacture. In short I will not knowingly compromise on standards of specification, or allow others to do so when arranging the remanufacture or refurbishment of parts for use by members in their vehicles.

The Clevis Pins that we supply are in the main manufactured and supplied by Ford Motor Company via a Dealer. The exceptions are the two special pins used in the rear of a Long Rad braking system and the one that we include in the pack for use in the Hand Brake. These were professionally manufactured by Precision Engineering Co. to an exacting standard. The LR pin is intentionally undersize by 0.003 inches, for reasons that will become clear over the course of the next few issues.

Before considering the reconditioning of the Front Brake Drum / Hub Drum assembly, some basic facts need to be considered. Firstly, what exactly is a Brake Drum being asked to do? The obvious answer is to help stop the car once set in motion. But what has set it in motion? The release of energy stored in the fuel as a result of combustion.

Now consider the amount of weight that is to be brought to rest. A 'Y' or 'C' car will weigh in the region of 750kgs, plus say four people at 250kgs. Total kerb weight 1 tonne. Now add the effect of Kinetic Energy as a direct proportional result of that motion, plus the fact that the car may well be descending a long steep hill and now add the effect of gravity. With a nominal 70% of the braking taking place on the front axle, each drum may be asked to arrest in excess of a tonne. In order to reverse the effect of the spent energy, considerable heat will be generated, enough to expand the assembly as a result of friction between the rotating Brake Drum and the static Brake Shoes. Only the passing air will cool it.

Our first thought was to send a scrap drum to a metallurgist in order to ascertain the material that Ford had used. The report confirmed our worst thoughts. It is so near to being cast iron as makes no difference. So, faced with such low-grade steel we were limited as to how much parent metal we could remove and still retain the strength of the drum. We considered that the sleeve could not exceed 0.125 inches, as the original wall was a nominal 0.250 inches, (taking into consideration the variation in the casting taper and the end wall radius). In order to have the required interference fit it was necessary to either heat the drum or freeze the sleeve.

The drums are bored out to 10.125 inches using a precision mandrel, which locates on the wheel bearing diameters. To heat a sand cast item to say a temperature in excess of 400 degrees C, which would be necessary in order to set a sleeve to the required interference, was out of the question, as severe distortion would undoubtedly occur due to the complex nature of its casting and would affect the newly created bore. Remember that when originally cast in sand, its rate of cooling was controllable. As it is, many of the drums are found to be distorted from simply being in service.

Our practice is to shrink the sleeve down to an ambient temperature of minus 196 degrees C, by the use of Liquid Nitrogen. From engineering tables calculated that 0.0012 inches of interference, per 1" of diameter would be needed in order that the lining would hold unaided. It is essential that the static friction residual between let in sleeve and the parent drum is always greater than any friction that the Brake Shoes may impose on the completed assembly. Accordingly the sleeves are turned to an OD of 10.1375". Wall thickness of 0.125 inches plus interference 0.0125.

The material used is purchased from a reputable Steel Stockist, who is fully aware as to its end use. It is a low grade carbon steel suitably heat treated during its manufacture. It is essential that a material as close as possible to the original is used in order that similar expansion rates will occur when subjected to severe braking, but at the same time consideration must be given to strength.

The material costs £120 (plus VAT) per metre length. From this we manage to obtain enough pieces for 20 drums. Material cost per drum before we start is £6 + VAT.

These are the lengths that we went to before offering to the members reconditioned Drums. Hence their cost, for which I make no apology.

Having spoken to Dave Newman, we have now agreed that the use of a dowel in this location is not sound engineering practice, as it amounts to a pin fixed into a rotating drum, a drum that is designed to come into contact with static items. With such a thin sleeve, a thickness hopefully of no more than 0.125", (for reasons already explained) a Dowel could not creditably be relied upon to hold firmly in such a sleeve, or for that matter the thin wall of the drum, and be guaranteed to remain tight and effective throughout the heat range. If the sleeve should turn in the drum, due to heat under heavy braking, and ride up the dowel, the possible result, indeed the probable result could be a seized drum, which could lock the wheel. The Register does not recommend the practice of the use of a dowel at this location as suggested in issue No 111.

Peter Ketchell and Graham Miles



Through dealers

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey;
Reduced to £4,495. D.T. Mathewson
Tel: 01751 474455
(Thornton-le-Dale, N. Yorkshire)

1937 Model 'Y' Tudor, (Y126024), Red and black
Excellent condition. £3,950.
Thornfalcon Car Sales
Tel: 01823 443057
(Taunton, Somerset)

1936 Model 'Y' Tudor. (Y137407), Black, In need of restoration but with many new and used spares including 4 new tyres and a wiring loom. Original Reg. No. AVF 162 with V5. £950.
Classic Car Trading, Gilberdyke, East Yorks. 01430 449434

FOR SALE

Private

1936 Model 'Y' Tudor, (Y129088), Green and black
Recon engine. Recent roof lining and upholstery.
Waxoyled. MoT. £2,750.
Phil Denson (Non-member)
Tel: 01282 774768
(Nr. Burnley, Lancashire)

1935 Model 'Y' Tudor, (Y114930), Cream and black
Excellent condition following body and engine rebuild
MoT, taxed. £3,700 o.n.o.
Brian Hodges (Member)
Tel: 01977 661260
(Nr. Goole, E. Yorkshire)

**DEADLINE FOR NEXT
ISSUE ~ 30TH JUNE
1998**

1937 Model 'Y' 2 door. Easy restoration. Owned 20 yrs. Reg No. NV 9350
Plus spares - ring for details.
Maurice Hyde
01636 702518 (Newark)

1936 CX 2 door saloon. Very sound original condition. Bought from first owner in 1990. Gunmetal grey, green leather. MOT A very rare find.
Must sell. £3,500 o.n.o.
Bob Wilkinson. 01832-734463.

8hp. 10hp. Engines, Y axles, Y & C wheels, also for short-rad Y n/s front wing, radiator grille and dashboard.
Bob Wilkinson. 01832-734463.

1937 Model 'Y' 2 door (Y190507) AYS 193 Dark Blue. Chassis, engine and body completely restored. Seats original but need some attention.
Quite a few spares. £3,300 o.n.o.
Austin Holder 01271 816275 (Devon)

1936 Model 'Y' with boot for restoration. £700 o.n.o.
Ian Fewtrell 0151 342 7259

Remains of Short Rad. Front end of chassis, steering parts, axles, inner wings, front grille, dash and old log book, chassis number, Briggs body number. Offers to A. Dodsworth .
01964 622615

Spares - oil filter cap £3, Rear bumper irons made to support carrier £5, ignition switch £15, Ford ign coil £10, gearbox £10, 2 rear window glasses £10 pair, one left hand door £25, Free - used door woods but one New ash blank £10. 2 front brake drums £10 each One S/R grille £25. 1 rad for rebuild £10. Pair S/R splash panels £5 each complete set of bright trim for running board £10. Steel shell for S/R left running board £10. 2 Armstrong shock absorbers £15 pair. Some door and windscreen cappings £2 each S/R rear mudguard splash panel £5.

Wanted to swap/buy - a dynamo that works and S/R windscreen.
Jan Pieniazek 01403 732206.

For sale - Long Rad pair front wings complete with headlight support brackets and rear stays. Oiled and stored 40 years, just need prepare and paint. £280 pair - will not split.
Tony Dodsworth 01964 622615

Registration Fees for Vehicles

The following letter has been received from DVLA

Dear Club Member

Introduction of a fee payable on first registration of vehicles.

As from 1st April the Department of Transport introduced a fee of £25 to apply to all vehicles first registered and licensed in the United Kingdom.

There are certain vehicles which will be exempt from paying the fee and these include vehicles registering and licensing under the V765 scheme. These vehicles are outside the scope of the charging power, therefore a fee is not payable.

On the other hand, where a vehicle is allocated an age-related mark each case will be looked at to decide whether a fee is payable. In each case we would look at the evidence provided to decide whether the vehicle should be treated as brand new, one that has never been registered and licensed in the UK before or one which can prove that it has been previously registered and licensed here but there is insufficient proof to reclaim the original mark at this time.

The leaflet INF54/1 explains the new registration fee. These leaflets are available from Vehicle Registration Offices.

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 0PY

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

Family Repair Service,

Beales Close, Andover Hants SP10 1HT Tel 01264-323144

CARPETS, UPHOLSTERY

Dave Tebb,

Little Fenton Lodge, Little Fenton,

Sherburn-in-Elmet. Leeds LS25 6HQ Tel 01937-557410

CHASSIS RESTORATION/EXCHANGE

FORD PARTS AND CLASSIC OILS

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.

INSURANCE

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 Industrial Estate,

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

SEAT SPRING UNITS (ready for trimming)

Longstone Garage, Great Longstone, Bakewell,

Derbyshire DE4 1TA

Tel 01629-640227

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 Julian Janicki. Riverside, Blackbridge Lane,

Horsham, West Sussex. RH12 1RR

Tel 01403 251184



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Non-members £20.00 per insert per annum (6 issues)

