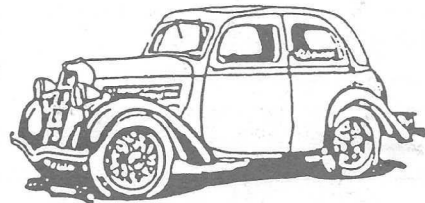
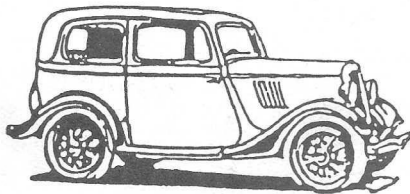


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 115 NOV / DEC 1998

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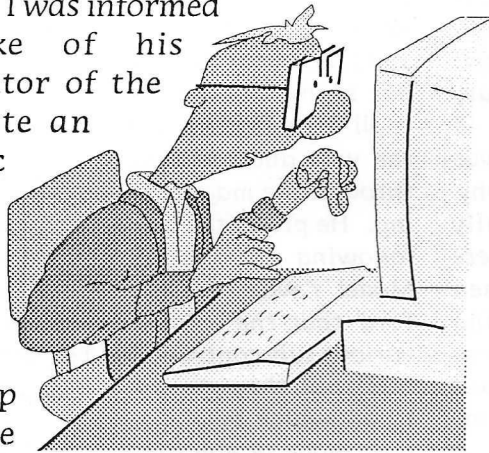
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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

EDITOR'S REPORT

It is with regret that I was informed by Peter Brooke of his resignation as Editor of the magazine. Despite an excessively hectic life running a gymnasium and gymnastic classes, as well as an Air Training Corps detachment, on top of his nine-to-five teaching post, he has



also found time to edit the magazine. This he has been doing on the computer at school, an arrangement which has proved unsatisfactory. Your Committee felt that it could not buy a computer for his use at home; what capital we have being more usefully employed on spares manufacture etc. Peter has carried out his responsibilities as Editor diligently and with the best interests of the Register at heart. I am sure you join me in thanking him for his efforts since March 1996 (13 Issues).

We are now desperately looking for a volunteer to take up this important post, which is responsible for providing the magazine, the life-blood, of the Register. A "job spec." for the post appears on this page. It is not an onerous task and requires the minimum of computer skills; the type-setting and page layout being carried out by the printers. Most of the articles are submitted to the Editor on disk, so the time involved in compiling the copy for the printers is minimal. If you feel you would like to contribute to the running of the Register in this significant way, please contact me as soon as possible.

In the meantime, I am pulling this issue together. It has variety, interest and entertainment. I trust it will be up to the normal high standard. It always surprises me how we can produce a full magazine every two months, when we have only 400 members and support only two marques of car. We've been doing it now for nearly 20 years! Enjoy your read and send in your contributions.

Sam Roberts

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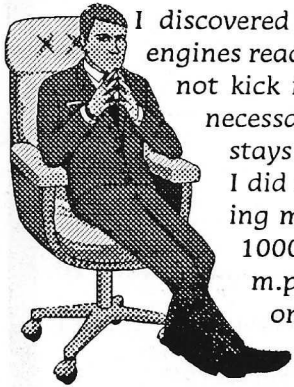
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EDITOR WANTED

A volunteer is urgently required to edit the Register's bi-monthly magazine. It is essential that the volunteer has the wherewithall to receive copy on disk and can reproduce handwritten submissions onto disk for onward transmission to the publishers. It is desirable that he or she has a basic knowledge of the cars and is able to communicate effectively with the members to encourage contributions. Freedom of expression and layout is encouraged, with help and advice, but little interference from the Committee.

Volunteers please contact Sam Roberts
on 01264 365662.

CHAIRMAN'S NEWSLETTER



I discovered today that, until most modern engines reach 2000 r.p.m., the alternator does not kick in and charge the battery at the necessary 13 volts. Once it kicks in, it stays in until you switch the engine off. I did not know that! I have been driving my Jag round town at a sedentary 1000 to 1500 revs (2000 revs = 45 m.p.h.) and wondering why she was only charging at 11 volts, and why, at our local environmentally friendly tip the other day, there was not enough juice to turn the engine over when I tried to return home; resulting in an embarrassing slave start from a fellow tip dweller; and an earful from Paula! Wasn't the Model 'Y' simple? A straight forward generator which churned out 7 volts continuously, interrupted only by the voltage cut-out, which kicked in when there was a danger of the battery feeding back to the generator! It is that simplicity which attracts me to our cars; even I understand them!

I have just been playing around on the Internet, trying different ways of getting to the Ford Y&C Model Register page. The best way is through 'Yahoo', but a number of search engines come up with the Register name if you type in 'Model Y' or 'Model C' in the 'Search' space. Tim Grant in Tasmania informs me that he found the page with little difficulty. Incidentally, I see that there have been 1252 viewings of our page. Thanks to Dave Newman and colleague, it is quite an attractive and informative booklet. I have also been corresponding with members through e-mail, where I know their e-mail address. As those of you who have received letters from me by 'snail-mail' will have seen from my letter-head, my e-mail address is <sam@samroberts.demon.co.uk>. Would members on the 'net', please drop me a memo, so that I can build up a database of members' e-mail addresses in my electronic address book. By using the Internet, we shall be saving valuable club funds by reducing my postage claims on Bob Wilkinson!

Speaking of Dave Newman, I smelt the whiff of oil when reading his article on lining up clutch plates in the last issue. When I first started taking out and trying to put back engines on our cars, I used to spend hours under the car trying to relocate the gearbox spigot in the clutch, until I realised that it was simply a matter of lining up the clutch plate accurately. I now have a sawn off gearbox spigot as one of my most useful tools.

Wanted. Does any member or reader have a copy of the book "The Big Idea - The Story of Ford in Europe." by Dennis Hackett and published by Thomas Foreman & Sons? I have been looking high and low for it, including the Internet, without success. If I could borrow or buy a copy, I would be very grateful.

New member Tom Wilson, in Hartlepool, has one of the longest on-going restoration I have yet to hear. Although he doesn't beat Jim Robertson's 30 years on-going restoration in Edinburgh, I think he beats David Grace, and that is saying something! Tom bought his 1935 Model 'Y' (Y108365) in 1973, for £85, and since 1975 has been carrying out a total strip and rebuild, doing it all himself. He has found many cans of worms along the way and is threatening to tell us all about them through the magazine. It should make interesting reading. He prompted a couple of queries which I have been following up. He claimed that the wood used in the Model 'Y' was oak. I have since been informed by 'Doctor Ford' that the wooden parts were made in batches by various sub-contractors. The specification given to them was that they should be made from any English hard wood, which means that you may have a nearside door post made of elm and an offside one, made by another sub-contractor out of ash, or beech, or oak. Tom also alerted me to the fact that the earlier backings to the window winder mechanisms were made of timber; whereas the later ones were made of steel. When was the changeover from wood to steel? Were the door backings changed before the rear window backings on the Tudor? Any clues to the answers would be welcomed, so that the changeover dates can be incorporated into the register.

The next issue of the register - the listing of known surviving vehicles - which will be the ninth edition, is due to be distributed to members in February 1999. Wary of its impending issue, I have been writing to members to obtain missing details of their cars for inclusion. I apologise for asking what appears to be trivial questions, but we do want to have an as complete register as we can get. Few members have replied to my queries. Please take a few moments to find out the information and let me know a.s.p. please. Also, if you sell your car, please let us know to whom you sell it, and make sure there is reference to the Y&C Register in the glove compartment. That way, we can keep track of the cars, which is the first aim of the Register (see the back of your membership card). One of our members recently sold one of his Model 'Y's to a dealer named Pete. The member gave me Pete's telephone number which I rang; only to find this shady character on the other end, who had sold on the car, "I think to Ireland." He had no books or reference to the customer. "They only lead to trouble." he said!

The last two issues have mentioned the, so called, 'Model 'Y' Racing Cars'. It was a coincidence to read in the press recently that William Clay Ford, Junior has been appointed the Chairman of the Ford Motor Company. It is alleged that it was his father's Midget Racing Car that was presented to Sir Malcolm Campbell by Henry Ford (I have my doubts!). His father, William Clay Ford, now 73 years of age, is the son of Edsel Ford and hence the grandson of Henry.

PART II

SIGNALS TO BE GIVEN BY DRIVERS AND CYCLISTS TO INDICATE THEIR OWN INTENTIONS

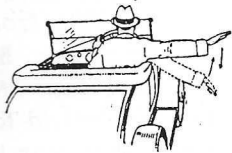
(These signals give information and not instructions to following traffic.)

Signals by drivers should be given with the arm extended from the side of the vehicle at least as far as the elbow, where mechanical indicators are not used.

(a) SIGNALS TO OTHER DRIVERS

No. 1. "I am going to SLOW DOWN, or STOP."

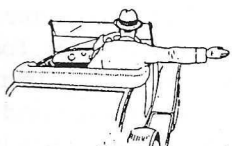
Extend the right arm with the palm of the hand turned downwards, and move the arm slowly up and down, keeping the wrist loose.



No. 1

No. 2. "I am going to TURN to my RIGHT."

Extend the right arm and hand, with the palm turned to the front, and hold them rigid in a horizontal position straight out from the off side of the vehicle.



No. 2

No. 3. "I am READY to be OVERTAKEN."

(The overtaking driver must satisfy himself that he can overtake with safety.)

Extend the right arm and hand below the level of the shoulder, and move them backwards and forwards.



No. 3

No. 4. "I am going to TURN to my LEFT."

Extend the right arm and rotate it from the shoulder in an anti-clockwise direction.



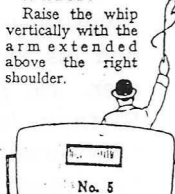
No. 4

The drivers of HORSE-DRAWN vehicles should preferably use the four foregoing signals, giving them where possible by hand alone, and in any case keeping the whip (if any) clear of other traffic.

Alternatively, the following signals may be used:—

No. 5. "I am going to STOP."

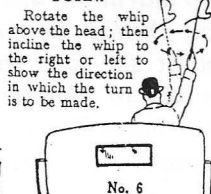
Raise the whip vertically with the arm extended above the right shoulder.



No. 5

No. 6. "I am going to TURN."

Rotate the whip above the head; then incline the whip to the right or left to show the direction in which the turn is to be made.



No. 6

(b) SIGNALS BY DRIVERS TO POLICE CONSTABLES

When approaching a police constable engaged in the regulation of traffic, drivers of all vehicles should whenever possible indicate to him by means of one of the following signals the direction in which they wish to proceed. The signals are shown in the diagrams as being given with the right hand, but Signals Nos. 7 and 8 may be given with the left hand if more convenient.

No. 7. "I want to GO STRAIGHT AHEAD."



No. 7



Raise the hand towards the shoulder and move the forearm well forwards and then back in a vertical plane, making the movement sufficiently pronounced to be easily seen by the constable.

No. 8. "I want to TURN to my LEFT."

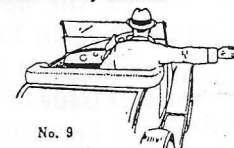
Point the hand to the left, making the movement sufficiently pronounced to be easily seen by the constable.



No. 8

No. 9. "I want to TURN to my RIGHT."

Use Signal No. 2.



No. 9

"Extracts form George Pierce's 1920's copy of the Highway Code."

Another case of 'synchronicity' this time round concerns the Highway Code. George Pierce, a Model 'Y' owner member in California, sent me the accompanying extract from his late 1920's copy of the Ministry of Transport's

Highway Code, showing the hand signals which would have been in use when our cars first appeared on the road. A couple of weeks later, out of the blue, Bob Wilkinson sent me his book of 'Safety First' cigarette cards, which have prompted an article elsewhere in this issue.



"Early 1935 Tudor, ZA 4200, in Doon Museum, Nr. Athlone, Eire."



"June - September 1934 De Luxe Fordor in need of restoration in Ninemilehouse, Co. Wexford, Eire."

of a sorry, but sound looking Model 'Y' Fordor at Ninemilehouse just north of Clonmel in Co. Wexford.

Press cuttings depicting our cars have included Clive and June Litchfield's beautiful 1934 Tudor Model 'Y' at the Malden show in Essex and, in the 'Hansestadt Hamburg' newspaper in Germany, there was a photograph of Wilhelm Lenz with his "Ford Y Junior" 'Oldtimer' at the local annual 'British Day' show. Helen Mound, the 'girl-power' motoring correspondent in the Saturday Daily Telegraph's Motoring supplement, showed a picture of her father with his 1933 'shortrad' Model 'Y', commenting on how much design has advanced when compared with her new A-class Mercedes: She declares, "His car had no on-board computers, no fuel injection, no catalytic converter, no power steering, no air bags, no door locks, no electric windows or sunroof, no alarm, no disc brakes, no ABS, BAS, ASR or ESP - all things which feature on the new Mercedes." The point she fails to make is that, in 1933, the Model 'Y' was well in advance design-wise than any of its competitors. Barry Diggle, in the last issue of the magazine, waxed quite eloquently about the beautiful lines of his Model 'Y' - and it had a synchromesh gearbox too- there's posh!

I have yet to type 'C' or 'CX' in this newsletter! As usual, the 10 h.p. members have not been very forthcoming with news. I can report that a delighted Peter Baggott drove from Margate up to Guisborough to collect Malcolm Black's green Model 'CX' Tourer (C39086). Bob Wilkinson tells me that he has sold his original grey Model 'CX' Tudor saloon (C37463) to member, Ken Sleight in Doncaster, who is planning to restore it. Whilst attending the ABMC inaugural meeting, I looked over and enquired about the very original sun-roofed early 1936, Model 'CX' Fordor, which is sitting in the Brooklands Museum. It seems an odd exhibit at the race track, but is included in the collection to recall the successful Ford Gymkhanas which were held at Brooklands during the 1930s.

On the regalia front, I hope that you have placed your orders for Christmas. Hopefully, in this issue, there will be a full listing of what's available so that you can order those last minute stocking fillers. I hope also to include an up-to-date report and photograph of the brand new 1/43 rd scale ('O' gauge) Model 'Y', which is being made by Milestone Miniatures. I was sent a prototype for comment and sent back two A4 pages of changes required, and photographs, to get it accurate. The final product is in preparation now. The aim is to have it available to members for Christmas. Bob Wilkinson has also included an advertisement listing all the reprints of handbooks

and bulletins relating to our cars to whet your appetites.

Also to whet your appetites for next year, at the November committee meeting we shall be discussing two possible major trips in 1998. Jim Miles is looking to organise another trip over, or under the Channel to continental Europe. We have also been invited to send cars over to Jersey to support their celebrations of a 'Centenary of Motoring in Jersey' in May. I am waiting to hear of any special fare offers on the ferries from Paul Clubb, our Jersey member on their committee. Both events sound as though they will be good fun. More in the next newsletter. The Register's Battlefield Tour in May of this year, certainly enthused Reg and Jean Hunt, whose 1200 miles follow-up exploits in France are written up elsewhere in this issue.

I was telephoned by a delighted Peter Benton, who has had his Model 'Y' insured through Footman James for ever. He 'phoned them referring to the Y&C Register/Footman James insurance scheme and was immediately transferred to the new scheme, thereby saving at least his annual subscription to the Register! So those of you who are not with the scheme, give Footman James a ring on 0121 561 4196, give your membership number, and get a quote.

Two more postcards this time. The first, from Bill Ballard, the chairman of The Small Ford Club, shows a bumperless Intermediate 'longrad' parked in Dulverton, Som-



"Intermediate Model 'Y' in Dulverton, Somerset."

erset, and the second, from Luis Cascante in Spain, has a Ford Iberica Model 'Y' parked under some trees in Banolas, presumably near Barcelona.

I have, at long last, sent off the sliding roof kits to the seven members who requested them. That was quite a time-consuming project! I think I shall leave the 'spares' dealings in the excellent hands of Graham Miles and the spares team in future. It was nice to receive a letter from



BAÑOLAS - 1917 Plaza de España EDITO CLARAMUNT

"The rear of a Ford Iberica Model 'Y' in Banolas, Spain."

Martin Kelly in Co. Tipperary, saying how pleased he was with the Register's running boards. As you know, these are extremely convincing fibre-glass covers on metal frames. It was particularly pleasing as the very same running boards had been returned by a more purist member, who was not happy with them!

November Register Committee meeting - a busy month. Who says retirement is boring! May I wish you all an enjoyable Christmas.

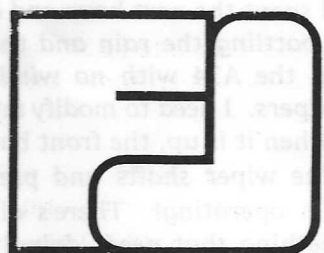
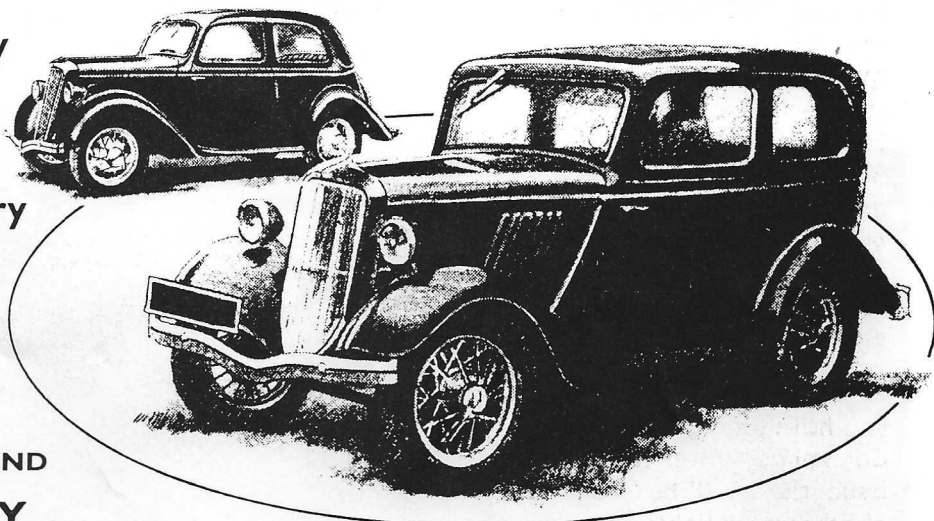
Sam Roberts

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THE ALL FORD RALLY

- 27th SEPTEMBER 1998 -

It was the wettest one yet! Although those setting out from the north and the east enjoyed some sunshine on departure, those of us from the south and west and those local to Abingdon, suffered rain all through the day. As a result, it was only the true 'nutters' who actually came in their cars - seven of us in all! Even Chief Nutter himself, Graham Miles, whose Model 'Y' van I had seen the day before packed, parked and ready on his driveway in Kings Langley, chose a more modern, but still 'classic' Ford to drive up in; namely Debbie Briggshaw's Cortina, with Kevin at the wheel and daughters in the rear. To quote Graham: "If you think I'm driving up the M40 in this, you must be joking!"



"Geoff Dee and Tony Brasher's Model 'Y's with my Kerry holding up the flag."

Those who braved it were: Tony Brasher (Wallingford), Adrian Chettle (Coventry), Geoff Dee (Leamington Spa), Rod Evans (Ascot), Kevin Taylor (Ruislip), all in Model 'Y' saloons, Tom Tomlin (Dover), in the only Model 'C', and me in my Kerry sports tourer, with hood firmly up!

bers on site, from places as far-a-field as David and Wendy Grace (North Yorkshire), Tim Brandon and Mike Meadows (Suffolk), Peter Ketchell (Chester), Bob Wilkinson and Pat (Northampton), and Dave Curtis (Hereford) in his Zephyr - Cher did not come as she can't stand 'Spanner' on the Tannoy; a sentiment that has

her and Jackie in the Model 'Y' as it would get wet! Henry would turn in his grave! It was even more of a pleasure to see, and meet for the first time, some of our newer members, who were there to seek advice, buy parts and to talk to the faces on the other end of the telephone.



"Adrian Chettle, Kevin Taylor and Rod Evans' Model 'Y's"

The number of autojumble stalls was also down, but it was good to hear that Tony Butterfield was doing a good trade. On the bright side, it was a pleasure to see so many mem-

been expressed in almost every write-up on this event! I was disappointed in our 'greatest supporter', Steve Young's mother-in-law, who claimed responsibility for not letting him drive

We were sited alongside the Sidevalve Club and the Small Ford Club stands, the latter providing shelter and refreshment in a well appointed hospitality tent, for which I was very grateful at lunchtime! An idea for the future to be raised in Committee. Tom Tomlin and an improving Peter Baggott seemed to spend all day in the tent with Bill Ballard and the boys of The Small Ford Club.

The day finished earlier than usual - surprise, surprise! As soon as Kevin Taylor had packed his bed-roll and got his 'Y' started, I pulled down the flag and spent the next hour and a quarter battling the rain and the spray on the A34 with no wind-screen wipers. I need to modify my hood, as when it is up, the front bar rests in the wiper shafts and prevents them operating! There's always something that needs doing!

Sam Roberts



"Jim Miles, Graham Miles, Peter Ketchell, David and Wendy Grace."



"Pat and Bob Wilkinson, Shirley Wood of the Sidevalve Owners' Club and Geoff Dee."

BONNIE AND CLYDE

Bonnie and Clyde got their just deserts on May 23, 1934, when they were ambushed in their car by a posse of law enforcement officers in Louisiana. Bonnie was eating a sandwich and Clyde was driving in his socks when they were bombarded with a hail of 187 bullets, without having a chance to raise their own guns.

The car they were in was a beige-grey Model 40 V8 Fordor - the grown-up sister of the Model 'Y'. Later, when the local Ford dealer was called to drive it away, the ignition was turned on, the starter pulled, and the V8 engine started first time!"

Although this story has been covered before in the magazine, it is always worth re-telling. Barry Diggle, from Bradford writes:-

"In Issue 113, under 'Notes on New Members', I see that David McKelvey in New Zealand, calls his two Model 'Y' Fords, Bonnie and Clyde. this seems very appropriate since the infamous duo, Bonnie Parker and Clyde Barrow were Ford enthusiasts, as indeed were others of their ilk! John Dillinger once wrote to Henry Ford, "Hello, Old Pal. You have a wonderful car. It's a treat to drive one". not to be outdone, Clyde Barrow sent his own testimonial: " I have drove Fords exclusively when I could get away with one".

"Bonnie and Clyde's car which shows clearly some of the design features of "our" cars which were incorporated into the American Ford."



MODEL 'Y's ON 'CIGGIES'

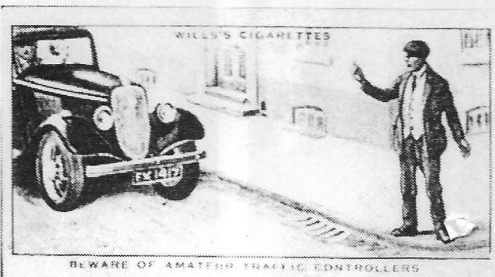
I am grateful to Bob Wilkinson, who has obviously been rummaging around car boot sales and bric-a-brac shops, for forwarding to me a W.D. & H. O. Wills album (price one penny when new), containing the complete set of "Safety First" cigarette cards. Number 17 in the set advises motorists to 'Beware of Amateur Traffic Controllers.' and depicts a chap in a cloth cap, tie, sports jacket, waistcoat and trousers, which have not seen an iron this side of Christmas, directing an Orient blue, 'shortrad' Model 'Y', with Tacoma cream wheels and coachline and gun-metal grey radiator grille, being driven by a toff and his wife in her cloche hat. The album contains a foreword signed by Leslie Hore-Belisha, who was Minister of Transport in 1933 and who was to become renowned for introducing the 'Belisha Beacon'. He "wishes every success to the 'Safety first' series of cigarette cards which show pictorially and vividly how often accidents occur from disregard of the Highway Code." Can you imagine the present Minister of Transport ('The Fat Controller') wishing success to a series of cigarette cards!

This now makes three, the number of cigarette cards known to depict Model 'Y's. I have yet to hear of one depicting a Model 'C' or 'CX'. The next card to be issued with a Model 'Y' was Number 8 in the Lambert & Butler 1934 'Motor Cars' series. Titled

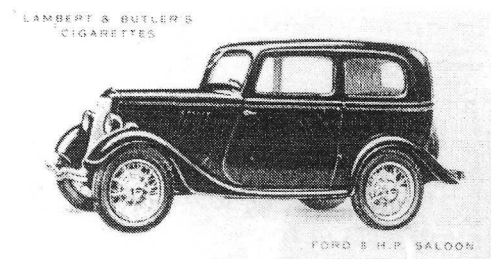
'Ford 8 H.P.', it shows a side view of a 'longrad' two-door (Tudor) intermediate model, with side lights, in an attractive maroon with Tacoma cream wheels and radiator

grille. The write-up on the reverse starts by saying: "The small Ford, largely designed and wholly manufactured at Dagenham, Essex, is not a "baby" but a miniature edition of its bigger brothers.

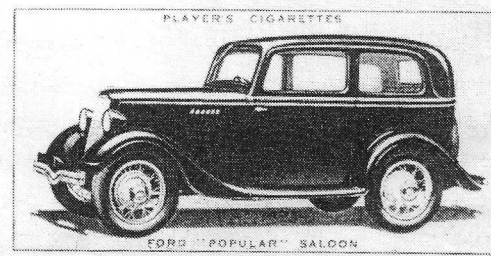
It has a character of its own in keeping with its appearance, seems always to be flying along at top speed." This card is comparatively rare and I always look out for it at on 'ciggie' stalls at antique fairs.



1933 Wills Cigarettes 'Safety First' series No: 17



1934 Lambert & Butler 'Motor Cars' series No: 8



1936 Players Cigarettes Second series 'Motor Cars' No: 19

The other card should be well known to members as it is on sale, framed, from our Regalia Officer, Robert Hale, for the small sum of £5 - an ideal stocking filler for Christmas! This is the John Player & Sons card from their 1936, second series of 'Motor Cars'; Number 19, titled 'Ford "Popular" Saloon'. It depicts a black Tudor 'longrad' with red upholstery and Tacoma cream wheels and coachline, but with a gun-metal grey radiator grille - a pleasant combination of body colours. The reverse of this card states:- "This model is the first British saloon car to be sold at £100. Considering the chassis dimensions, there is surprising roominess, and with an all-steel welded body the car has a good power-weight ratio which makes brisk acceleration and good hill-climbing possible."

Not to be up-staged by Wilkie, I have the one penny, John Player & Sons album with the complete set of this second series of 'Motor Cars' ciggies!

Sam Roberts

ADDITIONS TO LIBRARY

We are grateful to Luis Cascante (Junior) who has presented the following European literature to the Register library:

Spanish 'Revista Ford' No.27 - February 1934

Spanish 'Revista Ford' No.28 - April 1934

Ford Iberica combined parts list 'Modelo "Y" y Modelo "10" ' - February 1936

Ford S.A.F. (France) parts list "Modèle 'Y'" - December 1933

I have also added one of my Christmas gifts to the library: "Automobile and Culture", a lengthy and well illustrated American publication by Gerald Silk, which is for the more esoteric, artistic reader and was published as a supporting document to the 1984 Los Angeles Olympic Arts Festival.

Sam Roberts

DOCTOR FORD & HIS GOOD IDEAS

The good Doctor is back from his holidays, and seems to have made 'the big time' as our worthy Chairman has asked for his comments, with his question. "When did the 'Y' model change its roof design?" First things first, what is the difference?

The early roof doesn't have an external metal flange over hanging the steel roof aperture, which Sam has illustrated on page 4 of issue 114. The early roof had a steel-formed 'T' section, which was tapped down between the fabric-covered frame and the steel roof aperture. With a suitable sealant below the 'T' flanges it was then screwed down via its hollow centre into the main steel roof flange. Thus drawn down, a water proof condition was achieved. The central top aperture was 'corked', to use a Boating term, with a fabric covered cord. This steel section was in two parts with 'Butt' joints central to the front and rear.

Initially light screws held the whole assembly down, whereas on the later roof it was bolted down from the inside, so remember to fit the Head Lining as a second job.

As to when this changed, I'm not quite sure but I've always considered that took place at end of the 'intermediate model', which from a production point of view would probably have happened at the end of July 34, when the holiday annual shut down would have allowed time for the factory maintenance team to carry out such a tooling change.

Sam also wondered just why the rear frame had an 'Up stand'? Frankly I don't really know, but such a piece of folded metal would have added strength to the assembly. It needs to be remembered that up until this time Ford car bodies were assembled on a timber frame, with the panels 'pinned' to that frame. I think I'm correct in saying that the Model B had its body constructed in the same manner as ours. Both

were new models at that time, and new ideas mean new risks. In this area the body is made up of four separate panels which were joined by what had to be an early form of 'Spot Welding'. Any new idea brings uncertainty and so you build in extra strength.

Now I'll put a Question for you, the members, to answer. Why was the roof fabric covered anyway. Why not steel?

David Newman in his article, "Engine out or Axle off", talks about a clutch change in the same manner that I do. I always think it easier to take the axle out rather than the engine. More than forty years ago I worked with a man who was proud of changing a Ford clutch in an hour and a half. He'd start by dropping the Brake Cluster, completely remove the Speedo Drive, the rear 'U' bolts etc., (but not the rear wheels,) out came the floor etc. the Gearbox rear clamp, Bell Housing bolts etc. Then without disconnecting the drive shaft, he moved the whole assembly back just enough to get a few inches between the Engine and the Bell Housing. In this way he could slip out the clutch and with the use of a very short alignment tool in went the new clutch. I seem to remember the floor tunnel needed a degree of pressurisation, as this avoided the rather time consuming job of reassembling the four bolts at the rear of the gearbox, which is never easy with the two gaskets involved.

In my opinion it is best to drop the Brake Cluster prior to dropping the axle, otherwise the weight of the whole assembly may rest on the Speedo Drive, which can distort it, or even split it. Remember this is made from aluminium. (Fords were probably on a weight saving kick!) Please don't forget that when the drive shaft housing is removed from the rear of the gearbox, it presents a unique opportunity to inspect the only Universal Joint we have. As well as wear condition check that it's tight on the back of the drive shaft. Its

held on by one central 7/16th bolt, so you need a socket and short extension.

Now the Good Ideas:-

You may remember that in issue No.112, the idea was put forward of using the external trim from the doors of a Citroen CX as trim on the sides of the CX Bonnet, but we were left to find their length. Peter Ketchell has now told me that they need to be 25 inches long. (approx. 63 cm) Incidentally this trim strip could be used on the CX dash area and even used to form the trim around the grille area of a Y or C.

Sam recently asked me to supply a Starter Ring Gear. I don't carry them as a stock item, as they, and many other designs can be supplied direct from the makers Francis B. Willmott Ltd. located at :-

Forward Works, River Street,
Birmingham, B5 5SB.

Tel 0121 772 0907 or Fax 0121 773 3621

The Ford Part Number is 'Y. 6384', Willmott's number is 'N 80 F'. Incidentally this Ring Gear is the same on all Ford 8 & 10 h.p. cars and commercials from 1932 until the last 10 h.p. Popular. (Was that as late as 1958?)

Now why is this information under 'Good Ideas'? The fact of the matter is that you may not need a new Ring Gear. Firstly it's necessary to consider the design of the four-cylinder Internal Combustion engine. Put your self in the position of the engine, and somebody has turned your ignition off. Would you go on over-coming compressions? No, you would stop, as one or other of your Pistons approaches compression. What would happen when you are restarted? The Starter Motor would re-engage in the ring gear. As the Crank Shaft on a four cylinder engine is flat in principal it would re-engage at one of the two general areas where you had previously stopped. Hence, wear will only take place in two areas of the ring gear. Remember wear is not caused by the cranking action of the

starter motor, but by the engagement of the Pinion as it strikes home in the stationary Ring Gear. This is incidentally the major disadvantage of the Inertia Design of self starter, as employed on these cars.

Therefore if the Ring Gear is sound from a cranking point of view, the solution is to warm the existing Ring Gear with a flame, ideally a fine one, in order to try and localise the heat to the ring gear, and move it round 90 degrees. So life begins all over again and as I've said, providing the original area of wear is not too excessive, it will still permit the transmission of the cranking action. I did this on the van engine 14,000 miles ago, so why spend unnecessary money?

Graham Miles

★ MODEL 'Y' & MODEL 'C'/'CX' PUBLICATIONS ★ (Reprinted by kind permission of the Ford Motor Company Ltd.)

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Book: Model "Y" 8 H.P. (June 1933 Edition)
(Covers 'Short-Rad' models 1932/33)

Instruction Book: The "Popular" (June 1934 Edition)
(Covers 'Long-Rad' models)

Illustrated Parts List: "Popular" (July 1937 Edition)
(Covers all Model 'Y's 1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1935 Edition)

Each of the above is available to members at £10.00 (UK);
£11.00 (Europe) and £12.00 (Elsewhere): includes postage.

Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-
Vol. 3 No. 8 to Vol. 7 No. 6
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C'/'CX' owners Part II.
Service Bulletins are available at £12.50 each plus £1.50 postage
in UK, or £5.00 postage outside UK.

Please make cheques payable to 'Ford Y&C Model Register' and
send with order to: Bob Wilkinson, Rose House, 9 Brambleside,
Thrapston, Northants, NN14 4PY, UK.

Available to members only.

THE LONG JOURNEY TO PERFECTION

New member, Alan Eyden, writes to Bob Wilkinson as follows:-

"Many thanks for sending me all the joining literature, which I have been wading through this evening. I am now an official 'newboy' and as promised am going to give you a brief history of my Model 'Y' plus some photographs.

First the technical details:-

Registration mark: BXM 644 (London I think)

Date of original registration: 26 April 1935

Chassis No: Y100673

Engine No: YB 58485C

Briggs Body No: 167/9834

I live in Deal, Kent, which as you probably know is a small seaside town only 8 miles from Dover and about 10 miles from Ramsgate. In October 1996 I had gone out for a spin to a museum of rural life about 50 miles away near Maidstone. Unknown to me at the time, this outdoor museum exhibiting agricultural equipment, old ploughs etc. in an adjacent field was a display of vintage and veteran cars. One of them had a 'For Sale' notice on it and, tempted as I was, I just browsed round it thinking, "I wonder". Having contacted my lovely bank manager wife I asked her if it was remotely possible that we might buy it. Much to my surprise she said it was not out of the bounds of possibility, and so the deal was done. I had been to lots of events over the years and always secretly longed to own one of these lovely old cars and now my dream had come true.

A week later, along with a colleague, we drove up to Rochester, about 70 miles, very excited indeed, to bring it home. Documents were exchanged and £2000 of hard earned money left my pocket, leaving a big hole in my savings. Had I done the right thing?

We cranked her up, after priming the pump, filled her up and set off back in two cars to Deal. The headlights were so bad, that one of us had to drive behind to show the way. We did not dare to go on fast roads as I don't think other road

users would have seen us! We stuck to every back road and by-way that we knew. The rear lights on the 'Y' were not working so it was rather a desperate journey to get it back and have a real in depth look at it. Water was running out from underneath, the engine oil on the dipstick could have been mistaken for black roof sealant, the ammeter was discharging at about 10 amps and I did wonder if we were going to make it at all. One good thing, the semaphore indicator signals did work.

Arrived home about midnight, rather relieved and exhilarated because no one had run into us and we had not run into oncoming traffic as a result of the diabolical amount of play in the steering.

All that was about two years ago. Since then I have been slowly working through it along with my mechanic friend whose Dad used to own one. The first job was king pins and bearings. This improved it quite a lot, but there was still that uncomfortable amount of play that was still causing white knuckle steering. Steering box nut! that seemed to do the trick, and EP 140 oil in the box. At the same time rewired the horn. The inside of the 'Klaxon' horn looked as though it had been smoked over a bonfire. Black sooty deposits everywhere. This was cleaned up, along with the contacts and diaphragm. Great cries of delight as we got our first squeak out of it. We tinkered with it for hours, even our cat was bored, and then with a final flourish of the spanner we tuned it from the front and you can now hear it from about 10 feet away! Pure success I would call it.

The floor dip switch was then taken apart and what an awkward job that was, prising up little notches on a circular plate so that it would turn on its base to make and break the contact to the headlights, but it now works!

There have been some terrifying electrical shorts with smoke coming through the floor, mainly caused by the contacts sticking together in the

dynamo and a bit of loom chafing where it crosses the chassis member. All I have tended to do at this stage is cut out the rotten section and renew it with modern wire and joining blocks. The radiator problem was solved by nothing more than a renewal of the drain tap.

The chassis is absolutely perfect. There is absolutely no rot at all. I have treated it with a mixture of old oil and grease (a burn your clothes job afterwards). Dave and I had great fun adjusting the brakes. Having adjusted each wheel perfectly, then having to 'balance' the brake rods. I think you would call it a lost art nowadays!

The first sort of test run of about 3 miles, some 18 months later, resulted in oil spurting through the bonnet louvres. Instant panic, but as it transpired the oil filler cap had somehow jammed itself onto the filler neck, stopping the engine from breathing, forcing oil under crank case pressure up through the dip stick and dripping off the 'giggle pin' under the sump! This was easily resolved by fitting an E93A filler cap which now looks like a factory chimney under the bonnet.

This led me on to examining the sump. On inspection, it was carrying a load of grey/black sludge about 1 1/2" deep, and the oil filter gauze was just a solid wall of emulsified oil. It was a good time to look at the shell bearings, and they seemed to be absolutely perfect. Then came the problem of how to obtain a sump gasket. This car has a timing chain, so it can't be the original engine and as a result of that the sump has an elongated bit at one end which defies all the suppliers. the short answer? Make one yourself. Having cleaned it all out, repainted it and filled it with new engine oil, the difference is quite amazing. It must have thought it was its birthday!

That about sums up how far I have got with it at the moment. The headlights really need re-silvering as they are a pale yellow colour at the moment. Strangely enough, it is painted brown, although originally it was blue. The bumpers need to be re-chromed, but the beauty of it is that you can take as long as you



"Alan Eyden looking pleased with the job so far."

want in doing it. The driver's seat is away being upholstered and I have yet to find out how the petrol gauge works. It is non-electrical and seems to look like an up-side-down barometer with a dried out green stain inside it. Still, on the plus side, it does have a sun roof, which I daren't open, and double wiper blades.

I hope this tale has not been too long winded and boring but I am really enjoying this renovation and am only too happy to join your club and contact some of the members for more information."



"Non-Ford 'pattern' luggage rack fitted to the rear of Alan's car."

MEMBERS' CARS

In this issue, we have two cars, but only one member. The member is Jack Clarke, who hails from Waltham Abbey in Essex. Jack joined the Y&C Register earlier this year with the intention of revisiting his youth by purchasing a standard Tudor Model 'Y'. Through the Register, he now possesses what is probably the most immaculate Model 'Y' in existence - and he is as happy as a pig in slurry. He writes:-

"With your help and introduction, I did purchase Ford Y model ENO 344. Beautiful car. I have now had the green coach line painted on (not stick-on tape) and the old car will now be loved and cherished as a dear member of our family for, I hope, the remainder of time.

I send you photos of my 1936 Y model HV 6311 which you now consider is resting in that big garage in the sky. I owned the car from 1956 to 1962, did about 10,000 miles in it as everyday transport, seaside most weekends. The car never let me down. When I think back on that old car I think of fun, laughter, youth, sunshine, a better world than it is today. I also send you a current photo of ENO 344 (on back cover of this issue) and photos



"A young Jack Clarke in 1957 with HV 6311."

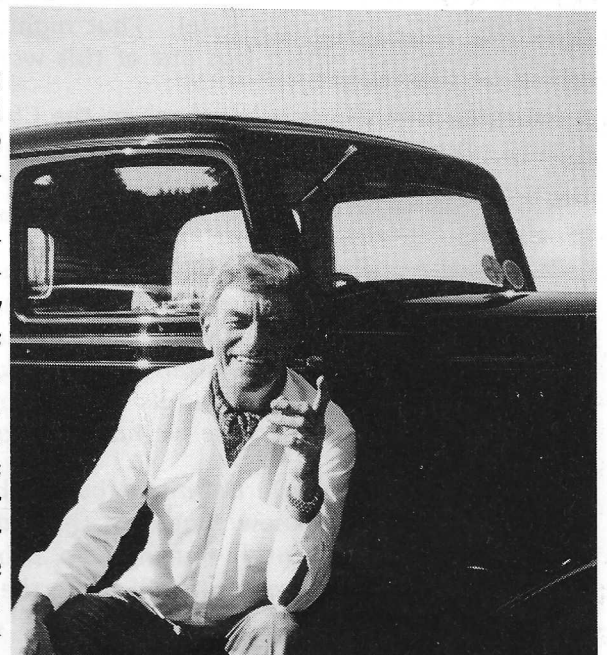
of me with HV 6311 taken forty one years ago and one of me with ENO 344. You may wish to inform the members that during the forty one years between the photos, I have lived a hectic life of wine, women and song. But I am getting old now, I'm slowing down a bit and am considering giving up the wine and song. Thank you for your kindness and help. Hope to see you soon."

Longer serving members will remember ENO 344 as the Tudor Model 'Y', which was totally, professionally restored by the Fullbridge Carriage Works and which was written up in Issues 104 and 105 of the magazine. It seems to have spent its life in Essex, where it was first registered in January 1937. For much of its life, it was owned by Herbert Jackson of Halstead. Member, David Ball, spotted it in 1990 after it had been residing in a barn for many years and reported that it had been moved to a garage in Braintree for restoration. Sleuth member, David Gustard and wife, driving their Model 'Y', tracked it down, via the garage in Braintree, to the Fullbridge Carriage Works in Malden, which is renowned for its restoration work on Jaguars, Aston Martins and MGs. The cost of the restoration, rumoured to be in the region of £30,000, was beyond the then owner, who 'did a bunk'. Fullbridge were left with this immaculate

Model 'Y', which went for auction. It was bought by Rodger Dudding of Lonsto (International), who added it to his collection of exotic cars. Unfortunately, Rodger's business has taken him overseas too much for him to enjoy his passion and he has sold off most of his collection. As luck would have it, the Model 'Y' was just what Jack Clarke was looking for. We wish him many years of happiness with it. My only query is; why did it take 41 years for Jack to come round to buying another Model 'Y'? I owned one, also from 1956 to 1962 (OW 4838), but it only took me 15 years to buy another one (CNN 125)!

For the more serious collectors of classic cars and motor bikes amongst you, Rodger Dudding tells me that he is also disposing of the following from his stable:- Two Clyno cars - two seaters plus Dickey; One Clyno, four seater, Laundelette - ground up restoration; Ford Anglia - one owner from new/cut back rear window; Fiat 500 in pristine condition; Three Douglas Dragonfly motorcycles; One Norton 500cc hybrid racing machine; One Triumph Bonneville - only travelled 850 miles, and one Triumph Speed Twin - ground up restoration. If anyone is interested, Rodger can be contacted through Lonsto (International) on 0181 882 8575.

Sam Roberts



"41 years later; Jack Clarke in 1998 with ENO 344."

ADVENTURES WITH A MODEL 'Y'

Earlier this year Jean and I ventured out of the country for the first time, with our Model 'Y', CG 2698; usually referred to in this publication as 'the oldest Model 'Y' on the road' (Y982). The Y&C Register's Flanders Battlefield Tour has been written up by others. Suffice it to say, we had a wonderful time thanks to Yvonne and Jim Miles. That was also Jean's first trip out of the country.

We were asked by a group of friends if we would like to join them on a trip to the Compiene region of France and we agreed. We left home (Cheshire) on the 25th September to meet up with the group in Canterbury the following day. After an overnight stop in Rugby, we met up with the rest of the group, which consisted of a 1928 Ford Model A, a 1930 Ford Model A, our 1932 Model 'Y', a 1934 Rolls Royce 20/25, a 1954 Riley RM and a 1994 BMW 318i (his vintage Talbot being off the road).

Sunday morning saw us in convoy to the Tunnel and on to our accommodation near Ribecourt. A champagne welcome, followed by a wonderful meal set the tone for the week. The ensuing days saw a visit to the Palace of Compiene, with its collection of carriages and veteran cars, including the "Jamais Content", a 19th Century land speed record holding electrically powered car. A visit to the clearing where the Armistice was signed nicely rounded off the earlier trip to Flanders. Pierefond, a lovely village in the forest, and a boat trip on the River Aisne made a very nice day.

For our trip to Paris, we chickened out and had a minibus driven by a local ex-policeman, who seemed to think that the hard shoulder on the Autoroute was a special lane reserved for his use whenever traffic slowed up in front of him!

Our final visit was to Chantilly, the home of French racing and whipped cream. A visit to the Museum of the Living Horse was most interesting, as was the 'scenic' route chosen by our leader for the journey back to the hotel. That night, we had a meal 'gastronomique', which was out of this world.

Saturday saw us travelling back to the Chunnel and on to Canterbury. We set off for home on Sunday and I think the car knew that, for it fairly flew. As a result, we arrived home at 6.00 p.m., a day earlier than we had originally intended.

In all, we travelled almost 1200 miles in ten days. With three people on board and all our luggage, we averaged 37.7 miles to the gallon. Problems were experienced with our starting as our generator decided not to charge after the first day. Swapping batteries with a 6 volt Model A helped us to keep on the road, with the occasional push. Otherwise we had no problems at all.

Would we do it again? Definitely, but with more cushions to go on the seats. Now you know that even the 'oldest Model 'Y' on the road' is capable of Continental touring. So, bring your car to the Annual Gathering next year. It will make the journey if you have the will!

Reg Hunt.

DVLA HISTORIC VEHICLE CLASSIFICATION (UK members only)

DVLA is in the process of re-categorising all vehicles manufactured before 1973 as 'Historic Vehicles' and marking the V5 Registration document accordingly.

Having spoken to DVLA representatives at the NEC Classic Motor Show, I can advise members to proceed as follows:-

- a) If your car is currently on the road, your V5 document will be amended from 'Tax Exempt' category to 'Historic Vehicle' at your next renewal.
- b) If your car is not on the road, but has a V5 registration document, you will have your V5 amended when you next apply for a licence to use the car on the road. Contact your local Vehicle Registration Office (VRO) at that time. You need do nothing now. You will not lose your registration mark.
- c) If your car does not have a V5 registration document and is ready for the road (or very nearly), then contact me regarding an application for the retention of the original registration mark (the V765 scheme).

If you have any queries relating to vehicle registration please contact me on 01832 734463 and I will do my best to advise you.

Bob Wilkinson

RALLYING IN NEW ZEALAND

David McKelvey, who now owns three Model 'Y's, sent the following write-up on the "Link" - All British Car Rally, which took place in the New Zealand spring, last October. David, you may remember, wrote to us about his first two Model 'Y's, "Bonnie" and "Clyde":-

"The rally was organised by Robert and Pat Alston, the British High Commissioner to New Zealand. It started in Auckland on the 19th of October and finished in on the 25th in Christchurch with a total of 451 cars being involved on six different stages. On Saturday, the 25th October 1997, the Link Car Rally left Blenheim for Christchurch, 360 kms away. 19 additional cars joined the nation-wide rally at that point, bringing the total of cars heading for Christchurch to 226, myself being one of them.

After doing the final checks on 'Bonnie', my 1937 Model 'Y' Tudor, I headed out to the Alan Scott Winery for our brunch, final preparations and the official ceremonies, headed by Dame Kath Tizzard handing over the mayoral baton to Blenheim's mayoress Liz Davidson. We were then flagged off by Blenheim's MP Doug Kidd.

Another car club I am involved with gave me a head start as they wanted to travel together, but they knew 'Bonnie' was slower than their cars. With about half an hour's head start, they caught up with me at Harpuka (half an hour before Kailoura). I let them pass me as Kaikoura was our lunch stop. After taking two hours to get there, I needed to stop for a break and to top up the petrol tank.

At 1 o'clock, I headed off with two other club cars. They stopped to refuel and joined up with two others,

while I went on the Point Farm run, which overlooked the heights of Kaikoura, before going on to Waipara. The timetable set by the organisers was very tight for me to keep to, so I had to keep on moving; I couldn't stay for official ceremonies.

By the time the others caught up with me, I was coming out of the Cireta Valley. By this time I was very pleased to see them. We stayed together to the Waipara Springs Winery, where we met the Christchurch Triumph Car Club for

the organisers, who included Dinah Sheridan ('Wendy' in the film "Genevieve")

After leaving Cathedral Square, the last event of the rally was the dinner and prizegiving at the Hotel Grand Chancellor, which was an eye-opening experience for a lot of us. I stayed in Christchurch for the next day's events as it was Christchurch's 10th anniversary (400 cars) All British Day. The day went very well; meeting other people, including other Ford 8 & 10 h.p. car club members.



"Bonnie (PN 8235) at the 1997 Blenheim's All Makes Car Show
- Note the FSOC board on left."

afternoon tea, before heading for Christchurch. After just over two hours from Kaikoura, Waipara was a well needed break where we could stop and talk to other car club members who had passed us along the way.

The convoy left for Cathedral Square with Kirsteen Britten driving her 1935 Triumph Gloria as the head car. I finally arrived in Christchurch very tired. I parked 'Bonnie' by the cathedral steps as, by the time I arrived, most of the cars were parked ready for the ceremony to begin; the exchange of baton between the Deputy Mayor, Morgan Fayhey and

On Monday, 27th, I left to go back to Blenheim but got as far as the Cireta Valley when 'Bonnie' broke down. We towed her to Cheviot, but couldn't find anyone who could weld one of the lugs back on to the base of the clutch pedal. It broke off due to age and wear and meant that I had no linkage to the clutch.

After that misfortune, 'Bonnie' was trailered back to Blenheim, since when the problem has been fixed, although it did mean a complete rebuild of the clutch assembly which, it was discovered, had collapsed.

Before starting the weekend's events, I knew that it was going to be a challenge for me and for 'Bonnie', but I was looking forward to it, just knowing that 'Bonnie' can make it to Christchurch means that she can go anywhere. It was a very hard weekend for me, and 'Bonnie' coming out of it with minor damage is not too bad for a sixty years old car.

NEW MEMBERS

Since our last issue, we have enrolled the following new members:-

- B1024 MICK BYRNE
87 Manor Square, Dagenham, Essex,
RM8 3RU
- C0217 ADRIAN CHAPMAN
9 Maple Close, Littlestoke, Bristol
BS34 6HQ
- C0718 STEPHEN CLEE
Three Gables, Hop Pole Lane,
Bewdley, Warwickshire DY12 2QH
- E0502 ALAN EYDEN
7 Sholden Bank, Mongehan Road,
Deal, Kent CT14 9PF
- F0909 EAMONN FOLEY
54 Hill Rise, Potters Bar,
Hertfordshire EN6 2RR
- G1910 HERBERT GOWING
Clonroske, Mountrath Road,
Portlaoise, Eire
- S0712 JOHN SMITH
The Bothy, Foxley, Mansel Lacy
Hereford HR4 7HL
- W1706 TOM WILSON
77 Elwick Court, Osborne Road,
Hartlepool, Teeside TS26 9LH

As always, I ask existing members to contact new club members in their area.

Bob Wilkinson
Secretary

YOUR CAR IN FILMS OR TV?

If you are interested in earning £100 per day with your classic car in film or TV work, you may wish to contact:-

Shooting Stars Action Hire
Elstree Studios, Shenley Road
Borehamwood, Hertfordshire WD6 1JG

NOTES ON NEW MEMBERS

Our new members in this issue bring six 'new' cars to the register. It makes one wonder how many more there are out there!

Tom Wilson, in Hartlepool, owns a 1935 'Y' model, ATC 542, but as yet has not sent in full details of his car.

John Smith, from Hereford, joined us with a post-war 'special' based on a 1935 Model 'Y'. (We do offer membership to owners of this kind of 'special', but do not encourage the modern 'customiser'.) John's priority of late has been an 'old' Jaguar and has just got round to giving some attention to restoration work on the Ford 'Y' Special.

Mick Byrne is our only Model 'C' new member in this edition. He recently rescued a running, but partly customised 1936 2-door 'CX' model with the intention of returning the car to original. This will include changing the bright yellow paintwork and replacing a later 1600 ccs engine with an original 10 h.p. unit, and restoring the interior, etc. A fair amount of work there Mick!

Herbert Gowing, in Portlaoise, is refurbishing a 1934 4-door Model 'Y' - no other details of history, etc. are known.

Alan Eyden, in Kent, is enthusiastic about his 1935 Model 'Y' with an original 63k miles on the clock. He has written at great length and his letter and photo appears elsewhere in this issue.

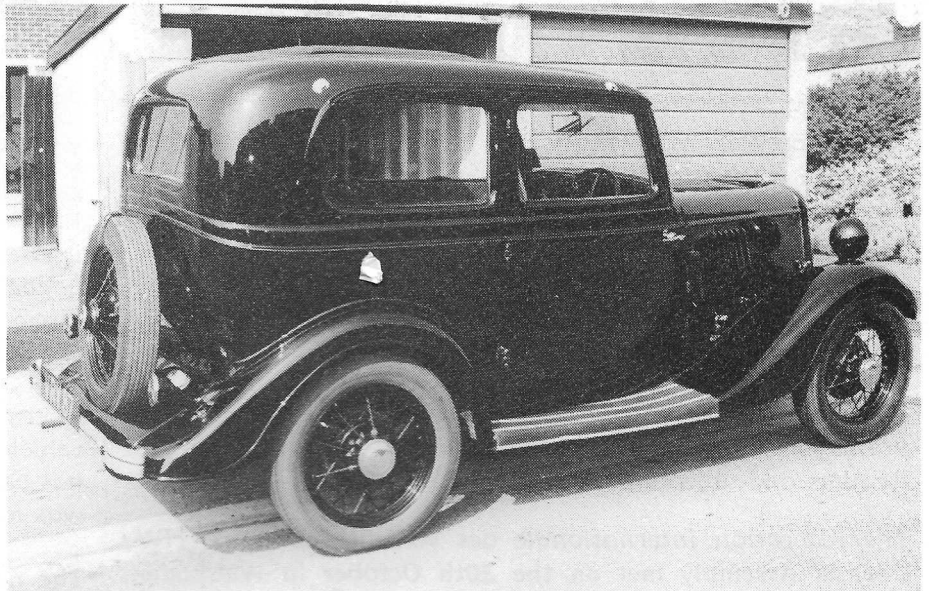
Stephen Clee wrote in asking for advice on selling his 1936 Model 'Y', which he has owned for a short while. However, he has decided to join us and defer the sale until next year - he may, by then, become such an enthusiast that he decides to keep it!

Adrian Chapman bought his sliding roof Model 'Y' from Barry Carter (see dealer listing in last mag). The car is nicely restored leaving Adrian with a few details to sort out whilst enjoying using the car. Renewing the sliding roof (with club help) was one of his priorities along with keeping an eye on the cylinder head gasket.

Eamonn Foley saw HV 7906, the green and black 1937 'Y' Model at the Enfield Pageant in May. A deal was struck with Des Stephens and Eamonn became the proud new owner; no doubt having much pleasure from ownership.

Welcome to you all - please keep us informed of restoration progress and of those enjoyable journeys, since reading of these encourages everyone else.

Bob Wilkinson
Secretary



"Adrian Chapman's Model 'Y' clearly showing the sliding roof drain outlets."

MODEL 'Y' TRIALS CAR

Peter Brooke obtained the following photograph from Ken Green of The Motor Cycling club Ltd., 'Britain's oldest sporting motor club for motorcycles and cars'. The car, CHY 375, has been specially adapted for classic trials and is owned and trialled by Ian Moss of Stroud. The car has a 10 h.p. engine with twin SU carburettors and runs in class 2-for pre-1940 vehicles against MGs, Rileys etc.

If any member knows the address of Ian, perhaps we can persuade him to give us the benefit of his experiences in the rally world.

"Ian competing in the Edinburgh trial in his adapted Model 'Y'"



FIVA UPDATE

As an observer, representing the Ford Y&C Model Register, I attended what turned out to be the inaugural meeting of the Association of British Motor Clubs (ABMC) at Brooklands on the 11th October 1998. Philip Young, the self appointed Chairman, explained the reasoning behind the formation of a second UK association of motor clubs, criticising the recent actions of the committee of the Federation of British Historic Vehicle Clubs (FBHVC); its withdrawal from FIVA and its non-accountability to its member clubs. The few declared members of the ABMC present voted for the inauguration of the ABMC and approved its aims and objectives.

The Federation Internationale des Vehicules Anciens (FIVA) General Assembly met on the 20th October in Wiesbaden, Germany and considered applications from ABMC to join and for FBHVC to rejoin. I am delighted to hear that FBHVC, with its new committee, was welcomed back into the fold and was declared the Authorised National Federation for the UK for a period of one year. The temporary one year limit was placed on the appointment to ensure that the FBHVC continues in its recently reconstituted form. Additionally, Geoff Smith, the Chairman of FBHVC, has been appointed to the FIVA European Affairs Committee, Mike Holt-Chasteaneuf, the Secretary of FBHVC has been appointed to the Technical Committee and the FBHVC has been asked to appoint a representative for the Events Committee. The ABMC, on the other hand, was provisionally accepted as a member of FIVA for a period of six months only, during which time it must declare to FIVA its budget and how it is to be funded. FIVA was not happy that it was to be funded by 'the trade'. For our members 'Down-under', you will be pleased to hear that Australia and India were also accepted into FIVA.

Speaking to Mike Holt-Chasteaneuf, the Secretary of FBHVC, they are delighted with the outcome and feel that they are now back on the rails and where they were a year ago, but with a brighter future. The 'annus horribilis' is over!

The AGM of the FBHVC is being held on the 8th November in Towcester. I am hoping to escape from the Register stand at the NEC to be there and will report on the meeting in the next issue.

In the meantime, FIVA, FBHVC and the International Historic Vehicle Organisation are monitoring and lobbying the EC and the UK government over the EC proposals for End of Life Vehicles (ELV). Under the proposed legislation, only commercial dismantlers would be allowed to de-register vehicles and break them up for their parts or for scrap. This would kill the autojumble trade and prevent owners from keeping old vehicles for spares. Selling second hand parts would also be banned. Although dispensation is being sought for historic vehicles, it does not bode well for the classics of the future on our roads today.

Sam Roberts

STOLEN CAR!!

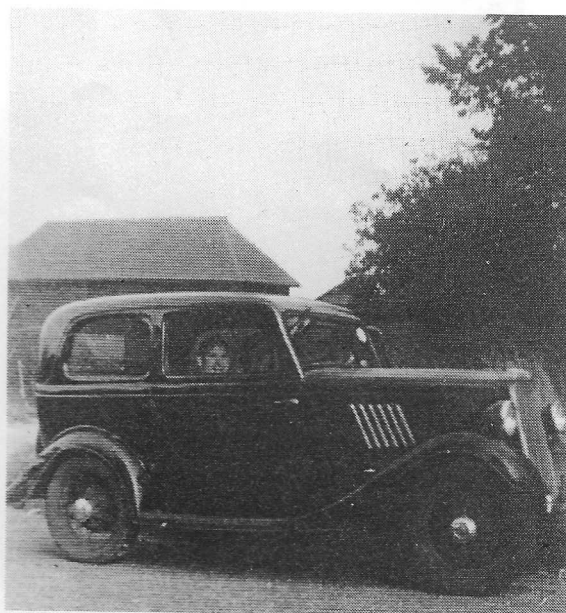
Have you seen this car? It belonged to a widow in Gravesend in Kent, who has died intestate. Her nephew is trying to sort out her estate and has discovered that her house has been burgled no less than three times. A recovery vehicle was also seen driving up to the garage and taking away this Model 'Y'. There are no documents referring to the vehicle in the house, so presumably the log book has been stolen also. This photograph is all that was left, and that was in her handbag.

The nephew is trying to trace the car and approached Ron Staughton at the Ford Heritage Centre, who said that we might be able to help.

The car is a standard 1936/37 Tudor black Model 'Y'. Under the magnifying glass, it would seem to have had a crunch on the rear off-side wing. Although the wing may have been replaced before the car was put in the garage on the death of her husband, the indentation in the raised part of the bodywork above the centre of the rear wing would be more difficult to repair. The front number plate looks as though it is not a standard number plate, as it does not extend to the outside edge of the bumper. There is also a large white cross across the tread of the rear off-side tyre, which would take a few hundred miles to wear off.

These are not very good clues to work on, but if you have recently bought this car, or know of its whereabouts, please let me know a.s.p.

Sam Roberts



"Have you seen this car, stolen from the Gravesend area."

'O' GAUGE MODEL 'Y' A must for Christmas

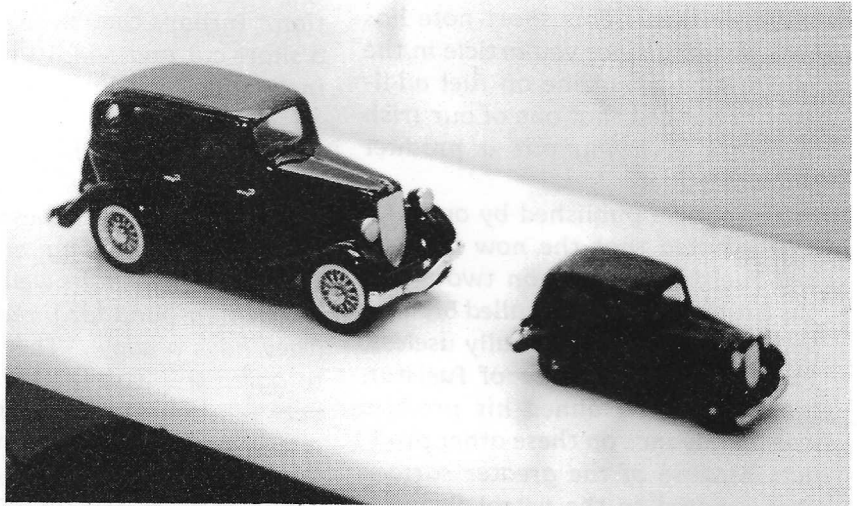
Milestone Miniatures, the Truro based company, are in the process, as I go to print, of producing an 'O' gauge (1/43rd scale) version of a four door Model 'Y'.

Today, I received their second prototype for my final comments. They sent me their first prototype a month or so ago, on which I sent back four pages of observations! They have incorporated all of these and the end result is an excellent, beautifully made, die cast (or spin cast, to be exact), superbly painted, metal model.

I have reached an agreement with the company that members of the Y&C Register may purchase the models at trade price, plus VAT. So, rather than paying the retail price of £61.69, you can obtain them, through the Register, for only £45. These make an ideal Christmas or birthday gift. For the time being, please send your orders to me, Sam Roberts, with cheque payable to 'Ford Y&C Model Register'. I will ensure that your model is sent to you quickly, in time for you to wrap it up to go on the Christmas tree!

If there is sufficient demand, Milestone Miniatures are prepared, much against their normal practice, to provide members with the model in kit form at £20 plus VAT. If you would rather make the model up yourself and paint it, please let me know.

Sam Roberts



"The 'O' gauge model of the Ford Model 'Y' alongside the 'OO' gauge model."

RUST REMOVAL - AN AUSTRALIAN METHOD

MOLASSES BATH - For Removing Rust From Steel - Cast Iron

1. Use any metal or plastic container, e.g. Plastic Garbage bin, 44 gal. drum etc. the bigger the container, the larger the parts which can be accommodated. Caution: do not use containers with alloy drain plugs or fittings. Caution: Large containers should be strong enough to hold the side pressure of both the mixture and the weight of any immersed parts.
2. Mix a solution of Molasses and water, and stir thoroughly. e.g. 1 litre molasses to 2 or 3 gals. of water. solution may be strengthened at any time, but remember to stir thoroughly.
3. Immerse parts and leave for a few days or until rust-free. Occasional removal and scrub down with stiff brush or steel wool will give remarkable results.
4. When free of rust, hose down, dry off, apply phosphoric acid, etch prime, prime or paint. Parts will begin to rust immediately if not primed. Note: Phosphoric acid is available as a commercial rust remover and metal conditioner under following labels:- Dulux Dioxodine - Spartan Deran A - Repco Woodhill rust desolver, etc. (available at automotive paint suppliers) - [A UK equivalent is Jenolite]
5. Molasses is available very cheaply at supermarkets, health food stores, horsefeed suppliers, pet shops etc., in 900 gm. jars and 4 gal. tins. It is packed by Gordon Brandon P/L., Mackenzie Rd. Footscray. 68 1788; who will sell 20 litres drum for approx. \$7 or a damaged drum for approx. half price.

Caution: Prolonged immersion of alum/die cast/ alloy parts will cause crumbling and disintegration.

FUEL ADDITIVES

The Additive War is hotting up! New Zealand has failed to find a suitable additive for unleaded fuel and Chris Newman, our man in Western Australia, writes:- "This short note has been pending since your article in the July/August magazine on fuel additives. I noticed that one of our Irish members is trying out a product called Broquet.

In the article published by our RAC it was noted that the now discredited Fuelstar is based on two previous tin-based products called Broquet and Carbonflo, both equally useless. The Managing Director of Fuelstar, Ian Cornelius, claimed his product was an advance on these other products because of the greater surface area exposed to the petrol flow. The RAC finding was that Fuelstar petrol catalyst had no significant measurable effect on valve seat recession or knock limited performance

of the engine. It will not allow English Fords to run on unleaded petrol without some effect on the engine.

The Australian Standard, introduced in 1966, was devised to test this and similar devices that purport to allow an engine to run safely on unleaded fuel without any engine modification. Perhaps the FBHVC could take a short cut and adopt this standard instead of reinventing it."

I can report that the FBHVC's Fuels Sub-Committee has agreed a test specification for additives with MIRA, pending the writing of a British standard, which falls well within the Australian Standard requirements (they have a copy). They are about to agree the wording of a contract between the Fuels Sub-Committee and additive suppliers. At the time of writing, they have asked 27 suppliers to take part in the tests, of which eight have replied.

Sam Roberts

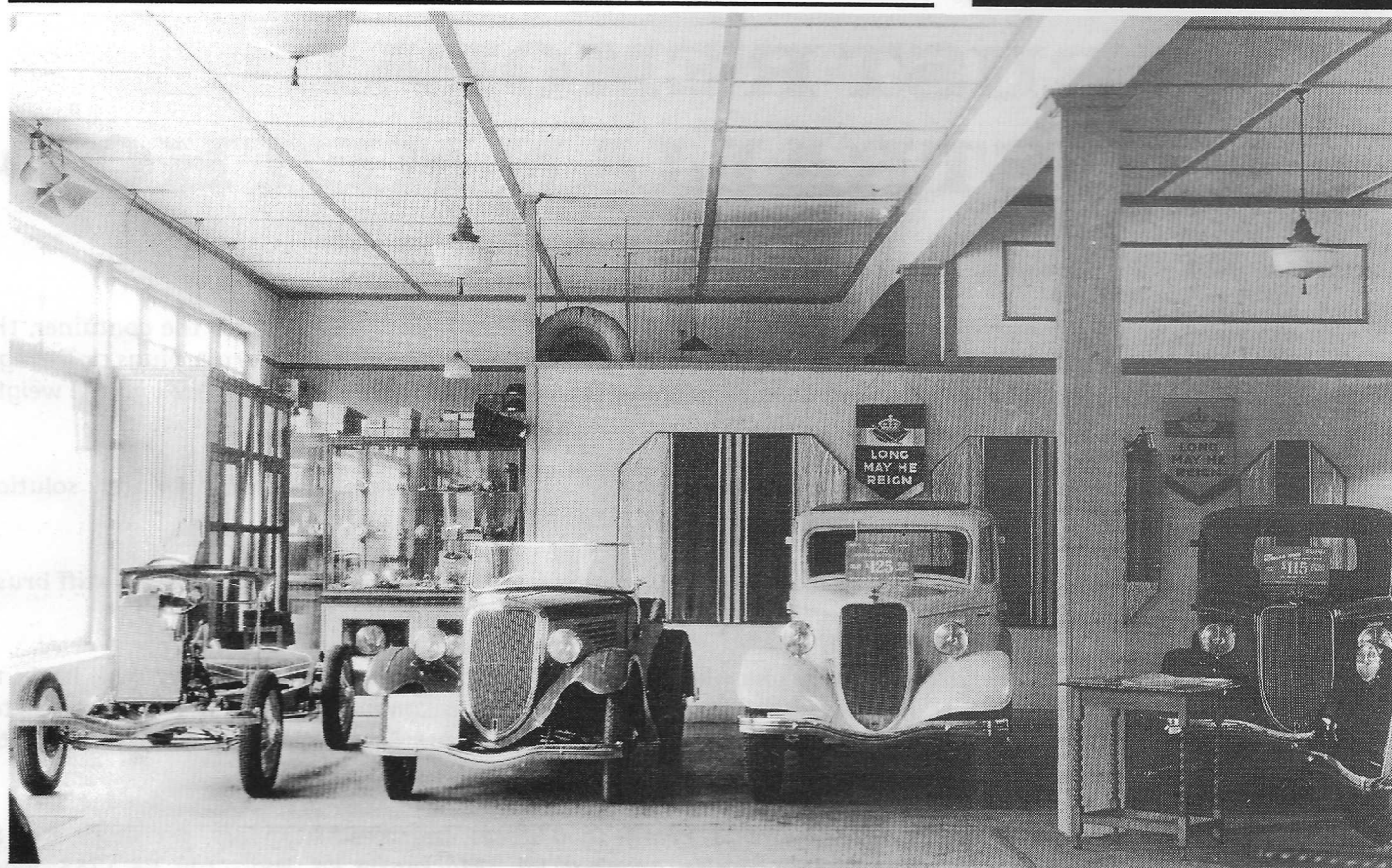
A WARNING!

An experienced member wrote in recently with a frightening tale to act as a warning to others attending to the electrical equipment on 'our' cars.

In attempting to rectify a small problem with the combined ignition/lighting switch, he re-assembled the switch incorrectly. Some of the inner contacts 'shorted out' bringing forth pungent smoke from beneath the dashboard. A fire was obviated by the quick disconnection of the battery.

The lesson is obvious, but has anyone devised a system of incorporating fuses to safeguard the wiring on 'our' cars? If so, please write in with details.

Bob Wilkinson



We are grateful to member, John Coleman, for providing this photograph of a fascinating display in the showroom of Gates of Woodford, in Essex, taken in 1935. Arranged from left to right are: - a Model 'Y' cut-away display chassis, built by the apprentices in the Ford Trade School at Dagenham; a Milford special bodied Model 'Y' tourer; a totally white Model 'Y' Fordor saloon, which was probably the Gates' car on the parade at the Blackpool Dealers' Convention in September 1934, and a standard black Tudor saloon.

SPARES REPORT

Very little to report on this occasion. However this letter sees the introduction of our Drag Link. At present this is only offered on the 'Y', as the bar was judged to be too short for use on the 'C'. Longer bars have been ordered to suit the 'C' range. Remember to state Left or Right hand drive when ordering. I have been obliged to remove Head Light Bulbs from the spares list, as my stocks are now exhausted. Peter Ketchell thinks he knows of a stock which he is checking out. These are one of many items that in the fullness of time we will need to join with other clubs to arrange their remanufacture.

We have however held our initial Spares Committee meeting. My thinking behind calling this meeting is with a view to setting up a Committee to consider our future. Since forming the Register I've more-or-less carried the spares operation on my own. The Register is now nearly twenty years old, so the fact of the matter is that I don't intend be doing so for the next twenty years! Add to this the ever increasing need for a full and successful Spare Service to back these vehicles, we have to change and expand our method of operation. As I visualise the future, a central controller will receive all orders, much the same as now. He/she will carry out the paper work and transmit, probably in the fullness of time, by 'e mail', the specialist orders to each person responsible dealing with that particular aspect of the vehicle, i.e., the engine / transmission, the electrical, the suspension etc. Having specialist members to deal with areas of the car will increase his/her specialist knowledge of the subject. At the same time as we expand, storage will be an increasing problem, so by spreading the activity, we spread this problem.

That then is how I see the future, and I would welcome your comments. More people are welcome to join the spares group, with a bias to the younger members. We would like to consider the production of a Workshop Manual, which in itself will require a team of its own.

The next meeting to be held in January, so let's hear from you.

Graham Miles

OBITUARY

Jack Barnes

It is with deep regret that I learn that Jack Barnes passed away in September as a result of cancer. Jack has been a long-time member of the Y&C Register, joining us in the early 1980s, when he took on the restoration of an extremely tired Jensen bodied Mistral. For a number of years, his sons had played in the wreck on a local dump in Sutton, Surrey. The car was slowly being covered by continuous deposits of garden rubbish. Eventually Jack, who was an airport electrician at the time, was persuaded by his sons to extract it. Evelyn, his wife, on seeing the wreck arrive at their home trailing creeper, slammed the door in disgust, declaring: "You've bitten off more than you can chew this time - you won't be able to mend that one!"

It is to Jack's credit that he gritted his teeth and gave us the enjoyment of seeing this rare car back on the road. The story of Jack's total restoration was written up for posterity in the 'Thoroughbred & Classic Cars' magazine in March 1981.

On retirement, Jack and Evelyn moved to Boscombe, on the south coast, where they both have enjoyed outings in the car. They became a familiar sight at the local shows. Jack was always willing to give of his advice and helped Bob Wilkinson with the restoration of his Mistral. This summer, Doug Hickson visited them in Boscombe to get some tips on the final stages of the restoration of his Mistral.

On behalf of the members, I have sent our condolences to Evelyn; and also to John, his son, who has inherited the car from his father and has joined the Register. Jack will be sadly missed.

Sam Roberts

SHOW OFF YOUR CAR

Replies

Following my comments in the last issue urging members to contact local Ford agents with the aim of publicising 'our' cars, several members have responded.

John Jennings of South Milford, Leeds, says:- "My 'Y' model was on loan to Castleford Motors (main Ford agents) last year for two weeks. It was their company's 60th anniversary and was timed to coincide with the launch of the new Puma model. The salesman told me that more people took notice of my Tudor than of the new car! I did get a chance to drive the new car incidentally and was quite impressed."

Thanks for that John. Other members echoed those feelings from their own experiences.

Keeping the heritage factor to the forefront through this kind of exposure will do no harm to our interests at a time when vehicle legislation is of concern.

Bob Wilkinson

Through Dealers

1936 Tudor Model 'Y', Black (Y131576)
DNO 318, roadworthy, but requires resto-
ration, £2400

1937 Tudor Model 'Y', Green & Black
(Y171570), CBJ 576, excellent condition.
£5500.

Malcolm C. Elder & Son.

Tel: 01869 340999 (Oxfordshire)

1936 Tudor Model 'Y', Black (Y126536) KG 7821, road-
worthy but requires restoration, £2500. Also Model 'C'
chassis - reasonably sound, £100.

Ray Passey, Tel: 01491 836042 (Oxfordshire)

Private sale

1937 Tudor Model 'Y', Black
(Y181356) BBM 760, partly restored
plus spares. Offers invited.

Ken Perrio.

Tel: 01705 799320 (Hampshire)

1933 Tudor Model 'Y', Green/Black,
(Y40858) Long-rad, sliding roof
model. VE 9388, restored but needs
finishing. MOT'd. £2950.

Ian Newton.

Tel: 01488 608304 (Berkshire)

1933 Tudor Model 'Y', Blue, (Y28038)
Short-rad, JV 1995, bodywork ex-
cellent, mechanically good, new
loom partially fitted. Trim and roof
cover missing. No battery. MOT
and taxed. £3800.

Tony Dodsworth

Tel: 01964 622615 (Hull)

PARTS FOR SALE

2 x 8 h.p. Ford engines, distributors,
fuel pumps, fly wheels, coils, clutch
plate assemblies, starter motors,
dynamos and much more besides.

Robin Smith:

Tel: 01507 327708 (Lincolnshire)

Y&C Parts. Engines 8 & 10 h.p., Y
axles & wheels, Short-rad n/s front
wing, dashboard, radiator grille and
lots more. Ring with your wants.

Bob Wilkinson:

Tel: 01832 734463 (Northants)

10h.p. engine (runs). Shortrad grille
w. chrome, front & rear bumpers,
petrol tank, o/s & n/s inner wings,
front valance. Luggage rack, radia-



tors, gearboxes, front & rear axles, wheels,
dynamos & starters, shock
absorbers, engine blocks, cylinder heads,
manifolds, headlights etc. Offers accepted.

Tony Dodsworth

Tel: 01964 622615 (Hull)

DEADLINE FOR COPY FOR NEXT ISSUE

SATURDAY, 2nd JANUARY 1999

Please send contributions to Sam Roberts,
Chairman, until new Editor is in post.

NECPWA REVIEW

THE MONTHLY GAZETTE OF
THE NORTH EAST CLUB FOR PRE WAR AUSTINS.



IS THIS NEWCASTLE'S ANSWER TO ARTHUR DALEY?

'1957 IN WATER STREET' by Tyneside photographer JIMMY FORSYTH,
from his book 'Scotswood Road' (Bloxdale Books, £6.95.)

Photo sent in by Barry Diggle

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. U.K. 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 S.A.E. in order that invoice and notice of dispatch may be notified.) Sheet metalwork supplied direct by K.A. Developments - see inside back cover. If a required item is not listed, please submit S.A.E. with request.

MECHANICAL-SUSPENSION, BRAKES & STEERING

Clevis pins (20 thou oversize) with split pins: - S.R./C.	£5-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£6-70 set
Front or Rear shackles (pattern part) State front or rear	£5-80 each
Bushes for shackles, State front or rear	£1-70 each
Rear hub seals (large - outer) Y1175	£2-70 each
Y&C king pins	P.O.A.
Relined Front brake drums- exchange in clean condition	£34.30 each
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 or female design	£24-50 pair
Drag Links 'Y'. State L/R hand drive	£32.00 each
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 and 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 Y double roller -set of 6	£11-50 set
Shock Absorber Kit S.R. & L.R. front	£117.00 pair

MECHANICAL - ENGINE & TRANSMISSION

Early L.R. Rear (under manufacture) Late L.R. Rear	£95.00
Fan Belts - 3" & 4" dynamo pulley - state which	£7-50 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 each
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 - <u>exchange</u>	£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 each
Door stop buffers - 'Y'	£2-30 each
C Front Axle beam stop rubber (Metal on request)	£7-75 each
Bushes for shock absorber linkages	NO STOCK
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	£29-50 each
Battery fixing bolts - pair	£2-30
Braided Battery Lead - Earth - Bulkhead	£4.25 each
pair Battery lug bolts	£0-50 pair
Headlamp bulbs (wattage not stated)	NO STOCK
Bulbs various (if rear lamp, state straight or offset pin)	£1-40 each
Late type distributor points (not early type)	£3-25 each
Late type rotor arms	£2-75 each
Early distributor caps	£3-75 each
Early type rotor arms (with spring contact)	£4-25 each
Dynamo cut out controls (no mounting bracket)	£9-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£13-00 set
Y front side lamp acrylic lenses	£3-50 each
Y front side lamp acrylic covers (black)	£3-50 each

FITTINGS - BODY

LR Model Front bumpers chromed	£123.00 each
LR Model Rear bumpers chromed	£105.00 each
LR Model Rear bumpers chromed (2nd grade) (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 £160 pair
SR. Front valance below grill (external part only - fibre glass)	£21-00 each
Floor board screws Set of 40	£10-00 set
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 1.6mm	£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)

PARTS ORDER FORM - ISSUE 115

To be returned to
 KEVIN BRIGGINSHAW: 8 LANCOT AVENUE, DUNSTABLE, BEDFORDSHIRE LU6 2AW

MEMBER'S NAME:- _____ NUMBER:- _____

MODEL/YEAR:- _____

TEL NO: DAY :- _____ DATE:- _____

EVENING:- _____

PARTS WANTED FROM FORD Y & C SPARES

USED OR NON LISTED ITEMS
 PRICE ON APPLICATION

PRICE
 NEW ITEMS

TOTAL
 OVERHEAD CHARGE £ 3-00

 TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____

TOWN _____

COUNTY _____

POST CODE _____

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

NOTICES

Club year runs from 1st June to 31st May. Subscriptions:- UK and Eire £20, overseas £25, OAPs and unemployed £15. Cheques payable to Ford Y & C Model register to be sent to Membership Secretary who requires notification of change of address or cars. Back issues of the Newsletter, if available can be obtained for a small charge from the Editor.

USEFUL CONTACTS

BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers,

Ffrwdgrech Industrial Estate, Brecon. Powys LD3 8LA

Tel 01874-624433

BODY RESTORATION, PANEL REPAIR AND MFR. K.A. Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX

Tel 01373-827746 or 01225-766669 (eve)

Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 OPY

Tel Works 01734-731631 Home 01276-32079

BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebores Services,

54-56 Elswick.. Newcastle-upon-Tyne Tel 0191-2734326

CARPETS, UPHOLSTERY

Family Repair Service, Beales Close, Andover Hants SP10 1HT

Tel 01264-323144

CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

Dave Tebb,

Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet. Leeds LS25 6HQ

Tel 01937-557410

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