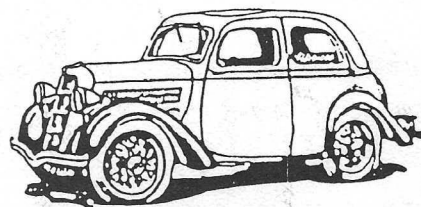
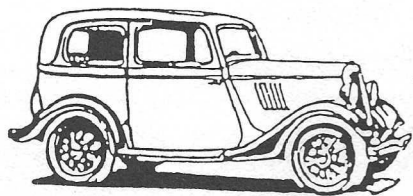


Ford

# Bulletin

'Popular' and 'De Luxe' Models

## TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 120 SEPT/OCT 1999

REGISTER CHAIRMAN AND EDITOR:  
SAM ROBERTS • 16 CROYE CLOSE • ANDOVER • HAMPSHIRE • SP10 3AF

# REGISTER OFFICERS

<b>CHAIRMAN, EDITOR &amp; REGISTRAR</b>	SAM ROBERTS	16 Croye Close, Andover, Hants. SP10 3AF. Tel: 01264 365662 Fax: 01264 356045 'e-mail: <sam@samroberts.demon.co.uk>'
<b>VICE CHAIR</b>	JEAN HUNT	Poolside Cottage, Longhill Lane, Hankelow, Nantwich, Cheshire CW3 0JE
<b>SPARES SECRETARY</b>	GRAHAM MILES	4 York Close, Kings Langley, Herts. WD4 9HX
<b>SPARES ORDER TO:</b>	KEVIN BRIGGINSHAW	8 Lancot Avenue, Dunstable, Bedfordshire LU6 2AW. Tel: 01582 601692 (8-9pm only) 'e-mail: <KevBrig@8lancot.freereserve.co.uk>'
<b>COMMITTEE MEMBER</b>	GEOFF DEE	27 Taylor Avenue, Lillington, Leamington Spa, Warwicks. CV32 7SA.
	TIM BRANDON	5 The Street, Stonham Aspal, Stowmarket, Suffolk IP14 6AG
<b>SECRETARY &amp; TREASURER</b>	BOB WILKINSON	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463
<b>TREASURER TO SPARES SECRETARY</b>	REG HUNT	Poolside Cottage, Longhill Lane, Hankelow, Nantwich, Cheshire CW3 0JE
<b>TECHNICAL ADVISER</b>	DAVE NEWMAN	1 The Mount, Main Road, Ansty, Nr. Coventry, Warwickshire CV7 9HZ
<b>REGALIA OFFICER</b>	GEOFF MURRELL	76 Heydon Road, Great Chishill, Royston, Herts, SG8 8SR. Tel: 01763 838909 (7pm-9pm only)

The Ford Y&C Model Register web site is at: <http://members.pipemedia.net/ford-model-register/index.htm>

## REGIONAL CO-ORDINATORS

<b>01. Devon/Cornwall</b> <i>David Ramon</i> 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel 01392 79614	<b>02. Somerset/Avon/Wilts.</b> <i>Nick Glenister</i> West End Garage West Street Stoke-sub-Hamdon Somerset TA14 6QL Tel 01935 822566 (Day)	<b>03. Dorset/Hants/IoW/Channel Isles</b>  VACANT	<b>04. Surrey/West Sussex</b> <i>Julian Janicki</i> "Riverside" Blackbridge Lane Horsham, W. Sussex RH12 1RR Tel 01403-251184
<b>05. East Sussex/Kent</b> <i>Owen Baldock</i> "Luccombe" 26 Great Elms Hadlow, Tonbridge Kent TN11 0HT Tel 01732 852491	<b>06. South Wales</b> <i>Mike Samuel</i> "The Willows" Viaduct Road Garndiffaith, Pontypool Gwent Tel 01495-773053	<b>07. Hereford/Worcs/Gloucs/</b> Warwick <i>Dave Curtis</i> 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel 01432-356302	<b>08. Oxon/Bucks/Berks</b> <i>Rod Evans</i> 1 Fox Covert Close Sunninghill. Ascot Berks. SL5 9PA Tel 01344-21800
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<b>17 IoM/Cumbria/Durham/T&amp;Wear</b> <b>N'umberland/Cleveland</b> <i>Ian Wright</i> 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel 0191-252-0920	<b>18. Scotland</b> <i>Drew Barr</i> 30 Weavers Crescent Kirkaldy Fife KY2 5LN Scotland Tel 01592 269266	<b>19. Ireland</b>  VACANT	<b>20. London / Middlesex</b> <i>Jim Miles</i> 27 Abbey Road Bexley Heath Kent DA7 48D Tel: 0181 298 0726 (afternoons only)

**Mainland Europe:** The Liaison Officer for members in Mainland Europe is: *Paul Tritton*, Haslers Farm, Little Waltham, Chelmsford, Essex. Tel: +44 1245 360138

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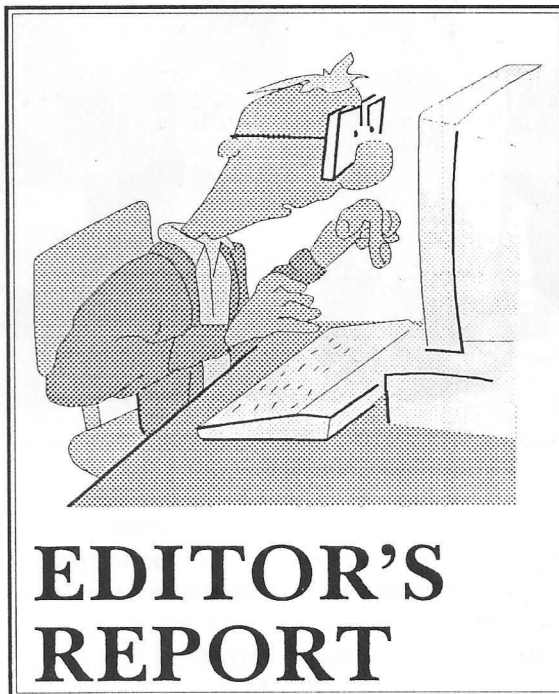
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Hopefully, you will find this another fun-packed issue with sufficient variety to suit all tastes. I found the two technical articles on the gearbox and the electrics particularly interesting. I sheepishly admit to having never stripped a gearbox, but feel I could tackle it without fear and trepidation, thanks to Dave Newman's article.

I have broken with tradition by not putting the 'Members' Car' on the back cover, thanks

to the excellent photograph I received from John Coleman. I also apologise for repeating some of the story of Bill Baxman's restoration, which appeared in Issue 116, but it was so informative



that I thought it worth a more thorough airing - especially as it was submitted to me on CD ROM, with accompanying video of the car being driven round the block!

Thanks to Ivor Bryant, we have an insight to 'Trialing' Model 'Y's. I hope Ian Stroud does take up membership so that we can learn more about this aspect of our hobby.

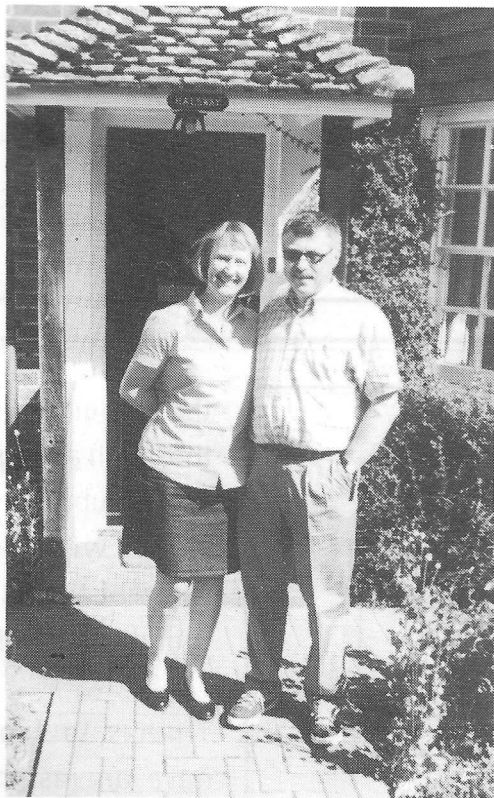
I have had many letters and photographs submitted which, as you can see, makes for an interesting read. Each one tells a story. Please keep them coming.

Sam Roberts

Its been an eventful two months! What with Bob Wilkie away, swanning round Australia, and Graham Miles sampling the delights of Italy and China, I thought it would be quiet. I've had the pleasure of two visits from overseas members; firstly Alf and Margareta Jonasson from Sweden. Alf maintains a register of known surviving Model 'Y's in Sweden and was able to add a few more to our register. He was also able to help with the translation of some Swedish articles I have gathered for the European chapter in my book on the Model 'Y'. The other visitor was Mark Turner, who stopped off for the night on his return to Detroit from Japan on a Ford business trip. Mark had e-mailed ahead and asked me to get him some of the liquid for the hydrostatic petrol gauge on his Model 'Y' Kerry. Fortunately, Graham Miles had written an article in the last issue (119) saying that it could be

obtained from Saturn Industries. So I obtained a phial of it (£5.50 incl. postage) and was able to give it to him - another satisfied customer!

We were also able to satisfy a lady in Marlow, Buckinghamshire, whose parents celebrated their ruby wedding anniversary on the late August Bank Holiday Sunday. They apparently did their courting in a Model 'CX' tourer and she

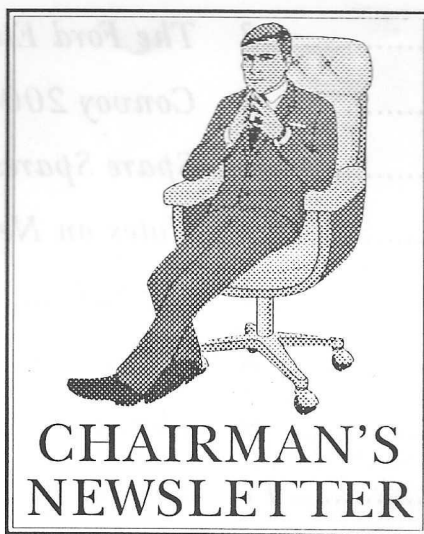


*Alf and Margareta Jonasson pay a visit.*

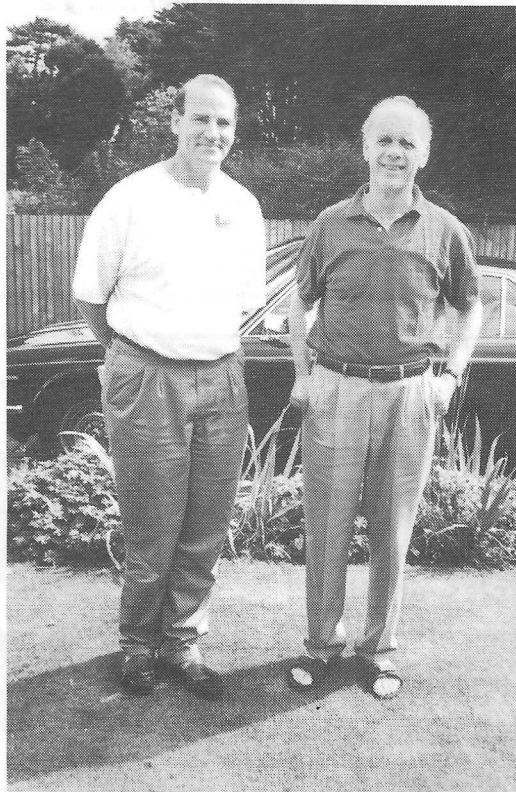
thought it would be a pleasant surprise for a Model 'CX' tourer to be with them on the day. Fortunately, Andy Aldridge lived nearby the celebrations in Christchurch, Hampshire and was only too pleased to help out. It also forced him to get the car back on the road and through the MoT, which was no problem; although, come the day, the car was a little temperamental and only started with difficulty once he switched it off. So Andy was driving round the block a few times to keep the engine cool until he was required for the surprise after they had had their lunch! All went well and we received a generous donation of £60.00 for the Register funds for our efforts - well done Andy.

I hope we can also give assistance to Advance Housing and Support Ltd., in Aylesbury. They have purchased one of the

Model 'Y's which have been advertised for sale through Malcolm Elder, the dealer, for some months now. This particular one is the 1936 Tudor requiring restoration. The charity has been awarded a grant from Mind Millennium, an off-shoot of the National Lottery, to restore an old car as an 'Old into the New' (Millennium) project for adults with mental health problems. Richard Cleary, the project leader, is very enthusiastic and has recently joined the Y&C Register. Roy Hocking, our local member on the ground, has offered to give the project team guidance and advice. More on this in the next issue.



There has been plenty of Australia related news recently. Firstly, Bill Ballard, the Chairman of 'The Small Ford Club' and regular contributor of photographs to our magazine, is on his way to settle in the Melbourne region, for good. His last formal appearance will be at the All Ford



*I always feel small alongside Mark Turner!*

Rally later this month where, no doubt, the Club will be giving him a good send-off. We wish him and Sandra a happy existence out there. No doubt he will be active in the 'Ford 8 & 10 h.p. Club of Victoria' and will keep us abreast of 'Y' and 'C' happenings 'down-under'. There have been happenings in the 'Classic English Ford Club of Western Australia', based in Perth with some 40 members. Giulio Tagliaferri, whose idea the club was ten years

ago, has stood down as President and the vice-President, Stephen Cosford has stepped into the breach. I was pleased to hear that Bob Wilkie was able to pay a visit to Chris Newman, their magazine editor and member of the Y&C Register, on his recent trip. Chris introduced Bob to Lance Kitson, who has a rare Geelong built Model 'Y' Roadster.

Back home, there have been a number of sightings of our cars reported. Peter King flew the flag at the Saffron Walden Crank-up in Essex, but was disappointed in the turn-out. Mike Riches (non-member) was there in his 'CX' tourer and Dick Jarman appeared on the Sunday in his immaculate Model 'Y'. Also in that area, Dick took part in the Ipswich - Felixstowe run along with Steve Minns.

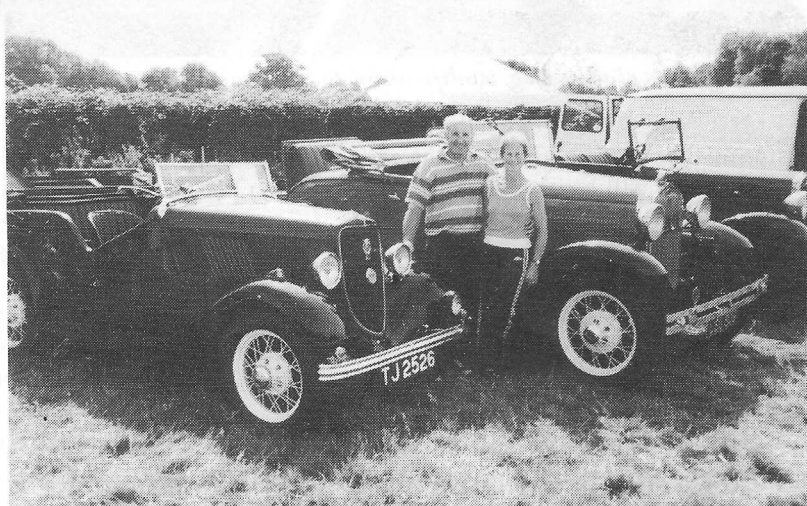


In the West Country, Ivor Bryant, in his unrestored Model 'CX', was joined by Adrian Chapman (Model 'Y') at the Ashton Court show. Also present was a Model 'Y', cleverly registered 40RD, which we do not have on the register. Does anyone know the owner of this car?



Steve Minns (JG 5465) and Dave Jarman (GV 4128) line up for the Ipswich- Felixstowe run.

Elsewhere in this issue, Ivor has written about the two Model 'Y' trials cars he saw at the Lister-Petter show in June and the Model 'Y' van which is now owned by Jack Russell, the Gloucestershire wicket-keeper. Further north, Reg Hunt reports that there were two cars at the Tatton Park show on the Saturday and three on the Sunday - no names given, but his very early Model 'Y' would have been one of them. An undercover agent friend of mine reported seeing the immaculate Model 'Y' belonging to Barrie Clark taking part in a show outside Lytham town hall - it is good to hear of members supporting their local events. I went along to the Breamore show near



Colin and Julie White at the Breamore show.



Adrian Chapman feeds his baby with a can of lager at Ashton Court.

Fordingbridge in my Kerry and was delighted to meet Colin and Julie White on the '3 Counties Vintage and Classic Car

Club' stand. They had driven to the show in their Model 'Y' Knibbs & Parkyn tourer and Model 'A' Roadster respectively.

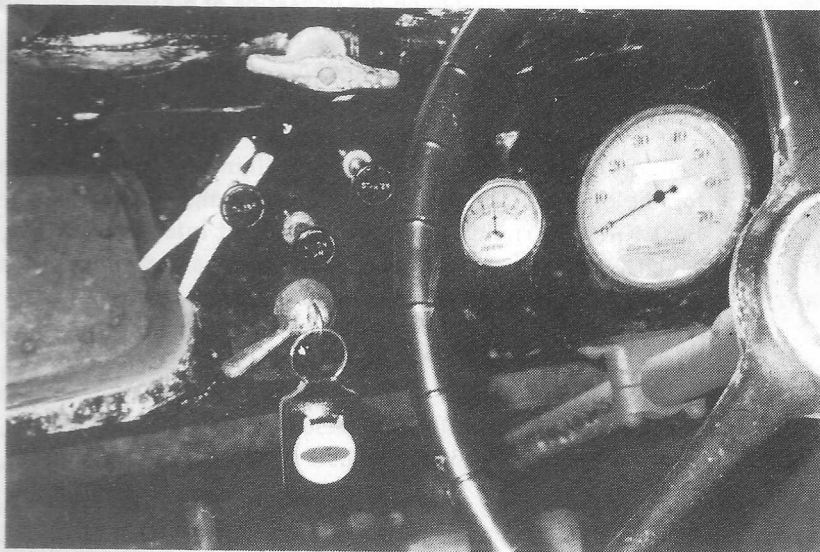
Tom Tomlin, in his Model 'C's, and Peter Baggott, in his 'CX' tourer, have been active in the south-east. Peter nearly won the car of the show award at Uxbridge, but was pipped by Bill Ballard in his Tudor '7W', 'Blackie'. Peter was docked points for having silver painted on the underside of his wings, but did win the longest distance award. Tom, incidentally, is selling his two Model 'C' saloons to make space for two more Model 'C' restoration projects! - see the For Sale adverts.

Congratulations are in order to Bob Wilkinson and Phil Panton for the excellent show they arranged for the Register at the East Kirkby airfield. A lot of work went into organising it, which I am sure was appreciated by the many members who attended. The write-up appears elsewhere in this issue. Thanks to those members who have sent me their e-mail addresses. Not only is this means of correspondence quick but, by batching my day's e-mail and sending it in one lump into the ether, it only costs 4p on my telephone bill! Dave Newman, who is the caretaker for the Register's web-site on the Internet,

has received some interesting queries by e-mail; one from a Model 'Y' owner in Portugal, whom I hope will be joining us. Bob Wilkie has also been receiving membership application forms which have been pulled down off the Internet. I have just checked our web site to discover that we have been visited an astounding 5329 times. During August there were an average of 20 visits per day! The technology is amazing. A witty Mark Slack asks:- "When is our esteemed Secretary and Treasurer going to embrace new technology?" and suggests that his e-mail address should be:- <Yorkshiremaninexile.tharnose@northants.uk>

Thanks also to Brian Fleet, for one, who has sent in his Briggs body number on his Model 'Y'. If there are details missing in the register about your car, please let me have them so that we can make the register as comprehensive as is possible. (I note that I do not have the Briggs number for Barrie Clark's 'spotted' car in Lytham, for example). Brian Fleet also sent me a photograph of his patented high tech 'start

first time' clothes peg mod. to his, as yet, unrestored Model 'Y'. I think Henry would turn in his grave if he saw it! You may recall, in Issue 116, I mentioned that, as reported in the Daily Telegraph, a Model 'CX', BAH 77, had been dug up in a garden in Hindhead and I asked local sleuths to try and track it down. You may stand down as the owner, Malcolm Meech, from Liphook, has telephoned me and is intent on



*Brian Fleet's clothes peg modification to the choke.*

restoring the car. I now have all the car's details and am hoping that Malcolm will be writing us an article telling how it came to be buried in the first place.

I am grateful, once again, to John Coleman, who continues to clear out his attic and find old Ford photographs. The well-known advertisement on the back cover of this issue is one such. It is nice to have a copy of the original photograph in the Register archives.

Ken Powell writes to Bob Wilkie:- "I am well into the tourer restoration but have slowed down lately because of pigeon racing (I do not transport them now but still race my own birds in summer)." Bob's reply was that "I used to do that but couldn't keep up!"

Those of you who have visited the Ford Heritage Centre at Dagenham, will have noticed the lack of both a Model 'Y' and a Model 'C'/'CX' in the display cabinet of model Ford cars. Now that Milestone Miniatures have produced decent 'O' gauge models of the Model 'Y', I'm delighted to say that we have rectified half of the problem by presenting a Model 'Y' Fordor on an engraved plinth to the Heritage Centre from the Y&C Register. Please note that both the Tudor and the Fordor models are now available to members at a much reduced price from Geoff Murrell, our Regalia Officer. Have a good look at what is on offer on the Regalia list as Christmas is looming and the kids and, if you're lucky, your wife (or husband) will want to know what to get you. How about a Y&C Register grille badge for example?

Geoff Murrell was the only one to respond to my request for ideas for future events; to encourage more members to turn out with their cars. Like me, he is rather bored with events that consist solely of rows of cars parked on grass and, as he states:- "would favour either a road run/treasure hunt or quiz (with prizes)

with a picnic lunch en route. There is also the good lady to consider. Eileen feels she should be involved in my hobby, so to have the lunch stop and end destination somewhere family orientated is a good idea, i.e. a National Trust house, craft centre or a respectable garden centre." I'm sure there are many of you who fall into this line of thinking. The Ford/Etal run organised by Region 17 earlier this year was a good example.

The Register, nationally, is following this principle next year by replacing the 'cars on grass' national event by the 'Convoy 2000' run. We had the Jersey Centenary of Motoring 'Chasse' also this year - not to mention the successful Battlefield tour to Ypres last year. I am entering the local Andover Vintage Club autumn road run over 90 miles of beautiful Hampshire and Wiltshire downland on 10th October. If anyone wants to join me, please let me know. If Regional Coordinators would let members know of such events in advance, in the magazine, I'm sure we would have a better turn-out. Bristol- Bournemouth; Ipswich - Felixstowe; Bradford - Morecombe; London - Brighton (with a high entry fee) etc.

An interesting book has been brought to my attention; it is 'The Burke and Price Guide to Motor Museums of the British Isles and Republic of Ireland'. If anyone is interested, it is ISBN No. 1-901295-39-7 and priced at £9.99. I've also had an e-mail from a chap in Dundee,

Scotland, who feels that there is a need for a directory of low-cost storage facilities for classic car owners and who is prepared to compile one, if the demand for it is there. Does any member feel that there is such a need?

We are, once again, grateful to Brian Monger, who has saved the Register the cost of having new membership cards printed, by arranging for them to be done, for free, at his company premises. Any assistance of this nature helps keep the subscriptions down to the minimum level. Our paint expert, Philip Albers, has also been active again and has produced coloured metal chips matching the original Tacoma Cream colour, which was used on the earlier Model 'Y' wheels and coachline. These, as well as chips showing the original body colours, are available on loan to members from Bob Wilkinson.

The latest Federation of British Historic Vehicle Clubs (FBHVC) newsletter talks mainly of the 'End-of-life Vehicle Directive' presently passing through the European Parliament. It stresses, as has the motoring media, that this Directive presents no threat to classic cars. They are not going to be towed off and scrapped because they are not on the road! The newsletter also bemoans the fact that there is not a British standard for Lead Replacement Petrol, which should soon be coming on tap on the garage forecourts in lieu of 4-star fuel.

We still have a vacancies for Regional Coordinators for Region 3; Dorset, Hampshire, the Isle of Wight and the Channel Islands, Region 12; Leicestershire, Northamptonshire and Cambridgeshire and Region 19; Ireland (north and south). Surely, there are members out there who can act as the focal point for new members in those counties and to take an active interest in the Register's activities thereabouts. Take heed of Alan Ogden's letter in this issue and "Come on frame thissen" - whatever that means!



Finally, our best wishes go out to member Ernest Bombard, in New York State, who, we understand, is undergoing chemotherapy.

Classic Car Show at the NEC, Birmingham on 6th/7th November, where our stand is one of many in a Ford extravaganza.

Sam Roberts

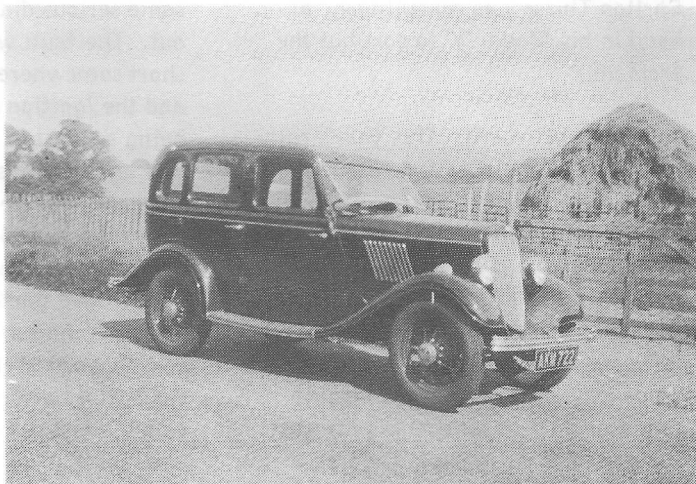
I hope to see many of you at the All Ford Rally at Abingdon on Sunday, 26th September or, failing that, at the International

In addition to the 'Caption Competition' photograph, Bill Ballard also found the following photographs and postcard in an album at the Hellingly show:-



*A tired looking longrad Model 'Y' van parked outside Camberley Quick Cleaners in front of a new Surrey, May 1937 registered Model 7W. The flags are probably flying for the coronation of King George VI (12th May 1937) as we look up Camberley High Street towards the station.*

## AUTOJUMBLE FINDS



*A shortrad Fordor De Luxe Model 'Y', registered in Kent in July 1933. Note the chromed windscreen surround, headlamps and sidelights. The car is fitted with trafficalors, has only one sliding roof water outlet on this side and one windscreen wiper. The De Luxe Model 'Y' was replaced by the Model 'C' in September 1934.*

## FORTHCOMING EVENTS

### 26 September

'All Ford Rally'. The largest gathering of pre-1965 Fords in Europe. Held on Abingdon airfield in Oxfordshire. As always the Y&C Register will be there in strength. Entry forms from Bob Tredwell on 01235 530720.

### 10 October

'Andover Autumn Road Run'. For those in the south who want to drive their cars. A 90 mile jaunt through Hampshire and Wiltshire countryside. Contact Sam Roberts for entry details on 01264 365662.

### 31 October

'The Stoneleigh Restoration Show'. Geoff Dee and friends will be manning a Y&C Register stand at this popular Warwickshire indoor event. Make his day by paying him a visit.

### 6/7 November

'The International Classic Car Show' held at the NEC, Birmingham. Once again, Geoff Salminen will be organising the Y&C Register stand which, this year, forms part of a large Ford Motor Company sponsored Ford display. We look forward to seeing you at this prestigious show.



*A London based Tudor Model 'C', registered in June 1935. The special ivory and black finish for the Model 'C' was announced in November 1934 for a limited number of cars. It was so popular that, in April 1935, it was agreed to continue the finish as standard for an extra 25 shillings on the basic price. The finish was not available for the Model 'Y'*

## CARLTON TO THE RESCUE - AGAIN!

This is becoming an annual write-up. In Issue 114, last September, we read of Mark Turner's Model 'Y' Kerry breaking down on the 'Mad Dogs and English Men' rally at Kalamazoo, near Detroit in Michigan State. The good Carlton Thisse was, fortuitously, at hand in his Model 'Y' to sort out the problem.

You won't believe it. This year's rally provided another Carlton rescue of 'Henry', the Turner's Kerry. This year, Mark had daughter, Alison, and son, Tommy, on board as they set off on the round trip from Kalamazoo to Hickory Corners. The organisers, sensing Henry's unpredictability, had taken the precaution of setting Mark off just ahead of Carlton who, this year, was accompanied by his wife Delores.

Only seven miles into the rally, on a down hill slope, 'Henry' died! - No electrics. Mark has implanted a fuse

box into the Model 'Y's electrical system; so the first thought was a blown fuse. A new fuse immediately blew again, this time pegging the ammeter at full discharge. Carlton and Delores then drew up in their Model 'Y' and some serious diagnostics were carried out. The fault was traced to a dead short somewhere between the battery and the ignition switch (the ammeter being en route). Needless to say, Mark had left his tools in his posh car in the car park, but he had a length of wire. The more experienced Carlton had a complete, original Model 'Y' tool kit and a third participant in the rally, in an MGB, had a knife. Between them, they 'hot-wired' 'Henry' by connecting the battery direct to the coil. Carlton was the brains behind this ruse as he used to do it often as a kid. Henry was soon back on the road as the starter was not affected by the rewiring and whirred the engine back into life. The only problem was stopping the engine,

which had to be done by either cutting or disconnecting the 'hot-wire'.

Although there were no head or side lights as a result of re-routing the electrics, the brake lights still worked (they are connected straight to the battery and are not supplied by the ignition switch). There was also no charge to the battery but, despite this, the battery stood up to the rest of the weekend without going flat - the discharge for running the engine only being in the order of only two to three amps. So once again we conclude another chapter in the story of 'Henry' - THANKS TO CARLTON.

### Bright idea

The ever resourceful Carlton has gutted a standard caravan, leaving only a small bed across the top of the front and a wash basin. The back of the caravan has been removed so that he can drive his Model 'Y' into it. With a couple of torsion wire ropes, with tensioners, criss-crossed across the rear to give rigidity to the sides of the caravan, he tows his Model 'Y' to the more remote shows and has en suite accommodation on board to-boot! There's clever!

Sam Roberts

Sue Edwards, from Nuneaton, has recently bought an October 1933 Fordor Model 'Y' and, sensibly, has joined the Register.

We've learnt a few things from her membership. Firstly, the chassis number shown in her replacement log book is incorrect. Rather than showing Y40986, it reads Y740986. This is not the first time that I have come across this type of error. It is caused by mis-reading the number off the chassis. As most of you are aware, the chassis number is normally found on top of the chassis side member, opposite the starter motor. There are a few exceptions to this. Once the paint, gunge and rust is scraped off the spot, the number appears in the form \* Y - 40986 \*. The hyphen between the 'Y' and the number was handstamped with a figure 1 on its side. In a number of instances, this hyphen has been mistaken for either 1 or 7 and added to the chassis number in the log book. The second lesson we learnt was on the insurance front. Sue's

husband, Ron, has an Austin 10/4. Like good members of the Register, they went to Footman James for insurance cover and were asked whether they would like the cars on one policy or two. Sue opted for two. Wrong! If the total value of the cars is £7000 or less, then you should opt for one policy, as then you pay the same premium (£58.80) as you would for one car. Even if the total

## LEARNING THE ROPES

value of the cars is more than £7000, I suspect that, with a little bit of negotiating, you can get a much cheaper single policy premium than you would by going for two policies.

Finally, does anyone have a spare MRA 61 ignition key? I had a complete set of them at one time but have given them to some good cause or other. Sue requires this key for the restoration of the Fordor.

Sam Roberts

### MEMBERSHIP CARDS

Your membership card is included with this edition of the magazine for those members who have paid their subs before publication closing date in the first week of September.

Please add your personal details and your membership number (which is after your name on the magazine address label). Remember to use your membership number on correspondence and when ordering spares.

Bob Wilkinson



# SYNCHROMESH OR SYNCHROMESS?

Changing gear was always a source of trouble for early motorists. The internal combustion engine is a fickle beast in so far as it likes to run at a fairly constant speed, so some form of variable gear ratio is required to connect it to the road wheels of a vehicle. Early attempts used belts or chains of different ratios and some primitive means of swooping the drive from one to the other. However, it was quickly realised that the best way to achieve a variable transmission was to use different ratio gears, encased in a box to keep out dirt, and to keep lubrication in, hence the term 'gear box' was born. There was however still the problem of changing from one gear to another without crunching and grating noises, and this type of 'crash gear box' required quite a lot of skill and judgement to achieve good gear changes.

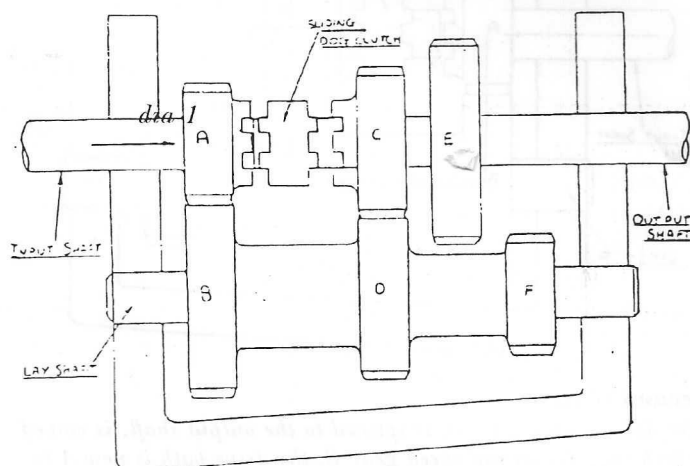
Many people sought to overcome this problem. Henry Ford's solution with the Model 'T' was to use a large lazy engine and to provide it with only two gears of the epicyclic type, whereby the change is accomplished by applying a brake to stop one or other of the gear sets from revolving freely. It appears that this could not be developed into a three or four speed system, possibly because of size limitations. The crash gearbox remained common right through the 1920's and it was only when 'synchromesh' was invented in America that easy gear changes became possible.

When first introduced, the Model 'Y' Ford was quite advanced for a small cheap car in that it had synchromesh on its top two gears, and the fact that our cars are still running today says a lot for the soundness of the design. To understand what problems can occur with the Model 'Y' gear box, perhaps we should have a look at how it works and, at the risk of boring those who know exactly what goes on at the end of the gear lever, I shall try and explain for those who don't.

Let us look first at a simple version of a gearbox with no complications such as synchromesh. The gearbox consists of three shafts. An input shaft, sometimes called a first motion shaft. A lay shaft, which does not usually revolve, but has a cluster of three lay gears (B, D & F) which turn on it, and an output shaft or main shaft. The inboard end of the output shaft is supported in a hole in the end of the input shaft called a spigot bearing, but the two only revolve together at the same speed in top gear.

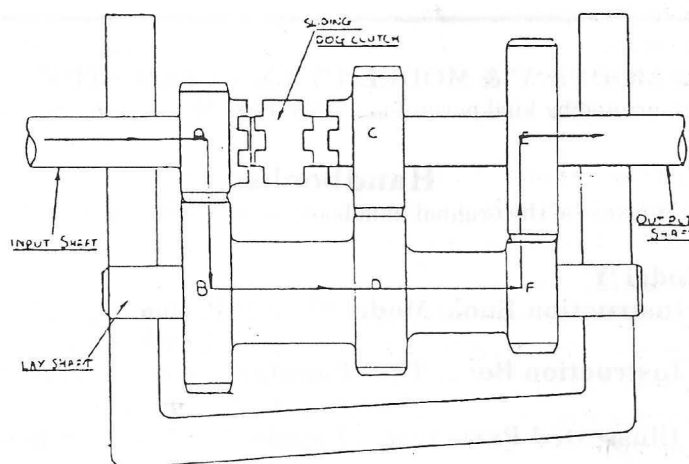
The output, or main shaft has various splined sections, one on which the bottom gear (E) slides, and one on which a dog clutch can slide for second and third gear

The engine drives the input shaft, which in turn drives the lay gears. For first and second gear the respective lay gears drive the main shaft. For top gear the input and output shafts are locked together to provide a direct drive and the lay gears just turn idle. The first gear (E) and the dog clutch are moved about by 'selector forks' which I have omitted from the diagrams for clarity. The selector forks are moved by the gear lever.



## Neutral Position

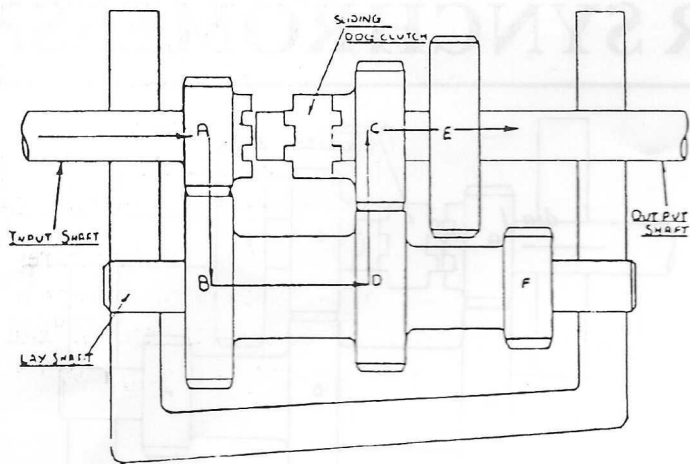
The input gear A drives gear B of the layshaft gear cluster. Gear D drives gear C which is free to turn on the output shaft. The first gears E and F are not in mesh. Gear E is on splines on the output shaft so that it can slide from side to side but still rotates with it.



## First Gear

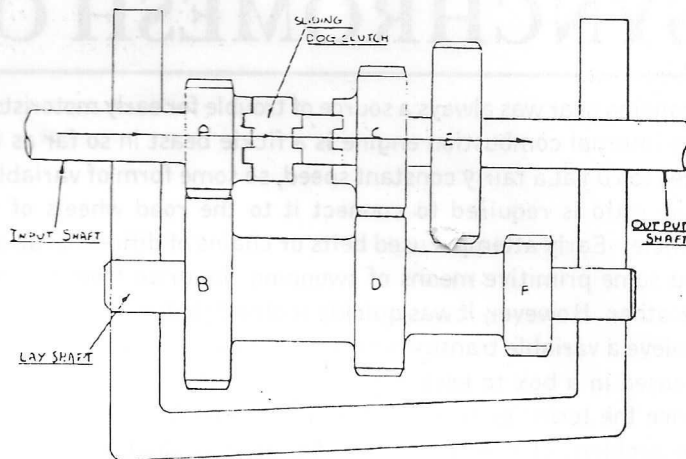
Gear E is slid along its splines to engage with gear F. The drive path is from the input shaft via A and B to turn the lay gears and F drives E to turn the output shaft.

The complications begin with synchromesh. In a synchromesh gearbox the simple dog clutch is replaced by a synchroniser unit or synchrohub, and it is this that speeds up or slows down the appropriate gear to allow it to engage without a crunch. The synchronising unit is splined to the output shaft and consists of two main parts, an inner hub, and an outer ring. It works by combining a tapered friction clutch with a positive toothed dog clutch. The inner hub is splined on its outside and the outer ring slides on these splines. In the hub are six springs and six steel balls. The balls are forced outwards by the springs and engage in a groove on the inside of the outer ring, holding it central on the inner hub. The ends of the hub are bored with a tapered recess, which matches tapered bosses on the input shaft gear, and on the second gear. The outer ring has a circle of teeth cut into each end, and these can engage with a ring of teeth cut on a flange around the input gear and the second speed gear.



**Second Gear**

The sliding clutch, which is splined to the output shaft, is moved to lock onto the second speed gear C, the drive path is now A to B as before, but now D drives C and C turns the output shaft through the clutch.



**Third Gear**

The sliding clutch is now locked onto the input shaft, so that the input and output shafts revolve as one, giving a direct through drive.

When you change gear, the first movement of the gear lever moves the whole synchronising unit, so that the taper bore of the inner hub comes into contact with the tapered boss

on the appropriate gear. The friction between these two parts equalises the speed of them, and then further movement of the gear lever moves the outer ring, depressing the six balls, until the ring of dog teeth engages with the matching teeth on the gear, providing a positive drive.

★ **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.

To examine a gearbox for faults, a visual inspection of the internals should be carried out. Gears with chipped or broken teeth will obviously need replacing. The bearings should be washed out with clean paraffin and checked that they spin quietly and with no roughness. Check that the spigot bearing between the input shaft and the output shaft is in good condition. Problems with weak synchromesh, are usually due to the tapered faces of the synchrohub having become worn, and they will no longer grip the tapered bosses on the gears. The only solution here is to try and find a less worn replacement. Sometimes the springs in the synchrohub become weak or broken, again a replacement unit is probably the cure.

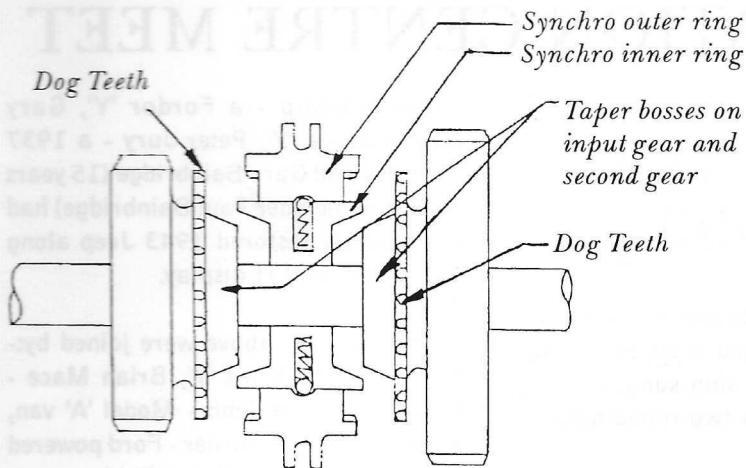
Jumping out of gear can be due to several things. Look for wear or damage on the ring of dog teeth on the gear, and on the ring of teeth in the outer synchro ring. Also check that the d\_tente ball and spring on the appropriate selector rods are intact as they hold the selector in gear. Sometimes a gear box will jump out of gear because wear in the selector mechanism, or in the selector forks themselves, actually prevents the synchro outer ring sliding fully over the dog teeth, and only limited engagement is made.

I hope this enlightens some of you, and refreshes the memory of others and doesn't bore too many! It was our honourable editor's idea to have an article on gearboxes!

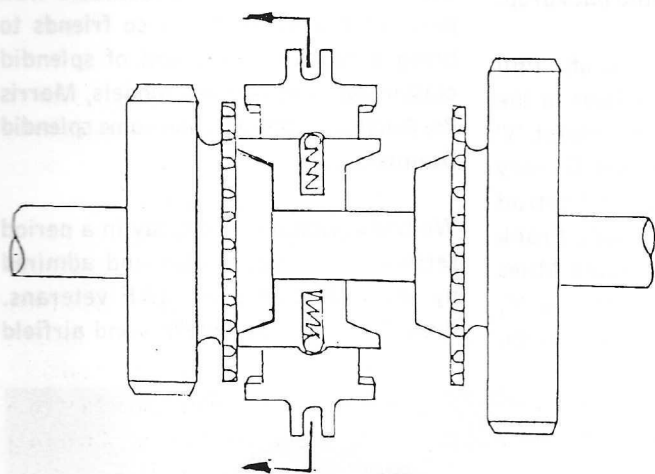
Dave Newman (Technical Advisor)



# SPARES REPORT

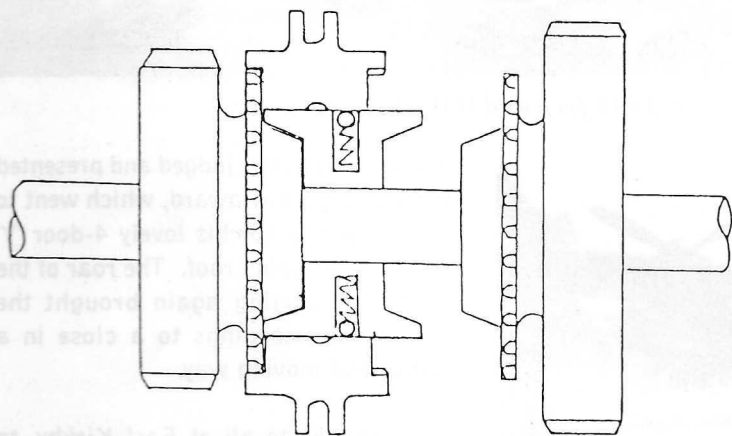


**The Neutral Position**



**To Engage Top Gear**

*Movement of the gear lever moves the synchro hub so that the conical faces on the gear and on the hub face come into contact. Further pressure causes the friction between the two to synchronise the speed of both parts.*



**To Complete the Engagement**

*Continued pressure from the gear lever causes the outer ring to override the sprung balls and the teeth on the ring have engaged with the dog teeth on the gear.*

I will be writing to all members of the Spares Committee early in September to convene a meeting in early October. Once again if you feel you can contribute to this group, I would like to hear from you.

The recent decision to increase the Spares Revenue has meant that we can make a beginning to stepping up service to our members. Among proposals to be put to the assembly will be that we build up a stock of reconditioned 8 and 10 HP engines, which will be based on the latest of the engine designs, known as the 'post-war' type. Tim Brandon has agreed to carry out the reconditioning on behalf of the Register. If, amongst the members, we have people do this work professionally, and are in a position to carry out such aspects as 'Re-boring, Crankshaft re-grinding and Valve seat re-placement etc.', we would like to hear from you on these and other aspects of reconditioning these engines. We will look for competitive pricing on all aspects of this work. If you can assist us, please contact me.

Another item that I hope to hold as a reconditioned item is the 'Y' and 'C' Steering Box. Tony Hurst has agreed to undertake this reconditioning work on behalf of the Register. I have long thought that the only way we would ever crack this one was to do it ourselves. As this one hasn't been done successfully before, it will take time to set up.

Door Pillar Striker Wedges are now added to the parts list, but these will need slight modification before use.

Those wanting pre-war Engine 'Sump Gasket Sets' are not forgotten, as we are trying to source a supplier of these. It will necessitate having the 'clipper press' blades made, which may well be very expensive; however, we will see.

With no firm developments to report on I'll close this report, with a request. If for some reason of your own, you do not hold a personal Bank Account and therefore use a friend's cheque, or a Postal Order, when paying for parts, please put your name and address on the reverse side.

Graham Miles

# LINCOLNSHIRE AVIATION CENTRE MEET

What a tremendously enjoyable weekend! We promised all those who came an event to remember and we enjoyed just that!

The East Kirkby Centre is based on a wartime RAF airfield and proudly shows off its own (now very rare) Lancaster bomber alongside varied displays of aircraft memorabilia:- a Barnes-Wallis bouncing bomb (prototype), original control tower (which is reputedly haunted by an airman), detailed histories of bomber crews and much more.

We were fortunate that our weekend coincided with the Centre's 10th anniversary celebrations and all this added to the nostalgia and the spectacle. Our members who arrived on the Saturday afternoon were able to take part in the official opening and dedication of the Memorial Chapel by Marshal of the Royal Air Force, Sir Michael Beetham. This was followed by the start-up and taxiing of the Lancaster:- what a spectacle! As if this was not enough, there followed a flying display by the Spitfire and Hurricane of the Battle of Britain Memorial Flight (tho' sadly, their Lancaster was unable to take part due to an engine problem). The sight and sound of these Rolls Royce Merlin powered aircraft sent tingles down my spine as they circled, dived and looped in tribute over a crowd of about 1,500.

For our evening's entertainment, the Centre put their refreshment and display

10/11 JULY  
1999

area at our disposal and about 25 or so of our party enjoyed a supper, noggin and natter and a sing-song, but only after a compulsory two-round quiz!

On the Sunday, 57 and 630 Squadrons' veterans held their Service of Remembrance and re-union with the Lancaster acting as a splendid backdrop.

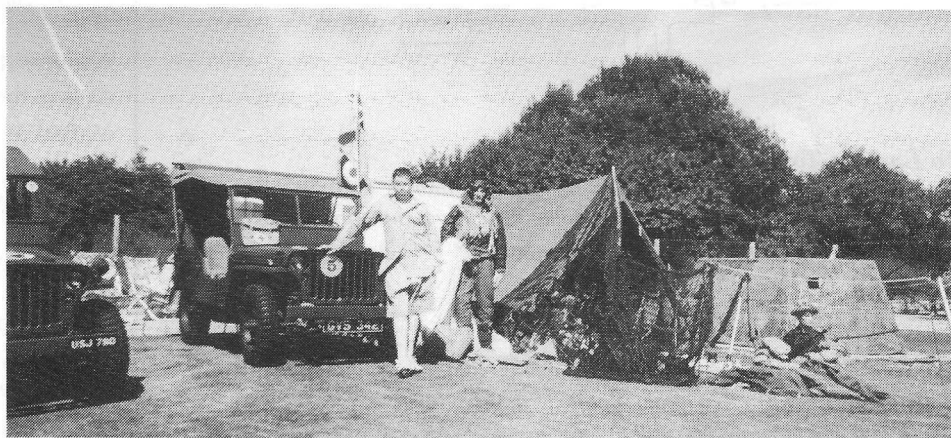
The Saturday group consisted of:- Phil Panton (his very original 'Y' lives in the hangar), Reg Hunt (with the oldest 'Y' on the road), Brian and Roger Gurney had a 'CX' saloon, 'Y' van and a shortrad 'Y' (the second oldest on the road), Frank Croucher - a 'CX' tourer, Graham Miles - a shortrad 'Y' van, Noel Page - a 'Y', Frank Johnson - an Arrow 'Y' tourer,

Roger Hanslip - a Fordor 'Y', Gary Matthews - a 'Y', Peter Jury - a 1937 Wolseley and Gary Bainbridge (15 years old son of member Paul Bainbridge) had his superbly restored 1943 Jeep along with a full WW II display.

On Sunday, the above were joined by:- Mike Ankrett in his 'Y', Brian Mace - Fordor 'Y', Dave Tebb - Model 'A' van, Jarvis and Lesley Turner - Ford powered Morgan and Tony Butterfield was on hand with his spares stand.

On both days, Gary Matthews had persuaded another 20 or so friends to bring along an assortment of splendid classic cars - other Ford models, Morris 8s, Austins, Wolseleys and some splendid Daimlers.

We had a wonderful display in a period setting and it was visited and admired by the public and the RAF veterans. Fred Panton (father of Phil and airfield



Gary Bainbridge with his 1943 Jeep and WW II display.



Pat, with bored looking dog, and Reg Hunt caught admiring the Lancaster.

joint owner) kindly judged and presented the car of the day award, which went to Roger Hanslip for his lovely 4-door 'Y' model with sliding roof. The roar of the Lancaster taxiing again brought the weekend proceedings to a close in a fitting and moving way.

Many thanks to all at East Kirkby, to Phillip Panton in particular for all his help on the two days. All who came thoroughly enjoyed the meet and vowed to return.

Bob Wilkinson



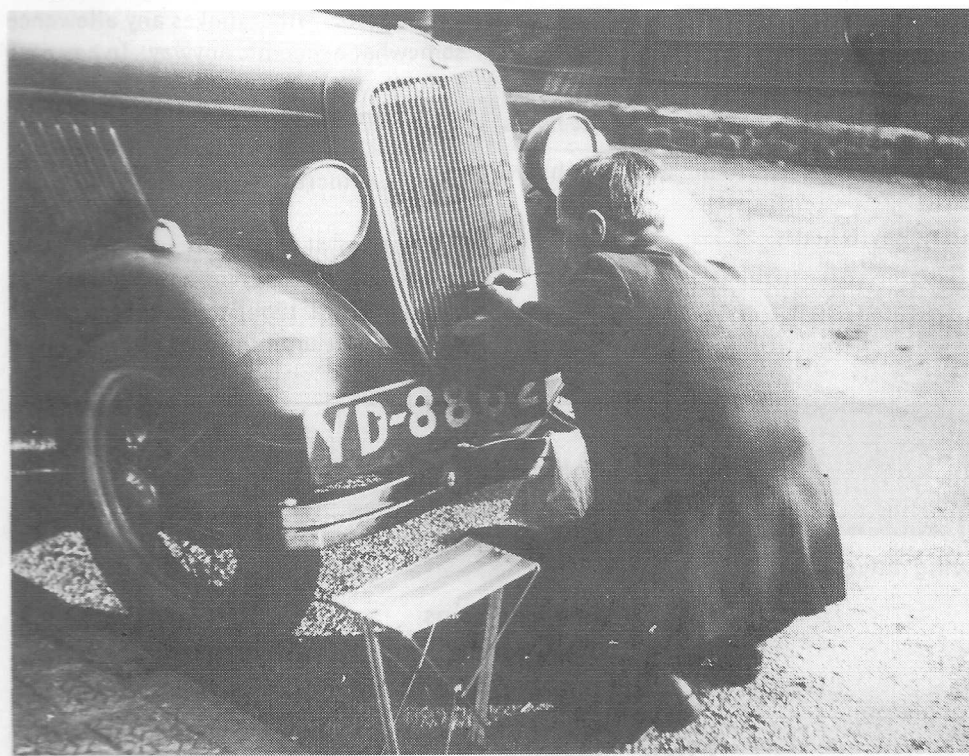


Part of the superb display of vehicles organised by the Register and Gary Matthews.

## CAPTION COMPETITION

I reproduce a photograph found by Bill Ballard on an autojumble stand at Hellingly, near Eastbourne. It shows a chap painting the grille of a 1934, Somerset registered, 'Intermediate' longrad Model 'Y'. So far, he has painted the words 'HIS MASTERS VOICE'. We need a good caption for this photograph.

*"Caption required!"*



## TREASURER'S REPORT

Your Treasurer is pleased! Our situation at present is healthy due to two important factors. Firstly, the coffers swelled due to the sale of the Model 'Y', kindly donated by Roy Kendall. Secondly, this year, more members have paid their subs on time by cheque or, even better, by standing order (drop me a line on how to pay by standing order - UK members only). As a result, we have had to send out fewer costly reminders.

Many thanks all of you. A happy Treasurer ..... can't be true!

Bob Wilkinson

## TACOMA CREAM

The one original Model 'Y' Ford colour which is difficult to match and which does not appear on the list of equivalent modern paints (obtainable free from Bob Wilkinson with s.a.e.) is Tacoma Cream. This is the colour which was used, prior to 1935, on the wheels in conjunction with Orient Blue, Thorn Brown, Maroon, Electric Blue and even Black.

We are grateful to Philip Albers, who has once again worked his alchemy to find an equivalent modern paint to match his original Tacoma Cream Ford paint chip. He tells me that it is a subtle cream, made up of 87% white and 13% yellow oxide. The equivalent modern paint has an ICI code number P030 8689. Fiat also used this colour in the late 1960's. The Fiat code was 276 and it was called Tahiti Yellow.

The colour is now added to the Y&C Register master list of paints.

# DOCTOR FORD GETS ALL WIRED UP, PLUS A GOOD IDEA

## Exploring the Electrical System

During the next few editions I would like to consider the various circuits and components that make up the electrical system of our cars. These circuits and components are very simple; as David Newman said in his article on the Vacuum Wiper Motor, the car doesn't even run to electric motor for the wipers. If you understand how an ordinary torch works, then these cars don't hold any secrets of an electrical nature for you.

Firstly, I'd like to try to put ourselves in the minds of the 1931 designers. The first consideration would have been to calculate the electrical load requirements in order to determine the 'output' of the Dynamo. The wattage demands of the various components used would have been totalled. The formula likely to have been used was along these lines: -

"This total would have been multiplied by the hours considered to be in use per day. The sum of the load would have been divided by 'watt-hours' by the average running time of the vehicle in hours. An amazing 33% addition would have been added for losses in the system. The required output of the Dynamo can then be calculated by dividing the result by the operating voltage."

Head Lamps	2 x 24 watts for	1.5 hours	=	72 watt-hours
Side and rear lamps	3 x 3 watts for	2 hours	=	18 watt-hours
Dash light	1 x 3 watts for	2 hour	=	6 watt-hours
Coil	1 x 12 watts for	6 hours	=	72 watt-hours
Starter	1 x 2,000 watts for	1/20 hours	=	100 watt-hours
				Total 272 watt-hours

Divided by average running time of car per day, say 6 hours	=	45 watts
Now add the amazing 33% for losses		15 watts
		Total 60 watts

Divided by 6 volts = 10 amps

So, on the face of it, a 10-amp output from our Dynamos is just fine. That's if you believe the formula! It's the sort of formula that one can vary facts, to set the outcome, just as I did in order to arrive at 10 amps!

That was in 1931. Since then the cars are mainly fitted with 36 watt head lamp bulbs. Changes to Road Traffic Acts has meant up to three rear lamps, with the four main navigation lights, now being fitted with 6 watt bulbs. Both 'Head Lamps' now need a dipped beam. In 1936 traffic indicators become mandatory, or perhaps today Flashing Direction Indicators. This all adds up to a greater demand, or if you prefer amps, so 10 amps as an 'output' may not cope.

Accordingly we must eliminate, as much as possible, that 33% loss in order to keep the battery in a fully charged state. Modern car designers still build in a loss percentage, but now it is as low as 3 to 5% which, with the 'output' from modern Alternators, rather makes any allowance somewhat academic anyway. In any case I don't accept the car was ever 33% inefficient. 5 to 10% yes, but not more. However, with the passing of time, this may have increased to 15 to 20%.

It needs to always be remembered that the circuit doesn't end with the wire at say the Head Light bulb, the circuit is not complete until the connection is made over →

## NEW MEMBERS

Since the last publication, the following have joined our ranks:-

**C1403 Mark Crabtree**  
29B Moss Road, Mossley, Congleton,  
Cheshire. CW12 3BN

**E1104 Sue Edwards**  
36 Hillside Drive, Chapel End, Nuneaton,  
Warwickshire. CV10 0LF

**F0912 Stephen Flannery**  
Energis Communications Ltd., Unit E,  
Holly Park, Ryan Way, North Watford,  
Hertfordshire. WD2 4YP

**H0524 John Hammel**  
Park Cottage, Church Lane, Iden, East  
Sussex. TN31 7XD

**H0827 Greg Hopkins**  
7 Wyngrave Place, Knotty Green,  
Beaconsfield, Buckinghamshire. HP9 1XX

**S1026 Marven Starbuck**  
39 Great Gregorie, Basildon, Essex.  
SS16 5QF

Welcome aboard all of you.



back to the battery. Consider the return of the current. First to the bulb holder, which has a side fit in a reflector, which itself sort of clips into the head light shell. Then, via rather corroded mount, to a bracket bolted to the wing. The wing in turn is bolted to inner wing and bulkhead side panel, then up to a bolt holding the earth lead to the bulkhead. It is a rather tortuous route isn't it, to say the least. So perhaps now you will appreciate where those losses come in.

Now lets make a start by considering the make up of the Loom, or wiring 'Harness' as some prefer to call it.

The cables are to the following specification:-

**Cable Duty**

From	To	Colour Code	Abbreviation	Number of strands	Capacity In Amps
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**Principal Cables:-**

Starter Switch	Amp. Meter.	Yellow	'Y'	44	25
Amp. Meter	Dynamo	Yellow/Black	'Y/B'	44	25
Amp. Meter	Ign./Light Sw.	Yellow/Black	'Y/B'	44	25

**Items supplied 'prior' to Ignition Switch being turned on:-**

Starter/Light Sw.	Horn	Yellow	'Y'	14 or 28	8 or 17
Horn	Horn Push (on some vehicles)	Black/Blue Blue/Yellow	'B/BL' 'BL/Y'	14 or 28	8 or 17
Light switch	Interior Light	Black/Blue	'B/BL'	9	5.75
Starter/Light Sw.	Stop Light sw.	Green	'GR'	9	5.75
Stop Light Sw.	Stop Light	Green	'GR'	9	5.75

**Items supplied 'via' Ignition Switch - turned on.**

Ignition Sw.	Coil	Black/Blue	'B/BL'	9	5.75
Ignition Sw.	Trafficator Sw.	Black	'B'	14	8
Trafficator Sw.	Near/Side Trafficator Off/Side Trafficator	Red	'R/D'	14	8
Ignition Sw.	Flashing Indicator sw.	Black	'B'	9	5.75
Flashing Indicator Sw.	Near/Side Indicator Off/Side Indicator	Green/Red	'GR/RD'	9	5.75
Ignition Sw.	Fuel Gauge.	Black	'B'	9	5.75
Fuel Gauge	Tank Unit	Yellow/Black	'Y/B'	9	5.75

**Lighting Circuits**

Light Switch	Front Side Light	Black/Yellow	'B/Y'	9	5.75
Light Switch	Rear Tail Light	Black	'B'	9	5.75
Light Switch	Head Lamp Main	Black/Red	'B/RD'	28	17
Light Switch	Head Lamp Dip	Black/Green	'B/GR'	28	17
Light Sw. (later vehs)	Dipper Sw.	Red	'RD'	28	17
Light Switch	Dash Light	Black	'B'	9	5.75

N.B. In practice many Loom manufactures do not always carry the 14-strand cable, simply to control their stock levels. Providing the cable used is to this minimum specification, the performance of the loom will not be affected.

The colour coding suggested for the 'Flashing Indicator' circuit cable may not be as quoted, although the colour 'Green' is commonly used for these circuits.

In many designs, the manufacturer will source the supply for both the 'Horn' and 'Stop Lights' directly from the Starter Motor Switch terminal. If this is the case, both of these cables and the main vehicle supply (Yellow) will probably be soldered into the one Cable Lug.

Time permitting I will begin to build up illustrations of each circuit for the next issue. Beginning with the primary circuit, that of the 'Amp Meter', and leading on to the lighting circuits etc.

**Now to a good idea:-**

For the record, this one came from Jim Fitzgerald who, as you may have seen in a previous issue, has recently passed away.

Jim had the idea, on a 'Shortrad' Bonnet, of replacing the rubber on the Bonnet Catch with a Bicycle Brake Block. This needs to be the old fashioned type, Raleigh for example. Thus the need to un-rivet the assembly is avoided.

On the 'Longrad', a section of an ordinary rectangular Eraser (from W.H. Smith) can be used.

Graham Miles

**G'DAY  
MATES!**

I used to say 'Aay up'! Having returned on 1st September from four and a half weeks 'down under', I was greeted with a large cardboard box full of mail.

Eventually, jet-lag (oh yes, people did notice!) wore off and after a week, I was able to catch up with the correspondence.

I'm sorry if you were kept waiting, but I did put a notice in the last mag. Please 'phone me if, in my haste, you have not had a full reply to your letter..... or, better still, if you would like to call round, I have ten films of photographs I can talk you through!

Bob Wilkinson

Welcome back Bob. You missed the eclipse. Down here, in Andover, we were 98% in the dark. "Not too different from normal", I hear you say!

**Bill Baxman's 646 CDL - 165/100  
(The oldest known surviving longrad)**

My Car:- A Ford 8hp Model 'Y' built at Dagenham, England in October 1933. It is one of the first 100 made of the long radiator version. The Model 'Y' was produced from 1932 until 1937 and 220,000 were eventually produced, culminating in the most cost effective version, which retailed at exactly £100 in 1935. It was the only four passenger car to be sold for that amount ever. In today's terms it would be like buying a basic Ford Escort for about £7000.

My car was first registered on the Isle of Wight on the 3rd October 1933 and given the index number DL 8666. As far as I know it has spent the



*Shortly after collection; with front panels and engine removed.*

whole of its long life on the island and the last known user was a Mr Harley who ran The Falcon pub, at Ryde, in 1960. Late in 1960 it was bought by a Mr Barry Price of Newport, who sold the registration number to a "number plate nutter" and abandoned the car. Early in 1961, ex-member Doug Barber bought the car for a nominal sum with the intention of restoring it. He transported it to Carisbrooke and later to Chillerton, where it remained in his barn until 1997 where I found it.

If the mileage recorder can be relied on the car has covered about 93,000 miles.

After examination, I decided to dismantle the car completely and totally rebuild it. I removed all the mechanical components such as the engine, gearbox, front and rear axles and brake and steering assemblies. Then the body parts, including front and rear wings, bonnet, grille, doors and valances. Next, all of what was left of the interior came out and the body was separated from the chassis. The chassis was sandblasted clean, new metal welded in as needed and reassembled using stainless steel nuts, bolts and washers. It was then primed, painted and set aside whilst the rest of the car was rebuilt.

With the overhaul of all the mechanical components came the problem of seized and rusted nuts, bolts, pins etc., many of which had to be either drilled out or chiselled off. Fortunately, many new, second hand and remanufactured parts can be obtained from the Y&C Register to effect a satisfactory rebuild to a new condition. For example, new king pins and bushes, spring mounting bushes, brake shoes and return springs

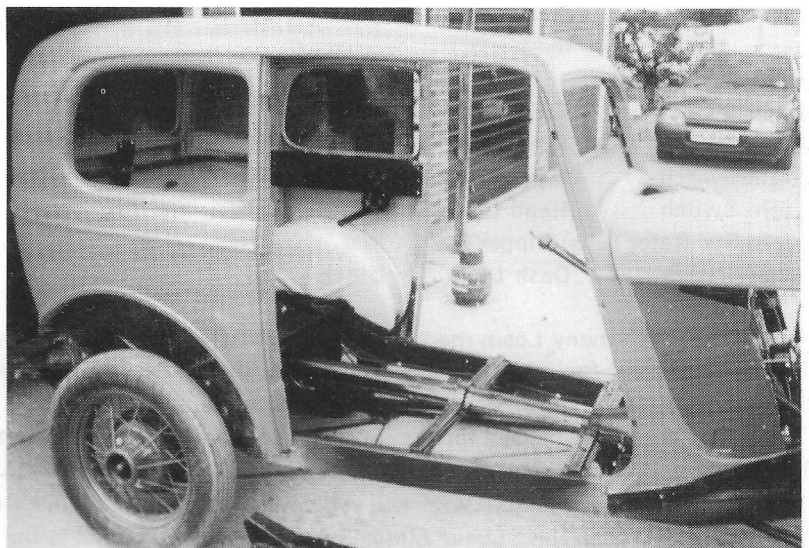
were fitted to the front axle. New gaskets, bearings, and seals were fitted to the rear axle, along with brake shoes and return springs. All parts were sand blasted, primed and painted before being fitted to the chassis. The wheels are of a welded wire construction and were again sand blasted, primed and painted, fitted

with new tyres and tubes and then fitted to the axles; so giving me a rolling chassis to work on.

The engine is an 8HP 993 C.C. E493A type unit that had been fitted as a replacement somewhere during the car's long life, possibly in the early 1950's. It is a standard bore unit and I fitted new pistons and rings, new valves and valve springs and a new timing chain. The engine was reassembled using all new gaskets and oil seals. The gearbox was stripped down and all gears checked for wear, then reassembled with new syncromesh balls and springs, thrust washers and gaskets fitted. The clutch was in excellent condition and was refitted together with a new pre-greased thrust race. The engine and gearbox assembly was fitted to the rolling chassis with new engine mountings. The radiator was reverse flushed and fitted to the chassis with new water hoses and clips. A new stainless steel exhaust system from the Y&C Register club stores was fitted.

The braking system is very basic in design and has no compensation system to balance the braking effort to each wheel, so all components have to be in good working order to produce reasonable braking effort. All the brake rods, clevises and pins were renewed and a lot of time spent adjusting all the rod lengths to achieve balanced and effective braking. The hand brake is an entirely separate system and operates on

**MEMBERS'  
CARS**



*This is when the job-satisfaction is building up; knowing that you have done a thorough job.*



the rear wheels only.

The body was sandblasted back to bare metal and refitted to the chassis with stainless steel bolts nuts and washers. All new ash door pillars and interior woodwork was treated and installed. New drip channels were fitted to the upper body. The body was then filled and made good where necessary, primed and sprayed with four coats of "cranberry red" cellulose. The roof panel was a major problem as a previous owner had cut away the inside fitting channels and fitted an aluminium sheet to the top of the car, with about 200 self-tapping screws. After much thought, I bought an aluminium sheet cut to the same size as the old one, marked off all the holes and fitted 200 x M3 flush fitting rivet head studs to the panel so that the studs dropped through the holes drilled in the top of the car. The panel was then padded and covered with black vinyl cloth and sealed with mastic. The panel was then fitted to the top of the car with 200 x M 3 nuts and washers and it now looks quite original. New metal was welded to the rear of the front wings and to bottom of the rear wings as well as to the bottom of the doors as necessary. The doors were painted and rebuilt with new ash wood frame. All door locks and window winders were overhauled and refitted.

A new windscreen was cut from plate glass and sent for tempering. It was then fitted to the frame with silicone sealer and the whole assembly, complete with opening mechanism, fitted to the car. All the seats were sent to be recovered in black leather.

The electric's were modified to a 12 volt negative earth system. The wiring loom was made to include earth return wires to all lamps. A Lucas alternator was fitted in place of the old three-brush dynamo. Modern VW sealed beam units with integral side light bulbs were fitted to the original head lamp shells and the original wing lamps were fitted with amber bulbs to act as indicators. Double 'D' rear lamps were fitted, with an amber lens in one position for rear indicators and stop and tail lamp bulbs fitted behind red lenses in the other position.

Fitting out the inside of the car presented a lot of new problems, as there was almost nothing left of the original. I took a few photographs of the inside of another car to give me an idea of what to aim for. A set of new floorboards was made from M.D.F. and fitted with rubber sealing strips to prevent water ingress.

The head lining was made up from six panels of material and fitted in place with copper tacks. The inside rear and side body panels were covered with sound deadening felt, stuck down with contact adhesive. The door and side panels were cut from a PVC material called "Falcon Foamex", covered with a thin foam sheet and finally covered with a black leather cloth and held in place with hidden press studs. Furflex red piping was fitted around the doors for draught excluding. A set of carpets was ordered from a company in Yorkshire that still had original patterns for the car and these were supplied and fitted. All door handles, window winders, the radiator

badge holder and other small embellishments were sent for rechroming then refitted. Leather door check straps, anti-rattle dovetails, and rubbers were fitted to the door pillars. New chrome front and rear bumpers and two replacement hubcaps were ordered from the Register stores and fitted.

The car is now running. The engine runs well and it ticks over beautifully, but is a little tappety (maybe it will settle down a bit). The gearbox is fine; all the gears are silent and the syncromesh works very well. The clutch is smooth, with no judder or noise.



*The finished job, complete with Y&C Register grille badge.*

The D.V.L.A. at Swansea was contacted and the registration number 646 CDL was allocated to the car. Although this number was issued in about 1960 and is not age related to the car, it is an Isle of Wight registration number and I will have to be content with it.

Acknowledgements:- Many thanks to Mark Philpot for all the sand blasting; to Fred Angel for all the chrome work; to Andy Dye for machine shop help and advice and last, and not least, to my wife, Jackie, for her patience and understanding.

Bill Baxman

P.S. A recent letter from Bill tells us that:- "The car is running well and I have now done about 1500 miles since putting it on the road. It has developed a slight small end knock on No: 4 cylinder, so I have ordered a new bush from 'Belcher's' and I hope to be putting it in shortly. As the car requires some new rear shock absorbers, I ordered a pair from the club stores and Kevin Briggshaw very kindly delivered them, and some other spares, to me while he was on holiday on the Island and I was very encouraged by the favourable comments he made on seeing the car."

## THE F-TYPE MORGANS (CONTINUED)

Further to my article in Issue 118 on these Ford 8 & 10 h.p. engined Morgans, Dennis Rushton, of the Morgan Three-Wheeler Club, has now provided me with the factory production records for these cars. They read:-

Morgan type		Total by type	Total
<u>Pre-war chassis numbers F1 - F592</u>			
F4	8 h.p.	397	424
	10 h.p.	27	
F2	8 h.p.	72	113
	10 h.p.	41	
F Super	10 h.p.	47	47

Post-war chassis numbers F600 - 1058 - First despatched 2.5.46.

F4	8 h.p.	7 (242*)	27
	10 h.p.	20	
F Super	10 h.p.	168	168

Post-war chassis numbers 1100 - 1301 - First despatched early 1948.

F4	10 h.p.	105	105
F Super	10 h.p.	97	97

He writes:- "I am now in the position to give you details of the last 8 h.p. F4 Morgan to leave the factory; it was chassis number F734, fitted with engine number Y271506 despatched on August 26th 1946 to Coventry Motor Mart.

This information has been passed to me by Jake Anderson and is taken from copies of Morgan's factory records that he holds.

\* Jake assures me that during the immediate post-war period, before Morgans resumed full production in January 1948 at chassis number 1100, there were only seven 8 h.p. F4s that have a despatch date and destination. Previously, I had informed you that 242 8 h.p. 'F' types were produced in this period. I now believe that the remaining 235 orders were never fulfilled. [Note: This revision of quantities produced has prompted an article by Jake Alderson in the latest issue of the Morgan 3-Wheeler 'Bulletin'.]

After chassis number F734, all Ford engined models were fitted with the 10 h.p. 'C' type engine.

I have spoken to Peter Morgan to see if he can shed any light over where the factory obtained supplies of Ford engines. His immediate reply was 'through Mr. Temple at Ford Industrial Units'. He then went on to say that initially the engines would have come direct from Fords until such time as they set up Ford Industrial Units to supply engines for marine use and to motor manufacturers such as Allard and Morgans."

We are grateful to Dennis for filling us in on this little bit of the history of the Models 'Y' and 'C' production story. He also asked me to mention that he was not the sole author of 'Morgans Sweep the Board', as I reported in Issue 118. He was a co-author with Dr. J.D. (Jake) Alderton.

Sam Roberts

## POST OFFICE VANS

I have been having an interesting exchange of correspondence with the Post Office Vehicle Club and Graham Ward (Promod) Ltd.. The latter are planning to produce an 'O' gauge model of a General Post Office (GPO) Model 'Y' van. It would seem that, in the late twenties and early thirties, the normal small delivery and collection van for the GPO was based on a special coachbuilt bodied Morris Minor. However, for some reason, in late 1936 and early 1937 and again in early 1940, the GPO registered two batches of Ford '8 cwt vans', known as '35cf. mailvans' in GPO parlance. The GPO Registration List and the London County Council registration records list the registration and chassis numbers of each batch, showing the first batch of 28 vans to be Model 'Y's. The later batch of 50 were E04A Anglia vans.

The earlier Model 'Y' batch, with chassis numbers between Y159678 and Y164107, were manufactured at Dagenham between October and December 1936, which corresponds with The Post Office Vehicle Club's assertion that:- "it was the practice in the 1930's for vehicles to be purchased in chassis form by the GPO and for coachbuilt bodies to be purchased separately." The two months between (rolling chassis) manufacture and registration would be when the bodies were fitted by the coachbuilders. Regrettably, we do not know which coachbuilders provided the bodies.

The registration numbers of this first batch were from DGU 252 to DGU 279 (the larger 1940 batch were from GGJ 36 to GGJ 85). Again, according to The Post Office Vehicle Club (and this will interest Robin Del Mar's brother, Jonathan, who studies registration numbers - a regnologist?):- "As was contemporary practice, the whole of DGU was issued to the GPO and was used from 11/36 to 9/37. All GPO mailvans were registered in London from 1920 to the demise of the GPO in October 1969 and the registration gives no clue as to where these vans operated, although it is unlikely that many operated in London as the 35cf. mailvan was only used for special duties in the capital."

Unlike the earlier batch, the records for the later (1940) one show the towns and cities where each vehicle was allocated; all going to either Cardiff, Barry, Plymouth, Brighton or Preston, where there were large Ford dealerships to support the local fleet. "This batch was originally ordered with 'Duple' bodies but this was deleted and it looks as though the GPO was forced to accept the standard van rather than having coachbuilt bodies fitted. Contemporary Morrisies were still being bought with coachbuilt bodies including the Morris Z, although quite soon the GPO was forced to accept complete vehicles from Morris due to the war." Interestingly, the Morris Minors of the earlier period were allocated to small towns and villages.

It is known that the mailvans were all painted red but, unfortunately, The Post Office Vehicle Club does not have any photographs of vehicles in either batch, which is a pity as we would then be able to see the special coachbuilt bodies. Does any member have a photograph of one of these vans in his archive or can add to the known information?

Sam Roberts



## THE FORD/ ETAL (NON) EVENT

"The best laid plans of mice and men....." As you will have read in Issue 118, Ian Wright, the then out of work Regional Coordinator for Region 17, put a lot of effort into organising a tour of the villages of Ford and Etal and the castles along the Northumbrian coast. It was not to be! Fate had other things in store for our Geordie members, as the following e-mail from Ian records:-

"Sorry this reply has taken so long, but I have just returned from Ireland after an amazing turn of events. As you know I was made redundant from Applied Materials at the end of January and have spent the last few months job hunting with very little success. Well, after an e-mail from a colleague in the States, I made a phone call to my old boss, waking him up in Amsterdam airport. He was actually on his way back to Newcastle from Santa Clara, with a directive to contact certain members of the disbanded Siemens account staff with respect to re-employment with the Intel account in Dublin. So I beat him to it, which I think went in my favour. Within days I was interviewed in Edinburgh and at 3:30pm on Friday 2nd, (the day before the Ford/Etal trip) I received a phone call from the head man in Ireland asking if I was going to accept the offer. I informed him that I had not received any details, although I knew an offer was to be made. We had a discussion about the terms of the contract which sounded favourable and he was then to send it out by courier immediately. Of course the next day I was leaving early for Ford/Etal. My Wife was working, my Father had already made arrangements and I couldn't get anybody to stay in to receive the delivery. Anyway, we went off as planned and the contract arrived on the Monday morning. I rang Ireland and accepted the offer at 4:00pm on the Monday and flew out at 6:00pm on the Tuesday, so I had just enough time to pack a suitcase. It all happened very quickly. I am now working in Leixlip, about 15 miles west of Dublin, which is a nice area, and flying home for 4/5 days twice a month, which is not ideal, but it was an offer I could not afford to refuse. I regret that my future Y&C activity might be somewhat restricted.

Anyway.....the Ford/Etal saga. It nearly turned into a non-event. As the weekend approached I had had no enquiries from any members outside the area. Within the Region, Dave Lambert had to work due to incompetent administration by his employer; Dave's mate Ray, who regularly tags along, his Wife was expecting a baby imminently; Trevor's

(Walker) elderly mother was taken into hospital and Ronnie (Topping) got tied up with business. So it was down to me and my son Jonathan. I was determined to see it through as it was an opportunity for us to spend some time together before I headed for Ireland, because at that time I didn't know when I was going to get home again as I may have been sent to Israel or the States for training.

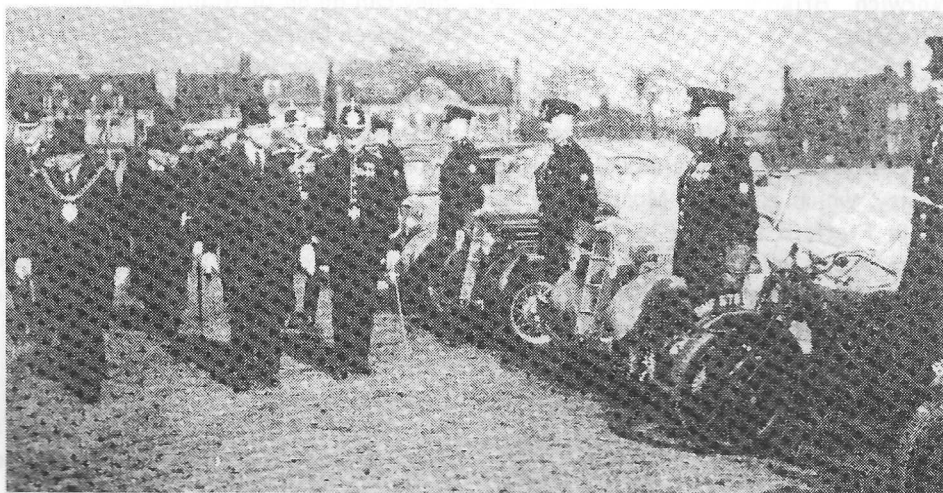
So, I packed CXC 850 and off we went as planned. I more or less followed the schedule to the letter. The drive up went well and we arrived there as planned. We had our lunch at Heatherslaw Mill, optimistically hoping someone may turn up on spec.....but didn't. So we did the tour of the mill, light railway and Etal castle and got caught in a downpour, but the sun eventually came out again and we drove into Ford for photos. We met up in the afternoon in Wooler with friend Jim who I think you met at Dave Tebb's, then driving a Humber Imperial, but now driving an immaculate Lotus Europa, on his way back from a Lotus Club rally in Scotland. There we camped the night and decided to go to a local fete the next day. I rang Ronnie and he drove up early on the Sunday morning, so at least we managed two Model Ys in the rally which attracted a substantial number of vehicles of all makes and types from tractors to Bentleys. Ronnie and I both having other things to attend to before the day was over, left mid-afternoon and had a rather pleasant drive home in brilliant sunshine. So.....all in all, what could have turned into a disappointment ended up being quite an enjoyable weekend."

Full marks, Ian, for doing the trip under the circumstances. We are delighted to read that you are back in employment. A subsequent e-mail from Dublin informs us that all is well, 't'be sure'.

## CX's ON THE BEAT

*Inspection time on Platt Fields, Manchester.*

Karl Dillon, from Ramsbottom in Lancashire, has sent in this newspaper photograph of the annual inspection of the Manchester City Police Force on Platt Fields in the mid-thirties. Both Model 'CX' saloons and tourers are on parade. Apparently, they were fitted with Morse code transmitters, which blanked out when tramcars trundled past!



With all members of the committee very much in the holiday mode, it has not been possible for us to get together during the last couple of months. At the time of writing this Bob is still in Australia. (Note he's the guy in charge of our funds!) So until he returns, in late August we won't be able to check on the numbers entered, but I do believe entries are still coming in.

# CONVOY 2000 - UP DATE

Word had reached us that some of the members would like to enter the event and camp overnight, in order to keep their costs down. We have no objection to this idea and in fact welcome the suggestion. If you would like to enter on that basis you will be most welcome, but please make it clear on the entry form. In order to finalise arrangements we will need to consider 'a final entry date', which will probably be around the end of the year, (Bulletin 122). We need to do this so that the Hotel booking arrangements can be made in good time. Incidentally Bob acknowledges all entries so if he hasn't done so in your case, its because he hasn't received an official entry form from you. Brian Mace has a number of suggestions for 'The Convoy' once it leaves Dagenham, plus we need to tie in with Ford Motor Company's arrangements. Accordingly, I would ask all entrants to let Bob know your ETA at Dagenham on the morning of Sunday June 11th .

Now to recap on the route so far, and to fill in a little more detail where known. As you know we leave Dagenham Plant on Sunday the 11th June and head to Norwich. Brian Mace has suggested the following: -

**Day 1 Sunday.**

Dagenham to Norwich. En route we will visit a 1951 - 95 Nuclear Bunker at Misley, which is now a Museum. Then on to Flatford Mill, 'à la Constable'. Brian reports that the Travel Lodge is well sited on the A47, which is our road for day 2. Brian would like to leave Dagenham by 10 a.m. So please reply re. your ETA.

**Day 2 Monday.**

We head for Kingston upon Hull. Here we need some help on the route to choose.

The first thought on my part is that we could visit Lincoln. Any ideas members?

**Day 3 Tuesday.**

On to the Newcastle area. If we head for Scarborough, we can head up through North

Riding National Park. Some help on the route would be appreciated. We would like to think about a route via Barnard Castle and head up to Derwent Water. A hotel near Hexham would be ideal that night. Help from a local member please.

**Day 4 Wednesday.**

A visit to Holy Island would be interesting but, as access is via a tidal causeway, this will need to be checked to see if time and tide coincide. If it is accessible we could route our selves via Northumberland National Park. If not accessible we will take the road to Jedburgh. Some details on this day still needs to be worked out. Any local help out there? If we do cross to 'Holy Island', we can use the A1 to Edinburgh. In Edinburgh I would like to arrive in time for members to visit the 'Castle', and possibly 'Holyrood House'. A full day here!

**Day 5 Thursday.**

We start with a visit to 'Queensferry' to inspect the Forth Rail bridge. Once over the Firth we head for Dundee, to visit the 'Royal Research Ship Discovery', à la Captain Scott, with a possible visit to its sister museum, 'Verdant Works', to look at life in the past. If some members prefer they can go on to 'Glamis Castle', one of the Queen Mother's Scottish homes! The group will then move on to Pitlochry, and over the 'Drumochter Pass' via the A9. If time permits we can visit the Distillery at Dalwhinnie, before we reach Aviemore.

**Day 6 Friday.**

Is a day of rest, not that you'll get much of that! Activities will depend on the weather.

**Day 7 Saturday.**

Activities will depend on how Friday's weather was. We may visit one of two

Distilleries, or 'Fort George', and 'Culloden Battle Field', the site of Bonny Prince Charlie's last stand, and the last battle site in Britain. We visit Inverness, the 'Highland Capital' and our most northerly point. Now we turn south via the banks of Loch Ness, Fort Augustus, and on to Fort William.

**Day 8 Sunday.**

Sees us on the road to Oban. The road south of Oban is too poor for the 'Convoy', and it will necessitate the use of a ferry at £17 a car, which only carries 18 cars, and only runs every hour. Instead we will turn north to reach Inveraray, where we can visit 'Inveraray Castle' and an eighteenth century prison. The route takes us on to 'Argyle Forest Park', which we will tour, weather permitting, before reaching Dunoon.

**Day 9 Monday.**

Sees us with the commuters as we take a ferry across the Clyde. Once ashore we turn south to Largs, Irvine, and Ayr. Here we can visit 'Burns Cottage' before turning south to 'Culzean Castle'. After which we turn south-east on the A 713 and, at New Galloway, we head for Dumfries, and 'Gretna Green' for those in need of it's services! Now we pass out of Scotland en route for the lake district, via Carlisle. Overnight accommodation will be needed in the Keswick area, local help please.

**Day 10 Tuesday.**

At present we plan to head south through the 'Lake District' to pick up the M6 at junction 36 for a quick 60 mile dash south to the M56, where Peter Ketchell will lead is into Chester. (He has some crazy idea of walking round the city walls!)

**Day 11 Wednesday.**

Peter Ketchell will lead us south into Wales to Merthyr Tydfil, this route has yet to be decided.

**Day 12 Thursday.**

David Curtis will lead us to the 'Wye Valley' and on to the Severn Bridge. Once over the bridge we need a route to take to Christchurch, which has yet to be established.

**Day 13 Friday.**

We leave Christchurch for Hastings. Here again we would welcome some suggestions on the most picturesque route.



**Day 14 Saturday.**

We head for Dagenham, but before we do, John Keenan will try to arrange some fun and games on 'Richmond Street'. Owen Baldock will have the pleasure of directing us back to Dagenham.

So that's how things stand at present. Scotland and several other days are complete, but there are still a lot of gaps. Therefore we need some help from members familiar with their area to help us fill them. In the main the route avoids principal cities and concentrates on country roads.

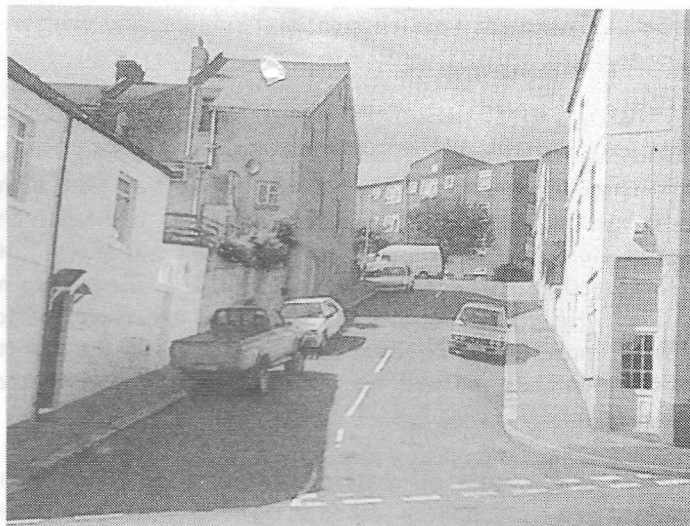
**REMEMBER THE COUNT DOWN IS NOW AS LITTLE AS 250 DAYS, MAKE SURE YOU'RE READY!**

As a P.S., Bob Wilkinson is home as I finish, and reports that there are three more 'total run' entries in the post, bringing our numbers up to the top teens.

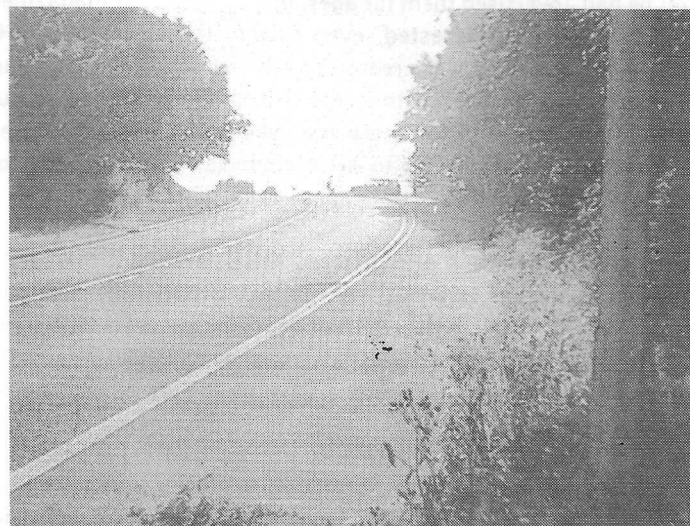
Graham Miles

**HAVE YOU ENTERED?**

Another fillip for those who are hesitating over whether their car can make the Convoy 2000 distance comes from Phil Denson in Burnley, Lancashire. His is a Cork assembled, 1936 Model 'Y' (Z 7071), which was imported into the UK in 1973. Phil and his wife have taken the car over to Ireland every year since 1993, initially to try to trace the previous owners. He writes:- "We go to Ireland every year in the car and do between 700 and 1500 miles each time, but last year we were there for three weeks and did approximately 2000 miles with not a hitch. Just having to adjust the brakes once. The car is really well known in Ireland now and everyone is amazed at the amount of mileage we do."



*Richmond Street today. Compare this with the 1933 shot in Issue 118. Apart from the block of flats over the top of the hill, nothing has changed.*



*The stretch of road taken by the 1933 convoy, as shown in Issue 118. It is Barnhorn Road (A259) as it drops down from Bexhill to Pevensey Marsh. Photographs and research courtesy of John Keenan.*

**SPARE SPARES**

**WHAT DO YOU DO WITH THEM?**

Roberts Spinks, from Swanley in Kent, writes to Bob Wilkinson:-

"First of all, I enclose a slip, confirming that I will pay future club subscriptions by standing order.

Many thanks for the colour chips. I must admit, they were indeed dark - so dark that I actually thought that you had sent me a black chip, until I realised that it was maroon. I enclose them, together with a book of stamps to cover postage.

Although the consensus of familial opinion was that the Maroon was the winner, I am afraid that I need to be a little more pragmatic. A company called Jenolite manufactures a dark blue in its Repaint range which is pretty close to the original Orient Blue. A couple of tins of that, and one tin of black, together with two tins of undercoat, a paintbrush, and a week of rubbing down should see the job finished. Total cost should be no more than £30, and it will be finished over a weekend. Perhaps! The alternative is to hire a compressor and gun, have the paint made up, and spend ages masking everything up. Total cost will be in excess of £70 just for the materials. Prohibitive! So, on balance, I have decided to go for the blue, and spend what I save on other car bits - such as a battery, front glass, MOT and seats! Much more sensible, I think.

Looking through the back issues, I see that the Register has published some parts lists for the Model Y. However, it seemed that Ford had published nothing similar for the Model C, and the Register were therefore appealing for information. I have a parts list covering all small Sidevalves up to 1959. I enclose a copy of a few pages of what I have - it's mainly blank pages to be used, I guess, as an inventory by the dealership. But there are lots of lists of lots of parts, down to the last nut and bolt. And of course there are exploded diagrams - useful for those members who have an exploded car! And there's even an poster-sized lubrication chart. I suspect that it is something which the Register already has, given that it also seems to be the source of the sketches which the magazine uses on its front cover. And of course it covers all cars up to 1959, so is mostly irrelevant. However, should it be of use, do let me know. Actually, even if it is not of use, I'd love to know what it is. A publication rarer than hen's dentures, or a ten-penny book, of which everyone has at least two copies? It cost me about £20, maybe less.

over →

I would like to ask your opinion on a subject, and wondered how to broach it with other club officials. Worryingly, I have spoken to a number of folk who are (or have been) trying to shift Model Y spares, and there seems to be a recurring theme - lack of interest or commitment from restorers. This morning, I spoke to a chap who previously had a Model Y shortrad Van, along with enough spares to fill it to the roof! He had taken the spares along to autojumbles, and no interest was shown. He had advertised it in club magazines (FSOC, I suspect), to no interest. He had a set of Model Y wings, and had asked £30 for it. He ended up giving them away when he sold the van (to someone in Bath, he tells me, although he cannot remember their name).

He had 30 Y wheels, all shotblasted, and couldn't shift them. He said that restorers who looked at them complained that they were pitted, and were therefore not interested. In the end he dumped four of them at the local recycling centre. He had also dumped 2 rear axles at the same place, and for the same reason. Yet he had advertised them for ages, in the classic car magazines, and nobody was interested, even though they were free. He tells me that it is only the restorers who are so unwilling to part with their cash. The customisers are perfectly willing to buy what they need, and for the price asked. In fact, he himself had an original Model B van axle which was going to be put on his rod, along with a set of original Model B wheels.

Even though he has a self-restored MGB, and kept the van in original condition, and said he was once a purist, he now says is so fed up with the restorers, that he no longer deals with them - his words. However, he did sell me a spare wheel strap (£6) when I first met him, and today gave me a fuel pump-to-carb pipe for a Y this time. And he also offered me a pair of skimmed Y front drums for £20. So he's not all bad . . . But his generosity also extends to customisers. He has a friend to whom he has given bits for him to complete his Model Y rod - the same bits, remember, which were originally offered to restorers, but were refused.

And this is not an isolated tale. I have spoken to other car enthusiasts who deal with both rodders and restorers, and the message is the same. They say that restorers want perfect gear for nothing, customisers buy what's available, and pay a good price. In fact, I was recently told that a restorer had asked a seller to take some Model Y parts to them, so that they could look at them! Not good - given that the club is spending money on remanufacturing spares, it seems ironic that members cannot even travel to look at the existing spares!

I suspect that this message will not be popular with club officials. However, it is clear that spares are being dumped, or can easily find their way to rodders, simply because restorers will not make the effort to buy the bits which are available. Given the seriousness of the matter, what can be done, I wonder? I do not condone this practice, but can understand it - after years of trying to unsuccessfully shift spares to the restorers, it is understandable that they need to clear space, and pass them on to the people who want them, and who are willing to pay for them. And equally, even the keenest of restorers cannot be expected to fill their garage with unneeded or substandard spares, on the off-chance that they might be needed in the future.

Of course, it is possible that the bits which were being sold were rubbish, or common (such as wheels!). But enough people have given me the same message for me to think that maybe there is something to it. I would be interested to here the orthodox restorers viewpoint - over to you!

Once again, many thanks for your time and enthusiasm for all things Y and C,

Robert Spinks."

I'm afraid that your 1932-1959 Ford spares book is not that rare. I have a similar one covering the period 1932-1951. Graham Power, from Eastbourne, has also sent one in; it is the third edition (dated 1955) of one printed for Australian English Ford owners. As you say, they are very comprehensive and are ideal for members with exploded cars! The Register was looking for a parts list which was specific to the Model 'C/ 'CX' for reprinting - we still do not have one and, at this stage, do not believe one was published..

I also despair at the amount of Y&C kit which is offered to us by people outside the Register and which is not 'captured'. Regrettably, it all takes up storage space, which costs money to rent. Added to which, the turnover to members of the majority of it is non-existent. Wheels and rear axles are typical of components which do not shift. Wings and panels we do not stock as they rust and deteriorate quickly. As more and more of our cars are restored, the turnover of these assembly-type components will become even less. The Register store has a good stock of most of these low turnover items for use in the longer term and you will have seen Graham Miles' plea for somewhere permanent for them to be securely locked away until that rainy day in the distant future when they may be required. Now, if these generous people were offering faster turnover items, such as exhaust manifolds, bumpers, headlamps, pistons, bulbs, contact points, etc. I'm sure they would be lapped up by Graham and the restorers in general. Perhaps Graham might like to comment on this topic in the next issue.

*P.S. Since writing this, Ivor Bryant has sent me an advertisement from a local paper which reads:- "Ford 8 Model Y spares inc. 4 wings, engine bits, wheels etc. £150 the lot. Ring Wayne on 01454 314915 (Chipping Sodbury)." I doubt whether any restorer would follow that one up - on the other hand some member may prove me wrong!*

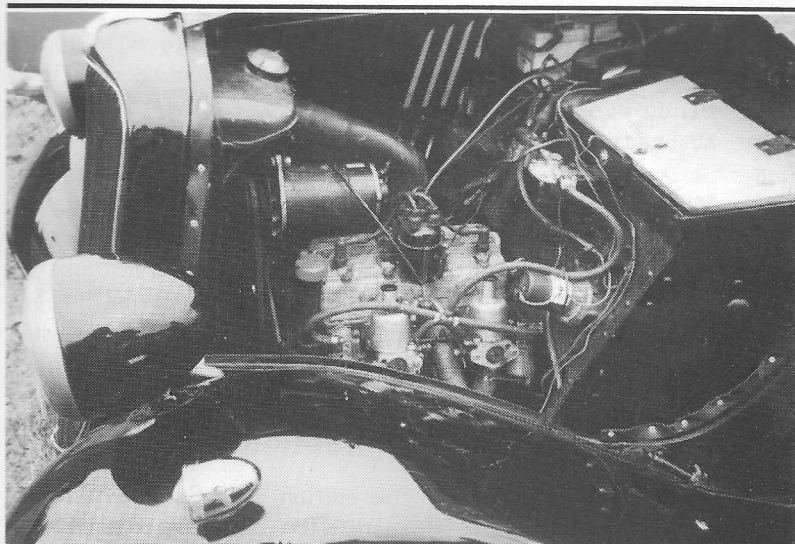
Sam Roberts (in Bob Wilkinson's absence - AWOL)

## TRIALS VEHICLES

Ivor Bryant writes from Bristol:-

"Looking back in November's issue (115) there was a photograph of a trialing Y belonging to Ian Moss of Stroud, Glos. I have in fact sold a front wing to Ian some time ago and have recently spoken to him. There are two of these Ys trialing locally, both painted black and dark green, almost a matching pair. The two cars were exhibited at the Lister-Petter show in June this year. These cars, as stated in the previous article, are both fitted with twin carbs, banded wheels with bigger tyres, cut away front wings early style, and without running boards. I was surprised to see that the interiors were also restored. A

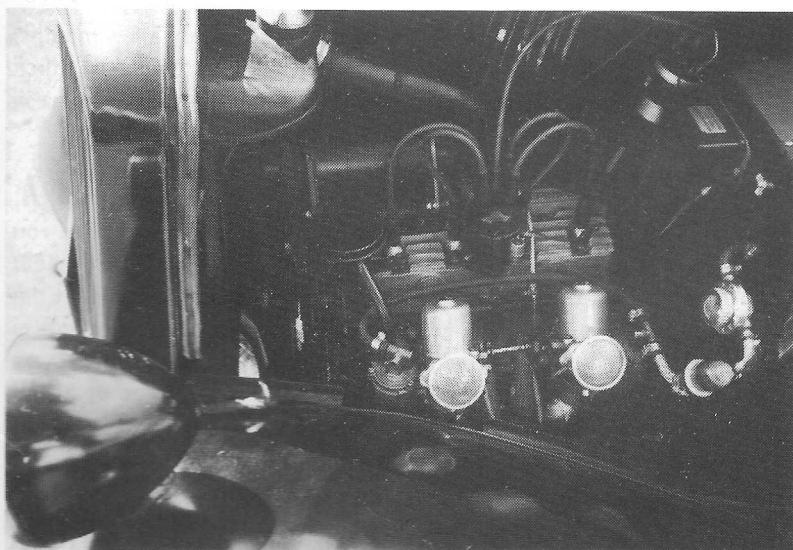




*The less tidy, but very similar engine compartment of the second trials car.*



*The second trialing Model 'Y' - owner unknown.*



*The tidy engine compartment of Ian Moss' trials car - Lister-Petter engine?*

membership application form was handed to Ian so hopefully they will be joining the club.

On the subject of batteries, I bought mine from Groves Batteries in Cheltenham, having discovered that a 6v MGB battery isn't adequate. The cost - £29.96 include VAT.

At a local car show talking to an autojumbler, he advised me that he had recently sold a Model Y van to Jack Russell the cricketer. Jack has an art gallery in Chipping Sodbury and apparently is intending to use the van in connection with the gallery.

Members and other old car eccentrics are always welcome at the Sidevalve Club meets at The Fox, Easter Compton, on the last Friday of the month; after 8.30 ish."

Thanks Ivor, I have written to Jack Russell and wait his response.

## DONATIONS

Kind words and food for thought have been received from Nick Lawrence in Essex:-

"Can you please pass on my thanks to all the 'team' for all your hard work and for producing an excellent magazine. I am sure that, like myself, a great many members cannot attend the functions as often as we should due to the pressures of work and/or home life, but our absence from these meetings is not an indication of our lack of interest or appreciation.

I have enclosed my cheque for the subscription renewal and have included an extra £5.00. When next year's subscriptions are due, those members that are in full time employment may follow this example. Even at £25.00, the membership is excellent value, and possibly the extra revenue will assist Graham to produce/procure even more spares."

Thanks Nick, your donation is gratefully received.

## "COME ON FRAME THISSEN"

Alan Ogden writes from Leeds:-

"I've been over to see Barry Diggle a couple of times and found CNN in excellent fettle. I accompanied him to his 'do' at Skopos Motor Museum at Batley. As you know the turnout was poor. A shame as the Museum was free to us, also sandwiches, biscuits and coffee. I think Barry has done more since he joined the club than some who have been members for years. It seems to me that there is a nucleus within the club who are always first to volunteer for duties (except Editor!), organise meetings, write articles, assist other members, etc., etc., etc., while the 'Silent Majority' do nothing and don't even read the Bulletin apparently. Up here we have a saying "Come on frame thissen". I think it could be applied to these people. As we approach the Millennium, let all those who have never 'struck a bat', as it were, do something to help the club and the magazine along....."

What can I say?

Sadly, the only reference to the 'C'/'CX' model in this column is through new member, **John Hammel** (see 'Wanted' ad.), who is seeking an 'on road' 'C' or 'CX' model to add to his Ford collection. John already owns a 1931 Model 'A' and a 1948 Anglia, leaving a mid-1930's gap to be filled. I'm sure we can help you to find the right car, John (see 'For Sale' ads).

Former member **Marven Starbuck** in Basildon, has rejoined us with a burst of renewed enthusiasm for the ongoing restoration of AYX 501. The 1934 Model 'Y' has a complete rolling chassis and now requires attention to its bodywork and trim after being off the road since 1960.

**Stephen Flannery**, in North Watford, has stripped down AJU 917 - 1937 Tudor 'Y' - for a full restoration. The history of this car reveals that it had a handful of owners in the Sheffield area in the 1950's. It still has the original engine too, which is unusual considering how cheaply a reconditioned unit could be bought in the 1950's.

Two Model 'Y's feature next, both of which I saw a few years ago when I lived 'up north'

KY 5564 is a very early Fordor longrad 'Y' model (body number 166/409 - first registered 8/12/33). I last saw this car about three years ago as a skeleton! Former owner/member Eddie Hamilton, from the North East of England, brought the chassis and body shell, freshly sand blasted



*AVF 162 awaits restoration by Mark Crabtree.*

## NOTES ON NEW MEMBERS

and primed, to the Yorkshire 'Do' at Newby Hall, where it was for sale. The car is now maroon and black and requires final fitting before joining new member, **Sue Edwards** and her husband's Austin 10/4.

**Mark Crabtree** has more work to do in the full restoration of AVF 162 - a car that has waited a few years for attention. I recall, in the mid-1980's, looking at AVF covered in timber in the storeroom of a famous snooker table manufacturer in Leeds with local member, Alan Ogden, who had found the car when visiting the firm. The car has had a couple of owners since then, so all rests now with Mark to complete the task. Keep us posted on progress.

In this edition, only **Greg Hopkins** of Beaconsfield, is on the road! After several years of hankering after an old car, he visited Orchid Cars, in Amesbury, to see a 1927 Austin Chummy, which proved to be unsatisfactory and thus turned his attention to HV 7358, a Model 'Y' registered on New Year's Day, 1st January 1937 (advertised and photographed in the last issue of the magazine). Greg bought the car and is very satisfied since it drove the eighty miles home without a hitch. It always starts first time, has the original engine and has covered 93,000 miles to date.

Welcome to you all - have fun!

Bob Wilkinson

## NORTHERN SIDELIGHTS

All of my rally attendances this season have been fairly local in nature. Alas, no other Models 'Y' or 'C' have been encountered. Region 16 members obviously go to different events. However, by the time you read this, hopefully, I will have done the Bradford to Morecambe Run, (the north's answer to the London - Brighton), and, according to the programme, member Alan Higham from Preston will be there with his 1937 Model 'Y'. I am looking forward to the drive to the seaside in company with another Ford.

We made an attempt to resurrect Alan Ogden's Model 'Y' a few weeks ago. After making all the usual checks, and, filling the carburettor bowl with fresh fuel, we eventually coaxed her into running, but only for a short time. I have read so much in magazines recently about the poor keeping qualities of modern

petrol which somehow loses its volatility after only a few months, that I would recommend anybody attempting to start a car which has lain for any length of time to replenish the tank with fresh fuel.

Speaking of fuel, I had a classic case of jet blockage on CNN, returning from the Kirklees Historic Vehicle Parade. The run there had been perfect, but soon after having left the rally field there was a considerable drop in power. It was so bad that the choke had to be used to get away from traffic lights. The rule is to keep going, and, we struggled home where the problem was quickly resolved. The main jet was partially blocked by a tiny fragment of something or other which, when removed, restored full power.

I found an advertisement in an old mid-1970's copy of Old Motor for a 1/43rd scale (7mm - 'O' Gauge) model of a 1935 Model 'Y' in kit form. Listed as catalogue number MK3, it cost only £5.95 from a company called 'Motorkits' in Horsham, West Sussex. Does anybody have any more information about the



Motorkits range of products particularly their rendition of the 1935 Ford Y saloon?

Finally, I have had some quite successful results with a spot of repainting on my Austin 7. A firm called plasti-kote do a fast dry super enamel in 400ml aerosols. The range of colours is limited, but they do black. I used this to respray the four wings on my Austin and the results were very satisfying, especially after polishing with a slightly abrasive car wax. Two cans did all four wings with sufficient left over to freshen up the number plate bracket on CNN. The aerosols are about £5.50 each and available from the DIY stores.

Barry Diggle.

We know all about the MK3 Model 'Y' kit! In Issue 106 of the magazine I wrote an article about my quest for the patterns of this model on which, having traced the patterns to ABS Models Ltd. in Poole, we nearly committed ourselves to spending serious money to have some kits made. Milestone Miniatures saved the day by bringing out the better quality built up models which Regalia is selling today. I quote an extract from Issue 106:-

"I was presented with a very good die-cast model of a Model Y in 1978 when I left Germany, where I had restored my Tudor

saloon, CNN 125. It was the 7mm Motorkit No.3 model, marketed through Western Models. Apart from a slight disparity in the shape of the lower radiator grille, due to rather bulbous front wings, it was a beautifully proportioned longrad Tudor model, which I have treasured ever since. When I became Chairman of the Register, I tried to find some of these Motorkit models to sell to members through Regalia. Unfortunately, they were no longer available. Spurred on by Trevor Walker, a member in Newcastle, it has taken me ten years to trace the Motorkit patterns, which were originally made by one Jim Varley. I am in the process of trying to persuade the present owner to make up some kits from them. He is a pattern maker by trade, and a perfectionist; so insists on checking and modifying the dies, against a Model Y, before reproducing the parts. This costs money! Incidentally, one of the interim owners, Bryan Garfield-Jones, also made a not very good Model Y van, using a sawn off saloon pattern replica. Some of these were sold as Motorkit CK2 with 'Atco Motor Mowers' livery and may be seen as part of the scenery on the occasional model railway layout."

Coincidentally, the CNN to which Barry Diggle refers in his article is my old CNN 125, which he now owns. Its a small world!

## FOR SALE

### Through dealers:

1933 Model 'Y' Tudor shortrad, CSL 875 (not orig. no.) (Y27704). Maroon/Blk. Fully restored and runs well. £3950 o.n.o. Manor Classics: Tel: 01295 758355 (Banbury, Oxfordshire)

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey; Reduced to £4495. D.T. Mathewson  
Tel: 01751 474455 (Thornton-le-Dale. N. Yorkshire.

1937 Tudor Model 'Y', Green & Black (Y171570), CBJ 576, excellent condition. £5500. Malcolm C. Elder & Son.  
Tel: 01869 340999 (Oxfordshire)



Tom Tomlin's two Model 'C's

### Private sales:

Two Model 'C's! A 1935 Fordor (C15459) OSK 257, dark blue and black:- £3500 and a 1935 Tudor (C1515?) BAF 400, chocolate brown:- £3200. Both cars Mot'd and in excellent condition. Reason for sale; lack of space to restore two more Model 'C's!  
Tom Tomlin: Tel: 01304 820651 (Dover, Kent)

1937 Model 'Y' Tudor saloon, CFJ 566 (Y169331), black. Complete & running. Stripped for respray. £1000 o.n.o.  
John Watson. Tel: 01787 376913 (Sudbury, Suffolk)

Longrad items, including pair of doors - complete, excellent condition; body shell stripped bare; chassis, surface rust; front/rear axles, springs etc.; windscreen and surround; dashboard & instruments; two off steering boxes/columns; bonnet & side panels in primer; front wings with stays & headlamp bowls, plus registration number - may be recoverable. No paper work, wiring, nuts or bolts. Must sell complete. £850 G.J. Clements. Tel: Answerfone 01371 830033 (Dunmow, Essex)

## WANTED

Double grooved Model 'CX' front bumper. Peter Baggott. Tel: 01843 221237 (Kent)

Model 'C' or 'CX' in 'on road' condition. John Hammel. Tel: 01797 280075 (Iden, East sussex)

Good longrad front bumper. G.J. Clements. Tel: 01371 830033 -Answerfone (Dunmow, Essex)  
[Why not buy from 'Spares' list? - Ed.]

## DEADLINE FOR NEXT ISSUE

**YOUR CONTRIBUTIONS  
PLEASE  
TO THE EDITOR BEFORE  
SUNDAY,  
31st OCTOBER 1999.**



The photographs of the booted Model 'Y', which Ken Sleight saw on his holiday in Tenerife, has brought a fascinating response from Luis Cascante in Barcelona, the home of Ford Iberica. He writes (in excellent Hispanic English!):-

"Yesterday morning I received the wiring loom I ordered to Paul Beck. It is very good work, and he has delivered it in a very short delay, only three weeks! I asked him for a wiring diagram with the colours of the wires stated to help the fitting up.

I have received also the last issue of the magazine, that I read enthusiastically, as usual. My father will be very happy with your congratulations for his 80th birthday. About the article 'Holiday Find', I wish to point out, with the chairman permission:-

1. In fact it is surely a Barcelona assembled Model Y.
2. I think the registration number is PM-6646, instead of PW-6646. In Spain, prior to 8th October 1971 the registration numbers began with one or two letters (every province has its own identifying letter or letters, for instance B = Barcelona) followed with correlative numbers. PM are the letters for cars registered in the Balearic Islands, and the number 6646 was registered in mid-1935. I will try to find through Government Traffic Offices the previous and present owners.
3. The boot was an original accessory made by Ford Motor Iberica and sold through the dealers. I enclose a photocopy of an advertisement of that boot (Revista Ford, number 29, June 1934), mounted in an 'intermediate Model Y'. I enclose an (Hispanic) English translation.
4. The spare tyre is an 'Nacional Pirelli', that was made in Spain until the sixties.
5. The car was fitted with double windscreen wiper, and rear curtain. Probably was a De Luxe version.
6. I don't agree with you in the matter of the front bumper: the front bumper is a S.R. bumper, but the rear one is a L.R. Ford Iberica only used S.R. bumpers in L.R. cars for the 'intermediate' period. In my opinion, the front bumper was changed in some moment of the life of the car. After an accident? During the restoration?

I am very sorry to hear that Steve Young has sold his Model Y, and left the Club. He was very kind in showing me his car in a cold Sunday morning."

ADVERTISEMENT: Car with boot.  
Caption: "Extract from 'Revista Ford, number 29, June 1934. Translation:- "Wholly metallic boot, exclusively for the Ford 8 h.p. car. Roomy, attractive, made from quality materials with chromed decoration. Supplied, painted black, for 300 pesetas (assembly included when ordered from works). ORDER FROM FORD DEALERS."

Luis is quite correct and I apologise for mis-reading the registration number. On looking through the magnifying glass, the

# THAT HOLIDAY FIND IN ISSUE 119

registration letters are PM and not PW. My question now is; what is the car doing in Tenerife (Canary Islands) if it is registered in the Balearic Islands? The Canaries are in the Atlantic and the Balearics in the Mediterranean! - Unless Ken Sleight caught the wrong plane!

There were no de luxe Tudor longrad Model 'Y's. If it were a de luxe, it would also have a sliding roof, which it hasn't. I suspect the owner has fitted the second wiper and rear curtain as extras.

Luis is quite correct on the matter of the front bumper. By 1935, the surplus shortrad bumpers at Dagenham had been used up on export 'Knocked Down' cars. This car would have had a dipped longrad bumper originally. You will note that the longrad car in the advertisement has shortrad front and rear bumpers. As Luis points out, this is an earlier 'intermediate' model, with sidelights.

To my knowledge, Ford Iberica was the only assembly plant to provide luggage boots as extras - unless any member has evidence to the contrary.

Keep the photographs coming in. We've learnt a lot from Ken Sleight's!

Sam Roberts



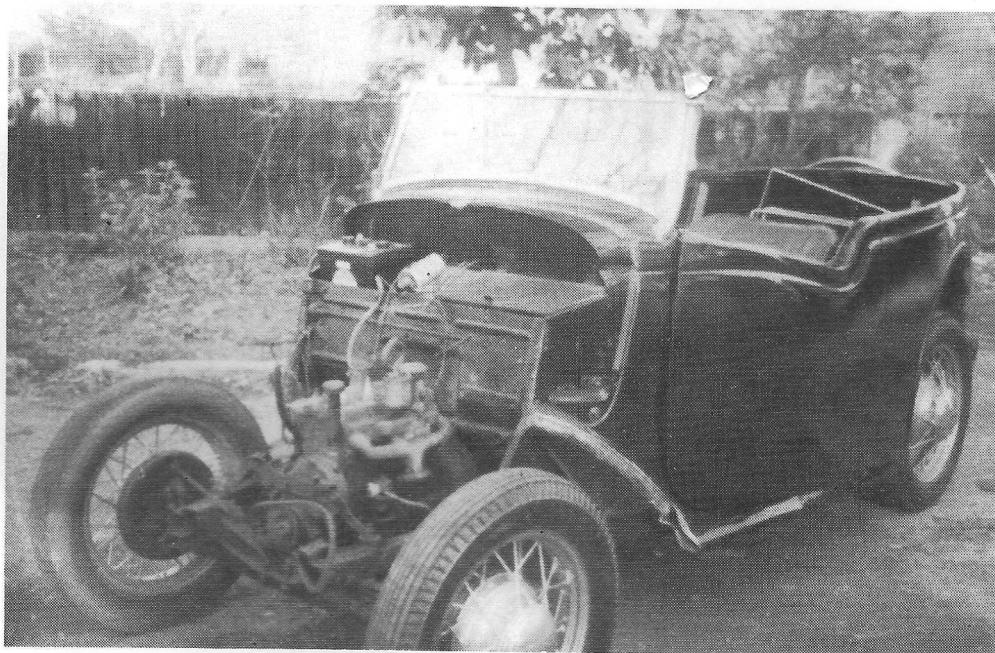
Maleta íntegramente metálica, exclusiva para coche Ford 8 HP. Amplia, de gran presentación, de material y construcción de primera clase, con herrajes cromados. Se suministra esmaltada en negro, a Pesetas 300 (comprendido el montaje cuando se encarga con el coche al salir de fábrica) PÍDALA AL CONCESIONARIO FORD



# MEN OF KENT

I was delighted to receive a letter from Peter Baggott, with news from the South East. Peter with his 'CX' tourer and Tom Tomlin with his brace of Model 'C' saloons have been active in Kent. Tom, you will recall, provided his Model 'C' for the London Classic show at Alexandra Palace in March. Peter's 'CX' tourer was featured as the Member's Car in Issue 116. What I failed to appreciate when I wrote the article was that this car (XS 4359) was the one which we used to see often in the late 1980's being driven by Mary Game. Mary is the wife of Graham, who carried out a full and excellent restoration of the car. It was sold to Spinning Wheel, the dealers in Chesterfield in 1992, from whence it came into the possession of Malcolm Black in Tyneside. Peter has been doing a bit of back-tracking on the car's history and has picked up old log books and photographs of the car.

Peter and Tom have been to a number of shows this summer, including one at Waldershare Park, the home of the 10th Earl of Guildford, and one in Faversham. They have also been sharing facilities. Peter also sent me a photograph of Tom, in Peter's garage pit, supposedly undersealing the rear end of his Model 'C', OSK 257. I reckon its a posed shot as he looks far too clean! Note the single rod rear brakes. OSK is a late May 1935 production model. When did the 'C' or 'CX' change to double rod rear brakes - if ever? The Model 'Y' had changed to double rods way back in November 1933.



*Peter Baggott's 'CX' tourer under restoration in the 80's when owned by Graham and Mary Game.*



*A clean Tom Tomlin supposedly undersealing his Model 'C'.*



*Peter Baggott's 'CX' flanked by Tom Tomlin's brace of 'C's' at Waldershare Park, near Dover.*

# AFTER THE STRATTON EXPRESS

Three years ago, in Issue 102, Alan Ogden told the tale of the first Model 'Y' he owned, as a National Service REME Craftsman in 1960, when stationed at Stratton, just outside Bude in Cornwall. As we all did in those days, he did not treat FK 6032 with the greatest of respect. He rolled the car, the 'Stratton Express', on the hill outside Stratton and eventually drove it, on its last legs, into a knackers yard, from whence it went to that scrapyard in the sky.

Successive Editors, namely Peter Brooke and I, have had the sequel story sitting on our 'butcher's hook' for many moons, for which we apologise to Alan. Here is Alan's next story. When I first knew Alan, he had a Model 'Y' van so, no doubt, there is more than another story waiting in the wings!

"In the late summer of 1960, I left the Army and Cornwall behind and I returned to Yorkshire in a home-built 'special', for which I had paid £10. Upon my return, I took a job driving a delivery van.

One day, my route happened to take me past a garage forecourt on which stood a tidy looking Model 'Y' saloon; four-door and black with chromed headlamps. Upon making enquiries, I learned that they were merely doing an MoT and the car was due to be returned that day to its owner, who ran a used car emporium in Leeds.

A short time later, I made my way down to the emporium and was greeted by the original 'Arthur Daley'. "Of course there's someone else interested in it, Sir." was his opening line, followed by some sharp 'logic' and then, as a clincher, he pointed to his modern high powered saloon and said, "I could go to Blackpool in that. You could go in this. We would both go to Blackpool."

Unable, at the time, to refute such 'logic', I promised to be back the next day bearing the full price of £25. On my return, I was met with the news that during the night the petrol tank had been drained and the road tax disk taken. As this affected the value somewhat, some verbal sparring took place, at the end of which, he produced half a gallon of petrol which he trickled into the tank as if it were nitro-glycerine.

As I drove away, I glanced into the rear view mirror and he seemed to be doubled up with laughter. Actually, UG 7429 was a sound car and on several occasions I made the 90 mile round trip to see the stock car racing at the Belle Vue stadium in Manchester. This was in the days before the M62, on an old road over Stanedge, a kind of mini-Khyber Pass that separated Yorkshire from other places. Going over this in a Model 'Y', in the wind and rain and darkness of late October, could get quite interesting and was the source of many adventures.

In the summer of 1961, I had a few days holiday from work and was enjoying a mid-week pint with a mate. Suddenly he said, "You're always



*The 'tidy looking' UG 7492. Note: no bumpers, dumb irons, shock absorbers or running boards - no wonder Arthur Daley laughed!*

going on about how good Cornwall is; you've got the 'Y', why don't we go?". "All right", I said, finishing my pint, "I'll see you on Leeds bridge 7:30 Friday morning and we'll go to Cornwall." And maybe someday, I'll tell you how we did it."

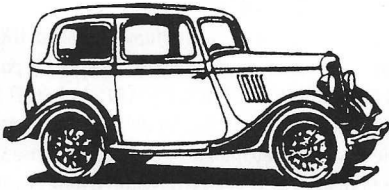
Alan Ogden

## STOP PRESS FOR SALE - MODEL 'C'

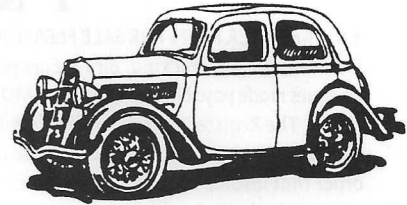
A new find has come to light in West Wales, requiring restoration. A 1935 Model 'C' Tudor saloon with sliding roof (C21616) - BHW 786. Body is sound (has been in dry storage for 20 years), painted grey/brown colour. Bonnet, a wing and bumper missing. Dent in grill. Engine complete but seized. Offers in the region of £1000  
Mrs Mandy Whiteland  
Tel: 01570 4334459 (Dyfed, West Wales)







## FORD Y. & C. MODEL REGISTER



### FBHVC Lead Substitute Testing

The Federation of British Historic Vehicle Clubs recognised the impact that the demise of leaded petrol would have on the Historic Vehicle Movement and set up a sub-committee to monitor developments. It was quickly realised that although there were many lead substitutes available for which great claims were made there was no standard test against which these claims could be validated. To overcome this situation and in the absence of any initiatives from either Government or national standards organisations anywhere in Europe the Federation commissioned an extensive programme of testing at the Motor Industry Research Association (MIRA).

This programme represents one of the most comprehensive assessments of the performance of products designed to protect against VSR carried out in the UK. Work started in November of 1998, and by late February 1999 15 tests had been completed, included in these being leaded four-star and unleaded reference tests - bringing to an end the first phase of testing. If there is sufficient demand it may be possible to carry out further tests.

Some 40 suppliers of lead substitute products were approached from which 12 products were submitted for test.

Each product was subjected to an identical test procedure using a Rover A series engine run in an engine test cell and VSR measurements taken at intervals throughout the 70 hour test.

There is a tremendous amount of interest in the programme from the motoring press, from the classic car movement and not least from the suppliers of products intended to protect against valve seat recession. The whole concept of evaluating the performance of these products has been rightly taken up as an important safeguard for the membership of the clubs represented by the Federation.

#### FBHVC Endorsements

The results obtained from the tests mentioned above were conclusive, showing clearly the differences in performance of the various products submitted. However to ensure the highest standard of judgement the complete data set has been reviewed by an independent technical assessor and moreover the conclusions are further supported by the RAC.

The products listed below have received the FBHVC Endorsement:-

#### Test-rate details

Millers VSP-Plus	250ml per 40 litres of petrol
Red Line Lead Substitute	8ml per 10 litres of petrol
Superblend 12/Zero Lead 2000	500ml per 150 litres of petrol
Valvemaster	10ml per 20 litres of petrol

An additive or device which passes this test, as defined in section 10 of the Test Method (FBHVC 98/02) shall, provided it is marketed in exactly the form in which it was tested, be entitled to carry the FBHVC's endorsement.

This endorsement shall take the form of either the FBHVC logo and the words "endorsed by the FBHVC" or "This product has been subjected to a valve seat recession test by an independent test house on behalf of the Federation of British Historic Vehicle Clubs. The results of that test indicate that the level of valve seat protection provided is likely to be adequate for all normal driving, but not including racing or other exceptionally arduous uses".

**NB: Nothing in that endorsement shall imply any liability on the part of FBHVC or MIRA for any damage or costs incurred following the use of a product so endorsed.**



#### Lead Replacement Petrol

LRP is, in effect, 97 octane unleaded petrol with one of the VSR protection additives already added by the petrol company. At the time of writing there is no British or other standard for LRP but it appears likely that active components may be at a lower concentration than is the case for the additives tested by the Federation with a corresponding reduction in the protection provided.

No LRP was submitted for testing.

#### Precautions

- 1 The effectiveness of VSR protection additives is dependent on the amount of the active ingredient used; this is governed by the concentration of the product as it is sold and also on the treat rate, i.e. the amount added per litre of petrol. The consumer should ensure that the product is used strictly in accordance with its instructions. FBHVC will monitor the concentration of active ingredient in the endorsed products to ensure consistent quality.
- 2 VSR protection additives must be used every re-fuelling.
- 3 There are complex chemical reasons why VSR protection additives should not be mixed; choose an additive, or LRP, and use it exclusively. Do not use additives with leaded petrol.
- 4 Whilst outside the scope of the FBHVC testing, there is evidence to show that very high treat rates, whilst giving enhanced VSR protection, can lead to other problems such as valve sticking.
- 5 There is considerable evidence to show that sodium-based additives can have detrimental corrosive effects, particularly on exhaust valves and turbo-chargers. A paper on this subject was recently published by the Retail Motor Industry Federation.
- 6 Do not use any additive or LRP in a vehicle equipped with an exhaust catalyst. Such vehicles are designed to run on unleaded petrol and the additive could damage the catalyst.

#### Acknowledgements

The Federation of British Historic Vehicle Clubs gratefully acknowledges the assistance of all who have made their programme of lead substitute testing possible, in particular:

Rover Group for the generous donation of new cylinder heads and valves for the testing, plus other parts and advice necessary to maintain the engine in good condition!

MIRA for demonstrating not only their expected professionalism but also a high level of friendly co-operation.

TR Register for providing a congenial venue, refreshments and secretarial services.

Members of the Federation sub-committee for their time, expertise and diligence.

*Reproduced from the FBHVC Lead Free Motoring Report*

## 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 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

	PRICE
Clevis pins (20 thou oversize) with split pins - S.R./C.	£6-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£8-00 set
Front shackles (pattern part)	£7-00 each
Rear shackles (pattern part)	£5-00 each
Bushes for shackles, State front or rear	£2-00 each
Rear hub seals (large - outer) Y1175	£3-50 each
Y&C king pins (Dependent of level of kit)	P.O.A.
Relined Front brake drums- exchange in clean condition	£40-00 each
Rear brake rod support bracket for LR. Y. with double holes	£31-00 each
YE2502B Front brake rod support (mounts on A-frame to rod)	£6-50 each
Front road springs Y&C (Not Ford) (Rear, used on application)	£33-00 each
Track rod ends with two dust covers male or female design	£28-00 pair
Drag Links 'Y' state L/R hand drive	£37-00 each
Front brake lever return spring Y2096 RH or Y2097 LH	£4-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£4-00 each
LR and C 48/2050 Brake operating wedge	£13-00 each
SR/LR/C Y2084 Front brake lever	£13-00 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	£13-00 each
SR Y2230 Rear brake cam shaft	£13-00 each
SR Y2050 Front brake operating wedge	£16-00 each
Exchange brake shoes, rollers removed send old first - set of 4	£35-50 set
Brake shoe pull off springs SR/early Y double roller -set of 6	£13-00 set
Shock Absorber Kit S.R. & L.R. front (suspension parts)	£130.00 pair
Early L.R. Rear (under manufacture) Late L.R. Rear	£110-00 pair

### MECHANICAL - ENGINE & TRANSMISSION

Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£4-00 each
Gaskets - Head set 8 or 10hp	£20.00 per set
Gaskets - Sump set (post war)	£20.00 per set
Gaskets - Various - price on application	
C exhaust, with tail pipe-stainless	£80-00 each
Y exhaust, stainless. Carriage included	£75.00 each
Engine top water outlet (head to hose)	£13-50 each
Hoses, straight. Top 9.5" x 1.75" bottom 8" x 1.25"	£4-00 each
Moulded Top hose - suit post Y head	£8-00 each
Moulded Bottom hose - suit post Y engine	£8-00 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	£12-00 each
Flexible fuel pipe - pump to feed	£3-00 each
Clutch plate centre - exchange	£26-00 each
Clutch pressure plates - exchange	£46-50 each
Clutch release bearings (pre-packed)	£10-00 each
Y24052 Cylinder head stud and nut	£2-00 each
Universal joint - complete assembly - exchange	£20-00 each
Gearbox I hold large number of parts send list of requirements	
Fan belts (state 3in or 4in pulley)	£11.00 each

### RUBBER PARTS

Front radius ball	£5-00 each
Brake & clutch pedals - exchange (send old one first)	£6-00 each
non-exchange	£7-50 each
Gear box mounts	£23-00 each
Door stop buffers - 'Y'	£3-00 each
C Front Axle beam stop rubber (Metal on request)	£9-00 each
Running Board Pyramid Matting	£36-00 pair

SR side lights - base mats	£5-00 each
LR rear brake rod support rubbers	£4-00 each
Y under bonnet kit	£11-50
Steering joint dust cover	£2-00 each
Engine mount - exchange	£15.00 pair
Engine mount - non-exchange	£30.00 pair

### ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£14-00 each
Headlamp lenses. Intermediate model (flat) used (round centre)	£12-00 each
Headlamp Magnaflex Bars (diamond shape)	£10-50 each
Rear Wing Lamp mounting bracket - finished black	£35-00 each
Battery fixing bolts	£3-00 pair
Braided Battery Lead - Earth - Bulkhead	£6-00 each
Pair Battery lug bolts	£0-75 pair
Headlamp bulbs (24 watts)	£4-00 each
Bulbs various (if rear lamp, state straight or offset pin)	£2-00 each
Late type distributor points (not early type)	£5-00 each
Late type rotor arms	£4-00 each
Dynamo cut out controls (no mounting bracket)	£10-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£12-00 set
Ends for HT Leads (6)	£ 2-00 set
Y front side lamp acrylic lenses	£4-00 each
Y front side lamp acrylic covers (black)	NO STOCK

### FITTINGS - BODY

LR Model Front bumpers chromed	£142.00 each
LR Model Rear bumpers chromed	£114.00 each
Bumper bar bolts (oval shape)	£10-50 pair
Bumper bar end caps chromed LR and SR	£7-00 pair
Running boards, for LR. Y Moulded matting with-	£90-00 each
Steel mounting brackets. Adaptable for SR	£170-00 pair
SR. Front valance below grill (external part only - fibre glass)	£21-00 each
Floor board screws Set of 40	£11-00 set
Late LR Y four door hinge centre bolts with spring + tag	£1-50 each
Brass balls, door hinge	£1-50 each
Y fixed timber roof stock kits in hard wood	£83-00 each
Striker wedges - female - door pillar - housed "C" Model	£10-00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£15-00 each
Hub caps - for model "Y"	£14-00 each
Oil cans	£14-00 each
Oil can transfers. Black only	£5-00 each
Oil can brackets	£13-00 each
Wheel nuts Y set of 20	£35-00 set
Wheel nuts Y individual	£2-00 each
Wheel nuts C each	£1-00 each
Bifurcated Rivets 1.6mm (Set of 25)	£1-00 each
Vacuum Wiper Motor	£26-00 each

### SPEEDO CABLES

SpeedoGraph Richfield Ltd.

Rolleston Drive, Arnold, Notts. NG5 7JR

Tel 01602-264235 - Prices on application.

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

Supplier of Front wheel bearing - Timken 07098/-8205

03062/03162 Bearing Services Ltd (Yellow Pages)



# NOTICES

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

## USEFUL CONTACTS

### BADGE RE-ENAMELLING

**Pamela & David Enamels**

1 New Street, Chumleigh, Devon EX18 7DB  
Tel 01769 581122

### 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 Rebore Services**

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

### CARPETS, UPHOLSTERY

**Family Repair Service,**

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

### CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

**Dave Tebb**

Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet. Leeds LS25 6HQ  
Tel 01937-557410

### INSURANCE

**Footman James / Y & C Register Insurance Scheme**

Very competitive preferential rates for members only.  
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Tel: 0121 561 4196 with membership no:

### MECHANICAL, OVERHAUL AND RESTORATION

**Mr T. J. Brandon,**

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Tel 01449-711837

### TRIM, FITTINGS, RUBBER & ACCESSORIES

**Paul Beck, Vintage Supplies,**

Crosswinds, Happisburgh, Norwich, Norfolk NR12 0RX.  
Tel 01692 650455

**Woolies (I&C WoolstenholmesLtd)**

off Blenheim Way Northfields Industrial Estate,  
Market Deeping, Nr.Peterborough PE6 8LD. Tel 01778-347347

### TYRES, TUBES AND RIM TAPES

**Tony Etheridge**

118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW  
(Callers by appointment only). Tel 01923-231699

**Longstone Garage**

Great Longstone, Bakewell, Derbyshire DE4 1TA. Tel 01629-640227

### SEAT SPRING UNITS (ready for trimming)

**The Bristol Upholstery Spring Co. Ltd.**

79A Grove Rd, Fishponds. Bristol BS16 2BP  
Tel 01272-583995

### STOCKIST, EARLY FORD PARTS

**Mr Tony Butterfield**

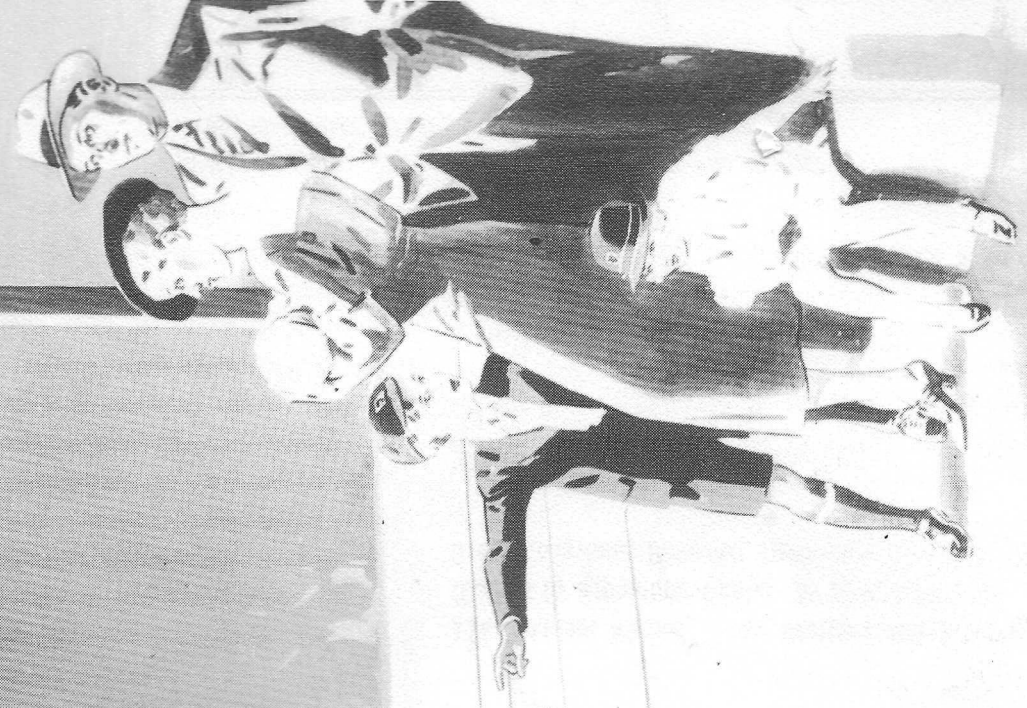
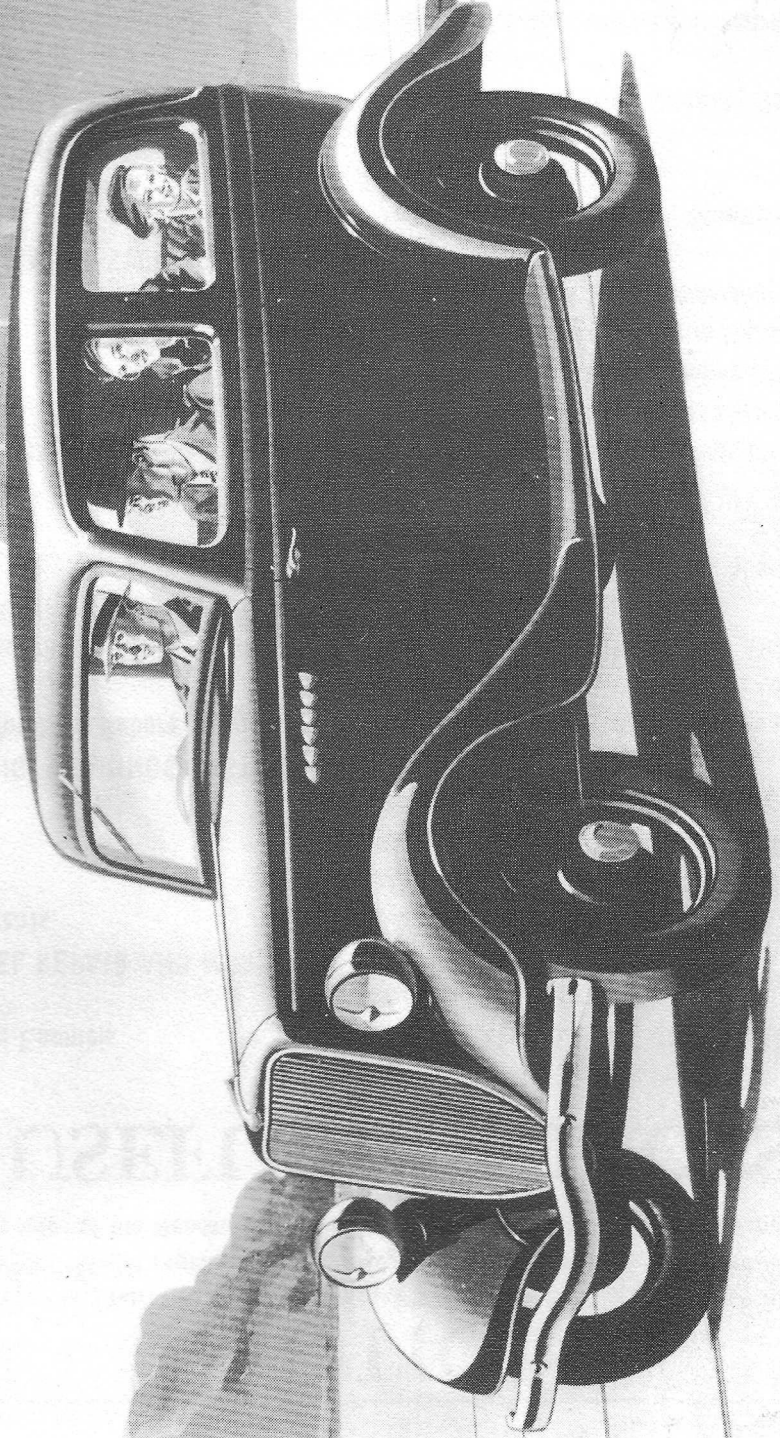
2 Cockers Lane, Leyland Lancs. PR5 3SU  
(Can supply Gaskets) Tel 01772-424032

**Mr Julian Janicki.**

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