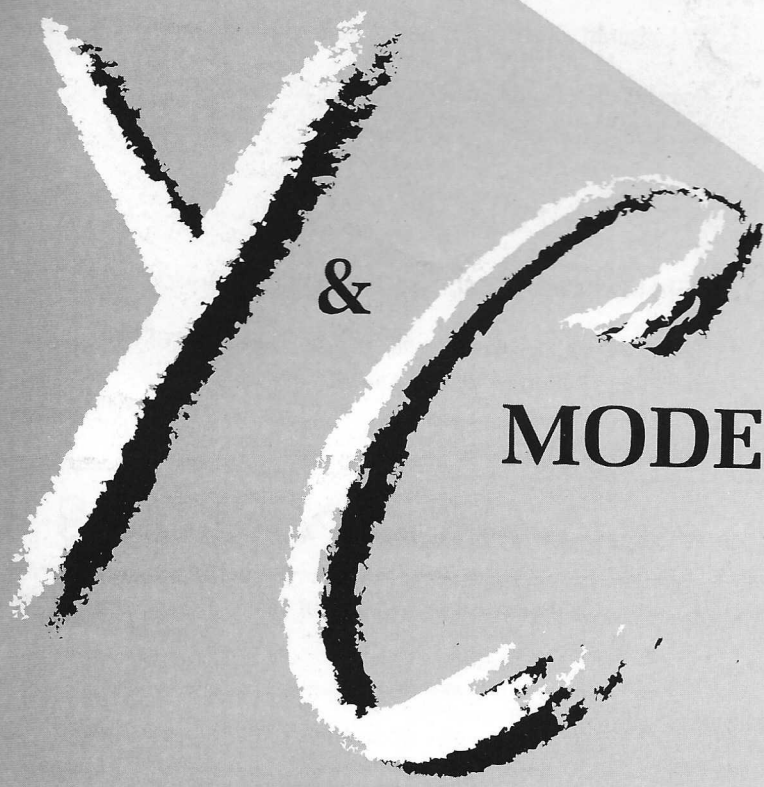


CHRIS TOWEN

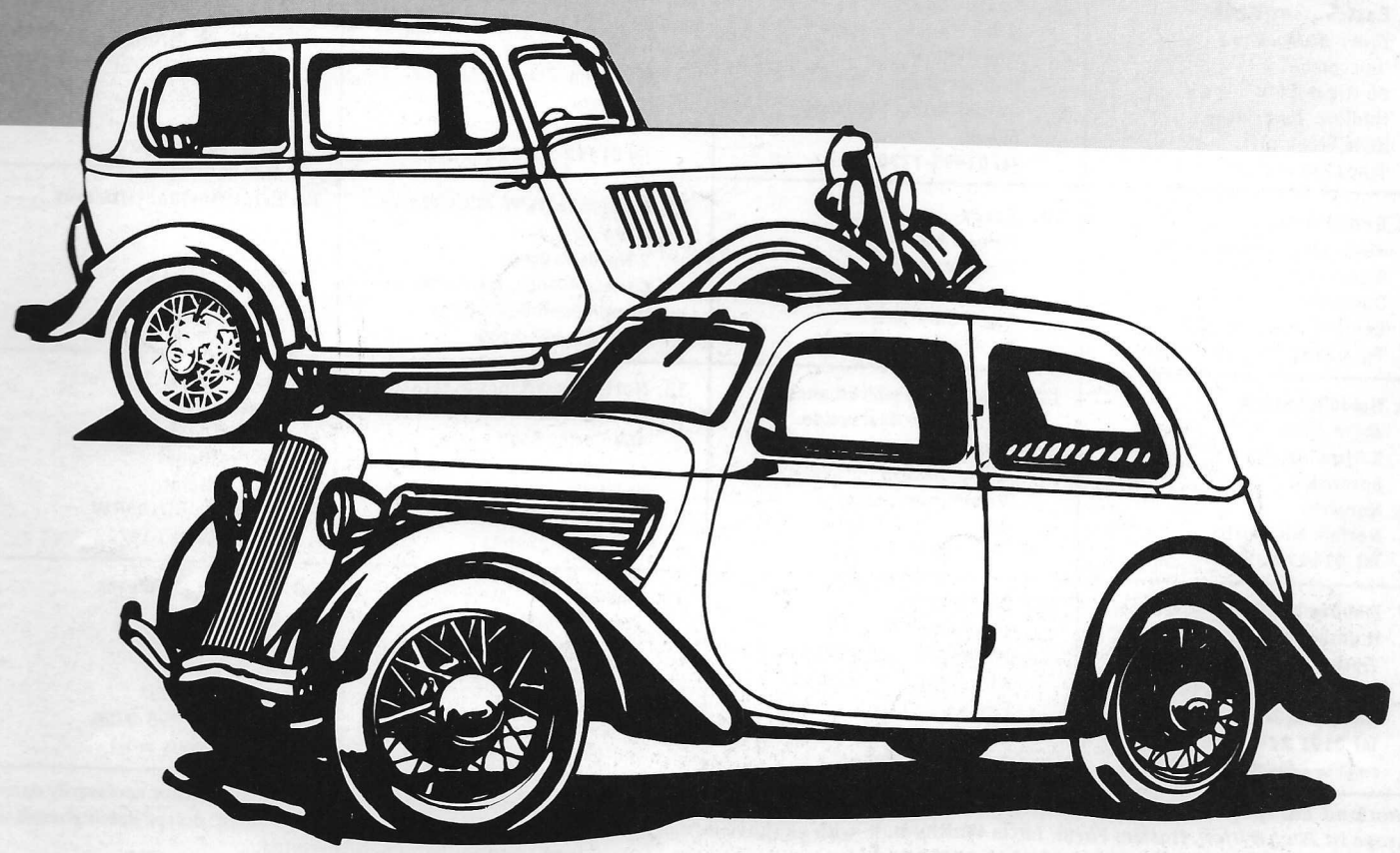
NEWSLETTER

FORD

ISSUE 122 JAN/FEB 2000



MODEL REGISTER



REGISTER OFFICERS

CHAIRMAN, EDITOR & REGISTRAR	SAM ROBERTS	16 Croye Close, Andover, Hants. SP10 3AF. Tel: 01264 365662 Fax: 01264 356045 'e-mail: <sam@samroberts.demon.co.uk>'
SPARES SECRETARY	GRAHAM MILES	4 York Close, Kings Langley, Herts. WD4 9HX
SPARES ORDER TO:	KEVIN BRIGGINSHAW	8 Lancot Avenue, Dunstable, Bedfordshire LU6 2AW. Tel: 01582 601692 (8-9pm only) 'e-mail: <Kev@brigginslaw.fsnet.co.uk>'
COMMITTEE MEMBER	GEOFF DEE	27 Ladycroft, Cubbington, Leamington Spa, Warwickshire CV32 7NH
SECRETARY & TREASURER	BOB WILKINSON	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463
TREASURER TO SPARES SECRETARY	VACANT	
TECHNICAL ADVISER	DAVE NEWMAN	1 The Mount, Main Road, Ansty, Nr. Coventry, Warwickshire CV7 9HZ
REGALIA OFFICER	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

01. Devon/Cornwall <i>David Ramon</i> 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel 01392 279614	02. Somerset/Avon/Wilts. <i>Nick Glenister</i> West End Garage West Street Stoke-sub-Hamdon Somerset TA14 6QL Tel 01935 822566 (Day)	03. Dorset/Hants/ToW/Channel Isles <i>Roy Whittaker</i> 18 Birches Crest Hatchwarren Basingstoke Hampshire RG22 4RP Tel 01256 326515	04. Surrey/West Sussex <i>Julian Janicki</i> "Riverside" Blackbridge Lane Horsham, W. Sussex RH12 1RR Tel 01403-251184
05. East Sussex/Kent <i>Owen Baldock</i> "Luccombe" 26 Great Elms Hadlow, Tonbridge Kent TN11 0HT Tel 01732 852491	06. South Wales <i>Mike Samuel</i> "The Willows" Viaduct Road Garndiffaith, Pontypool Gwent Tel 01495-773053	07. Hereford/Worcs/Gloucs <i>Dave Curtis</i> 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel 01432-356302	08. Oxon/Bucks/Berks <i>Rod Evans</i> 1 Fox Covert Close Sunninghill. Ascot Berks. SL5 9PA Tel 01344-21800
09. Beds/Herts. <i>Kevin Brigginslaw</i> 8 Lancot Avenue Dunstable Bedfordshire LU6 2AW Tel 01582-601692 (8-9pm)	10. Essex <i>Peter King</i> 7 Halstead Road High Garrett, Braintree Essex CM7 5PB Tel 01376-324195	11. Salop/Staffs/W.Mids/Warcs <i>Geoff Salminen</i> 2 North Pathway Carless Avenue, Harborne, Birmingham B17 9EJ Tel 0121-427-2189	VACANT
13. Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave Sprowston Norwich. Norfolk NR7 8DU Tel 01603-425558	14. N.Wales/Cheshire/Lancs Manchester/Mersyside <i>Peter Ketchell</i> 2 Manor Road Westminster Park Chester CH4 7QW Tel: 01244 676856	15. Notts/Derby/Lincs/S.Yorks <i>Brian Dixon</i> 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0114 2345417	16. North Yorks/West Yorks /East Yorks <i>Barry Diggle</i> 16 Croftlands Idle, Bradford Yorkshire BD108RW Tel: 01274 614729
17 IoM/Cumbria/Durham/T&Wear N'umberland/Cleveland <i>Trevor Walker</i> 4 Pauline Gardens, Denton Burn Newcastle NE15 7TD Tel 0191 274 5660 e-mail: trevor@walke12.freemove.co.uk	18. Scotland <i>Drew Barr</i> 30 Weavers Crescent Kirkaldy Fife KY2 5LN Scotland Tel 01592 269266	19. Ireland <i>John Fitzgerald</i> 17 Kilgobbin Heights Stepaside Co. Dublin Eire Tel: 00 353 1 295 4299	20. London / Middlesex <i>Jim Miles</i> 27 Abbey Road Bexley Heath Kent DA7 48D Tel: 0181 298 0726 (afternoons only)

Mainland Europe: The Liaison Officer for Mainland Europe is: *Paul Tritton*, Haslers Farm, Little Waltham, Chelmsford, Essex CM3 3NH. Tel: +44 1245 360138

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

CONTENTS

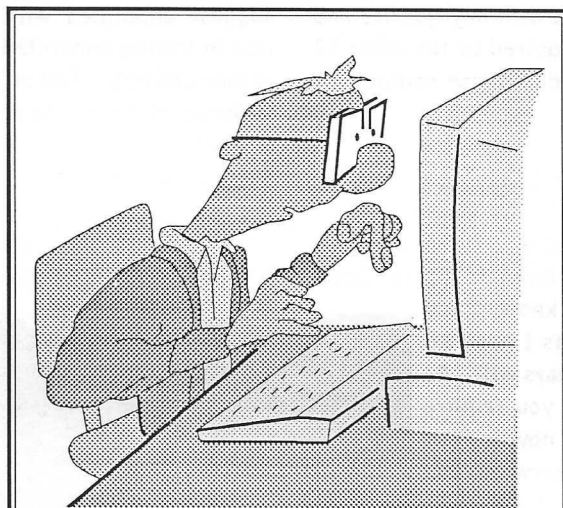
<i>Editor's Report</i>	3	<i>Petrol Rationing</i>	18
<i>Chairman's Newsletter</i>	4	<i>Windscreen Opening Mechanism</i> ..	19
<i>The Doug Hickson Story - Part 1</i>	7	<i>Valve Removal & Grinding</i>	20
<i>Convoy 2000 Update</i>	8	<i>Northern Sidelights</i>	23
<i>Fuel Additives</i>	8	<i>New Member</i>	23
<i>The Children's Promise Charity</i>	9	<i>Beware 'For Sale' Adverts</i>	24
<i>Obituary - Barbara Dawson</i>	9	<i>For Sale</i>	25
<i>Members' Correspondence</i>	11	<i>Parts For Sale</i>	26
<i>The Torque Tube</i>	13	<i>Notices & Useful Contacts</i>	27
<i>Doctor Ford & Those Wires</i>	14		
<i>Members' Cars</i>	16		
<i>Book Review</i>	16		
<i>Flying The Flag at the NEC</i>	17		
<i>Events</i>	17		

PHOTOGRAPH ON BACK COVER

Neil Loran's beautifully restored 1937 Tudor Model 'Y' on the Ford Y&C Model Register stand at the Endfield Pageant of Motoring. See 'Members' Cars' article in this issue.

Wishing you all an enjoyable year 2000. After quite a party on New Year's eve, I woke up to see 1010.01.01.00 on my digital alarm clock - there's binary (I make it 200 - any advances on that?) Welcome to the new-look cover for the new century. I wonder if there will still be a Y&C Register at the end of it!

In this issue we welcome input from Jonathan Davies, a recently joined member who has been struggling with the restoration of some of the minor components on his Model 'Y' and has shared his findings with us. Brilliant: we all have to tackle these types of problems and would benefit from the solutions being recorded in the magazine. Your problems and solutions are all welcome.



EDITOR'S REPORT

You will have seen, in the last issue, the pathetic results of my printer when it comes to printing photographs sent by e-mail. In the interests of striving for a higher quality magazine, I must ask you please to send photographs for publication by snail-mail rather than e-mail. Also in the last issue, you will have noticed that the two photographs of Herne Bay on page 11 were the wrong way round. I apologise for that.

Enjoy this issue. It's rather technically heavy this time, but they are very informative articles. I hope George Pierce also finds

a little bit of humour in this issue!

Sam Roberts.

Welcome to the new Millennium and the new look magazine. The cover design is the one selected by the vast majority of those present at last year's A.G.M. I hope those who didn't attend approve. Before looking forward to the new year, may I thank all those who sent Christmas greetings. Also, on behalf of your Committee, may I call upon all those members who contributed to the success of the Y&C Register in 1999, be it by sending articles to the magazine or just dropping us a line; by taking part in our shows or rallies, or by getting actively involved in the running of the club. The members concerned know who they are. To you, many thanks. It would be nice to hear from, or see those who do not identify themselves with this plaudit in 2000!

Before the embarrassment from reading the last sentence wears off, there are two vacancies going begging to willing volunteers. The first is the Treasurer to the Spares Section. Due to health and other domestic problems, the present incumbent, Reg Hunt, is unable to give the role the attention it deserves and has asked to stand down. Reg and Jean have been tremendous stalwarts in the Register and we are very grateful to them for their efforts over the years. However, their circumstances have sadly taken a turn for the worse and we must respect their need to take things more easily. A volunteer with a smattering of accounting proficiency is required - please contact Bob Wilkinson for further details. The second post is that of Regional Coordinator for Region 12 (Leicestershire, Northamptonshire and Cambridgeshire). There are 14 members in this region and I'm sure that many of these are able to act as the focus for new members, are aware of the officials in the Register who can help out with any queries and can generally co-ordinate activities as required by the other 13 members. Only one volunteer is required. Please contact me for further details.

I'm delighted to see that the planning for Convoy 2000 is well advanced. This is our 'thing' for the Millennium year and has the full support of the Ford Motor Company. Please give your support to the organising committee of Graham Miles, Geoff Murrell and Bob Wilkinson. Let them know if you intend joining the convoy at any stage, as I hope all those on the mainland with roadworthy cars will. As you will read elsewhere in this issue, if you require the committee to book accommodation, now is your last chance to submit your names. Otherwise, you will have to arrange your own B&B. Note that, through Convoy 2000, we are collecting for the Childrens' Promise charity and any donation will be gratefully received, even if you are unable to take part.

Congratulations are also in order for the Spares sub-committee, which has really got its act together in 1999. Orders for spares are booming with half-year sales up to £5000. Also, a number of welcome programmes for remanufacture are being put into action. Let's also not forget Geoff Murrell, who has

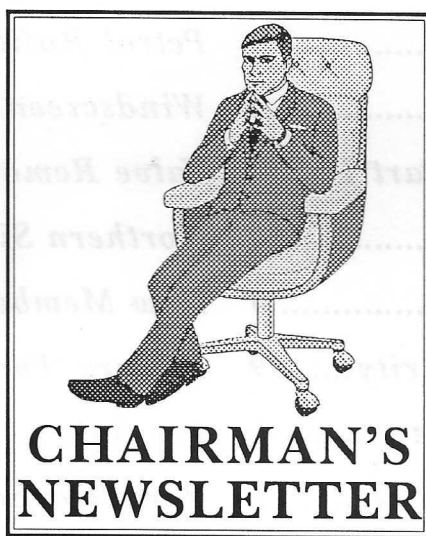
turned the Regalia round and has now a good range of gizmos and goodies on offer - all at reasonable prices. He has even prepared a special Convoy 2000 sweatshirt for those taking part. Photographs of a selection of his wares appear on the reverse of the Regalia Order Form. Well done Geoff. Bob Wilkinson is also slowly shedding the responsibility of Membership Secretary to Christine Baldock, who will soon be in the driving seat. We shall see what ideas she has for promoting membership in 2000.

On your behalf, may I thank Butterworth & Pilkington Ltd., our magazine printers in Morley, near Leeds, for their support in 1999; in particular, Emma and Tracy who do all the hard editorial work on the layout and virtually produce the finished article. My thanks also to Steve Waldenberg, the boss, who has managed to keep the cost down to within our budget, despite threats to the

contrary.

The fuel problem is still with us. I have had a promotional e-mail from an Adrain Maeers who reports that, in Norfolk, LRP has already led to 'sticking' inlet valve seats, poor starting and poor performance. He is promoting one of the FBHVC recommended additives - Millers VSP Plus, which he can supply at £3.29 per bottle for a crate of ten bottles. He can be contacted on maeers@globalnet.co.uk for mail order supplies.

In the last issue, I questioned what was meant by 'bright wings', which were advertised for sale in 'Hobdays 1934-35 Motor Catalogue'. Trevor Walker, who owns the catalogue, can only suggest 'unpainted' which, having experienced the problem of rust in storing unpainted body parts in our spares section, seems rather unlikely. Trevor also helped out the Register by letting us know that the 'Classic' car magazine did not have the Y&C Register details. Bob Wilkinson has now put this right. Thanks for that Trevor. He also sent a photograph of a fleet of vehicles, apparently taken in the late 1930's, belonging to a bakers and confectionery company by the name of Fred Nott. Interestingly, it would seem that each of the Model 'Y' vans had a crew of two,



"Fred Nott's fleet of vehicles with modified Model 'Y' vans."

which means that a passenger seat had been installed. Also, two of the three vans carried their spare wheels on the roof of the cab - a sensible modification which I have not come across before. Normally, they were carried on the off-side door (nearside door from October 1936). Does anyone know the town or city in which Fred Nott operated?

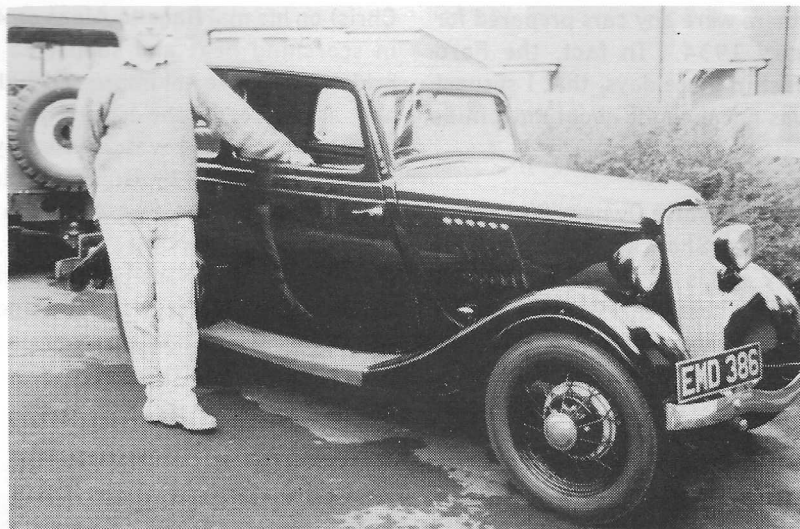
We have three additions to the library. Graham Power has donated a copy of an Australian Service Manual for our cars and later sidevalve models.

It's the nearest to a maintenance manual that I have seen. Graham has also made up good photocopies of the manual so, hopefully, they will soon be available to members. Luis Cascante, whilst rummaging through the 'Autoretro 1999' autojumble in Barcelona, found a Ford Lusitana (Portugal) parts list (Catalogo de Pecas) for the Modelo 8 and Modelo 10, which he has kindly donated to the library. We now have French, Spanish and Portuguese parts lists! Finally, I have reviewed elsewhere in this issue, the recently published book "The Model T Ford" by Jonathan Wood, which is now in our collection. I will publish a list of what we have in the library for members to loan in the near future.

We are grateful to Footman James for donating £400 to the Register funds. This is partly in payment for advertising their services, but is also made up of a contribution based on the number of members who have taken out policies under the Ford Y&C Model Register/Footman James insurance scheme. I strongly recommend that when your policies come up for renewal, you at least ask Footman James for a quote under the scheme. If you are not already under the scheme, I'm sure that you will be pleasantly surprised at the low premiums. See under 'Useful Contacts' for more details. You will also find an advertisement in this issue for 'The Automobile' magazine, which is probably the most informative on old cars. They are running a promotion at present whereby new club subscribers receive a £5.00 discount on their annual subscription and, even better, the Register receives £5.00 for every member who takes out an annual subscription. The application form is with the advertisement.

We've made a slight adjustment to the regional boundaries, which only affects those members living in Warwickshire. For some unknown reason they have always been part of Region 7, which is geographically remote to them. They have now joined Region 11 and their membership numbers have been changed accordingly - Warwickshire members please note. I had a pleasant afternoon with Brian Monger and Roy Whittaker last month. Brian, you will recall, is the owner of the 1982 Spanish World Cup converted Model 'Y', which we featured in Issue

106. He has also recently purchased Ken Perrio's unrestored (basket lot!) 1937 Tudor Model 'Y'. Interestingly, it is the first black longrad I have seen with Tacoma cream wheels and coachline (just like the one featured on the Players cigarette card - available, framed, from Regalia). Roy is our new Regional Coordinator for Hampshire, Dorset and all the islands off the south coast, so was delighted to meet one of his parish. Roy has recently bought the 1936 Tudor Model 'Y' from Steve Young and is thoroughly enjoying it.



"Roy Whittaker with his gleaming 1936 Tudor."



"Brian Monger surveys his 'basket lot' restoration project - a 1937 Model 'Y'"

We have had some media attention recently. Having been warned by Dave Minnett in Issue 119 that his Model 'Y' was to appear on TV, I hope those of you in UK watched 'Longitude' over the New Year bank holiday on Channel 4. It was the fascinating story of John Harrison's clocks which solved the problem of determining longitude whilst at sea. Interwoven with that story was the true story of Rupert Gould (played by Jeremy Irons) who discovered the clocks in the vaults of the Royal Observatory in the 1930's and set about restoring them. As he was having his second nervous breakdown, he drove off from the Observatory and into a ditch in a Model 'Y'. As Dave recounted, Rupert Gould's nervous breakdown was paralleled by Jeremy Irons causing a mechanical breakdown in the Model 'Y'! A second TV showing occurred on the BBC's 'Weekend Watchdog' on the 9th

December, Doug Hickson and his Jensen Mistral appeared in support of a feature on LRP, in which Anne Robinson (I can't stand her!) was slating the petrol companies for the lack of a standard on the fuel. Featured in this month's edition of the Sidevalve magazine was Roger Cori's October, 1933 Fordor Model 'Y' (Y41507). Roger appears to be in the throes of an engine overhaul at the moment. In the same edition John

Pinchbeck was advertising his February 1934 Model 'Y' for sale as a '1934 Ford 8 Y-Type' - I cringe every time I hear the Model 'Y' referred to as a Y-Type! Please note, the Y-Type was an MG. Anyway, he states in the advert that he 'Thinks (it was) one of 200 cars in Cream.', as he found traces of cream paint on the bulkhead. He is referring to the Dagenham production run of 200 cream cars which were produced for the Dealers' Convention in Blackpool in September 1934 (at which the De Luxe Model 'C' was unveiled). We know of two surviving cream cars from this batch, both manufactured in early September 1934. I doubt very much that there were any cars prepared for the event as early as February 1934. In fact, the Ford management team worked so fast in those days, that I suspect that the idea for cream cars was not thought about until mid-summer at the earliest.

Ivor Bryant is organising the Ford Sidevalve Owners' Club stand at the indoor 21st Bristol Classic Car Show at Shepton Mallet on the weekend 5th/6th February and is arranging for it to be alongside the Y&C Register stand. Last year, you will recall, Nick Glenister was not very well supported by the Y&C membership. Would members in the Somerset, Wiltshire, Hereford, Gloucestershire, Worcestershire and South Wales areas please offer him your support. Nick can be contacted on 01935 822566 (daytime). It has been decided that we will not attend the London Classic Car Show at Alexandra Palace this year, but have the makings of a full programme of events for the remainder of the year. Would Regional Coordinators please let me know for the next issue of the magazine which shows you are planning or targeting in your regions for the year 2000. All please note that the A.G.M. has been fixed for Sunday, 9th April at Willoughby (near Daventry). This is always an enjoyable event with a goodly number of cars present.

One big celebration this year is the 75th anniversary of Ford Australia or, to be more precise, the Ford Motor Company of Australia, Proprietary, Limited, which assembled and marketed the cars, and the Ford Manufacturing Company of Australia, Proprietary, Limited, which manufactured the special bodies for the Australian models. Both were incorporated on 31st March 1925. No doubt, each of the Australian states' Ford car clubs will be arranging events to celebrate the occasion. I

Giulio has the inspection hoist in operation



God put me on this earth to accomplish a certain number of things. Right now I am so far behind I will never die!
(Giulio)

have had a good deal of correspondence with Wayne Lodge of the Victoria club, David Urry of the South Australia Club and Chris Newman of the Western Australia club. Each is attempting to collect the details of surviving Models 'Y' and 'C'/'CX' in their state for the register. Bill Ballard is also now active in Victoria and has sent me post cards, photographs and a copy of an Australian Model 'CX' brochure he has found. The different 'CX' bodies shown in the brochure, built on imported Dagenham built chassis, appear elsewhere in this issue. Whilst 'down-under', congratulations are due to Mike Newman (son of Chris) on his marriage to Aleza on 4th December, an event held in scorching heat and supported by many sidevalves. The bridesmaids were not impressed with the lack of air conditioning and asked to do the return trip from the church in their boyfriends' cars! I was amused by the cartoon and profound observation made by Guilio Tagliaferri, the immediate past president of the Western Australia club.

Closer to home, I have been informed of two sightings. Julian Janicki spotted Gerry Weston's vineyard green Tudor Model 'Y', AWD 28, (with sliding roof) at the Toddington show in Gloucestershire in October and Bill Ballard spotted CPB 902



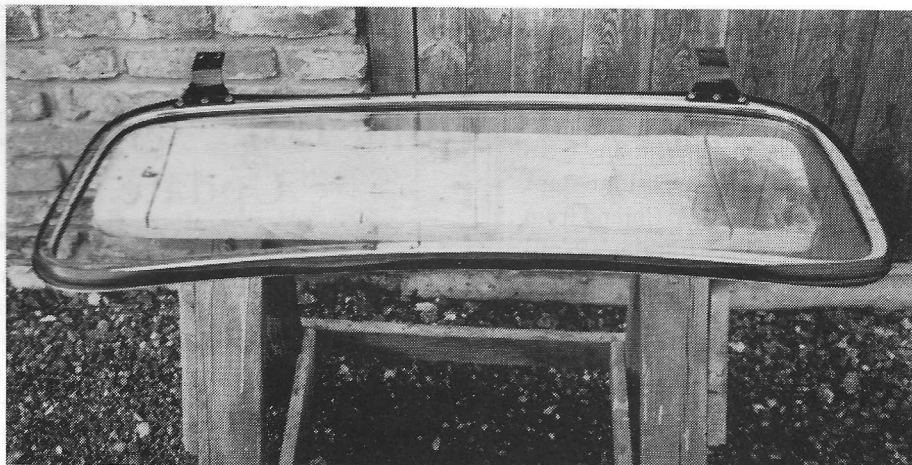
"Gerry Weston's delightful looking Tudor at the Toddington show."

in Egham, Surrey, before his departure to Oz; apparently now owned by Wayne Parkhouse. Would a member living in that area, please contact Wayne through the local telephone directory and introduce him to the Y&C Register.



"We need to trace the owner of this Model 'Y' in Egham."

We have another happy member in Essex. Ian Lawson joined the Register to find a 'CX' and is now the happy owner of Ian Willey's Fordor, which was advertised in the last issue. Hopefully, after what I am assured is only minor work for completion of restoration, we shall see it at Enfield this year and at other shows on the circuit. For those of you requiring new windscreens for your Model 'C' or 'CX', I am pleased to say that Dave Tebb can now make them. Because of the increased complexity over the 'Y' shortrad ones, and the chroming, they cost £450 each. He still has some shortrad ones at £280. His address and daytime telephone number are under 'Useful Contacts' at the back of the magazine.



"The latest addition to Dave Tebb's reproductions- the Model 'C' and 'CX' windscreen."

I look forward to seeing many of you and hearing from you by letter, e-mail, fax or 'phone in 2000. Have a good year. Sam Roberts.

"The road to hell is paved with good intentions!" If this is so, then I am well and truly on the slippery slope. For months, no, years now, I have intended to send letters, articles and comments to the Bulletin.

Whenever there has been something I did not agree with or wished to comment on, I have composed in my head all sorts of brilliant and witty articles which would have had the readers gasping with amazement. Alas, they never were written. Comments on such topics as unleaded petrol, (vastly overstated and bordering on scare-mongery); petrol vaporisation, (check the feed pipe from the tank first); use of stainless steel bolts, (I wouldn't use them - stainless steel has a lower tensile strength than high tensile steel); a depot of F. English Ltd. in Weymouth? (I don't think so - I worked for English's in the late 1940's and have never heard of such a place.). I think that I should say at this stage that, before you rush for your pens to prove that I am wrong on some of the above items, let me acknowledge that I could be, and that I very often am!

The item that made me resolve that this time I really should write, and having said to Sam that I would (only to have him nag me ever since), was the item on Morgans, which said Peter Morgan couldn't remember where he bought his Ford engines from. Rubbish! It was me! Well strictly me, Bob Temple, Ford Power Products, John Varney, Rugby Autocar Co., Power Torque Engineering and a few others.

Perhaps, at this stage, I should explain my background and how my working life has been inextricably involved with Ford and its products.

I joined F. English Ltd., Main Ford Dealers of Bournemouth, in 1945, having left school at 14 the previous year. It was in the

days when Models 'Y' and 'C' were our main stock in trade. Incidentally, we always called the Model 'C' a "Pudden" car ("Pudding", if you are posh!). I became an apprentice and left in 1951 to serve King and Country for two years in the RAF as a National Serviceman. I then became a Service School instructor at Ford Motor Co. where, as well as the new-fangled Consuls, Zephyrs and 100Es, Models 'Y' and 'C' were still covered. After 5 1/2 years, I moved on to Industrial Unit Sales, selling Ford engines to Morgan Motors, Coventry Climax, Reliant amongst many others.

**THE DOUG
HICKSON STORY
- PART I -**

Ford's policy changed in 1965, when they decided to sell industrial products through a small number of specialist dealers. Rugby Autocar Co. was one of these and I joined them to set up the Industrial Division in late '65. This later became Power Torque Engineering and I stayed with them until my partial

retirement in 1993. During the latter years, I became very involved with the development of gas fuelled engines and consequently valve durability. Hence my interest in the unleaded petrol saga.

If Sam is agreeable, perhaps I might be allowed to enlarge on some of these experiences in the future.

Doug Hickson

Doug, I'm sure we would all benefit from your experiences; hence this is titled Part I! In his defence, I think Peter Morgan was probably referring to the source of Ford engines in the early 1930's, before a separate Industrial Unit was set up. At this stage, when Morgan Motors first approached Ford for engines, the ones available were those surplus to Model 'Y' production i.e. Ford had produced more engines than there were bodies and chassis available. Thus, the engines would have been bought direct from Ford Production.

CONVOY 2000
(June 11th. -24th, 2000)
Update.

The planning is progressing well and more members have made a commitment to join this exciting event. The route has been modified a little following suggestions from local members and overnight stops are planned in Hexham (inland from Newcastle, and near Hadrian's Wall) and at Ross-on-Wye (instead of Bristol). Naturally we will publish the full route in due course but we are sure that it must pass near to you !

Graham Miles is making arrangements for reasonably priced accommodation, and by now all entrants will have been advised of bookings made on their behalf. Stop-offs at points of interest are being included, the problem has been to fit in all the offers and suggestions. Our cars are obviously limited in performance and due consideration has been given to daily mileages and of course the cumulative effect of driving for almost two weeks.

The Ford Motor Company is giving valuable support, and thanks to member John Keenan we have our own travelling rescue service. Further sponsorship is currently being sought from various companies by Geoff Murrell. It has been decided to use the event to sponsor the charity Children's Promise, (see article elsewhere in this issue), and of course donations are welcome from all members not just Convoy participants.

Now the really good news. There is still chance to join in the fun ! Anyone joining after 31st. January 2000 will have to book their own accommodation so why not join now ? I bet that quite a number of you will wish you had done just that when you read all about the event after it's all over. Why not pick up the 'phone and talk to Bob Wilkinson (01832-734463) about the Convoy, or write indicating your interest? Naturally it will still be open to join at a later date, and to travel a section local to you, but we prefer to have a firm commitment as soon as possible.

Bob Wilkinson
for Convoy Working Group.

Jim Miles also sent in an article from the Ford Times of April 1934 which was a letter of appreciation from a Mr. Reilly of York, who had driven his shortrad Model 'Y' 20,000 miles in seven months on business. He wrote:- "On Friday last, I completed 20,000 miles on my 8 h.p. Ford, which I bought on August 2, 1933, from Eastbourne Motors, Ltd. It has never caused me to soil my hands when on the

road. Even the four instances of tyre trouble which I have had were cases of gradual deflation, overnight, and I had driven the car over 15,000 before the first. The only mechanical attentions needed were an adjustment to the petrol feed system (cost 12s. 6d), when the car was new, and a decarbonisation and valve grinding after 16,000 miles. Otherwise the only attention she has had is brake adjustment. I have used Essolube 40 from the start, and change the oil about every 1,250 miles After this mileage the car is running as sweetly as if she had just been run in, and the oil consumption is 1,600 m.p.g. Averaging, as I do, 750 miles per week, the car is habitually driven fast, and I have found it capable of sustaining a very high average speed without any tiring effects."

As Jim miles says:- "Those of you in two minds as to whether to enter Convoy 2000 or not might be persuaded in the positive after reading about Mr. Reilly and his trusty Model 'Y'. Our cars were made to be used daily. Obviously traffic volume has increased considerably since before the war but the convoy will be driven at a steady pace, off main roads where possible, with stops for sightseeing and civic receptions. So whether you want to go the 'Full Monty' or just enjoy a section of the run, get in touch with Bob Wilkinson now. He's waiting for YOU to call."

**FUEL ADDITIVES
ENDORSED BY
FBHVC**

Seven products have now been successfully tested by the FBHVC as providing protection from valve seat recession (VSR) when used in conjunction with regular unleaded petrol.

- | | |
|--|--------------------|
| They are (at Dec. 1999):- | |
| Castrol Valvemaster Plus | (phosphorus based) |
| Castrol Valvemaster | (phosphorus) |
| Millers VSP-Plus | (manganese) |
| Nitrox 4 Lead Substitute & Octane Improver | (manganese) |
| Nitrox 4 Star Lead Treatment | (potassium) |
| Red Line Lead Substitute | (sodium) |
| Superblend Zero Lead 2000 | (potassium). |

You are recommended to use one of the above FBHVC endorsed products if you need to protect against VSR. Leaded fuel has

now disappeared from our petrol stations with the tell-tale red fuel line now supplying Lead Replacement Petrol (LRP), which may not be suitable for our older cars. This fuel carries no British Standard and thus the chemical additive used in LRP may not be of sufficient level, and in fact the formula may be changed at will by the producer. Since we are advised to stick with one additive this may be another reason to avoid using LRP.

Bob Wilkinson.

Footnote:-
Our editor took a bit of a swipe at my comment in the last mag., (page 8) that "I intended using one of the endorsed additives in my old cars," by stating that my old car was a MG Midget. Close Sam, but actually I run a MG B GT (equally very prone to VSR on unleaded petrol --correct), but also have every intention of using an additive in my 1929 Ford Model A, a much lower revving car than the Y & C models, when the restoration is completed. I take the view that, in the absence of hardened valve seats, I will not run the risk of VSR for the sake of a few pence per gallon.

THE CHILDREN'S PROMISE CHARITY & CONVOY 2000

It has been decided to ask all entrants to the Convoy 2000 event and members of the Y&C Register to raise money to support this well publicised registered charity (No. 1073761). This is an umbrella organisation which feeds money down to various well known and long established charities working with children throughout Britain such as :-

Dr. Barnardo's, Childline,	BBC Children in Need, The Children's Society (Arberlour in Scotland, EXTERN in N.I.)
Comic Relief, NSPCC	NCH Action for Children, Children First (Scotland).

This charity has been publicised on TV over the Millennium period, aiming to persuade all working people to donate their last hour's earnings of the century.

It has been chosen for several reasons. An all embracing children's charity is one which generally has wide acceptance by those taking part and those donating; in addition it is a charity which is supported by Ford Motor Company

employees. As such, this proposal will enhance publicity for our event both nationally and locally and produce a worthwhile donation to be made officially as part of our grand finale to the event.

It could be argued that the Ford Motor Company, and our little cars in particular, have done more to introduce families to the motoring scene than any other car producer. It is therefore eminently appropriate that we should support this charity at this time.

All those taking part in Convoy 2000 will be sent details of how to organise their fund raising, but all other members can join in too ! You can take part in the following ways:-

- By personally sponsoring an individual Convoy entrant, (see list in mag. or ask.)
- By arranging a local event to raise funds, (Contact Bob for authorisation form),
- By donating money directly to the club fund set up to accept such money.
(Cheques to "Ford Y & C Model Register", but write 'Children's Promise' on back.)

With 400 members, and about 40 taking part in Convoy 2000, we should be able to raise a few thousand pounds for children, our future generation of the next millenium.

Come on , write a cheque and send it NOW.

Thank you.
Bob Wilkinson

OBITUARY - BARBARA DAWSON

It is with the deepest regret that I have to inform you that Barbara Dawson passed away on Thursday, 16th December 1999. You will recall the article I wrote on the Centenary of Motoring Rally in Jersey this last summer, in which I said that I, and many others from the mainland, had been so well looked after by Y&C member, Paul Clubb, and his partner, Barbara. It was Barbara who commissioned the beautiful painting of Paul's Model 'Y', 'Florrie', which appeared on the back cover of Issue 117 and Barbara who appeared, full of fun, in the photograph accompanying the write-up on the Jersey rally, taking part in the sprint in her Bentley, as recently as Issue 119.

Regrettably, shortly after that happy event, Barbara was diagnosed as having leukaemia and was dispatched to Bournemouth Royal Hospital for treatment. I was fortunate enough to visit her in October, when her spirits were still up and she was looking forward to accompanying Paul, in Florrie, around Britain on Convoy 2000. Unfortunately, that is not to be.

Our thoughts and condolences go out to Paul, who has lost a wonderful soul-mate.
Sam Roberts.



"Barbara (on the right) enjoying a glass of wine out of Florrie's picnic hamper at the Jersey rally last summer."

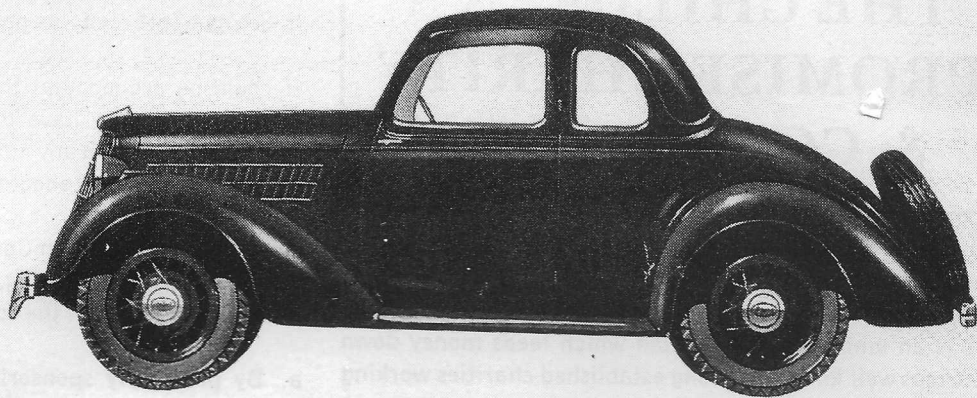
"We are grateful to Bill Ballard for sending an Australian brochure entitled 'The English De Luxe Ford' in which appears the cars illustrated opposite. Each of the Sedan, Coupe and Roadster's bodies were manufactured in the Ford Geelong plant in Victoria and built onto rolling chassis imported from Dagenham. Not shown is the fourth body style, the Phaeton, which is identical to the English 'CX' Tourer, except that it has external door handles"

APROPOS OF NOTHING

.....

Apropos of nothing Y&C that is! An interesting fact I read the other day, which the media hasn't cottoned on to yet - but probably will have by the time you read this. Did you know that the Act of Parliament, passed in 1751, which addressed the problems of converting from the Julian to the Gregorian calendar, retained the leap year every fourth year, which was in the Julian calendar, but excluded the 'hundreth' years (i.e. 1800 and 1900) - excepting the 'four-hundreth' years, commencing with the year 2000, which remain as leap years. So this year is a leap year and is the first year that that part of the Act can be put into effect, 250 years after the Act was passed. The next occasion will be the year 2400! Well, well!

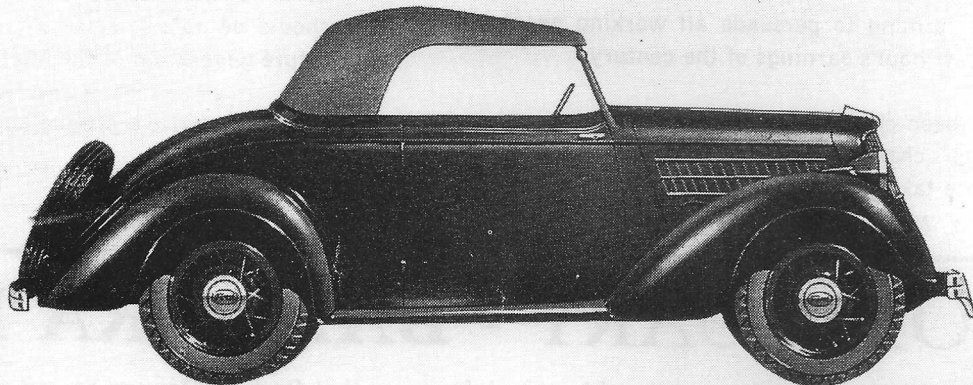
THE COUPE



... a model favoured also by business and professional men. Because of its smart lines and ease of control, it is chosen by many women as their personal car. Safety Glass in windscreen and all windows.

JUST THE CAR FOR THE MODERN WOMAN

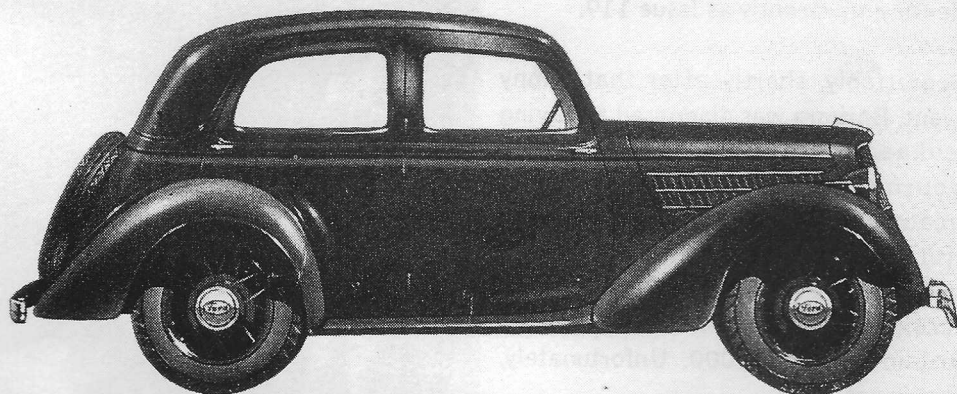
THE ROADSTER



... the ideal light car for the owner who combines business and pleasure motoring. This smartly styled roadster gives exceptional operating economy with genuine comfort. Smart tan hood and clear vision side curtains.

THE IDEAL LIGHT CAR FOR BUSINESS OR PLEASURE

THE SEDAN



... with unusually roomy accommodation for four adults, the English De Luxe Ford Sedan is the ideal small family car. All Steel Body; Safety Glass in windscreen and all windows. Large enclosed luggage space.

A SMART ECONOMICAL FAMILY CAR

MEMBERS' CORRESPONDENCE

Jonathan Davies, from Torquay in Devon, has submitted two articles for inclusion in this issue; on the windscreen wiper mechanism and on the choke cable knob. Both subjects are ones which we do not usually feature and, as such, they are of interest. Jonathan was prompted to write after seeing the photograph of Brian Fleet's clothes peg modification to his choke cable knob in Issue 120! Jonathan's articles are elsewhere, but in addition, he reports on his Model 'Y':-

"I have continued to make progress and have reached the end of the first phase of the overhaul of AJU. It is now back on the road with most systems performing as they were intended to back in 1937.

As the car is listed in the register and on the DVLC registration document as having a 10hp motor, I bought another carburettor bowl correctly jetted for the bigger engine from the club spares. Fitted with this it wouldn't start when cold and the plugs came out very sooty when it could be persuaded to run at all. I replaced the original bowl. Also, although it runs quite well, it is not really very powerful - and if this is the 10hp, what must the 8hp be like? I began to have my suspicions, and turned to the starter motor which I had now learned should be four and a half inches in diameter. It was an inch smaller! So it was after all an 8hp. But what about the engine number? This had been well hidden beneath several layers of paint and needed some paint stripper and wire wool rubbing to finally reveal all the digits - RY 889799 PC. The RY was some distance to the left. Could the dirty P have been mis-read at sometime as an R, thus making the engine a reconditioned larger model C? Or had it indeed once been fitted with a larger engine which was subsequently replaced? Who knows? I don't have any history of it before 1986. I am quite happy that it has the correct engine as it makes the car that much more original and it has enough power for the sort of driving that we do.

Driving AJU is interesting. The brakes now work well and inspire some confidence. The steering is much better and it is only bumps in the road that make it wander. Probably the original steering geometry is to blame for this. Going out at night was a shock, I couldn't tell if the lights were on or not. Certainly the dip switch is in no danger of wearing out as it is on full beam all the time and I keep to roads where there are plenty of streetlights.

We will use it over Christmas and the Millenium before it goes back in the garage for some further attention.

The restoration work done so far has given me a great deal of satisfaction and we have already decided to eventually get another Y that hasn't really been touched, so that I can restore it completely and feel that it is 'all' mine. I have learned an enormous amount in the last couple of months, and done a lot of work."

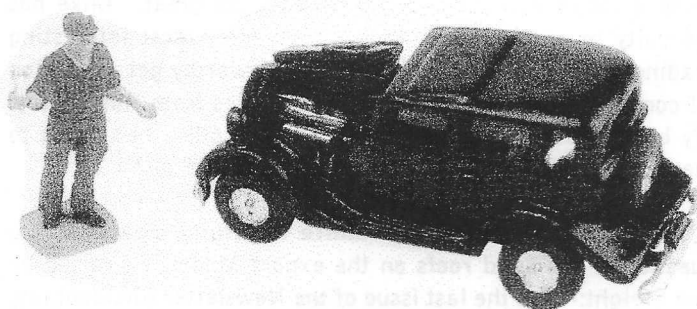
Jonathan, as explained in previous issues the 'RY' in front of your engine number means 'Replacement 8 h.p.'. If it

had been a 10 h.p. engine, it would have read 'RC'. The 'PC' at the end of the number means 'Passenger and Commercial', a requisite for road tax purposes. Incidentally, you could try re-nickle-

silvering your headlamp reflectors - that will make a difference at night!

Kevan Ashcroft sends 'Best Wishes from the West Country'. He writes:- "Just a quick e-mail to show you that there is life in the West Country after all. I spoke to you a couple of years ago as my engine had decided that enough was enough, even though it had given no trouble in the 13 years I have owned it and I believe it was last replaced in 1948. However, on your recommendation I contacted Ron Topping in Newcastle-upon-Tyne. What a lovely fellow and a helpful company altogether. I sent him 3 blocks, all of which were found to be unusable to say the least. In the end he decided to build me an engine from scratch which arrived in excellent condition. The relative valves were incorporated that enables the car to run off unleaded petrol. I intend to use two tanks of four-star which I obtained prior to the rapid introduction of LRP some time ago. The engine is so tight that at the moment I am using the handle to save the battery and so hope not to repeat the replacement exercise for many years to come. I would certainly recommend the services of Ron Topping to the few members such as I that are not particularly mechanically minded....." [Note: Ron Topping is listed under Useful Contacts at the back of the magazine.]

Trevor Walker, who seems to find gems in a wide variety of magazines, writes from Newcastle:- "I've found another Model 'Y' model, in my father's Model Rail magazine this time. It looks more like a Street Rod with chrome wheels and a straight - 6 Jag motor, but at least its nice to see another manufacturer taking an interest. Do you remember the Malvern Models I wrote to you about last year? The Ford AA dustcart advertised by this new company is identical to their model, so perhaps John Day has their moulds. I'll write to him to find out, and if he has, maybe he plans to re-release the model 'Y' as a van, pick-up, tourer and taxi. We'll be spoilt for choice then! I'll try to persuade him to put decent spoked wheels on though....."



"The 4mm, 'OO' gauge model Model 'Y' referred to by Trevor Walker. A list of available models can be obtained from John Day, 104 St. Peters Close, Moreton-on-Lugg, Hereford HR4 8DW in return for an s.a.e."

In a follow-up e-mail, Trevor reports that he has heard from John Day and the models are the ex-Malvern moulds (well spotted Trevor). He ordered a Model 'Y' saloon with the bonnet up and says that "it isn't a 'custom', its just that the wheels have only very slight spoke detailing to them. I can't say what the engine detail is like as the kit he sent me came without the chassis. The bottom of the grille isn't quite 'pointy' enough, but the models aren't too bad They are available at £6.95 each, plus £1.00 postage and packing. He has yet to release the 'Y' in van, pick-up, taxi and tourer versions."

Luis Cascante faxes from Barcelona:-

"I have received Issue 121 of the Newsletter (the last of the century) and enjoyed a lot with it; the Dave Newman's article on the 'decoke' is excellent, and very didactic, as are all his articles.

May I make a suggestion to the Editor? In my humble opinion, a short caption of the back cover photograph will be appreciated, as sometimes it is difficult to find the subject before reading the magazine. Perhaps on page 3 - after the 'Contents', could be a good place.

The restoration of my Model 'Y' is in progress, although quite slowly. I have a problem now: when the axles have been installed on to the frame, it is evident that the frame is slightly distorted; also the radius rods have not the same length. Do you know if a sketch with the main measurements of the frame exists? It will be a great help to line it up.

The radiator badge mount of my car has disappeared somewhere between the garage where the car is, and the chromium plater's house. Can I obtain a used one from the Register?

We have a very cold November in the Pyrenees this year. Temperature falls to -8 and -13 degrees Centigrade every morning! And somebody talks about the earth warming!"

Can anyone help Luis with a frame diagram and measurements? The radiator badge mounts are in the process of being manufactured through the spares sub-committee.

Rosie and Mike White have recently exported their new purchase, a 1935 Tudor Model 'Y', to their home in Algarve, Portugal. Rosie writes:- "When we purchased our car, we were given a lot of old 'Bulletins' to peruse. Its great. Mike has difficulty in getting the bulletins from me - most interesting reading. Especially when Bride and Holsworthy get a mention - I come from North Devon, just three miles from Holsworthy. My brother owned a model 'Y' back in the 60's - he's going to see if he can find a photograph of it - reg. GV 5053"

A second fax from **Luis Cascante** hopefully clears up the question of the solid roofs on the export Model 'Y's raised by Ken Sleight:- "In the last issue of the Newsletter (incidentally, congratulations on your article 'Its War', I found it very interesting) Ken Sleight asks if the solid steel roof was original on the Fords destined to hot climates. As far as Ford Iberica is concerned, to my knowledge, all the Model 'Y's were built with the standard roof. I have seen the original roof on some cars, for example the Francisco Mateu Model 'Y'. However, the SR

Model 'Y' of the Sils collection has a steel roof and the body was completely made by Briggs (plate No: 135/18901). In my opinion it was an improvement fitted during the life of the car. My model 'Y' has also a solid roof, but the welded union between the two parts of the roof is visible from the inside, under the headlining." This confirms the theory that the solid roofs were local modifications, Ken.

Just to cheer us northern hemisphere types, **Chris Newman**, in his editorial for the newsletter of the Classic English Ford Club of Western Australia (called En Fo mation !) writes:- "The last (Club) Christmas party this century has also passed and what a party it was! Every one brought their hats, swimming togs, sunscreen and essential 'Sensayuma' (that's 'sense of humour to us!) but forgot jumpers, blankets and Ug boots. The 35 degrees C forecast turned into heavy cloud and the shelter we used was designed for sun not horizontal rain! Lunch was consumed while hanging onto the plate to stop it blowing away. There's nothing like a barbecue lunch by the beach on a summers day but that was nothing like a barbecue by the beach"!

Its comforting to know that we are not the only ones to suffer temperamental weather at our summer gatherings! A photograph of Doug Hickson's Mistral tourer was also included in this edition. Chris hopes that his restoration project will look like it one day!

George W. Pierce from California, U.S.A. e-mails:-

"Just finished reading the Nov/Dec 1999 issue of the Bulletin, always put down whatever I'm reading at the time and read it cover to cover. Enjoy it very much. Even some humor in some of the articles this issue.

I have a question about the rear lights and the parking lights on the front wings of our vehicles. AMG 448 has lights on the front wings like the ones shown on Andy Aldridge's CX tourer on page 14 of the Bulletin, and back lights like those shown on Phil Denson's 'Y' on page 18. I have seen these lights in pictures of many of our cars and my question is; are these lights original equipment or just a popular add-on?

Incidentally, I see a good colour picture of a grey model 1935 Jensen Tourer in the 25th Anniversary Edition of the Automobile Quarterley owned by Bob Wilkinson. I presume this is our Bob Wilkinson and he has seen it?"

My reply was as follows:-

" It was good to hear from you. I'm glad you are enjoying the magazine. The lights on your July 1933 Model 'Y' are as follows:-

Front sidelights:- these should be as the ones shown in Issue 120, page 7 (the car is the same date as yours - but your lights should be black - not chromed), or as Kevin Briggshaw's car shown in the top right photograph on the inside cover of the 'List of Known Surviving Vehicles'.

Rear light:- Your car came off the production line with one central 'pork pie' lamp at the rear, which was slung below the bumper on a bracket bolted to the rear valance. The single lamp shone a white light upwards onto the number plate, which was bolted to the top of the bracket (above the bumper), and

shone red rear and brake lights outwards behind the car. If you have a copy of the 'Model 'Y' Bulletins', you will see a diagram of one on page 45 (Vol. 2, No. 6 dated July 1933 - this also shows that yours would have been one of the first to have the rubber 'shield' fitted). Because of modern lighting regulations, all owners have now also fitted rear lights on either side if the rear of their cars.

I hope this answers your question. As for the Automobile Quarterly Jenson. Yes, it was Bob Wilkinson's but is now owned by Kevin Briggshaw. Regrettably, the author of that article, Borg Griffith, died recently in France. That article is the most comprehensive writing on the Model 'Y' to date, which is why I am writing my book!"

Roy Whittaker reports from Basingstoke:-

"Having had Henrietta (EMD 386) since June this year, I have been quite pleased with myself at attending to her little needs now and again. Until recently my wife, Carol, had not actually been anywhere in the car, being content to occasionally just sit inside and enjoy the leather aroma.

Last Saturday I thought it would be good idea to get Carol used to being a passenger. We got approximately half a mile away, when all forward motion ceased, just after changing gear gently into top. We ground to a halt with the engine happily revving, and the speedometer showing a virtual 32mph... All the other gears did the same.

My first thought was to the prop shaft, as I was informed by the previous owner the axle had been replaced, after a crown wheel and pinion failure during last years London to Brighton run. I got Carol to give gentle push back home as it is nearly downhill all the way, Carol does not drive, and did not want to steer. You would be amazed at just how many lady drivers appeared at that moment to give the blackest looks imaginable. I was even accosted at work the following Monday by one of our secretaries who was passing...

Upon jacking the rear end up to investigate further, the nearside wheel fell off, brake drum and all, exposing a fractured stub of the half-shaft. I was extremely lucky the thing had stayed on during the return journey!

As Henrietta came with a spare axle as part its spare box, I was able to use one of the half shafts. The only problem came with the rear spring. It came apart very easily, however the refitting of the shackles back to spring needed the loan of a spring spreader, which I did not have access to. Fortunately, a local garage where I had visited for an M.o.T. on my freshly completed Land Rover, had just the tool. During my conversation with the owner, Tom, he explained a similar problem the "lads in the workshop" had found when banger racing, in that if a half shaft recovered from the opposite side of a scrap axle was used, the shafts were found to be prone to failure.

His theory being, the rotational torsion forces were reversed, and the shafts failed; although he had never heard of it on an old Ford Y...

The fracture looked as though it may have been brewing for some time, but as I am not a metallurgist, and the axle is over 60 years old, who knows. However, at the recent committee

meeting I attended, Graham Miles was able to diagnose the problem immediately! Worn Bearings combined with an oval axle housing causes this problem. As the parts wear, the half shaft has more shear force upon it.

The reverse torsion suggestion may sound interesting theory to expound on over a pint or two, but a straight worn out bearing and housing is a lot more credible.

Carol has now refused to get into Henrietta, as she now feels like a jinx, as this is the second time this has happened. The previous time, we were in a V8 Rover, travelling at nearly three figures on the M4, when the rear bearing which holds the hub, drum and half-shaft assembly in failed, and the whole thing came out 18 inches. I may just wait and see if Carol is actually Jinxed, or Henrietta has an Attitude problem..."

THE TORQUE TUBE

What is it? Where is it? What does it do? Newton's third law of motion says that: "To every action there is an equal and opposite reaction" and although he certainly never drove a car, this can very well be applied to a Ford Model 'Y'. When you take your foot off the clutch and the rear wheels turn at the ends of the axle and begin to bite the road, there is a reaction in the axle itself which tries to twist itself in the opposite direction to the wheels. This twisting force is called "torque".

In the Model 'Y' the rear axle is mainly held in place by a single spring which goes across the car and there is very little to prevent the axle twisting itself out from under the body. Although other manufacturers have used various solutions including stiff longitudinal springs, the Ford Y designers decided that the answer was to join the centre of the axle to the rear of the gearbox with a rigid "torque tube" to prevent the axle twisting itself forwards. The tube has to be attached by a large ball-joint at the gearbox end to allow it to follow the movement of the axle when it moves up and down as it goes over bumps.

The torque tube allows the rear springing to be lighter and softer, and also provides a housing for the small diameter propeller shaft which also has to have a universal joint mounted inside the ball-joint at the gearbox end. Because the engine and gearbox are mounted on flexible rubber mountings, the forward thrust from the tube is transmitted to the chassis of the car through bracing rods. These are bolted between either side of the gearbox and the chassis cross member which supports the rear of the gearbox.

The torque tube provides a simple, cheap solution to the problem of axle torque, but has now been superseded by more advanced, (and far more complicated) independent rear suspension systems which do not transmit road induced noise and vibration directly from the axle through the chassis or body to the cars' occupants!

Jonathan Davies

These articles will be directed at just 5% of the membership, the 5% who really don't know what happens when the wire disappears into the loom/wiring harness. The rest of you can miss these articles out. I've purposely resisted the easy temptation of simply publishing copies of the various wiring drawings, as clearly some of you get very confused as to just what is happening with them there wires.

The primary circuit is that from the battery to the ammeter to the dynamo, often referred to as the 'A' line. With the design of our cars the connection to the battery, and the consequent electrical supply, is made via the self-starter switch, where the main battery cable connects to this unit. Starting the engine commences with the Battery, which is simply a storage unit of electricity. It is this electricity that is used to turn the self-starter, more commonly referred to as 'The Starter'. This provides not just electrical energy to turn that motor, but at the same time it also provides the electricity to excite the Ignition Coil primary windings. (Once the ignition key has been turned to the 'ON' position, that is.)

Having started the engine, and raised its revolutions above tick over, the increased dynamo voltage will close the Cut-out contacts and the increased voltage/electrical current level will flow into the vehicles circuits from this source, since it is now greater than the Battery voltage. At this moment the needle on the Ammeter will register a charge situation, and thus reverse the reading from discharge to that of charge.

The precise design/operation of such items as the Ignition Switch, Coil, Ammeter and the Distributor are just some of the items that I want to look at in greater detail over the next few issues as they are introduced. For the present I want to consider the basic circuits that are supplied with electrical current from the starter motor switch. The first circuit drawing is that of the 'A' line, and I'll take the opportunity to show once again the Starter and Dynamo circuits.

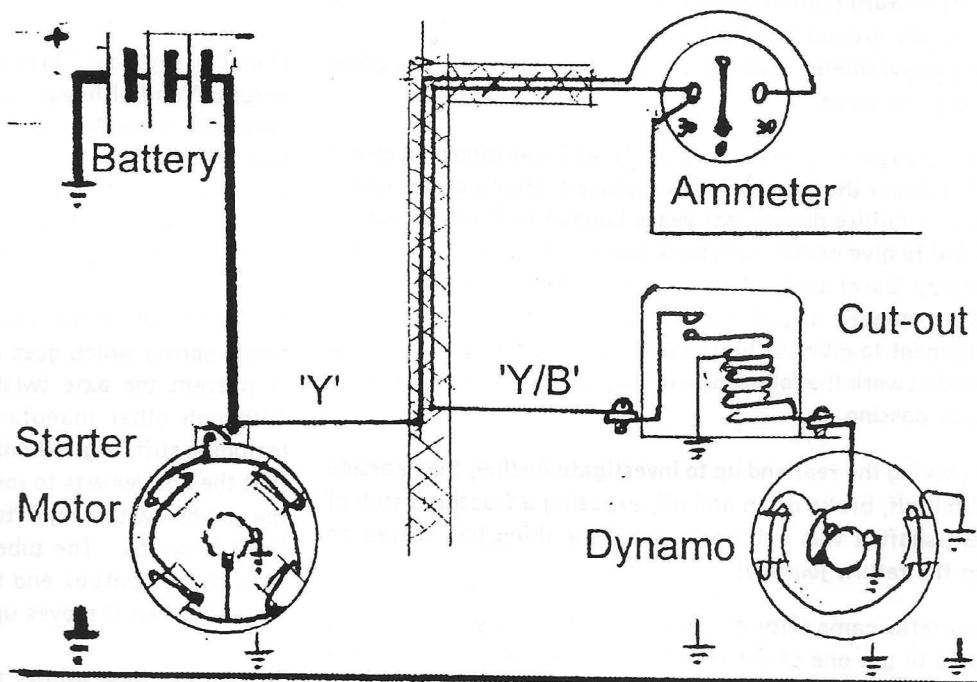
Faultfinding. If you wish to try to locate faults that may have occurred on the various circuits, you will need to make up a pair of simple tools to assist you. The first one is simply a length of cable, not too heavy in capacity, about a metre in length, or a little longer. Fit to each end a small 'crocodile clip', and you have one 'jump lead'. The next tool is also very similar, but this time the cable is twice as long, and fitted with a small bulb holder in the middle, and again a pair of 'crocodile clips', (a 6-volt bulb of course). Hey-presto, a test lamp.

Faults on the 'A' line circuit are rare but, if they do occur, they are usually confined to loose terminals, which can easily be

checked by hand. However, due to the comparatively high levels of current present in the circuit, if loose terminals do occur it will inevitably lead to 'arcing', which may burn away some of the terminal, and in turn lead to overheating, which could well cause the solder joint to partially melt, thus creating a 'Dry Joint'. All these potential aspects need to be checked prior to cleaning and retightening a loose connection. The other possible fault may well be with the Ammeter itself. This subject I will return to when discussing the meter in detail.

DOCTOR FORD & THOSE WIRES

To locate a break in the circuit, clip one side of your test lamp to earth (i.e. a metal part of the vehicle body or chassis, ensuring a metal to metal contact). Starting from the furthest point from the Battery, i.e. the rear connection on the light switch, or alternatively the Battery terminal on the 'Cut Out'. Touch the other clip to this point; if the circuit is complete the bulb will light, if it doesn't, work back along the circuit touching the various points until it does. The open circuit fault lies between this point and the previous touched.



This simple 'A' line circuit is responsible for the electricity that will supply the Ignition system, the Lighting, Trafficators and all other ancillary items with which the vehicle is fitted, as all of these items are supplied from the rear of the Ignition / Lighting switch, which in our vehicle design is used as a 'Junction Box'.

There are, however two exceptions with our vehicles. These are the supply for the **Horn** and the **Rear Brake Lights**, both of which are supplied via the same connection on the Starter Motor Switch. Supplying them from this location will mean that when these circuits are operated, they will not register on the Ammeter.

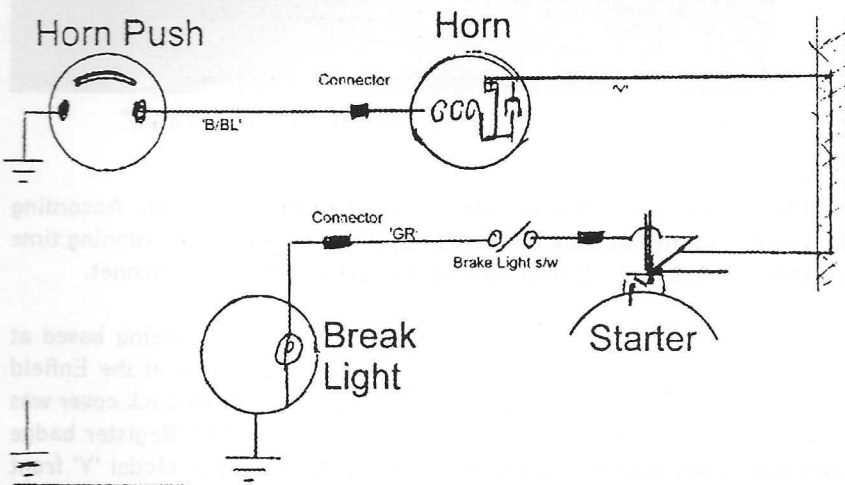
On **very early 'Y' models**, the Horn was mounted on the 'Bulk Head to Radiator' stay. These vehicles had the Horn supplied

from the rear of the Ammeter, however, I have disregarded this layout, as it is now, very unlikely that any early vehicles are still fitted with the Ford original loom.

Never-the-less there will be some later produced vehicles that are still fitted with their original loom. In some instances, (but not all, I'm pleased to say), the supply to the Stop Light Switch (colour coded Green) is not obvious. This is due to the fact that it is concealed with-in the Cotton Covering of the loom, (as it is a soldered, and spliced connection into the Horn supply as it ascends the Bulkhead, and thus hidden from view). A practice of concealment, that is, I'm pleased to say no long practiced.

Some wiring diagrams will show connections being made from the rear of the Ammeter, to supply ancillary fittings on the vehicle. This practice, I do not recommend, for reasons that I will return to.

Faults in these circuits. Firstly the Horn circuit. (Which incidentally is unique on these, and other vehicles of the period. The Horn is the only item on the vehicle that is permanently supplied with electricity, its circuit being completed by switching the return to earth, which is the case once the Horn Push is operated). Once again the tightness and condition of the connection to the starter switch, connections on the Horn itself, the condition of the in-line connector at the base of the Steering Box, and of course the condition of the Horn Push. Please note



the two connections to the 'Horn' can be made either way round, they have no significance.

Fault checking on the Horn circuit. Clip one end of your 'Jumper Lead' to the car body as before. Locate the 'horn push' connection at the rear of the horn, (color coded Black / Blue) the horn should sound, when the other end of the jump lead is touched on it. If it does then the fault is either with the connector at the base of the steering box or the horn push it's self.

If no sound, check the supply on the other terminal (colour coded Yellow), this time using your test lamp. Place one end to the body of the car, the other to the terminal, it should light. If it doesn't, check the connection on top of the Starter Switch. To confirm the Horn is U/S, clip the test lamp clips across the two horn terminals. The test lamp should light when the horn button is pushed.

The Brake Light circuit will also need a good supply from the Starter Switch connection. The connections on the Brake Light Switch needs to be sound, (The switch is mounted on the Chassis Member below the drivers seat), and the In-line connectors at the rear of the vehicle, will need to be clean and tight. The most common and rather obvious fault is that the Bulb/s have failed. Next item to check is that the Switch operation is correctly adjusted. It is controlled by the location of the clamp bracket on the front brake rod, relative strength and length of the spring, which when correctly adjusted holds the switch in the off position until the brakes are operated, at which time the Brake Rod travels rearward, and allows the internal spring in the switch to close the contacts. With your jump lead connected across the two switch terminals, the brake lights should come on. If not check the supply to the switch with your test light, one clip to chassis, the other to the terminal with the green cable. (If both cables are plain green, check both). If no supply check Starter Switch connection. (Or as I have said, it may be a concealed connection on original Ford loom). If supply is present, bridge the switch with the jump lead, and continue to the rear loom, checking to see how far the supply has reached.

With all the cars now fitted with a variety of rear lights it is not possible to be specific as to where the fault may be. After bulbs or switch, the most likely fault will be dirty and corroded connectors.

I would now like to consider safety. I'm quite certain that many of you had assumed that when all was switched off, electricity was only present in the battery. Hopefully you will now realize that this is not the case, as the cables still continue to conduct electrical current, even though it is inert. It will of course remain inert if all is well, but do you really trust fifty-year-old item as being 100% sound? (if you do, I don't!) Consider just where it reaches, the Cut Out, the Lighting switch, the Brake Light switch, the Horn and worst of all it passes through the Ammeter. Not the best quality items on the car, in fact probably the worst. If at any point the insulation on any of these items breaks down, the short circuit will track back to the supply, i.e. the Battery, with the probability that the car will catch fire! Consider

that as you turn over in bed!

The solution is to disconnect the Positive Battery terminal when leaving the car, or better still contact Paul Beck, who is a member, and a supplier listed in the back of the Bulletin, and ask him about the range of Battery Isolation Switches that he stocks. Buy one and fit one! Hopefully in the next issue I'll consider the construction design of some of the items I've mentioned.

Now to that tip. Ever tried to add another wire through a tight Grommet, and found it imposable. The solution is make up yet another tool. This time from a piece of pipe, say an old brake pipe, about 6 inches long. Cut one end at an angle, so that it will push in beside the Loom and Grommet. Then you can push the wire through the pipe. From whichever side is practical, you can with-draw the pipe and, hey presto, the wire is in place.

Graham Miles

MEMBERS' CARS

This time round we feature Neil Loran's beautifully restored vineyard green and black 1937 Tudor Model 'Y'. This was one of those restorations which start off with a rotted heap of metal which only a real 'nutter' would think of restoring!

The car itself was originally purchased by the Reading Co-operative Funeral Service in February 1937, appropriately registered RD 9238. It was subsequently sold to one of their employees, a chap with the wonderful name, Humble George Bell - what better name for a member of a funeral cortege! Humble, who I'm sure must have been called George, lived in the village of Chieveley, just off the A34, north of Newbury, where he amassed a string of old cars and tractors. There came a time when Humble - no, let's call him George, had to clear some of his land to build an out-building and the Model 'Y' and other rusting bits were sold to a scrap dealer.

The third named owner, Eric Healey, bought the car with a view to doing it up for his wife. Eric worked in a Ford agency, but his enthusiasm waned when he realised the enormity of the task. Instead, he did up a Lotus Elan for his wife, he being more competent with fibreglass than with metal. And so it was, 17 years ago, that the newly married Neil Loran bought the wreck from Eric for its original selling price of £100. After 13 years, a move of house and two children, Neil completed the restoration. About eight years ago Neil tried to track down Humble George. Unfortunately, Humble cum George had recently been run over outside his home and had been killed.

The restoration of RD 9238 included the splitting of a spare shortrad body between Graham Miles and Neil. Conveniently, Graham was after a shortrad front end for his van and Neil was after a rear end for his wreck. So the spoils were shared. Following up an advertisement in the Y&C magazine, Neil also purchased one of two ex-RAF 8 h.p. engined oil pumps on



"Humble's car before it was removed by the scrap dealer."

trailers for £200 (Peter Brooke had the other one). According to the log book for the pump, it had only 14 hours running time recorded. It now runs very sweetly under Neil's bonnet.

We've seen Neil's car at a number of shows. Being based at Hayes, in Middlesex, Neil is a regular attender at the Enfield Pageant, which is where the photograph on the back cover was taken. Its nice to see the car sporting a Y&C Register badge and Register hub caps. Why don't you buy a Model 'Y' front bumper, Neil? Then you can sell your double grooved Model 'CX' one to Peter Baggott, who is forever advertising for one in the magazine.

BOOK REVIEW 'THE MODEL T FORD'

Shire Publications have recently published a short 32 page story of 'The Model T Ford', written by the well-known motoring correspondent, Jonathan Wood. Drawing on the resources of David Burgess-Wise, the Model T Ford Register and the Ford Motor Company photographic archives, Jonathan has produced a well illustrated, informative booklet outlining the design, development and production world-wide of Henry Ford's innovative creation. For students of the Model 'Y', it describes many of the design features which were revolutionary in the Model T and which evolved through the Model 'A' to the Model 'B' and the contemporary Model 'Y'. Some of the names associated with the design of the Model T were also involved in the design of the Model 'Y' some 25 years later; names such as Joe Galamb, Eugene Farkas and, of course, Henry himself. At £2.95, this is a value for money book (ISBN 0 - 7478 - 0432 - X). A copy has been added to the Register library.
Sam Roberts.

FLYING THE FLAG AT THE NEC

Tucked away at the back end of Hall 4 at the 1999 International Classic Motor Show at the NEC in Birmingham was the Ford Y&C Model Register stand. We were part of the large display of clubs gathered together under the Ford banner. Our particular banner flew high, allowing our presence to be noticed from all parts of the hall. The two Geoffs, Salminen and Dee, had once again laid on an eye-catching display; Geoff Salminen providing the brains and his natural design flair to the layout, and Geoff Dee providing the brawn and some of the props. Both are to be congratulated on a good showing once again.



"The two Geoffs manning the stand. Salminen on the right and Dee on the left."

In addition to Geoff Salminen's £100 Model 'Y' Tudor, Ken and Ruth Sleight displayed their very original grey 1936 Model 'CX' Tudor and Doug and Bessie Hickson provided their beautiful Model 'Y' chassied, Jensen bodied, Mistral tourer. We are very grateful to Geoff, Ken and Doug for providing the display vehicles. Although there is a certain amount of commitment and hassle associated with the provision of vehicles for these displays, the reward of admiring and inquisitive members of the public makes it all worthwhile. Geoff Salminen will be on the lookout for vehicles for next year's show, so please consider providing yours if you live within 100 miles of Birmingham.

In addition to potted ferns and other period additions, Geoff Salminen also concocted a ditty which was also displayed:-

*My grandfather's clock was too tall for the shelf,
So it stood 60 years on the floor.
It was taller by half than the old man himself,
Though it weighed not a penny-weight more.
It was bought on the morn of the day that he bought
his Ford
and they both were his treasure and pride,
but the clock stopped - and the Ford carried on
when the old man died.*

Eight out of ten for that Geoff! Visitors to the stand included the following members:- David Hall, John Fitzgerald and Robert Gentleman from Dublin, Drew Barr, George Boyd and Alan Robertson from Scotland, Alex Pedlow and family from Northern Ireland, Dave Minnett, Mike Meadows, Bobby Gales, Brian and Roger Gurney, Dave and Cher Curtis, Gerald Evans from Wales and Adrian Chapman. Bob Wilkinson helped out on the stand on Saturday and I did a stint on the Sunday. Although we didn't sign up any new members, it was a good couple of days which promoted the club and our cars.

Sam Roberts

EVENTS - DATES FOR YOUR DIARIES

5/6 Feb	Bristol Classic Car Show	Shepton Mallet	Nick Glenister
9 April	A.G.M.	Willoughby	Bob Wilkinson
27/28/29 May	Enfield Pageant	Enfield	Jim Miles
11 - 24 Jun	Convoy 2000	National	Graham Miles
24 Sep	All Ford Rally	Abingdon	Sam Roberts
29 Oct	Stoneleigh Restoration Show	Stoneleigh	Geoff Dee
4/5 Nov	Classic Motor Show	NEC	Geoff Salminen

PETROL RATIONING

The article on wartime stringencies in the last issue appears to have been well received judging by the feedback from some members. Coincidentally, shortly after publication, I received the details of LV 9705 (Y72001), a 1934 Model 'Y' purchased by new member, John Jones, in Shropshire. Despite not letting me know the Briggs body number (I do not know whether it is a Tudor or a Fordor), included in the documentation were copies of two types of Form No. R (M.S.) 1, dated 6th. December 1947.

These forms, issued by the Ministry of Fuel and Power, were the forms which you had to fill in to justify receiving a petrol allocation for a private motor vehicle. LV 9705 was owned at the time by a Captain Thomas Alfred Jago, who was apparently a timber salesman, living in Church Stretton, Salop (Shropshire), and working out of the Salop Timber Co. in Shrewsbury. He also appears

FORM No. R(M.S.) 1. PLEASE INSERT YOUR REFERENCE No. *M 94421*
(See page 8 or 10 of your Registration Book).

If this is your first application please write "First" here

Application for coupons for the purposes of the Control of Motor Fuel Order for the time being in force authorising a supply of motor fuel for use in a PRIVATE MOTOR CAR.

(The use of this form for this purpose has been prescribed by a direction given by the Minister of Fuel and Power).

An answer MUST be given to EVERY QUESTION in this application and a separate form used in respect of each vehicle.
This form must be filled in and signed by the registered owner and when completed forwarded TOGETHER WITH THE REGISTRATION BOOK of the vehicle, to the REGIONAL PETROLEUM OFFICER for the Region in which the vehicle is ordinarily kept.

FOR OFFICIAL USE.			
Examined	Category	Allowance (units)	Serial Numbers of coupons issued

DATE OF APPLICANT (state whether Mr., Mrs. or Miss).
(a) Full postal address, to which coupons should be sent.
(b) Address at which the car is ordinarily kept (if different from above).

NAMES AND ADDRESSES IN BLOCK LETTERS
SURNAME *JAGO (CAPTAIN)*
Christian Name(s) *THOMAS ALFRED*

to have done a little agricultural machinery maintenance over the Welsh border in Berriew, Montgomeryshire (now Powys).
The justification for 'Residence to Place of Duty' allowance had to include the distance by road; the nearest available public transport; normal route and

average time taken if journey made by train, bus etc. and the reasons why the journey by car is unavoidable. I wonder how the justification of a petrol allowance would be received these days?!

8. THE FOLLOWING PARTICULARS MUST BE GIVEN IN FULL. IT IS NOT SUFFICIENT TO STATE "AS BEFORE" OR "SEE PREVIOUS APPLICATION."

State horse power of car **8 H.P.** State average motor fuel consumption (Miles per gallon) **30 M.P.G.**

Full particulars must be given of EACH purpose for which the motor fuel for use in the vehicle is required. See Notes below.

Approximate monthly mileage for covered in relation to each of such purposes

FOR OFFICIAL USE ONLY

REMARKS

1. Travelling between Residence & place of business.
a. The Salop Timber Co.
Abbey Foregate Shrewsbury.
6 13 miles.
c. Church Stretton Train 15 mins walk
Bus 5 mins walk
Shrewsbury Train 35 mins walk
Bus 35 mins walk
d. Church Stretton to Shrewsbury train walk to station. Church Stretton Shrewsbury
train to office 1 1/2 hours.
Bus C to Shrewsbury
walk to bus C to Shrewsbury
walk to office. 1 1/2 hours.
Shrewsbury Church Street train
walk to station Shrewsbury 5 1/2 hours
Bus walk to bus station 2 hours.

70.2 miles.
683 miles 18 Aug 47
676 miles 6 Dec 47.

I DECLARE THAT ALL THE INFORMATION GIVEN ON THIS FORM IS CORRECT AND TRUE IN EVERY PARTICULAR. I UNDERTAKE NOT TO USE THE MOTOR FUEL ACQUIRED AGAINST THE SURRENDER OF ANY COUPONS ISSUED IN RESPONSE TO THIS APPLICATION FOR ANY PURPOSE OTHER THAN THE PURPOSE(S) STATED HEREIN. I ATTACH REGISTRATION BOOK.

Date

Signature

Notes:
1. ALLOWANCES WILL BE GRANTED ONLY WHERE IT CAN BE CLEARLY SHOWN THAT THE USE OF A CAR IS ABSOLUTELY NECESSARY IN THE INTERESTS OF THE DEFENCE. THE REASONS FOR THIS MUST BE FULLY SET OUT IN BLOCK LETTERS IN THE SPACES BELOW SHOWN SEPARATELY.
2. FOR BUSINESS PURPOSES—(a) Trading name. (b) Address of business premises. (c) Nature of business. (d) Business purpose for which car used. (e) Station of Proprietor, Agent, Employer, etc. If you are not the Proprietor a supporting certificate from the Proprietor must be attached.
3. FOR TRAVELLING BETWEEN RESIDENCE AND PLACE OF BUSINESS—(a) Name of Employer and address of business. (b) Distance by road between residence and place of business. (c) Nearest available public transport. (d) Normal route and average time taken if journey made by train, bus, etc. (e) Nearest available public transport. (f) Normal route and average time taken if journey made by train, bus, etc.
4. FOR OTHER PURPOSES—(a) Exact nature or purpose of journey. (b) If regular journey, are necessary state how many required per month. (c) Distance by road from residence to destination. (d) Nearest available public transport. (e) Normal route and average time taken if journey made by train, bus, etc. (f) Nearest available public transport. (g) Normal route and average time taken if journey made by train, bus, etc.
N.B. IN ORDER TO AVOID RISK OR LOSS AND DELAY ALL ENCLOSURES SHOULD BE FASTENED SECURELY TO THIS APPLICATION FORM. THE FORM SHOULD BE ON TOP.

On my car the windscreen would not shut completely due to a very old and stiff rubber surround. This had led to drivers forcing the mechanism to the point where the teeth were stripped from the activating arms. On top of this, the whole mechanism was loose on its mountings. Although the car had been restored about 20 years ago, this looked like one job the restorers had been reluctant to attempt, and at first sight it is easy to understand why, as it is a relatively unimportant component tucked away in an inaccessible position high up underneath the front of the dashboard.

The first step in restoring the mechanism is to disconnect the battery to avoid short circuits later on when poking about behind the dashboard. Then remove the screws holding the pantograph arms bracket to the bottom of the windscreen. Next swing up the screen on its hinges as far as it will go and prop it in this position. You now need to get right underneath the dashboard and this is best done by removing the gear lever (and maybe even the handbrake lever) in order to get enough room, and carefully positioning a bright light to pick out the two bolts way up at the top in the middle. A very long screwdriver is required to reach them. With these out, and with the chromed operating handle removed, the mechanism can be pulled out through the aperture at the front, although the opening may need widening temporarily with a wooden lever.

On my car someone had shortened the outer narrow arms in the mistaken belief that this would make the whole thing close tighter. I had to make two more, and by trial and error find their correct length, which is critical, four and a half inches from pivot centre to centre. I also found the remains of what looked like some badly perished rubber on one face of the mechanism, but am not sure what this might have done or even if it was an original fitting.

Before any dismantling, note the position of everything, which bars go on top etc. It is not at all obvious once it is in pieces.

Drill out the rivets joining the inner to the outer pairs of arms with a 5mm drill, they can be replaced with 5mm medium pop rivets. Turning to the mechanism itself, carefully drill out the 4 rivets joining the top plate to the bottom plate of the mechanism with a 6mm drill. The middle parts of the rivets are spacers and these will need to be reused. I replaced the rivets with 6mm nuts and bolts so that the mechanism could be dismantled for fine tuning the repaired arms, if necessary. Bolts with rounded slot or cross heads are better as they have a lower profile.

Once the rivets are out, the top plate can be removed and the damage assessed. The worm screw looks tougher than the toothed arms and on mine, although the arms were wrecked, the screw was undamaged. The arms will have some teeth left at one end and these must be left alone as they are the pattern for the new ones. Now layer on some new welded metal in place of the stripped teeth, doing as much as possible to avoid making it too hard and let it cool down gently. Grind the sides back completely flat. Find a shaft that will just pass through the radius hole at the toothed end of both bars and clamp them in a vice together, in such a way that the remaining teeth on one bar are opposite the welded portion of the other. It now remains to carefully file down the weld to the correct radius using the remaining teeth as a guide, but being careful not to damage them. Once this is done, the teeth themselves can be cut, matching the profile of the remaining teeth on the other bar. Note that they are at a slight angle to match the worm screw. I used a hacksaw and a knife file. Although the welded metal was quite tough you are only removing relatively small amounts of metal and the job is not as bad as it sounds. Although you need to be fairly accurate, with a bit of patience,

such hand tools are good enough for the job. When satisfied with the fit some painting might be required, as it is all very difficult to reach later on.

On reassembly, make sure that the four tubular spacers are replaced and that the arms are meshed at exactly the same angle; right angles to the plate is as good as

anything. Lubricate with plenty of grease and replace the top plate. Bolt together; the spacers will stop the plates binding on the arms. I retapped the thread on the base plate to make sure that there would be no problem replacing the screws as they are so awkward to get at, and jiggled the mechanism back into place through its aperture at the bottom of the windscreen.

Back inside I used masking tape to attach the bolts and spring washers to the screwdriver so that they didn't get knocked off as they are threaded up through the wires at the back of the dashboard. Once the bolt is screwed securely back in, the tape just tears off.

Previously I had replaced the windscreen rubber surround (obtained from Woolies: 3 metres of stock number R679) and when everything was replaced, the windscreen finally closed properly - for the first time in twenty years! I used some silicone furniture spray to lubricate the new rubber surround, which allows it to slide over the frame in order to close better.

Jonathan Davies

WINDSCREEN OPENING MECHANISM

VALVE REMOVAL AND GRINDING

In the last issue we discussed the top overhaul. If the valves are to come out, then proceed as follows, having removed the cylinder head.

You must remove the inlet and exhaust manifolds, these can come off complete with the carburettor but you must first disconnect the choke control, the accelerator linkage, the fuel pipe to the carburettor and the exhaust pipe.

With this lot out of the way, access to the valve chamber is achieved by undoing the nine short bolts which hold the valve cover in place.

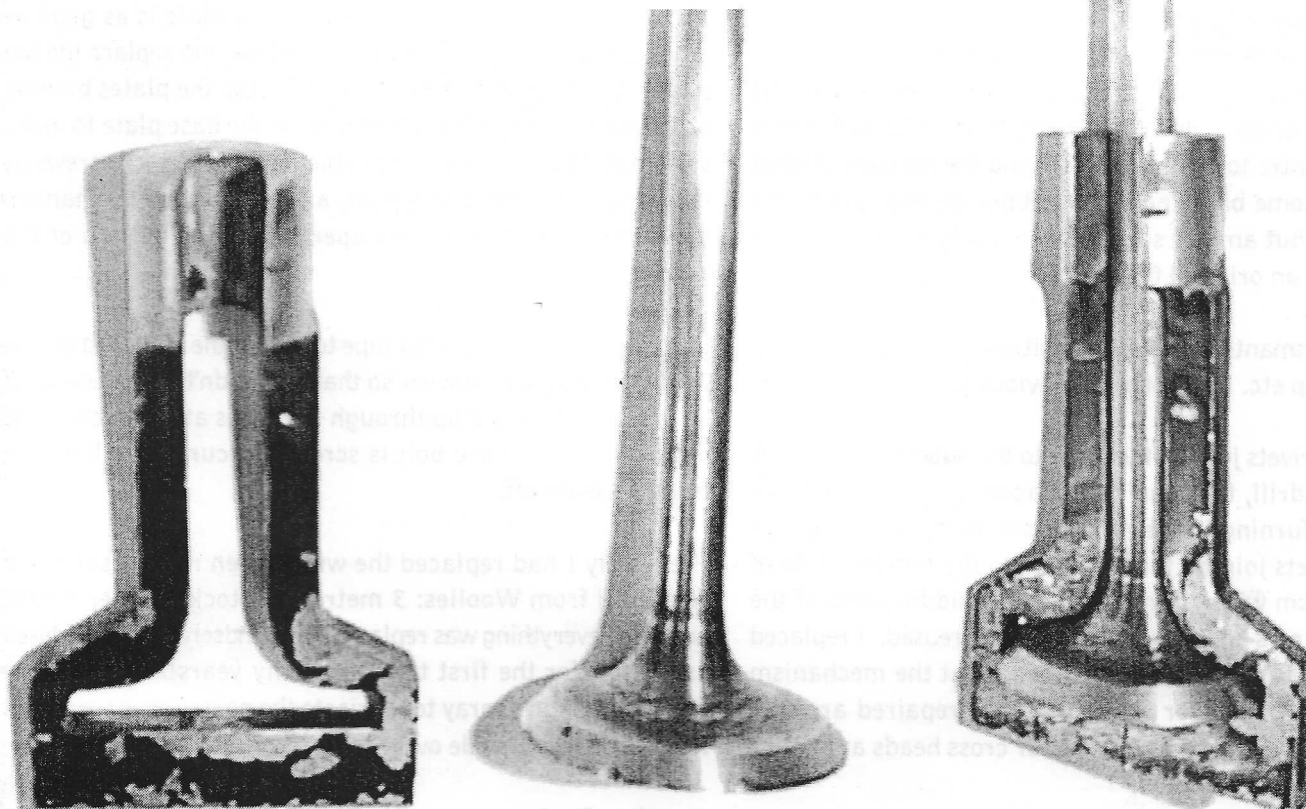
With the valves exposed, you now need a spring compressor, unfortunately a lot of commercial spring compressors available now, are too big to work in the restricted space available, some degree of experimenting is necessary to find something that will do the job. I succeeded with a home made device similar to a small G clamp.

Assuming that the valve spring can be compressed, remove the spring retainer, and then release the spring compressor, and remove the spring. The valve however still cannot be removed because of its 'mushroom end'. This means that the split valve guides must be removed. To do this the valve guides need to be knocked down into the valve chamber either by using a drift or by using a special little tool which will fit around the valve. The second method is by far the best. I think it is important that if at all possible, the valve guides should be kept together in their pairs, and they should be kept together with their

respective valves, valve spring and retainer, and it should be noted as to which valve port each one is from. A shoe box or similar cardboard box divided up in to 8 compartments, one for each valve and labelled 1-8 from the front is ideal for this.

With all the valves out, the valves, and the seats in the block should be inspected. Any sign of burning on a valve will mean that it will require replacement. Any light pitting on the valve or its seat can be corrected by grinding the valve in. Any severe burning to the seat in the block will require having the seat re-cut or perhaps it would be a good time to have hardened valve seats fitted to allow the use of unleaded petrol. This would of course require the engine to be removed, cleaned and to be taken to a suitable machine shop.

Assuming the valves and their seats are OK, proceed to clean the carbon off the backs of the valves, a quick way to do this is to put the valve in the chuck of an electric drill, hold the drill horizontal either in a drill stand, or grip it gently in the vice. With the valve spinning in this make shift lathe, use scrapers and glass paper to clean the backs of the valve.



"Valve and home made valve guide removal tool"

"Tool fitted on valve, which can be fitted when valve is raised. A sharp tap on the tool will dislodge the valve guides."

Next turn your attentions to the valve ports. Chip and scrape any carbon out of the ports, but remember to stuff the valve chamber with rag to stop any bits dropping into the sump. Small rotary wire brushes in the drill can speed up this process.

Once you are sure that everything is clean and all residue carbon has been removed, then you are ready to grind in the valves.

Drop the valve into its seat, place the split valve guide around the valve stem, and push the valve guide up into its seating in the block. The valve is now held concentric with its seat, but free to lift up and down. Place a little valve grinding paste on the valve and with a rubber sucker valve grinding tool, press down on the valve and rotate it a few times. Every few oscillations, raise the valve from its seat, rotate it half a turn to a new position, this redistributes the grinding paste and prevents the formation of rings on the seat. The valve and its seat are correctly lapped together when a grey band is visible continuously around the valve face and the seat in the block. The band should be about 1/16" wide. Use the grinding paste very sparingly or you will get a false idea of whether the seating is correct. Another way of checking the gas tightness of the seating is to smear a tiny amount of engineers blue onto the valve, drop it onto its seat, then revolve the valve about a quarter of a turn. Lift the valve and see if a continuous blue ring has been transferred onto the seat.

Once all of the valves have been ground in successfully, all traces of grinding paste must be removed by wiping clean with a paraffin soaked rag.

One problem with grinding in the valves is that it will decrease the valve clearances between the valves and the cam followers (tappets). The clearances should be not less than 0.013" and not more than 0.015". If the valves have just had a light polish up then they will probably still be within these tolerances. If some heavy grinding-in has been required, then the clearance will have become too small and the only way to remedy this will be to get someone to grind the required amount off the foot of the valve stem. Heavy grinding-in can also cause the valve to 'pocket' which can really only be overcome by machining out the valve seat and fitting an insert. If the valve clearance is too great, the only way to reduce it is to grind in the valve some more, but take care not to over do it and 'pocket' the valve. When you are sure all is correct, you can begin to put things back together and reassemble the engine as described in the last issue.

Dave Newman
Technical Advisor

£5 for YOU – £5 for YOUR CLUB

The Automobile
now we're motoring!

Dear Member,

Have you seen *The Automobile* lately?

In its new form, *The Automobile* magazine offers by far the best coverage of your favourite pre-1960 cars. Our award-winning articles are world famous for accuracy and depth of research. Our auction coverage, including our unique previews of forthcoming sales, is second to none. The advertising pages are bursting with bargains – barn discoveries, restoration projects, spare parts, books, automobilia and much, much more.

Take out a two year subscription to *The Automobile* and we will donate £5 to your Club's funds AND give you £5 discount. This is on top of the £11 saving ordinary subscribers make over the retail price.

The offer applies strictly to first time subscribers who are UK Club members. For a FREE sample issue, index of past articles and general information, please telephone Margaret Clark on 01932 589969.

I very much look forward to welcoming you to our rapidly growing band of subscribers.

Yours sincerely,
Brian Heath
Editor

PS Please apply using the form below (photocopy if you like) remembering to fill in your Club details. This offer applies to UK residents. Overseas subscribers, please enquire for special rates.

WE GO INTERNATIONAL!

Over the past couple of months I have been making contact with various clubs around the world which cater for our cars. There are still a number, especially in Europe, for which I still need contact names and addresses (e-mail as well). If you know of a club which is not listed below, please let me know its details. The aim of the exercise is to strike up a formal affiliation which includes the sending of magazines to each other and exchanging information on surviving vehicles and technical matters. Information is already coming in. Clubs and registrars contacted include:-

Australia

Ford 8 &10 Sidevalve Club of South Australia inc.
Ford 8 &10 Sidevalve Club of Victoria inc.
Classic English Ford Club of Western Australia inc.

New Zealand (North Island)

Ford 8 &10 hp Car Club (NZ) Inc.

Sweden

Alf Jonasson (Registrar)

U.S.A.

North America English Ford Registry

UK

Ford Sidevalve Owners' Club
The Small Ford Club

Sam Roberts

The Automobile

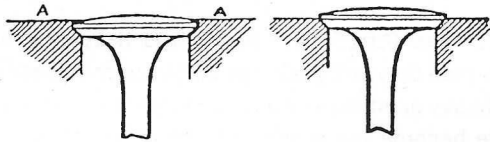
CLUB MEMBERS' SUBSCRIPTION OFFER

Yes, I wish to take out a 24 month subscription at the special club rate of £82 (saving £16 off shop prices) commencing with theissue.

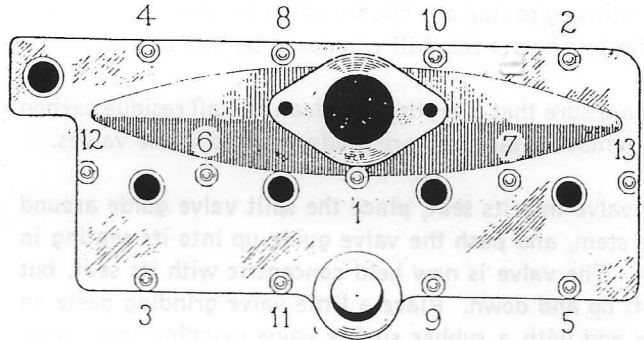
I enclose cheque/PO for £82.00 payable to: Enthusiast Publishing Limited
OR charge my SWITCH or VISA/MASTERCARD card no:

My Club:.....
My membership no.....
My name.....
My address.....
Post Code.....
My telephone no.....

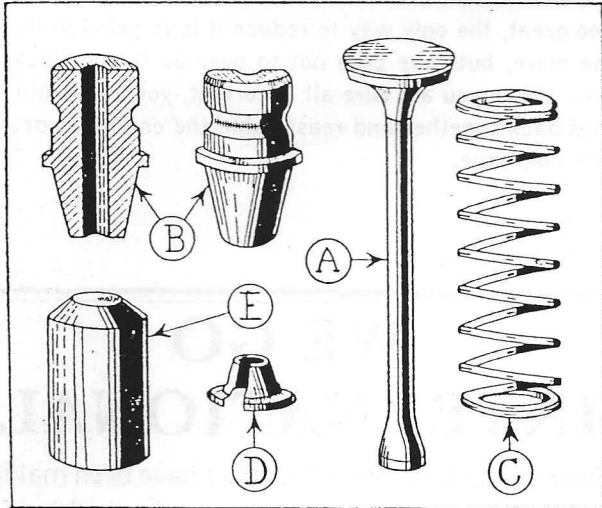
Expiry / /
Issue No (Switch only)
Send to: Enthusiast Publishing Ltd, Holmerise, Seven Hills Road, Cobham, Surrey KT11 1ES or contact our Subscription Hotline
Tel: 01932 589969 Fax: 01932 862430 E-mail: brendahart@theautomobile.ndirect.co.uk



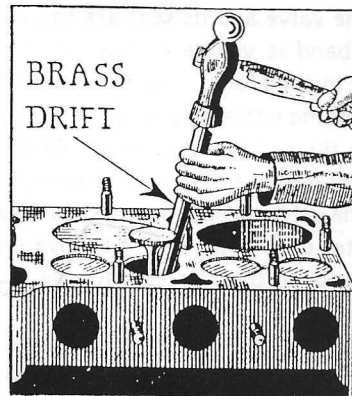
WHAT EXCESSIVE GRINDING-IN DOES
It causes the valve to drop in its seat or become "pocketed," as on the left



ORDER FOR TIGHTENING CYLINDER HEAD NUTS
The above order need not be followed exactly, but always start at the centre and work diagonally. Loosen the nuts similarly

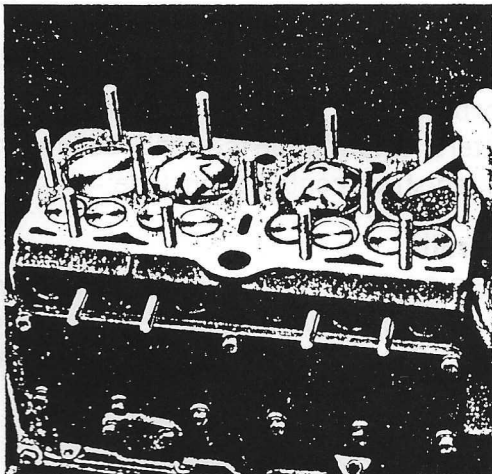


FORD VALVE COMPONENTS
A—Valve
B—Valve guide
C—Valve spring
D—Valve spring retainer
E—Tappet (non-adjustable)

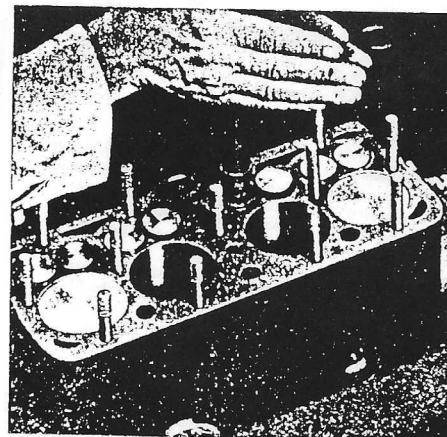


TAPPING OUT A VALVE GUIDE WITH HAMMER AND DRIFT

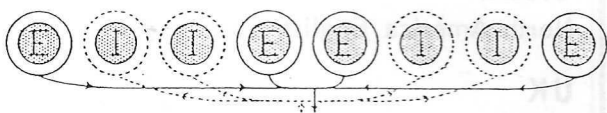
A flat round punch or even a piece of wood may be used as a drift. A special tool is used by Ford dealers and is particularly useful for dealing with refractory guides



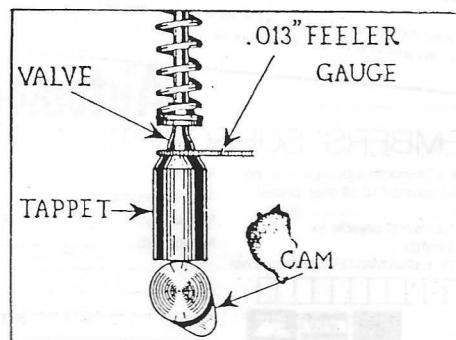
CHIPPING CARBON DEPOSITS OFF PISTONS WITH A BLUNT TOOL



GRINDING-IN THE VALVES WITH A SUCTION TYPE OF TOOL



SHOWING ORDER OF INLET AND EXHAUST VALVES



TESTING THE TAPPET CLEARANCE

I had a phone call from Gert Christiansen, a Canadian Model A owner, who is here in Bradford on Business for a year or so. He was anxious to explore the old car scene in the UK and, like a good Ford owner, had made contact with the local Ford agent, Polar Ford. Through the offices of Harry Street, who works for Polar, he obtained my number from the Bulletin and arranged to pop over and look at my modest collection.

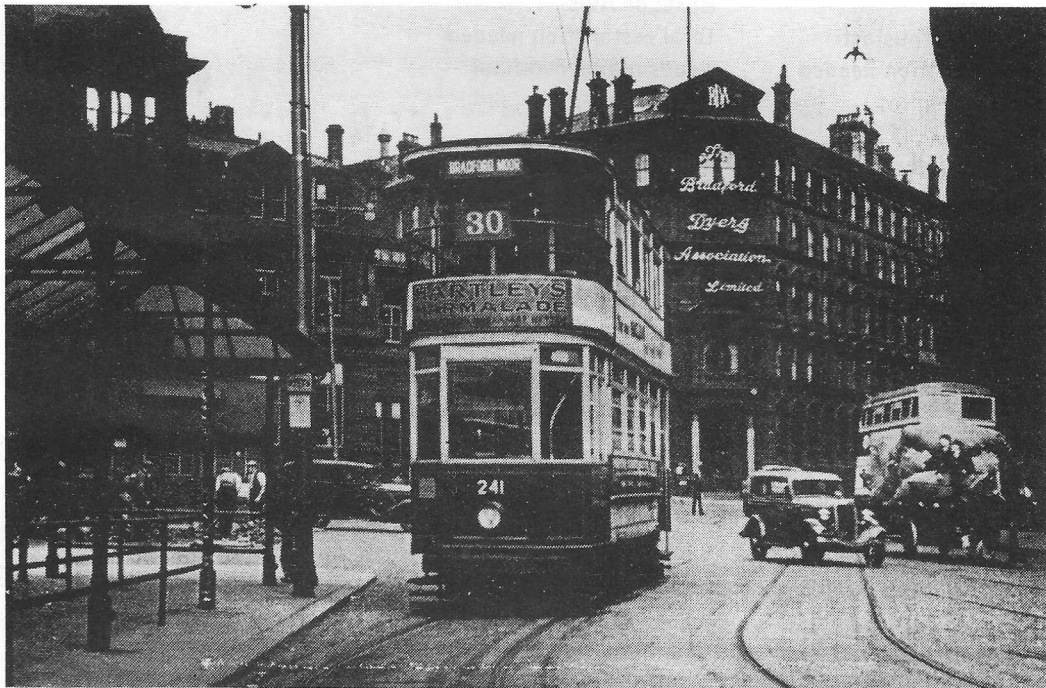
Gert is into Model A's for the same reason that many of us own Models 'Y' & 'C' - it was his first car. The photographs he showed me were of a beautifully restored '29 Tudor sedan which he is seriously thinking of bringing into the UK to sell, to finance the purchase of another Model A. He was quite impressed with the Model 'Y', never having seen one before, and was interested in the Club and our activities. The different vocabulary and phrases used across the water were interesting; for example, a "stock car" is one in original condition.

Far be it from me to add to the Millennium hype, but which Model 'Y' or 'C' will be the first to show a leg in 2000? I intend at least to poke CNN's nose out of the garage on 1/1/00, that is if I am in any fit state!

Browsing through a copy of the now defunct Veteran and Vintage magazine for April 1979, I came across a report of the February sale at Alexandra Palace where some considerable surprise was shown at the sale of a "not very nice" 1936 Model 'Y' Tudor for £800. The expected price was £550. There are no further details. Anybody know anything?

The exceedingly inclement weather has prevented much practical "Y-ing", apart from a surprisingly successful attempt to start CNN on a particularly cold, but dry, Sunday morning. I was reminded very much of one of Alan Ogden's tales of a Model

NORTHERN SIDELIGHTS Jan/Feb 2000



"Barry also sent in this lovely shot of a Model 'Y' negotiating the trams in Forster Square, Bradford in 1938."

'Y' aficionado who lived, probably in Cornwall, and held quite categorically that if they won't start on the third pull, they're never going to start and you might as well go on the bus!

Finally, may I make a plea for Region 16 members to contact me if they have any ideas for activities in 2000, particularly with respect to Convoy 2000?

Barry Diggle (email: BarryDiggle@email.msn.com)

NEW MEMBER

Since our last edition we have been joined by only one new member! This follows a fairly high number in recent editions and, not surprisingly, numbers do fall at this time of year.

We welcome J1102 **John Jones** of High Leas, All Stretton, Church Stretton, Shropshire SY6 7JH.

Actually his membership application was made by Jan, his partner, as a surprise. By the time we are all reading this, the surprise will be out and John will doubtless be wondering what he has let himself in for by buying a 1934 Model 'Y' in need of serious restoration! This is his first serious foray

into the really old car movement as the 1970's MGB GT he already uses doesn't count.

The 'Y', originally registered in Liverpool, LV 9705, has some well documented history thanks to being in wartime use and the associated correspondence for petrol coupons having survived. Fortunately, the original logbook has also survived, so obtaining the original registration mark should be possible through the club, using the V765 scheme. Let us have more on the history of LV John, and keep us up to date on progress.

Bob Wilkinson
Membership Secretary

BEWARE 'FOR SALE' ADVERTS

Let's start the Millennium off with a bit of humour.

Roy Whittaker e-mailed me the following real meanings from 'For Sale' adverts:-

Description	Meaning
One owner	Hertz or Avis
Ideal for enthusiast	Total restoration needed
Slight attention needed	Needs major overhaul
Good mechanics	Bad body
Good body	Bad mechanics
Marriage forces sale	It can be done in a Triumph - he did it and must get married.
Stored two years	Most parts seized, grass in chassis.
No dealers	Nobody who knows about cars please.
Collector's item	Price is over-inflated
Good tyres	That is all that is good about it.
Excellent condition	Buyers beware
Classic Hence whacky price.....
Genuine reason for sale	I've got to dump it.
Company car forces sale	I've got a better job and getting a decent car.
Baby forces sale	Can't pour any more into this thing.
House forces sale	Neighbours complaining
In need of total restoration	In pieces
Lack of time forces sale	Spent more time than it's worth.
Dismantled for restoration	I can't put it back together.
Slight accident damage	Total write-off
o.n.o. (or nearest offer)	I'm not expecting the asking price.
PX considered	There must be something better out there.
Only used on Sundays	Can only get it to run one day in seven
Offers	I haven't the nerve to put a price on it
Used daily	High mileage and a million things wrong with it.
Genuine mileage	Disconnected speedo cable.
Drives well	Looks terrible
Strong runner	Same as above
Owned by careful lady	The others were maniacs
Will bargain	I'll get mad, you won't buy the car and I'll hit you.
Will consider trade	Anything to get out from under this dog

CHOKES KNOB WON'T STAY OUT?

The choke knob "lock" is extremely simple consisting of a grooved rod sliding through a tube with a notch in it. It is possible that this has worn out, but it is quite tough and there is a more likely reason for it giving problems. For it to lock in the out position, the knob, rod and cable have to turn through 180 degrees to the right. If the cable is too tight a fit in the outer sheath, it cannot turn freely and simply springs back. Loosening the run of the outer sheath should improve things, but I changed the inner cable for a slightly finer one. Note:- A Shimano bike gear cable inner (£2.99 from Halfords) will give enough to replace both choke and starter cables.

When resoldering the cable to the choke rod, the "damaged" look to the end of the rod is normal as there must be a slot left alongside the cable to enable the whole thing to slide past the notch in the tube. Run some solder into the cable at the point where it is to be cut to avoid the ends fraying. The lock is intended to keep the choke about halfway open.

Jonathan Davies



THREE POSTCARDS FOR SALE



"A Devon registered 1937 Model 'Y', a long way from home, sits in front of the 800 years old St. Lawrence's church in Reading, which has been damaged by a bomb during the war. The money 'thermometer' on the town Hall is raising £1,072,000 for a new civic centre."



"A Tudor Model 'Y' crosses the Carfax at the heart of the City of Oxford, where the main north/south road crossed the main east/west road. The car has just emerged from the High Street from the east, having crossed the River Cherwell over Magdalen Bridge at the far end of the High Street."



Through dealers:-

1936 Model 'Y' two-door (Tudor) Black, (Y154086) HS 9349, fair condition, largely original, drives well, MOT. £2650 o.n.o.

**Craig Thompson,
Polar Motors, Bradford.
Tel: 01274 305941**

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

**Malcolm C. Elder & Son.
Tel: 01869 340999 (Oxfordshire)**

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey; Reduced to £4495.

**D.T. Mathewson
Tel: 01751 474455 (Thornton-
le-Dale. N. Yorkshire.**

Private sales:-

3 x Model 'Y' gearboxes, 1 x engine, 1 x front spring (new?), 1 x rear spring (new?), sump, cylinder head, several dynamos, 4 x shock absorbers, clutch, pistons, wiper motor, brake drum, gear lever, inlet/exhaust manifolds, brake pedal fulcrum assy, hub caps, 2 x pedals, tyre 450 x 17, ignition switch with key, roll of new wing piping. Offers for the lot.

**John Pinchbeck Tel: 01527 520072
(West Midlands)**

Wanted:-

Double grooved Model 'CX' front bumper.

Peter Baggott. Tel: 01843 221237 (Kent)

"A January 1937 Hertfordshire registered Tudor Model 'CX' parked behind a unusually light coloured Model 'Y' in O'Connell Street in Sligo, a sea port on the north-west coast of Eire, which was the centre for the salmon and sea fishing industries. Daniel O'Connell (1775 - 1847), known as 'The Liberator' fought the Catholic cause in Westminster."

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

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) - exchange	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' & 'C' 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	£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	£113.00 pair
Late L.R. Rear	£98-00 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 (state with or without timing chain)	£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.	£12-00 each
Engine valves - send pattern exhaust or inlet	£8-00 each
Pre War	£3-00 each
Flexible fuel pipe - pump to feed	£20-00 each
Fuel Pump - exchange	£26-00 each
Clutch plate centre - exchange	£46-50 each
Clutch pressure plates - exchange	£10-00 each
Clutch release bearings (pre-packed)	£2-00 each
Y24052 Cylinder head stud and nut	£20-00 each
Universal joint - complete assembly - exchange	
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

PRICE

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, used flat diamond/round centres	£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 Set of 4	£12-00 set
Ends for HT Leads (6)	£ 2-00 set
Y front side lamp acrylic lenses	£4-00 each

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, pillar mounted Y&C types	£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 Rebores Services

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

CARPETS, UPHOLSTERY

Family Repair Service,

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

CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

Dave Tebb

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

INSURANCE

Footman James / Y & C Register Insurance Scheme

Very competitive preferential rates for members only.
From £58.80 per policy for cars valued up to £7500.
Fully comprehensive with unlimited mileage
Full breakdown rescue service in UK and Europe
Tel: 0121 561 4196 with membership no:

MECHANICAL, OVERHAUL AND RESTORATION

Mr T. J. Brandon,

5 The Street, Stonham Aspel, Stowmarket Suffolk IP14 6AG
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.

Riverside, Blackbridge Lane, Horsham, West Sussex. RH12 1RR
Tel 01403 251184

*Advertising rates: Apply to Chairman Members - no charge:
Non-members £20.00 per insert per annum (6 issues)*





Y and C Model Register Regalia



Model selection - Y Model Tudor on plinth, Millennium Livery Van, Y Model Fordor.



Orient Blue long and short sleeve Sweatshirt



Register Bar and Radiator Badges, Key Ring, Coaster, Rear Window Sticker, Licence Holder and Cap

Ford Model Y and C Register - Regalia Order form

Send completed form with cheque to -

Geoff Murrell
76 Heydon Rd
Gt Chishill
Royston, Herts.
SG8 8SR

Please PRINT your name and address

Post Code
Phone no

Item	Colour	Size	Price £	Quantity	Total price
<u>Clothing</u>					
Sweatshirt, long sleeve, small logo	Orient Blue	S,M,L,XL	23.00		
Sport shirt, short sleeve, small logo	Orient Blue	XL	20.00		
Sweatshirt, long sleeve. Large logo	Electric Blue	S,M,L,XL,XXL	5.00		
T Shirt, large logo	Electric Blue	S,M,L,XL	4.00		
Peaked cap, embroidered logo.	Blue with white logo		7.00		
<u>Car accessories</u>					
Register car badge	Bar mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue with white logo		1.00		
Key rings, leather.	Blue with white logo		2.00		
Key case	Blue		2.00		
<u>Miscellaneous</u>					
Coasters, set of 4.	Blue / white logo		3.50		
Umbrella, with Register motif	Blue / White alternate panels with logo		12.00		
Magazine binder frontispiece - Stick on transparency	A4		1.00		
Coasters, set of 4.	Blue / white logo		3.50		
Earthenware mug	White with blue logo		3.50		
Lapel badge			1.50		
<u>Models -</u>					
Y Model Fordor Longrad - assembled	Vineyard Green or Orient Blue (both with Black wings) or all Black	O gauge	50.00	Please state colour	
Y Model Tudor Longrad - assembled and on plinth	Vineyard Green (with Black wings) or all Black	O gauge	52.00	Please state colour	
Y Model Van Longrad - assembled and in Millennium livery	Orient Blue with Black wings	O gauge	25.00		
<u>Rear window stickers</u>					
'My other car is a ford Model Y'	Blue text on white ground		2.50		
'My other car is a ford Model C X'	Blue text on white ground		2.50		
<small>Note, the X can be cut off for C Model owners</small>					
<u>A3 Colour reproduction posters</u>					
1932 Y Model Tudor (short rad)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1935 Y Model Tudor (long rad)			3.25		
1936 Y Model Tudor (long rad)			3.25		
1934 C Model Tudor			3.25		

Please make cheques to Ford Y & C Model Register	Add £3 UK post packing Overseas at cost £3.00
--	---

Total enclosed £	
------------------	--

Coming in the new year - Postcards, Notelets and Teatowels