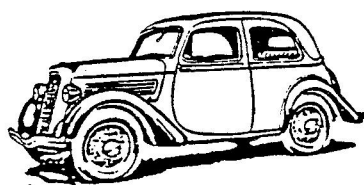
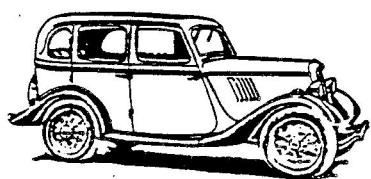


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE

FORD Y&C MODEL REGISTER.

No. 44 NOV / DEC 1986

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JOHN GUY
5 WOOD LAND PLACE
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Area 4	Peter Ketchell	2 Manor Road, Westminster Park, Chester, CH4 7RW. Tel: 0244 676856
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DIRECTORS: Graham Miles, John Guy, Jim Miles

The Club Year commences on 1st March and runs through to 28th February.

Annual Subscription per member, £10.00, due on 1st March each year.

O.A.P.'s £6.00, Overseas Membership £12.00.

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Please notify Membership Secretary of change of address and/or Car Details.

Full Membership Lists for £1.00 from Jill Miles, 15 Rydal Gardens, Wembley, Middlesex.

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- | | |
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EDITORIAL

In this issue, we hope to bring to you a good piece of Yuletide relaxation. Forget the washing up, let the dog do its own walking, shut the kids/loving relatives in another room to watch the 50th repeat of 'Towering Inferno', pour out just one more brandy and put your feet up. We bring to you the best read available to any car enthusiast, let alone vintage cars, let alone one make cars, and well up in the Ford fraternity. Modesty prevents me from going on to make comparisons with steam preservation newsletters, boat, plane clubs, etc.

Are you sitting comfortably, then I'll begin. Imagine yourself pondering on a worthwhile Christmas present to go with your Ford, drift back to those halcyon days when cold weather meant radiator muffs and freezing feet. Jim Miles has provided us with some lively Christmas gift suggestions to suit your needs, right down to a special holder for your pipe (that's if it doesn't eat them at the same time!). The Y, of course, will allow you to keep wearing your trilby whilst puffing on said pipe.

Whatever will car manufacturers do if tall hats come back in fashion?

Drift back even farther in time and Jim changes to historian's hat (possibly a top hat) and reminds us of Ford's beginnings in this country. The bit about children in coal mines horrified me, who said unions aren't needed? And so on from Christmas past to a salutary reminder about old parts in garages, Jim brings us back to the present in his inimitable Random Jottings. I'm sure you will all join with me in congratulating Jim for the pleasure he has given us from all his articles.

Not to be outdone, Bob Wilkinson has received some fascinating stories on car finds and members' mammoth restoration tasks, both in England and abroad. Bob's sociable correspondence has done much to boost the Club's strength and membership. Rumour has it that Bob is having to move to find even more room to hoard the dozen or more cars he is converting. He tells me one is so old that the single horsepower engine actually eats hay! One piece of sad news from Bob is the death of Doctor Howson. Many people will remember his gentle kindly manner at Stanford Hall, where his son drove the 1936 Y Tudor his father had bought from Joe Brookes as a retirement treat.

The All Ford Rally is gathering momentum. By kind permission of the Pre 1950 American Auto Club, Chris Sanders sends an account of the event. Many thanks.

It is very apparent from the correspondence and articles in this Newsletter that many of our members are pure Ford enthusiasts, not least of all our very own Chief Nutter. Others number the Y amongst a variety of old cars and yet more amongst a variety of old machinery. I am personally always surprised to be assumed a car enthusiast. I actually dislike driving but am fascinated by machines, amongst which the car is just one. What a confession. It doesn't preclude enthusiasm but does serve to illustrate the range of interest our membership has. I was, however, amazed to be asked for an article from FAsT Ford Magazine. With a 0 to 60 time of something like next Tuesday, I have never thought of the Ys and Cs as Fast Fords though I know they were considerably livelier than many of their contemporaries, which often took until Friday!, if at all. I can't think how to make an article out of that.

Don Malin, not content with brilliant organisation of club events, has again put pen to paper to present another view on the 6 volt/12 volt saga. What's wrong with 6 volts and a good curse?

Finally, our hard working Chairman himself, never content unless he has the last word, has a few more words for us.

LETTERS

The letters this month are mainly from new members. Haven't you old members done anything this season worth writing to us about? Let's be hearing from you.

Liam Tomlinson has joined the Register as an enthusiast and is looking for a Model Y to purchase. He already realises that Y & C members are a sociable lot and keen to ensure that anyone with any spare time soon joins the ranks of the 'nutters'. He also must realise that anyone writing in friendly terms is likely to have their letter published!

Although I do not yet possess a Model Y it has been my ambition for the past 30 years that one day I will be the proud owner of one of these 'good' little cars.

I must admit you all seem to be a very friendly bunch of people associated with Y & C Model Register, from the first contact I received from Graham Miles, your Chairman. He kindly sent me loose pages from recent Newsletters. I happened to notice a list of Club Officers inside the front page and made contact with Dave Asplin, recently appointed Area Organiser for Area 9. He lives about 6 or 7 miles from her, so I 'phoned him and to my surprise he had his Baby Ford (as they were affectionately known in years gone by) out on display at the Midland Car Enthusiasts Club Rally/Open Day at Chasewater, near Cannock, Staffs. (in October). A very good turnout but only one Model Y there. I went along and had a very good chat with Dave.

I'm sure you will soon locate a Y, Liam, and the dates for the A.G.M. and the Club Weekend at Stanford Hall will be announced in following Newsletters, but usually in April and June respectively.

John Hudson in Linlithgow has recently obtained WS 9106 with 43,000 miles recorded. Can anyone beat this with a lower total?

Richard Rowland in Eastleigh seeks some guidance with his Y rebuild. This is Sam Roberts' territory so I feel sure you will have plenty of support, Richard. Incidentally, Richard asks if anyone knows of the history of CKX 926, his 2 door Y which he found in Kent.

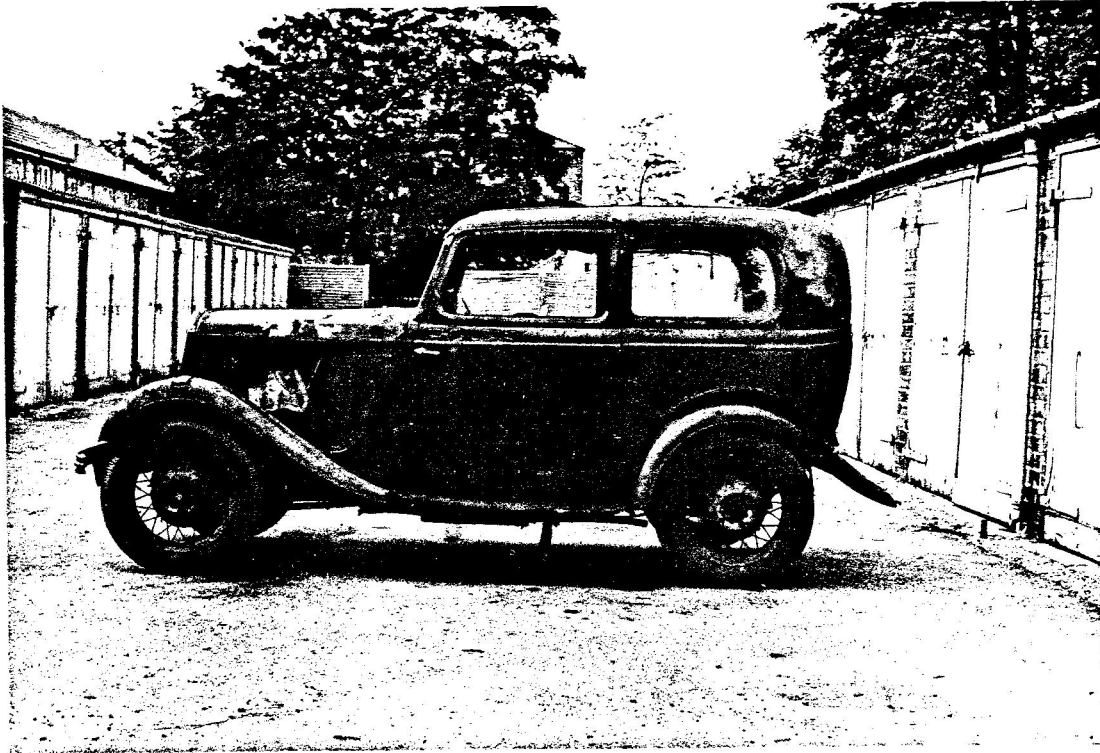
Alan Roberts in York recently bought a short rad model for restoration. Yorkshiremen are known for driving bargains - he will be in a year or so:

I saw the car advertised for spares in Exchange and Mart and offered the chap £60, but he reckoned it was worth £100. I thought that sounded fair enough so I went to Amersham, Bucks., and bought the car. (7.6.86) The car had been stood in his back garden for three years, ever since he bought it in Hampshire. All I know about it before that is that it was in use during the last war and it was last on the road in May, 1965, and the tax disc is stamped Hampshire.

I enclose a photo and as you can see, three of the wheels are C type, but altogether I have five of these wheels to sell or exchange. I also have other Y type bits that are not right for my car, but I will exchange with anyone who may be interested.

If you wish to get in touch with Alan, please look in the Parts for Sale.

Philip Wookey from Bristol, like many of our members, is a glutton for punishment, being the owner of two Model Ys. Fortunately, UD 6547 has been driven by him for the last 13 years, but CYB 700 still needs some work.



Alan Robert's
S.R. Y

Alf Jonasson in Bor, Sweden, has a great deal of work to do on his Y. He does, of course, have the great problem of locating those 'hard to come by' parts, as he says in his letter:

I have been to several Autojumbles here in Sweden this summer to collect parts I need for the work this winter, but I must say that parts for Ford Vs do not grow on trees. My goal this winter is to make the frame ready so I can start with the body next season. I can see a lot of work ahead, but with patience it will go forward one step at a time.

We all look forward to progress reports from you, Alf.

Frank Pedersen in Denmark is restoring a 1937 Y - complete body off task. He writes as follows:

I found my car two years ago in a barn on the island of Bornholm and it has not been on the road since 1971. I hope to finish rebuilding it in the month of May, 1987, in order to celebrate its 50th birthday.

Jim Bailey in Hörnchurch has CBY 380 which appears to have run on gas during the war years:

I purchased the car in September, 1986, from a former Ford employee (retired), but he never had the car on the road. (ex-member Mr. Sullivan of Rumford)

The vehicle is now almost stripped down with a great deal of work to be done. My first priority is to renew both rear wheel arches and lower back panel. Some chassis repair also needed. I can then get to work in some earnest, I hope, time permitting.

As a matter of interest, I also have a Briggs Body Plate no. 165/30756. with reg. plates JC 3354. The car was dismantled, it was a 1934 2 door V.

Alan Johnson has bought Graham Game's short rad AMC 993 and should be seen on the byways of Buckinghamshire when his starter is fixed.

Michael Nash has a rare Model Y, a one owner car until he bought FMP 327 in May, 1986. He has all service records and original receipts, etc., and a genuine 55,000 miles on the clock! A good original find.

Peter Sexton in Port Talbot would like to view a finished short rad model (4 door if possible) to assist him with the rebuild/restoration of TG 4751. Any offers?

C Types

Yes, we have news from C types too.

Ed Miller in Bristol has 2 sidevalves - a 1938 7W and CYV 129, a 1936 C:

I have two sidevalves, a 1938 7W 4 door saloon which I have owned for seven years, having restored it over two years. For the past five years I have used it regularly attending many shows in this area, including two Bristol to Weymouth runs and last year's 'All Ford Rally' at Abingdon, Oxon.

The other car is a 1936 Model C. I have had this one for three years, but being a 'rot box' the chassis was in two and the usual body places were to say the least moth eaten.

I am at the stage now of having the body back on and engine running but I require such things as cills, rear panel below spare wheel, front and rear bumpers, number plate brackets, rear lights, windscreen rubber and that's only for starters!

Robert Donovan from Tonbridge tells an interesting tale about his Model C, EMK 803:

The original owner, Mrs. Sweeting, nicknamed my car 'Micky' and she drove it all over London and the Home Counties, before and during the war years. Soon after the war, she moved to Tunbridge Wells in Kent (I know this by the date stamps on the Vehicle Excise Licences, July, 1949). She then continued to drive 'Micky' until the end of September, 1952, when she decided that the war of some 16 years of motoring had taken its toll on 'him' so she took 'him' off the road for a short spell while her husband Victor could restore it. By now, the car had covered some 63,000 miles so parts needed replacing, which Vic duly started, by replacing the wings, brake linings, fuel tank, replated the chassis in one or two places and repainted the body. However he didn't like the finish to the doors, so he removed them, and on doing so discovered that the lower edges and seams were corroded. Being a working garage owner and short on time, he sent the doors away for repair.

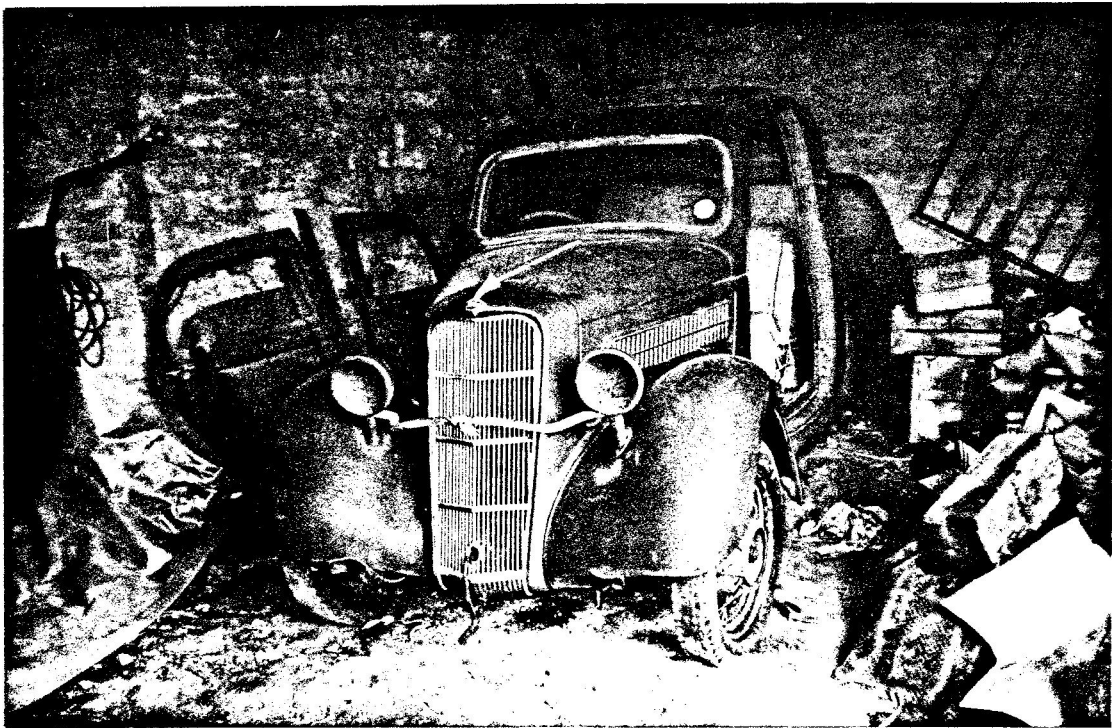
On their return, he wasn't satisfied with the work carried out, so putting them to one side of the garage, he decided he would repair them when he got time!!!!

And so it came to pass that on 5th July, 1986, some 34 years after 'Micky' was 'taken off the road for a short while', I found him.

Here's hoping fellow members find the story of 'Micky' interesting and to remind everyone of the dangers of saying "I will put that there and do it when I have got time".



Ed Miller's two Model Cs



Robert Donovan's Model C, Micky

MEMBERSHIP REPORT

Since the last publication, several new members have joined our ranks:

Y Types

- B137Y Dennis Brennan, 9 Mile House, Carrick-on-Suir, Tipperary, Eire.
B138Y Jim Bailey, 8 St. Georges Avenue, Emerson Park, Hornchurch, Essex, RM11 3PD.
C128Y Michael Comerford, Kickhan Street, Carrick-on-Suir, Tipperary, Eir.
D119Y John Dunne, 39 Ash Grove, Naas, C. Kildare, Eire.
G116Y Patrick Goulding, Beechville, Ballysax Road, Kilcullen, Eire.
H110Y Jon Hutton, 13 Lydney Road, Staple Hill, Bristol, BS16 5NH.
H126Y John Hudson, 53 Acredales, Linlithgow, West Lothian, Scotland.
H127Y Andrew Hickey, The GaraGE, Blessington, Co. Wicklow, Eire.
H128Y Richard Heaton, 8 St. John's Road, Wallingford, Oxon, OX10 9AD.
J101Y Alan Johnson, Hospital House, Halton, Aylesbury, Buck., HP22 5PS.
N106Y Michael Nash, 122 Burney Bit, Pamber Heath, BASingstoke, Hants.
R112Y Richard Rowland, 151 Hursley Road, Chandler's Ford, Eastleigh, Hants.
R114Y Alan Roberts, 13 Cosmo Avenue, Heworth, York, YO3 OSU.
S129Y Peter Sexton, 24 Tan-y-Groes Street, Port Talbot, West Glam., SA13 1EL.
T107Y Liam Tomlinson, New GARDens, 75 Little Sutton Road, Sutton Coldfield,
W. Midlands, B75 6PT.
(Liam is looking for a Y model - hopes to be a Y nutter soon!)
- W124Y Philip Wookey, The Firs, Novers Hill, Bristol, BS3 5QU.
W125Y Mrs. J. M. Woollard, 9 Perry Road, Leverington, Nr. Wisbech, Cambs., PE13 5AB.

Overseas Y owners

- O-P102Y Frank Pedersen, Odins Vaenge 7, 2635 Ishoej, Denmark.

C types

- D120C Robert Donovan, 30 Uridge Road, Tonbridge, Kent, TN10 3EA.
M108C Ed Miller, 18 Park Crescent, Frenchay, Bristol, BS16 1PD.

Welcome to the Y & C Register!

I ask present members, as always, to visit new members living in their area and give support particularly to those undertaking rebuilds.

Change of Address

- A111Y Kevan Ashcroft, Netley Abbey Post Office, 32 Station Road, Netley Abbey,
Southampton, SO3 5AF.
B113Y Jack Barnes, 27 Waltham Road, Boscombe East, Bournebouth, BH7 6PE.
F108Y Jim Fitzgerald, 120 Meadow Vale, Black Rock, Co. Dublin, Eire.
- O-B104Y Ernie Bombard, PO Box 172, Gloversville, New York 12078, U.S.A.

- - - - -

Part Subscriptions Outstanding

You will recall that from March, 1986, the subscription went up from £7.50 to £10. Some members sent the 'old rate' and did not remit the full amount during the year. I would like to clear these up as soon as possible.

The following membership numbers are listed as still owing £2.50:

- A110Y, B120Y, G103Y, L101Y, L107Y, M119Y, N101C, N103Y, P104Y, S102Y, S105Y,
S114Y, Y101Y, Y102Y

Please check your membership number now (it is on the address label if you have lost your card!) and send your cheque for £2.50 if you are listed.

Renewal Subscriptions

Yes, I know that the Club year does not end until 1st March, 1987, but if you would like to renew early (some members have done so already!) that would help me spread the work load. Rates are to stay as printed inside front cover for 1987/88. Don't forget that renewal membership cards will be sent with your June 1987 Newsletter.

Merry Christmas (hope I'm in time) and a Happy New Year!

Bob Wilkinson

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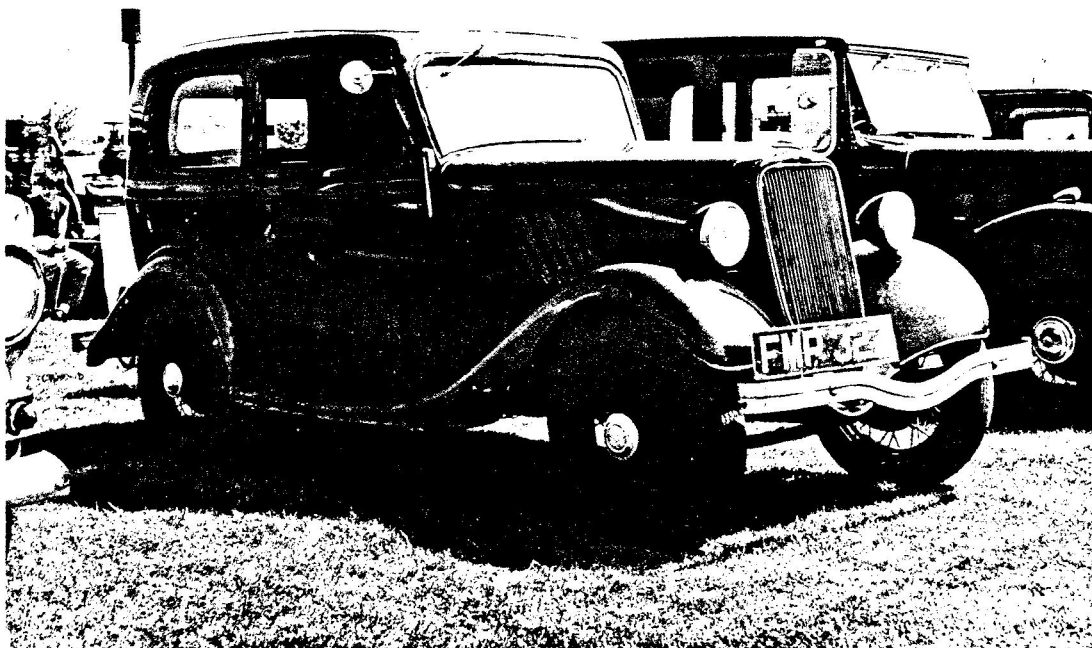
'FINISHED' CARS

New members regularly ask for photographs of 'finished' cars. They like to check body colours, trim patterns and colours, fittings such as lights, bumpers, luggage carrier, under bonnet detail, etc., etc. This is a good substitute for examining a car 'in the flesh' which may mean a very long journey.

I would be obliged if present members could send me any photographs of their cars which might be of use to new members faced with a restoration. Thanks.

Bob Wilkinson

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Michael
Nash's
Model Y
FMP 327

6 VOLT OR 12 VOLT?

In reply to Bob Wilkinson's article:

In the 1960's I used a 'Y' type for motor club events and converted it to 12 volt, using the following procedure.

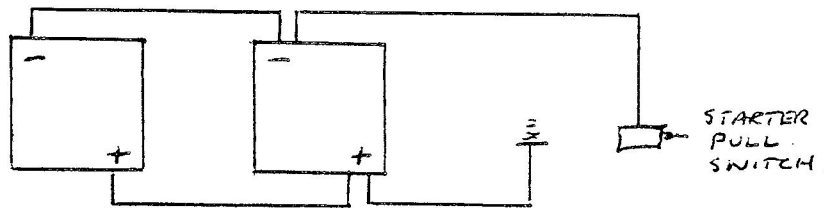
Change coil and all bulbs to 12v not forgetting the dash and interior lamp bulbs. The trafficators if fitted will need changing to 12v if possible or disconnecting to prevent damage to the coils and bulbs. The dynamo remained, as did the starter, but beware of hanging onto the starter too long, should the engine not start easily. This will definitely make for easier starting but is unorthodox for the purist.

I would like to make a better suggestion using two 6v batteries coupled in parallel. This is far easier and can easily be reverted to one 6v battery should the need arise.

Fit a second 6v battery, if room permits, next to the original. Size of battery will determine its fitment, but MGB batteries should fit in, and are readily available. The only other alternative that springs to mind is will it fit in the tool box. However, having fitted the second battery it is now essential to wire them correctly to achieve 6v output, i.e. in parallel. This is done as follows:

Connect the original battery as normal, make up two new battery leads for the second battery to required length with positive and negative terminals at one end, on the other end solder on two starter cable ends of the correct size to fit under the clamp nut of battery terminals on the original battery. Now couple the batteries with new cables positive to positive and negative to negative. You now have 6v output, but you have doubled your amperage. The engine will not noticeably turn any faster, but the batteries will have more 'staying' power.

Never attempt to jump start a 6v with a 12v battery, disconnect the 6v battery and use jump leads direct onto car leads.



With regard to crank starting the engine, the following should be observed. Insert the crank handle, and make sure it is a good fit in starter dog. Never push the handle down, always pull the handle with the thumb behind the handle with the fingers. Should the engine kick back, it will now take the handle out of your grip, but watch the back of your knuckles, move your hand swiftly away. Turn the engine slowly until a compression is felt as resistance to turn, now make sure your handle position is at 9 o'clock and pull sharply across through 12 o'clock and stop.

If the engine doesn't start, repeat the above procedure. Never grip the handle like a saucepan handle. Never push the handle, always pull. Do not wind the engine over like winding an elastic band.

HAPPY STARTING

I also carried out several other mods which I found useful. One was to overcome fuel vapourising by using an old fuel pipe, cut off the two ends leaving a length of pipe, join together with a length of 'Griflex' tubing and 'O' clips and install in clips, well away from exhaust. I also installed a 12v electric petrol pump (to feed twin carbs) and used the mechanical pump to create vacuum in tank for the wipers, although I seem to remember for some reason this worked, but not too successfully.

See you ALL at Stanford Hall.

NOTE: MGB batteries measure 6" x 6" x 8" tall.

Don Malin

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RANDOM JOTTINGS NO. 11

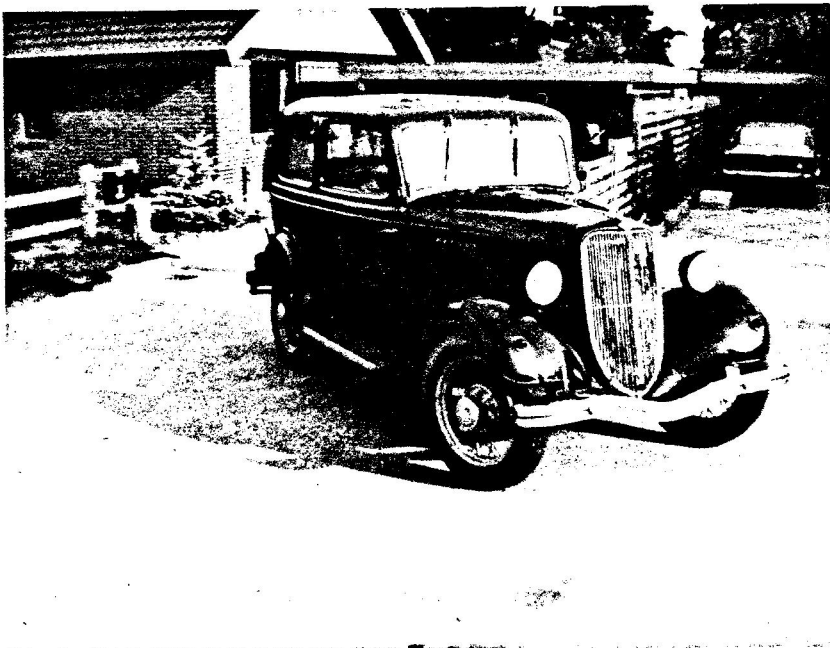
In the last Random Jottings, I was bemoaning the scarcity of spares for our vehicles. Imagine then my reaction when Yvonne returned home after getting her P100 pickup MOT tested. She's asked the proprietor of the test garage if he had any old Ford bits. He replied that she should have come in last week, as he's made a bonfire of a lot of 'old stuff'. Included in the 'old stuff' were Butler lights, trafficators and hand books and workshop manuals, including some on 1920s steam lorries! The moral of this story is, of course, make a point of asking at garages if they have any old stock.

Good luck to Harold Pritchard, who is off to the French Alps in January in his Fordor Y longrad for the Ice and Snow Rally.

Merry Christmas to everybody out there in Fordonia.

Jim Miles

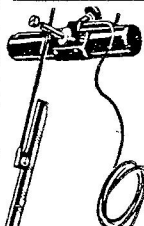
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Frank Pedersen's
1937 Model Y

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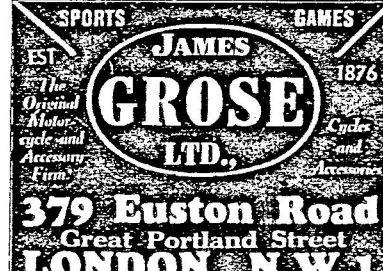
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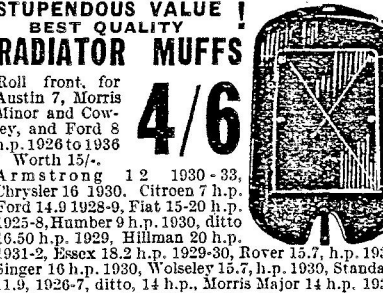
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Time Switch 6/11. Genuine KLAXON
make all complete with wires, switch and
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Fitted with special
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flector, gives an intense
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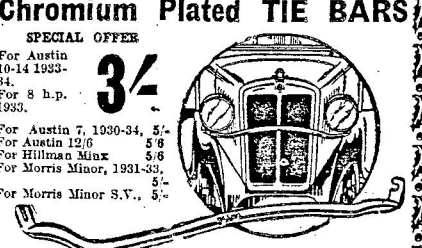
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Flying Figure, 16/6. Approx. Height, 5 1/2 in.
Flamingo, 8/6



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The Largest Selection in England
JAGROSE Special Line.
Burns 50 hours: Guaranteed Safe **3/9**
Ditto, superior model 5/6
The new "Desmo" 25 days 7/6
The 8-DAY lamp, as illus., with outside
wind and filter 7/6
Famous Sentinel 6/6
Ditto, double burner 10/-
The "Prima," solid brass 16/9



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For Austin 10-14 1933-34. **3/-**
For 8 h.p. 1933.
For Austin 7, 1930-34, 5/-
For Hillman Major 5/6
For Morris Minor, 1931-33, 5/-
For Morris Minor S.V., 5/-



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Special Purchase of
finest quality
suedette foot muffs
lined with extra
warm fleecy material.
**WILL KEEP THE
FEET COSY AND
WARM.** Actually
worth 12/6. Our Price **7/6**
Ditto, in real Leather
with fur edging, 23/6
each elsewhere at 25/-



FOG DISCS
Copper Amber Shade
Celluloid edged with
Black Leather Cloth.
Blastic fitting.
4 in. 6d. 8 in. 9d.
5 in. 6d. 9 in. 11d.
6 in. 7d. 10 in. 11d.
7 in. 8d. 11 in. 12d.



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... a cracked cylinder means expense
and loss of money when your car is
laid up
**FILL UP YOUR RADIATOR
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Guaranteed non-injurious, does not affect
metal, rubber, or leather. Keeps the
Radiator clean and free from impurities.
One tin sufficient for treating
14 gallons, and will
last the whole season. **2/6**
For treating 2 gallons 3/9 PER TIN



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Christmas Presents for MOTORISTS

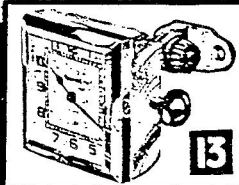
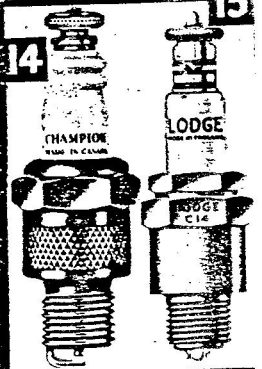


AN annual problem which is not always easy of solution is the choice of Christmas presents for one's friends. Where those friends are motorists, however, it is rarely difficult to decide upon suitable gifts, for there are so many which are of real utility. Unlike a necktie in colours which do not please the recipient, a radiator muff, a new set of sparking plugs, or a spot lamp is sure to be appreciated. In the same way, a tin of anti-freeze solution, a garage heater, or a trickle charger will make acceptable presents.

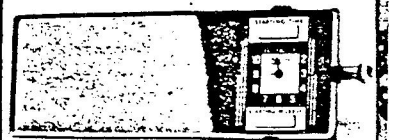
On this and the two following pages we have tried to assist readers in making a choice by illustrating a variety of suitable subjects for presents at widely varying prices. In order to give an idea of the price of the different types of accessory the actual cost of the items shown is given in a panel overleaf. All of the accessories shown are obtainable from garages as well as from such well-known Houses as James Grose, Ltd., and Marble Arch Supplies, Ltd., who will supply through the post.

It has not been possible to include every type and make of accessory, but the range shown is sufficiently wide to provide the necessary suggestions.

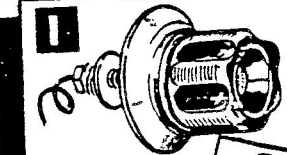
A set of sparking plugs makes a welcome gift. They can be obtained from Lodge, Bosch, Champion, and several firms.



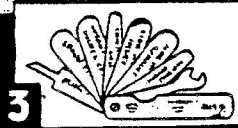
A neat dashboard clock by S. Smith and Son.



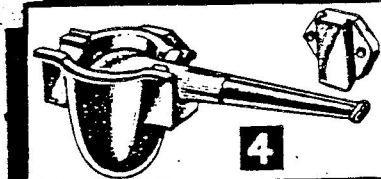
Tyre gauge and, above, mirror-clock by Douglas Holt.



Three accessories by Grose: a cigarette lighter, plug-carrier and a set of gauges.



2



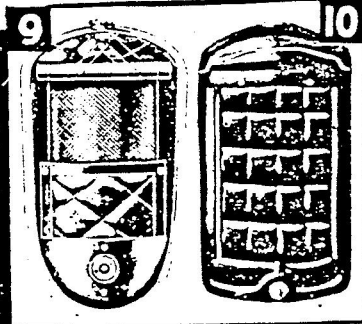
4

For the pipe smoker. A neat ashtray and pipe holder by Prima.



5

A useful John Bull accessory for carrying spare lamp bulbs. It holds two bulbs.



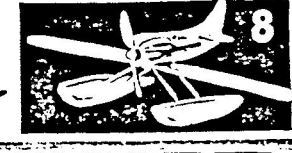
(Left) Fabram radiator muff, and (Right) an Auster muff.



6

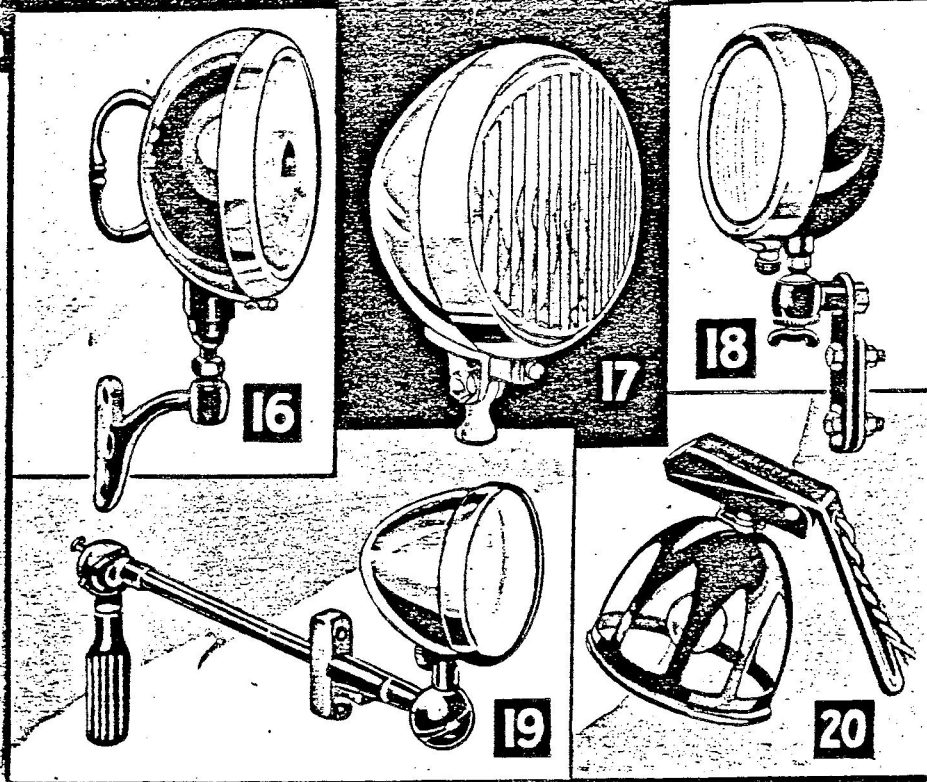


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8

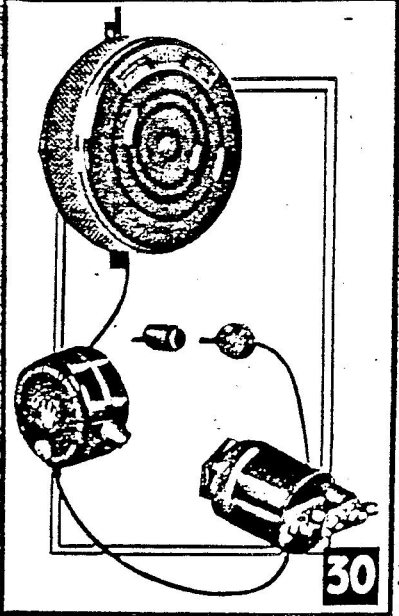
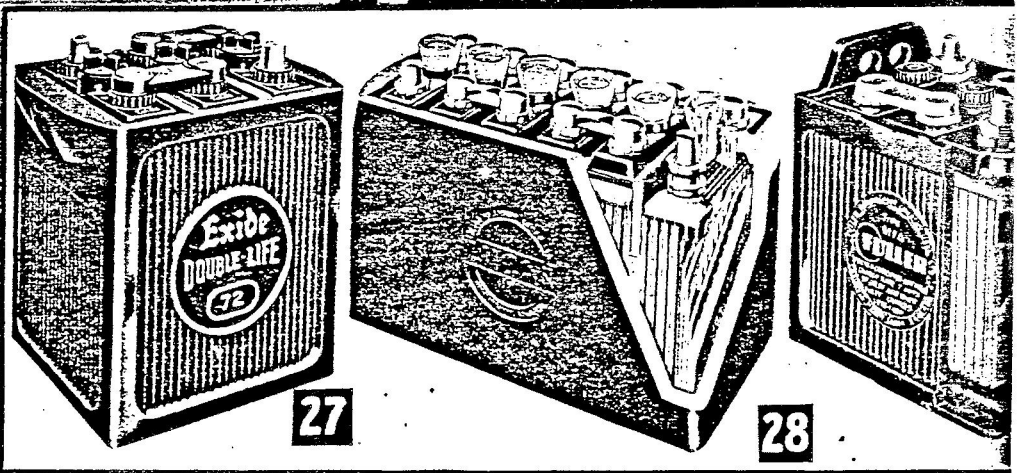
Why not give a mascot? These are, reading from the left, Stadium "Antelope," Daimler "Migration" and Smith "Schneider."



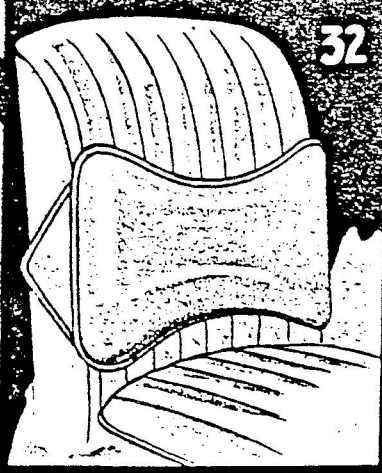
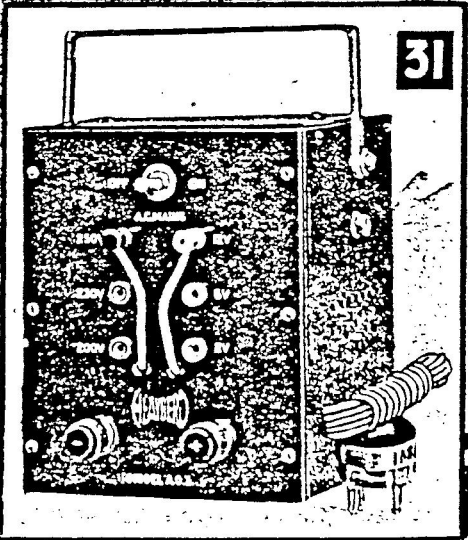
A few good suggestions are illustrated on the left. No. 16 is a Lucas spot-lamp; 17, Notek fog and traffic light; 18, Clayrite anti-dazzle lamp; 19, Curus "Luxor" lamp and 20, Smith "Baby Gripper" inspection lamp.



A new battery makes a good present. On the right is shown an Exide 6-volt model.



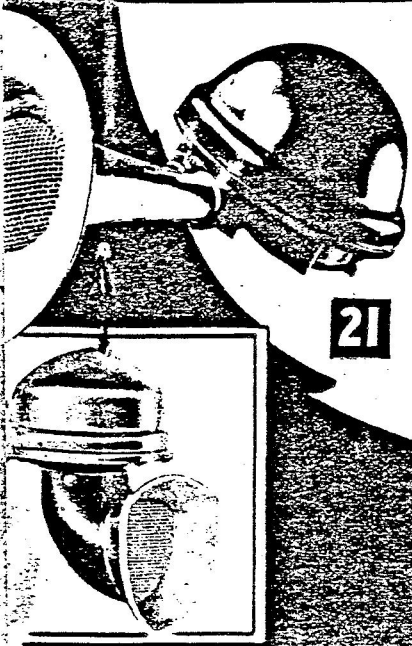
Another idea: a battery charger. There is quite a number on the market. The Westric is shown above and the Heayberd on the right.



Above, the battery is and the Fd (2)

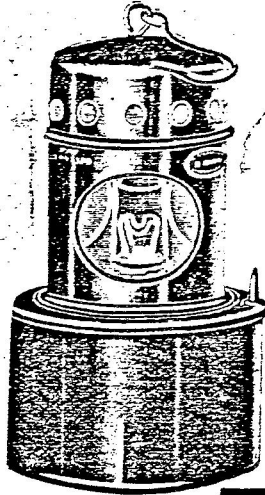
The Oyler "Cumfibak" cushion is shown above, and on the right is a Terry leaf-spring greaser.



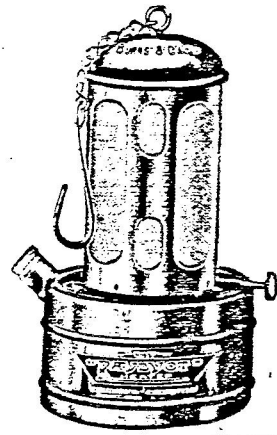


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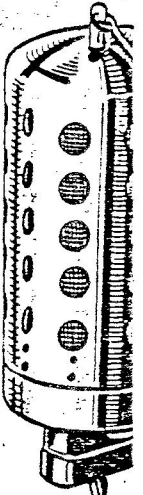
Engine and garage heaters are seasonable gifts. Those illustrated are, 23, Universal; 24, Raydyot; 25, G.E.C. electric heater and 26, another electric heater by Stadium. There is, of course, a number of other efficient heaters on the market.



23



24

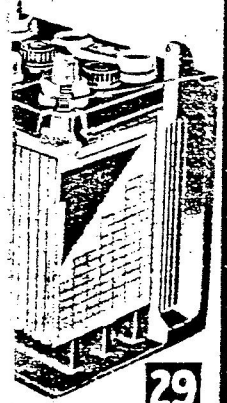


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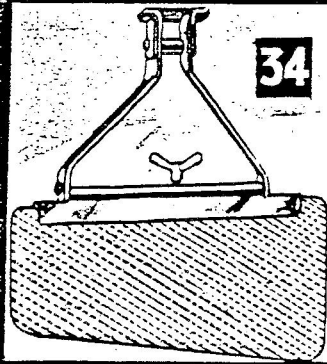
26

Electric horns for lamp-bar mounting. Top is shown a Lucas model and below twin Klaxon horns.



29

the Lucas car horn is shown (28) the Fuller model (29).

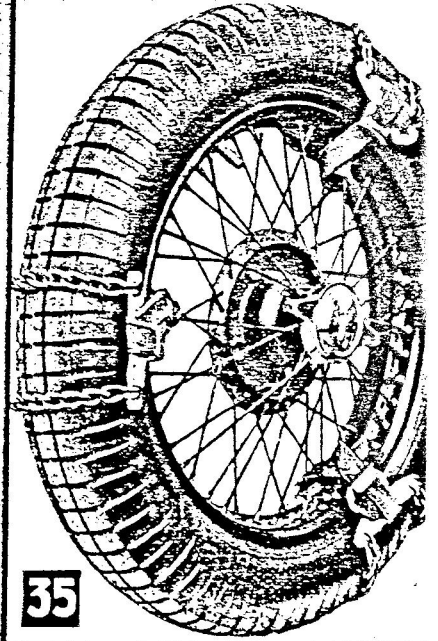


34

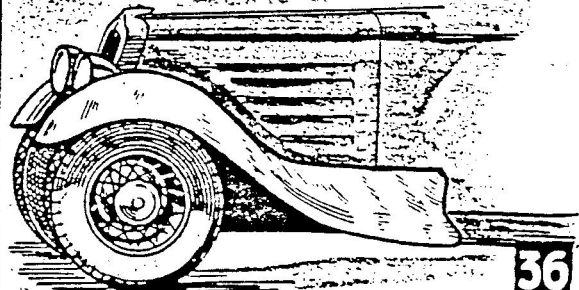
Here are the Prices

	s.	d.
1. Grose lighter	4	0
2. Midgema plug carrier	1	6
3. Jagrose gauges	2	3
4. Prima ash tray	2	6
5. John Bull bulb carrier	1	3
6. Stadium mascot	17	6
7. Desmo mascot	15	0
8. Smith mascot	42	0
9. Fabram muff	16/6 to	27 6
10. Auster muff	10/0 to	30 0
11. Douglas Holt gauge	7	6
12. Douglas Holt mirror	15	6
13. Smith clock	50	0
14. Champion plug from	5	0
15. Lodge plug from	4	0
16. Lucas spotlight	67	6
17. Notek lamp	65	0
18. Clayrite lamp	21	0
19. Luxor searchlight	45	0
20. Smith inspection lamp	5	6
21. Lucas horns (pair)	105	0
22. Klaxon horns (pair)	70	0
23. Universal heater	7	6
24. Raydyot heater	7	6
25. G.E.C. heater (3 ft.)	12	6
26. Stadium heater	7	6
27. Esride battery from	50	0
28. Lucas battery 52/6 to	105	0
29. Fuller battery from	52	6
30. Westric charger	75	0
31. Heayverd charger	50	0
32. Oyley cushion 9/6 to	15	0
33. Terry spring greaser	8	6
34. Desmo visor	15	0
35. Jay-Bee chains 3/9 to	6	0
36. Bontop protector 18/6 to	30	0
37. Cooper-Stewart light	37	6

Dazzle and snow-bound roads are seasonal dangers. Here is a Desmo anti-glare visor and a Jay-Bee set of chains.

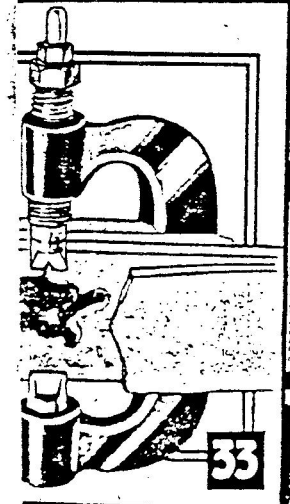


35



36

For the man who does his own engine repairs — a Bontop wing protector. Below is a neat Cooper-Stewart stop light.



33



37

FORD OF BRITAIN - THE FIRST 75 YEARS

Turn the clock back if you will to 1911, a year when motor cars were still an expensive item bought by a few and out of reach of the general public.

It was also the year of the coronation of King George V, who later in the year visited India where he was crowned King Emperor; the ill fated White Star liner 'Titanic' was launched; while in Britain's coal mines the minimum age for workers was raised to twelve.

That same year in October the first of more than 20 million Fords built in the United Kingdom emerged from a dirt floored former tram factory in Trafford Park, Manchester. Britain's first Fords were shipped from the States in 1903. Then, eight years later the Ford Motor Company (England) Ltd. was formed as a first step towards building the successful Model T at a disused factory at Trafford Park. About 60 men were employed to assemble the Model Ts by hand, and bodies from an outside supplier were wheeled to the factory on handcarts.

From the start Trafford Park adopted the revolutionary mass production methods pioneered by Henry Ford, the farmer's son whose vision and energy really put the world on wheels. Britain's first moving production line enabled the factory in 1914 to assemble up to 21 chassis an hour. From 3,000 vehicles in 1912, Trafford Park's output soared to 6,000 in 1913. The Model T became Britain's best selling car with nearly 30 per cent of the rapidly growing market. Incidentally, when mass production came to Trafford Park, the time taken to build a Ford fell from 12.5 hours to 1.5 hours. The factory was extended after the First World War. But it was already bursting at the seams and so Fords decided they needed a modern factory designed for operations on a vast scale. The hunt for a new home ended in 1924, when £150,000 was paid for a 500 acre site on the Thames River, near the Essex village of Dagenham.

A few months later Britain's 250,00th Ford, a four door T, rolled out of the former tram factory in Manchester, where Fords were built until October, 1931.

Jim Miles

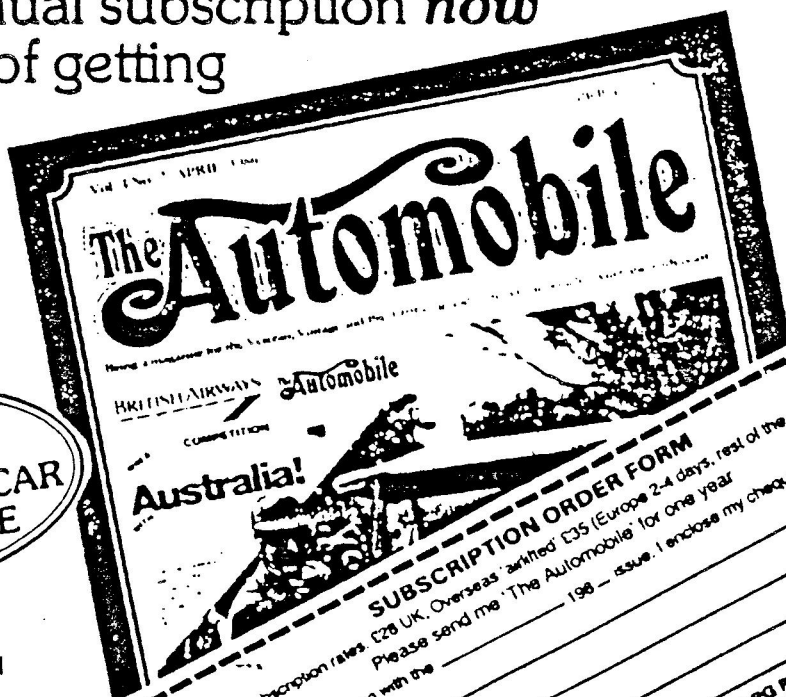
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THE 1986 ALL FORD RALLY

There have always been, in this country, people who are enthusiastic over Ford vehicles, but in the last five years or so, this enthusiasm has really taken off. There are many 'one model' Ford Clubs now and there have been several 'Ford Rallies', but since Bob and Gary Tredwell started the large 'All Ford Rally' this has been THE Rally for Ford enthusiasts to attend.

This year the organisers pulled out all the stops and got together one of the best selections of Ford vehicles made before 1965, yet to be seen in one Rally. There was a Ford to interest everyone right from a 1904 Ford Model C to a 1965 Carroll Shelby Mustang.

The Rally was held in Abingdon near Oxford at the Abingdon Town Cricket and Football Club. This was an ideal venue as there was plenty of room to display the Fords in one field and then through the afternoon each class of cars was driven around a separate field so the eager general public and Ford enthusiast could see the cars 'up and running'.

There was also a good Autojumble this year, with many hard to find Ford parts for sale.

Nine Classes of vehicles made up the display. Class 1 was for vehicles made before 1930. These days at many rallies the trend is towards fifties and later vehicles so it was good to see the now rare pre 1930 Fords on display.

The earliest Ford was the 1904 Model C Open Tourer. These were two cylinder cars with a chain drive to the rear axle. The Model 'T's looked positively modern beside the Model 'C' and there was one of the best displays of Model 'T' Fords to be seen for many a year at the 'ALL FORD'. There were 15,007,033 'T's made from 1908 to 1927 and there were some nice early 'brass radiator' models on display together with the later, from 1916 on, metal grille type 'T's. Mainly open Touring types with some interesting commercial 'T's and an unrestored 'Fordor' T sedan on a trailer made an excellent display for the 'T' admirer.

Still in the pre 30 class there was a good showing of Model 'A' Fords manufactured from late 1927 to 1931. Restoration of these vehicles was to a high standard and Cabriolet, Phaeton, Tudor and Fordor models were to be seen.

There was a very large display of Class 2 entrants. This is an interesting Class as it incorporates the first British built 'small bore' Fords, the Model 'Y', 'C', 'CX' and Ford Eight and Ten and early Anglias and Prefects, together with the large Ford V8s both British and American.

Restoration standards were excellent and the Ford enthusiast with a keen eye would have spotted the early 1932 Short Radiator Model 'Y' Tudor and also the Model 'C' Tourer. I spoke to one gentleman who had never before seen a 'C' Tourer. This had made his day! Also to be seen was an excellent Model 'Y' Fordor. All small bores were nice in this class.

A treat was in store for the V8 enthusiast as there was an ultra rare 1936 Model 68 3 window coupe on the field, which went on to win the 'Fast Ford' award. Always the favourite of the stock car boys in the fifties, these cars disappeared completely and the one on display may well be the only one left in this country. There were 2 Model 01A 1940 Ford convertibles, in mint condition, and the only 2 known examples of this American V8 in the British Isles. Both together at this rally! Also of interest was a 1935 Model 48 Roadster and beside it a 1935 Model 48 Cabriolet! An interesting few minutes could be spent spotting the differences between the two, the main one, of course, was wind up glass windows on the Cabriolet. Other interesting V8s were the 1937 Model 78 and 1939 Model 91A Sedan and the 1941 Mercury Coupe.

Class 3 was for Trucks, Vans and Tractors and a good selection ranged from Model 'T' to E04C and E83W small bore vans, a rare V8 Pilot Pickup Truck and a 1939 V8 Pickup Truck. The Tractors were interesting and the faint smell of TVO wafted across the field as some of them were started! There were 6 Thames 400E Vans and Caravanettes. Nice to see people looking after what will become rare vehicles.

There were so many vehicles to see on the field that it is impossible to write about each one but hopefully the reader will get a mental picture of the vast sea of Fords!

On now to Class 4. This was for Post War to 1959 4 cylinders. This class was dominated by the 'small bore sidevalves' and many good examples were to be seen, from the now rare E04A Anglia and E93A Prefect, and the 'Facelift' versions, the E494A Anglia and E493A Prefect to the 103E Popular, the last transverse sprung British Ford. The 100E Ford was seen in all versions, Anglia, Prefect and Popular. Also in this class, of course, were the very popular Mk I and II Consuls and a large turnout of these cars was to be seen. Right through the class the restoration standards were high and the Consuls were no exception to the rule.

Post War to 1959 6 and 8 cylinder cars were featured in Class 5. This comprised the Ford Mk I and II Zephyrs and Zodiacs, the V8 Pilots and American Ford Sedans. A large turnout of Zephyrs and Zodiacs was to be seen, many in their original Dorchester Grey and Bristol Fawn colour scheme, and several convertibles in the Mk II lineup made for interesting viewing.

V8 Pilots are always popular on a rally field, and there were green, black and blue examples to be seen together with a freshly restored maroon example, complete with twin carburettors and Allard heads! Two rare 1949-50 Ford Customs, both sidevalve six cylinder cars were to be seen, and a very rare French Ford Vedette V8 in excellent condition was also on display.

Classes 6 and 7 were for 1960 onwards 4 and 6 cylinder cars, and of course many models came into these two classes. There were excellent examples of each model on display and in many cases quite numerous. The sixties lineup encompassed the Ford Anglia 105E, the Consul Classic and Capri, the Ford Cortina Mk I, the Cortina 1600E, the Lotus Cortina especially Mk I's, the Consul Corsair, now becoming popular and the largest lineup I have yet seen of Mk III Zephyr 4, 6 and Zodiac saloons. Cars that stood out were the mint Super Anglia, the Cortina Super Estate Car, complete with imitation wood, a mint red Corsair, the excellent Lotus Cortinas, a non-standard Classic Capri Convertible, and an exceptional black Mk III Zodiac. Crayford Ford Convertibles were also on display in this class.

Post War Americans in Class 8 were dominated by Mustangs of varying types, a rare 1958 Thunderbird, two very large Lincoln Sedans and a nice Galaxie Convertible. Also a mint 1966 white Thunderbird was spectacular. A nice lineup of Post War Americans.

Class 9, Customs Rods and Van proved very popular this year. Two 'Deuce' Coupes looked as though they had come straight from the fifties, a mint Model 'B' Fordor was roped off and was originally a Bristol built model as it had front doors hinged on the centre pillar. The Mk II Zephyr 'Black Magic' was a beautiful machine and the 'Panelled Prefect' an interesting vehicle. Another Mk II, a Zephyr 'Van' with bright orange paint was also a crown puller. An excellent lineup of in the main 'quality customs'.

Again, I must say this was a really excellent event for the Ford enthusiast and for those that missed it, 'eat your heart out'.

The Tredwells certainly know how to please the 'Ford Men'. Don't miss it next year!

Chris Sanders
Ford Secretary, Pre'50 American Auto Club

CHAIRMAN'S REPORT

Just a few words from the Chief Nutter, not that the Chief Nutter has much time to have words at present, as anyone in selling will know at the so-called 'festive season'. It seems to move further and further forward these days, perhaps in an attempt to avoid the breathalyser over the Christmas period.

Spares

I have a few questions for members. The derelict Model C that we have to dismantle has not yet been touched. I was contemplating cutting out the roof as a component and taking what was left of the roof sticks to the man who made the roof stick kits for the Y models and asking him to make up ROOF STICK KITS FOR C MODELS. However, the roof that is in this particular Model C is the remains of a fixed roof and the question is - how many C members would require such woodwork? i.e. what is my potential stock bearing in mind that I had 40 kits made for Y models and I doubt that we have 40 C models in the Club, and many of those will have sliding roofs. So comments, please, Model C owners, on roof stick kits.

C model owners have been very quiet in coming forward with information on requirements for WINGS, ETC., and to date I have only one member who is looking for them.

Concerning sheet metal work, I have started to use the man in South Wales, rather than the chap in Manchester, as I have had yet another criticism of his work. I purchased six pairs of C model cills and have dispatched four pairs, but a member in Bristol has complained that they don't appear to have quite the correct exterior profile. Perhaps the other three members who recently purchased cills would like to let me have their comments on the cills. If you are not satisfied with them, I will get them sent back to Manchester for rectification. In future, I think I will turn more to the chap in South Wales.

On the derelict C model we have a REAR PATCH KIT for the lower part of the body and hopefully the chap in south Wales can manufacture this for us. I have just ordered from him REAR VALANCE PANELS for the S.R. and L.R. Y models, one item is sold and the balance of 11 and 2 will go into stock.

A company has been discovered in Birmingham who manufacture DOOR HANDLES in the original alloy and although this may not have the long life of anything made in brass or chrome plated, it certainly has the advantage of being considerably cheaper. I have contacted the firm and they can offer suitable handles for the inside of a C model, so we can say that C model handles are freely available with an escutcheon plate, not I'm afraid to the original pattern, but one that will do the job very nicely. We will probably be able to supply these door handles for something like £4.00 complete with escutcheon plate. In the meantime, those of you who write in to me, I will let you know the situation. This manufacturer can also offer an INTERIOR WINDOW WINDING HANDLE which is suitable for both Cs and Ys, but strictly for post-intermediate models. The intermediate model had its own design of ball on the knob and the S.R., of course, had a handle that was completely different again. Although the window winding handle will fit all of these vehicles, it isn't quite correct for some of them, but it will do the job very nicely. Again, the same sort of price, in the region of £4.00. We are asking the manufacturer if he will make a quantity of interior door handles for Y models and if he will, we may well be able to keep them to this sort of price. More of the door handle situation in the next Newsletter.

I am afraid that on the subject of BUMPER BARS and HUB CAPS, we have now just about got everything ready, but the man who is going to make them all for us has become extremely busy and he has had to put us back until probably after Christmas, before he can find time to do our work, bearing in mind that we are really a 'fill in' job and obviously not how he earns his living.

What demand is there for CYLINDER HEAD STUDS? I am asked for these from time to time. Is it worthwhile my manufacturing a quantity of them? Your comments, please.

Two members have still got KING PIN SETS out i.e. the complete kits with all the thrusts. I need those thrusts back to make up other sets to send to other members. I have slimmer thrusts if you find the ones that I supplied too thick. I can now go down to + 15 from the standard, although I doubt if anyone will ever need standard. So please return the thrusts to me as you may be preventing others from enjoying the service.

We have purchased the King Pins in Manchester. Peter went to buy them and I think he bought a dozen sets, but he has reported back to me that he thinks they are C model sets as opposed to Y model sets (but he is not 100% sure). Incidentally, it is quite amusing when I get back the Y model sets from people who are re-fitting them. I find that so far four of you have sent back C model king pins, so it is quite obvious that no-one else could tell the difference, either, and the cars are fitted with both. It doesn't really make a great deal of difference, it just makes the brakes work a little bit awkward.

Events in 1987

The date has been set for the All Ford Rally next year, and it is Sunday, 27th September, 1987, at Abingdon. Remember the Club Weekend will be held the weekend of 20th/21st June, and the Annual General Meeting will be held in April. Three important dates for 1987 - make a note. Peter Ketchell is contemplating an event in the Chester area, probably in early August, and I believe Bob Wilkinson also has an event in mind in the Leeds area, which will probably have to slot in somewhere like July. So those are dates for your 1987 diary, ladies and gentlemen - and I am pleased to say that we have an increasing number of lady owners and lady drivers, which is nice because it is so pleasant to see ladies driving these cars as opposed to just us fellows. I am yet waiting to see Siobhan driving John's, let alone my own wife driving mine. (I think you may have quite a wait, Graham!)

Working Party Dates

The date for the January WORKING PARTY has been set for 17th January, 1987, and the two following ones will be 14th February and 14th March.

Rubbish

I am still looking for all your rubbish - worn KING PINS, worn BRAKE DRUMS front and rear, all AXLE CASINGS, worn but teeth complete CROWN WHEELS, no matter what condition, worn TRACK ROD and DRAG ROD LINKS that you may be considering throwing away. All this stuff we will refurbish at a future date. I am also collecting old STEERING BOXES.

In other words, I am collecting your junk - DON'T THROW IT AWAY, if it is at all possible, in your opinion, that it can be refurbished.

Finally

Have a pleasant Christmas, hope to see you next year.

Don't forget that I am looking for help in packing spares, and I am always looking for help in the lock-ups on working party weekends.

Graham Miles

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**Ford**

Bulletin

'Popular' and 'De Luxe' Models

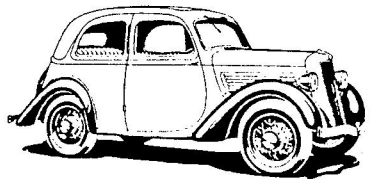
FORD MOTOR COMPANY LIMITED

Adjustments

MANY mechanics are reluctant to attempt any adjustment to the electrical system of a car on the assumption that if the engine is in running order the ignition system is better left alone.

A great improvement in power and petrol consumption can often be effected by a few simple adjustments to the distributor and carburettor, which will increase the owner's confidence in your ability and desire to keep his car in the most efficient condition.

See that all your mechanics are familiar with ignition and carburettor adjustment—individual tuition by the shop foreman will be time well spent.



BRAKE HOUSING PLATE ASSEMBLIES

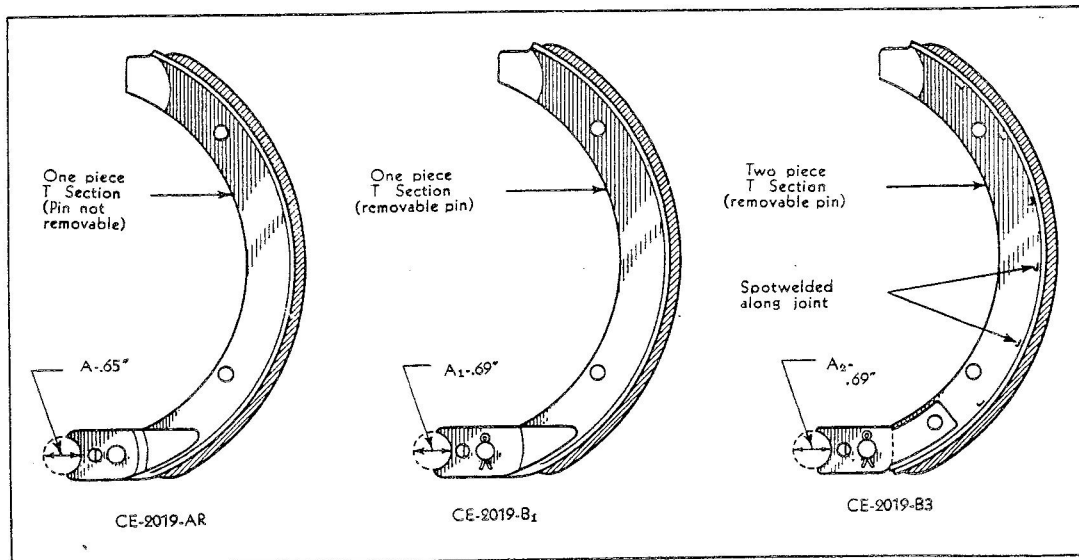


Fig. 21

Modifications have recently been made in a number of the component parts that comprise the front and rear brake housing plate assemblies, part numbers CE-2011 and CE-2211 respectively. The brake housing plate assemblies carried under the above part numbers were originally used on the "De Luxe" model car and later on the "Popular" model up to present production, and although the assembly part numbers have not been altered there are a number of parts in the current design assembly which are not interchangeable with parts of the earlier design.

For this reason, great care must be exercised to ensure that repairs or replacements are not effected on any of the above assemblies with the use of incorrect parts.

As complete installations, the brake housing plate assemblies of the previous and current design are interchangeable, and no trouble will be experienced if either of these assemblies is used on a car that was originally fitted with the other design; the method of operation, and the speed and degree of brake application are the same irrespective of the fact that some of the component parts have been altered.

In the case of the current type brake shoe and lining assembly, two types of brake shoes are optional for use on the brake housing plate. These vary slightly as regards constructional details, but the important dimensions are the same, and the two assemblies, CE-2019-B1 and CE-

2019-B3, are interchangeable on the current design brake housing plate.

The main difference between the above-mentioned parts and the earlier type brake shoe and lining assembly CE-2019-AR is the fact that the current type shoes are equipped with a removable brake shoe pin through the roller, and the diameter of the semi-circular stop at the adjusting end of the shoe is slightly larger than the previous type to conform with an increase in diameter of the wedge operating stud shank, as illustrated in Fig. 21.

The studs may be conveniently identified by measurement of the shoulder formed on the shank as shown in Fig. 22; the current type stud measures approximately $\frac{3}{32}$ " at this point, whereas the earlier type stud was approximately $\frac{3}{64}$ ". Should there be any doubt concerning this measurement, the diameter of the shank should be checked in accordance with the figures given in the illustration.

In addition to the above modifications, a previous change was made in the brake shoe link, part number Y-2054. The shoulder of the yoke, into which the adjusting end of the brake shoe fits, has been increased in length from $\frac{3}{8}$ inch to $\frac{11}{16}$ inch to provide greater rigidity of the brake shoe at the adjusting end. Only the current type links will in future be supplied for service as these may in all cases be used to replace the original design part.

PART NUMBER	NAME OF PART	MEANS OF IDENTIFICATION
CE-2019-B1	Brake shoe and lining assembly. (interchangeable with CE-2019-B3)	"T" section shoe formed in one piece —brake shoe pin and roller removable Diameter of semi-circular stop, $A_1 = .69"$
CE-2019-B3	Brake shoe and lining assembly. (interchangeable with CE-2019-B1)	"T" section shoe made in 2 pieces spot-welded together—brake shoe pin and roller removable. Diameter of semi-circular stop, $A_2 = .69"$
CE-2019-AR	<i>Brake shoe and lining assembly.</i>	<i>"T" section formed in one piece—pin and roller not removable from the shoe. Diameter of semi-circular stop, $A = .65"$</i>
48-2053	Brake operating wedge stud.	Diameter of shank, $B_1 = .687"$ Depth of shoulder, $C_1 = \frac{3}{32}"$
48-2053-D	<i>Brake operating wedge stud.</i>	<i>Diameter of shank, $B = .637"$ Depth of shoulder, $C = \frac{3}{32}"$</i>
48-2054	Brake operating wedge stud washer.	Thickness of washer, $D_1 = \frac{3}{32}"$
48-2054-D	<i>Brake operating wedge stud washer.</i>	<i>Thickness of washer, $D = \frac{3}{32}"$</i>

Parts used previous to current production printed in italics.

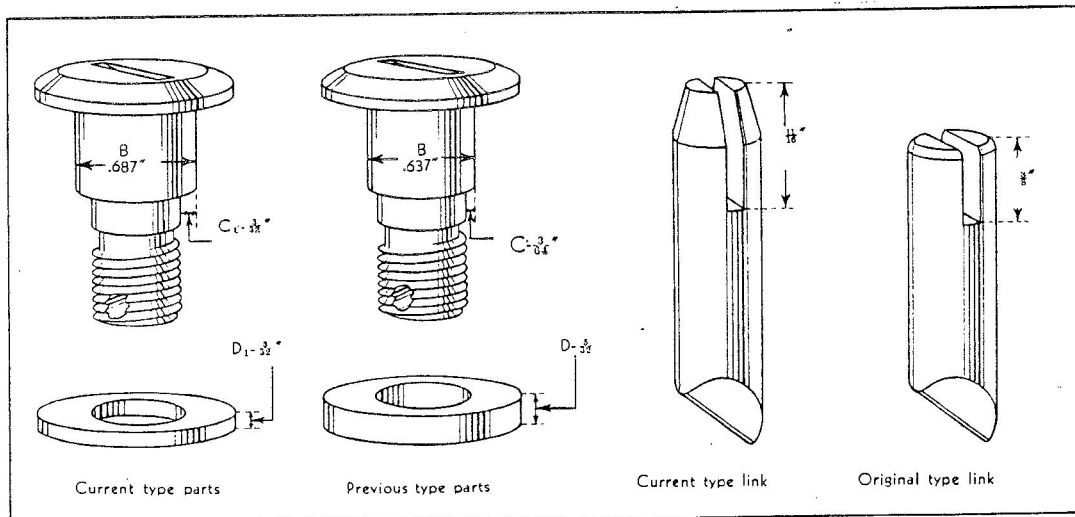


Fig. 22

In service, the most noticeable effect of the substitution of incorrect parts in the brake housing plate assembly will be noted when the original type brake shoe and lining assembly CE-2019-AR is fitted to the current design brake housing plate assembly. It will be found that, owing to the larger shank diameter of the current type brake operating wedge stud, the semi-circular end of the brake shoe will bear against the stud at the two corners instead of around the whole semi-circle. This will push the shoe outwards and cause the wedge to drop considerably while assuming the initial "full release" position. When the brake drum is refitted and an attempt is made to adjust the brakes, the amount of "take up" in the brake rods will be found insufficient to produce the desired adjustment.

Apart from this obvious use of an incorrect part, substitutions that are not so apparent in their effects should also be avoided, and careful note should be made of the various means of identification tabulated above, to obviate any possibility of incorrect parts being used.

With the brake housing plate assemblies Y-2011 and YE-2211/2, originally used on the

"Popular" model car, it is occasionally found that when the brake shoe pins and other brake shoe operating parts have become worn, the brake shoes will drop slightly in the assembly, and this may be sufficient to prevent an even braking action being obtained over the whole surface of the lining, in spite of all attempts to remedy this with the adjusting wedge. As a result, a "chattering" action is set up which will be found difficult to eliminate with the usual adjustments.

To overcome this trouble, a special brake shoe pin YE-2045-BR, having a .020" oversize head, is now available for replacements and may be distinguished from the standard pin, by a counter-sink in the head. These pins raise the brake shoes .010" higher than the standard pin, which should counteract the wear that has taken place, bringing the shoe back to the correct "full release" position. This will permit the brake shoes to be correctly adjusted and ensure an even braking action when this has been properly done.

The part number of the standard pin has been changed from YE-23873-S7 to YE-2045-A, and all stocks and orders should be adjusted accordingly.

BRAKE ROD SUPPORT GROMMET

To provide greater security in the brake rod support and to prevent the "Popular" and "De Luxe" model brake rods rattling when the cars are in use, the split-type rubber grommets in the brake rod supports have been replaced in production by the grommets BB-990269, which are also used in the front and rear brake rod

supports of Fordson Commercial Vehicles.

Should any trouble be experienced owing to the split-type grommet not remaining securely fixed in the brake rod support, the fitment of the above-mentioned parts should overcome any complaints in this respect.

DIFFERENTIAL PINIONS

The differential pinions, part number Y-4215, used in the "Popular" and "De Luxe" model rear axle assemblies have for some considerable time been manufactured from nickel-chrome steel, and have been stamped with the letters "N.C." to denote the type of alloy used.

As all stocks of the original differential pinion

not manufactured from this steel should, by this time, have been returned to the factory, it is considered unnecessary to continue the practice of stamping the pinions in this manner. In future, these gears will not have this identification mark, but in other respects they will be the same as the improved type parts.

CLUB PARTS FOR SALE
PLEASE NOTE ORDERING PROCEDURE

For all items required, please enter on the form provided at the back of the Newsletter and return together with a S.A.E. As soon as time permits, I will send you a pro forma invoice advising you of the cost and postage. If you will then send me your cheque, I shall then despatch items to you. PLEASE ORDER ON FORM AT END OF NEWSLETTER AND NOT BY LETTER. PLEASE MAKE CHEQUES PAYABLE TO 'FORD Y & C MODEL SPARES LTD.'

Postage and Packing - on each order, a minimum of 25p for packing will be added.
 Postage extra at cost.

PLEASE NOTE The Ltd. Co. does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

The Ltd. Co. reserves the right to charge prices different from those quoted without prior notice.

Prices quoted are not negotiable.

<u>MECHANICAL</u>	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
Front shackles (pattern part)	£ 1.00 each	£ 1.50
Rear shackles (pattern part)	£ 2.00 each	not offered
Bushes for same	£ 0.75 each	£ 1.12
Clevis pin sets - L.R. 'Y' & 'C' model + 20 thou over size	£ 3.20 each	£ 4.60
Clevis pin sets - S.R. 'Y'	£ 3.00 each	£ 4.50
Overhauled clutch/brake pedal assemblies. <u>Exchange only</u> and subject to condition	£16.40 each	not offered
Rear hub seals (large - outer)	£ 1.00 each	£ 1.50
Engine valves - mainly early types	£ 3.00 each	£ 4.50
'Y' & 'C' king pins - 4 bushes - 2 thrusts (stocks permitting) exchange	£15.50 per pair	not offered
Engine pistons, various sizes (a few post-war 8 h.p. sets, but these are in excess of £20.00)	from £15.00 per set	not offered
Headlamp bulbs	£ 1.00 each	not offered
Various bulbs (not headlamp)	£ 0.40 each	£ 0.80
Engine pulleys	£ 3.50 each	£ 5.25
Late type distributor points - rotor arm	£ 0.65 each	£ 1.00
Have a selection of early distributor caps and rotor arms for these distributor caps	£ 1.50 each £ 1.00 each	not offered not offered
No points for early distributor.		
Vacuum motors - wiper (needs conversion)	£ 4.00 each	not offered
Gaskets - various types - but no sump now - ask for details		
Speedo cables - contact direct: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402.		
Speedo cables K27 5ft 8in long - Y	price on application	
K28 5ft lin long - C		
'C' model exhaust - stock with tailpipe (only 1 left)	£42.00	£63.00
'Y' exhausts - stock	£40.50 each	£60.75
Floor board screws	£ 0.05 each	£ 0.10
Engine top water outlet (head to hose)	£ 6.00 each	£ 9.00
Top hoses - straight 9½" x 1¼"	£ 2.25 each	£ 4.00
Bottom hoses - straight 8" x 1¼"	£ 1.25	£ 2.00
Oil can transfers, black & green, state colour reqd.	£ 3.00 each	not offered
Oil cans	£10.00 each inc P&P	not offered
S.R. & L.R. rear brake rod support carrier arms	£ 4.75 each	£ 7.00
Wheel nuts for 'Y' & 'C'	£15.00 per set plus £1.60 for P&P	£23.10
Hydrostatic fluid for petrol gauges	£5.00 a kit	not offered

Many, many various old, new and used items. Write giving requirements on the form provided. Also, have a large stock of used parts.

REPRODUCTION PARTSCLUB PRICENON-MEMBERBody Panels

The following Y parts are available to order - price on application

Front*and rear wings, front and rear valances, inner rear wheel arches, inner front wing - engine compartment		
Running boards for L.R. & S.R. 'Y's - faced with diamond moulded matting moulded from original	£43.50 plus £4.00 P&P	not offered
Chase rails on chassis inside door, beside carpet (state 2 or 4 door)	£15.50 per pair	not offered
Patch repair kits for 2 door 'Y's and 4 door 'Y's front doors - outer panel (2 dr) 12in deep £9.10 ea., 6in deep	£ 7.10 each	" "
inner panel	£11.35 each	" "
inner front curved section of door frame	£ 8.10 each	" "
angle bracket to rear of skin to pillar	£ 0.60 each	" "
Members are asked to advise which item they need for their particular car.		" "
'Y' floor pan wells - rear passenger	£25.00 each	" "
'Y' van chassis side and rear panels	£ 7.30 each	" "
Van side panels - to order		" "
Van rear arch	£20.00 each	" "
The following C parts are available to order - price on application		
Front and rear wings, rear patch panel, rear wing arch, rear body supports.		
Y inner rear wheel arches	£58.00 per pair	
C side sills	£58.50 per pair	
*L.R. Y front wings	£105.00 each, inc VAT (COST PRICE)	

Rubber Parts

Engine front mountings (exchange)	£ 2.80 each	£ 4.20
Front radius ball	£ 2.00 each	£ 3.00
Steering dust covers	£ 0.80 each	£ 1.20
Under bonnet rubber sets - 9 items	£ 5.50 per set	£ 7.75
Brake and clutch pedals (exchange)	£ 2.90 each	not offered
non-exchange	£ 3.90 each	£ 6.00
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.40
Gear box mounts	£ 9.75 each	£15.00
Y early side light base mats	£ 2.40 each	£ 3.60
Rubber style matting for running board - pyramid design	£ 4.00 per side	£ 6.00
Recommended adhesives are (a) Bostick, type 3206 - gives movement before finally sticking		
(b) Bostick 772 will contact immediately, and will not give movement, but is recommended as the better to use. These can be purchased in 1 litre tins for about £3.00.		
Door stop buffers	£ 0.80 each	
C front axle beam stop rubber (metal not included)	£ 5.50 each	

Body Fittings

Early 'Y' side light bases in brass, complete with rubber mat, fixings, bulb and armoured cable, etc.	£16.00 each	
Late L.R. 4 door 'Y' hinge centre bolts	£ 0.75 each	£ 1.15
Brass balls door hinge	£ 0.60 each	£ 0.90
enamel rad. badge - Blue.	£ 7.55 each	£11.50
'Y' fixed timber roof stick kits - in hardwood 12H pieces	£37.00 each	£50.00
Bumper bar bolts - being manufactured		
Interior window winder handles - new/old stock	£ 4.25 each	not offered
Windscreen frames for L.R. 'Y's being offered by Chris Glover, 1 Percy Road, Guildford.		
Tel. 0483 505199 after 8 p.m. Price on application.		
Rear luggage carriers 'Y' car only - ex Abbots Langley	£42.00 each	£63.00
available by post - add £3.70 for P&P		
Club badges, bar type	£ 3.75 each	not offered
Copper bifoliated rivets	£ 0.015 each	£ 0.03
Bumper bar end domes	£ 3.60 each	not offered
Bumper bar bolts	£ 3.60 each	not offered
Front brake drums - exchange only	£23.00 each	
C & Y 2 & 4 door exterior handles - supplied complete	£39.00 per pair (2 door)	
with escutcheon plate to fix to the door and if reqd	£73.00 per set (4 door)	
a key and barrel can be supplied to the driving locking door. (At extra cost)		

MEMBERS PARTS FOR SALE

C123Y	K. Clarke	1	G110Y/C	G. Game	1.2	£
Set of seats			Y Gear driven engine - good cond.			65.00
Chassis (needs repair)			Y Gearboxes		from	18.00 ea.
Front axle			Y Front axles - compa with brake drums, spring, king pins, etc.			20.00 ea.
Rear axle			Y Front springs (new/old stock)			10.00 ea.
Springs F & R			Y L.R. Grille			30.00
Brake back plates F & R			Y S.R. Grille			30.00
Brake cross shaft unit (34 on)			Y Headlamps (35-37) exc. cond.			30.00 pr.
Wheels			Y King pins & bushes (comp. set)			16.00
Prop shaft and torque tube			C King pins & bushes (comp. set)			10.00
Radius arms F & R			Y & C Fibre Timing gears (new)			12.00 ea.
Brake rods			Piston sets 8 hp and 10 hp std., 040, 060, 080		from	15.00 set
21 Bedford St., Earlsdon, Coventry, CV1 3EW			Clutch pressure plates (new/old stock)			18.00 ea.
S126Y	I. Schofield	1	Clutch linings			5.00 pr.
2 Town and country rear tyres, 450 x 17, both new, never used, £20 each.			Track rod ends (female)			5.00 pr.
Tel. Rossendale 214784			Y S.R. windscreen needs small repairs			15.00
C126Y	D. Cochlin	1	C Dashboard (without instruments)			10.00
Car for sale: Price £1,250			Y Steering wheel (excellent cond.)			15.00
1932 Black 2 door Model Y, reg. FEV 751.			Rear bumper - single groove, excellent cond.			15.00
Tel. 01 505 6490			Valves - early types (set of 8 valves)			10.00 set
H196Y	J. Horne	1	Valve springs			8.00 set
Car for sale: Price £1,850			Y Handbrake assembly			5.00
Y 2 door short rad, first registered Oct 33, WG 2027, bodywork very original, no rust.			Y L.R. Door handles		from	8.00 pr
Interior original but worn. Used regularly. Reluctant sale.			Y Bottom water jacket (new/old stock)			10.00 ea.
Tel. 0738 84 330			Y/C Generator support & clamp (new/old stock)			8.00 ea.
M126Y	D. MacDonald	1.2.3	Serviceable universal joints		from	5.00 ea.
C type front bumper bar, 2 grooves			Gear boxes parts - all new/old stock - telephone for details.			
Tel. 031 332 4032			Various other items include Shackles, Brake drums Bumper Bolts, Dynamos, Starters, Starter Switches Carbs., Distributors, Coils, Brake Shoes, Brake Linkages, Wiper Motors, Radiator Caps, Window Winder Mechanisms, Window Glass, etc., etc.			
Mr. Boulton		1.2	Tel. 0375 891272			
Y front wing, new condition			B105Y	C. E. Bowyer	1.2.3	
Tel. 0302 (Doncaster) 884840			Car for sale: Price £2,300			
C108Y	R. Chapman	1.2	June 1933 L.R. Model Y, blue, fully restored. (2nd at National Day, Stanford Hall, 1982)			
Car for sale:			Reg. no. ALD 130.			
Model Y, reg. MJ 3921			Lack of storage space forces sale.			
Tel. 09662 3790, (Cumbria)			Tel. 0787 227681			
R114Y	A. Roberts	1.2.3	R. Weston		1.2.3	
C wheels and Y parts			Car for sale: Price £1,000			
Tel. 0904 422226			Dec 33, 2 door intermediate model, very original, extensively rebuilt.			
			At trimming stage and final re-assembly.			
			Tel. 0276 74158 (near Ascot, Surrey)			

MEMBERS PARTS WANTED

A111Y	K. Ashcroft	1	B132C	R. Bonson	1.2.3
Fuel gauge for 1936 Y			C Petrol tank in good condition		
Tel. 0462 35505			(There is one on derelict C, but don't know in what condition - G.)		
C123Y	K. Clarke	1	Good back axle		
Sep hose			(What is wrong with your present one - do you want a re-conditioned one - G.)		
Brake rod support rubbers, rear			Tel. Eye (0379) 870968		
21 Bedford St, Earlsdon, Coventry, CV1 3EW.			A101Y	G. Austin	1.2.3
M126Y	D. MacDonald	1.2.3	Clevis pins for S.R. brake shoes and the wheels that are singular on a S.R. brake shoe		
Y Driver door window (hard to find and extremely difficult to send, if found. You will probably be better having one cut locally to match the other door - G.)			Springs that return the brake lever as on back of brake drums		
Y Petrol tank gauge unit - electric type			1 Pettits Cottages, Collier St., Tonbridge, Kent, TN12 9RU.		
Tel. 031 332 4032					
D104Y	K. Dillon	1.2.3			
Front and rear bumpers for S.R. 33 Y					
(I can supply from Club stock, but will need polishing and plating, will be an expensive item on these bars - G.)					
S.R. horn bush (totally exposed on S.R. steering wheel, and is generally fitted with a chrome nut - G.)					
Bonnet centre rod brackets					
(it is a rod and 2 little cups front and back which fits to the bulkhead, need all those items - G.)					

