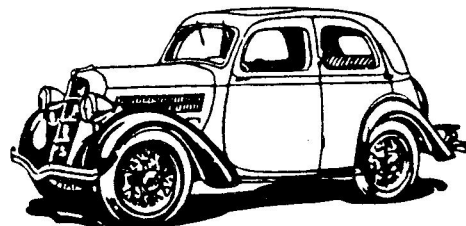
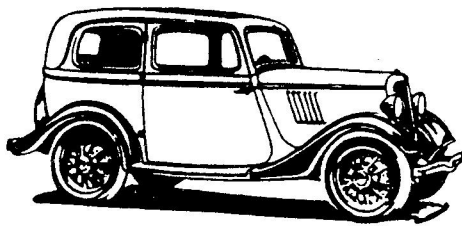


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

No. 49 Oct/Nov 87

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INCORPORATES FORD Y & C MODEL SPARES LTD. (ACTIVITIES OF WHICH ARE LIMITED TO RESIDENTS WITHIN THE UNITED KINGDOM)

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

All cheques payable to the Ford Y & C Model Register, in Sterling, sent to Membership Sec.

Please notify Membership Secretary of change of address and/or car details.

Newsletter back copies from Membership Secretary, 25p each copy.

REGIONAL AREAS

Area 1	—	Central Scotland
Area 2	—	South Wales, Avon, Somerset
Area 3	—	Ireland (N & S)
Area 4	—	Cheshire, Lancs., Merseyside, Cumbria, North Wales
Area 5	—	Beds., Bucks., Oxon., Berks., Herts.
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Area 10	—	Devon, Cornwall
Area 11	—	Dorset, Hants., Isle of Wight, Sussex
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EDITORIAL

This issue is one where the editorial team are faced with a very difficult task. We have so much material that it has proved very hard indeed to make choices. Therefore, despite the continuing desire to raise the emphasis on technical matters, we are including several events-type articles which would be difficult to let pass by.

First of all, let us welcome the return of Jim Miles' cheerful contributions and a continuing increase in our knowledge of similar Fords in Europe. Ford as a Company are now very much international. This is probably the main achievement of Henry Ford II who recently died. He took over a company disarranged by the diversification of the war effort and rapidly pulled it into the shape which assured continued success in a very competitive and increasingly Japanese dominated market. It will be interesting to see if the certainty of the Ford design and marketing strategies continue beyond his era.

The two items which most attracted our interest in this issue were, firstly, the Club's win at Malvern, ably described by Dave Curtis the organiser, backed by splendid club display boards and regalia from Graham Miles and Don Malin's video. A tremendous boost to the Club status.

The second item is a fascinating and wonderful reflection of one man's motoring life. Arthur Fletcher's achievement of restoring two cars in his late seventies, after owning one from new and the other for many years, leaves one feeling quite awed with admiration, but read it for yourself.

I have now to apologise for all those other contributors for whom we have found no space. This includes Frank Whayman's fascinating comparison of the 'Friends Eights' in the Morris REGISTER quarterly, Ford Y and Morris 'S' Series 1.

Finally, I have to comment on the response to Alan Oakes' list of modifications. I never cease to be amazed in any of the specialised clubs to which I belong how members sit on the sidelines only to pounce when a member innocently includes or perpetuates another's errors. I will, therefore, for once make an exception and not publish comments received. If and when a full, constructive and polite response is forthcoming, this will be used. Members are therefore advised that not all items in Alan's list of modifications are considered correct by those at the fount of all Ford knowledge. Thanks for trying, Alan, don't be put off, it is more than most do.

To everyone, have a good Christmas. If you are like us, you might take advantage of the reduced road tax to keep your car on the road all year, so perhaps a few cars will have a Christmas outing.

Cheers,

John Guy

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RANDOM JOTTINGS NO. 13

A link with the past was severed by the sad passing of Henry Ford II in September. He died in the Henry Ford Hospital in Detroit. His son is still on the Board of Directors of Ford U.S.A.

On to lighter matters, I shared a stall at Beaulieu on the Club stand with Graham Tomlinson. It was nice to meet some of the faces behind the names as members came and introduced themselves.

From the Side Valve Club magazine, I see that the red 'Perrys Terrier' Y type tourer that has been advertised for months in 'The Automobile' is now residing in Italy, after having been sold at auction.

The purchase of the Aston Martin factory by Fords made me ponder, does this mean that James Bond and Prince Charles will change cars? Picture the scene: Bond is ushered into the MI5 laboratory and shown his new car, a Ford Y type. 'You must be joking' says he. 'I never joke about my work, 007' says the Boffin. 'This may look like a clock mirror but it's really a radio direction finder, and the oil can on the bulkhead contains fuel for the surface to air guided missile that's attached under the running board.' Or the players' car park at Windsor Polo ground. Enter Prince Charles at the trot on his polo pony shouting 'That bonnet is not for sitting on, Diana'. Stepping off his C Type, Diana exits hurriedly, red-faced.

In the Autumn 1987 issue of 'Model Auto Revue' there is a two page article on the Y type Ford in miniature. Included are white metal kits, Triang Minic, Dinky Vans and Dinky Toy Replicas, very good article and lots of photos. If you are interested, your local model shop should be able to get hold of a copy, price £1.75.

Jim Miles

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MALVERN MOTORING EVENT

The Malvern Motoring Event was held on the Three Counties Showground on 5th October, and the Y & C Register had a Club stand. After a slow start, we ended up with ten vehicles on display: six Ys, one Y van, one C tourer, one C saloon and one 7Y.

Graham Miles arrived with his 1933 short rad Y on a trailer towed by his Sierra, absolutely full of Club regalia, flags, banners, bunting, signs, etc. The space allocated to us was a little on the small side, so we pinched a bit (accidentally) from the Triumph Club next door. Don Malin brought his video and portable TV and we showed archive Ford films all day, which attracted much attention.

Alan Oakes drove his Y all the way from Cheshire, consuming a whole sump full of oil in the process and had to buy a gallon in the autojumble to get back home - I hope he made it okay. Speaking of the autojumble, Graham found some early Y sidelamp glasses, the only ones he has ever found, He was so pleased, he went back to show everyone, but we were all away from the stand!

At the end of the day, we were awarded joint first prize for Best Club Display with a local club who have attended for three years and won first prize last year. We were all very pleased.

Thanks to Alan Oakes, John Murphy, Colin Ault, Phil Wookey and Liam Tomlinson, who had entered, and Graham Clark with his van who had not, but was persuaded to come on to the Club stand. Special thanks to Don Malin and Graham Miles, without whom the stand would not have been anywhere as attractive and we would not have won the prize. (see photograph on page 25)

Looking forward now to Hagley Hall next June!

Dave Curtis

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MEMBERSHIP REPORT

Since the last publication, we have welcomed the following new members:

B108Y David Ball, Catesby, West Hanningfield, Essex, CM2 8UJ.
 F109Y Myles Foley, 34 Ashe Street, Tralee, Co. Kerry, Eire.
 G102Y Chris Gunner, New House, Tiers Cross, Haverford West, Dyfed, SA62 3DD.
 H116Y John Harrison, 1 South thorpe Cottages, Wycliffe, Barnard Castle,
 Co. Durham, DL12 9TV.
 H122Y John Harvey, 16 Borwick Lane, Warton, Carnforth, Lancs., LA5 9QL.
 L110C David and Valerie Leach, Wild Acre, Pamber Road, Silchester, BERks., RG7 2NU.
 M121Y Lou Miliano, 24 Overton Drive, Wanstead, London, E11 2NJ.
 O105Y Ron Olding, 78 Kimberley Road, Bournemouth, Dorset.
 P113Y Robin Prebble, Conduit Cottage, Batcombe, Shepton Mallet, Somerset, BA4 6HF.
 R116Y Nigel Rawson, Aspen House, Petersfield Road, Whitehill, Hants., GU35 9AR.

Overseas

O-P103Y Arie Paaimans, Arendstraat 59, Heer Arendskerke, 4458 AR, Holland.

Change of Address

M125Y Ray McDermott, 93 Sherrards Way, Barnet, Herts.
 O101Y Paul Ormond-Smith, Primrose Cottage, Main Road, Higher Foxdale, Isle of Man.

As usual, we welcome new members and ask existing members living within reasonable distance to make contact and give support, in particular to those struggling with a restoration.

I must apologise to Arie Paaimans for giving him the wrong membership number. The correct one is printed above.

Bob Wilkinson

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NEW MEMBERS

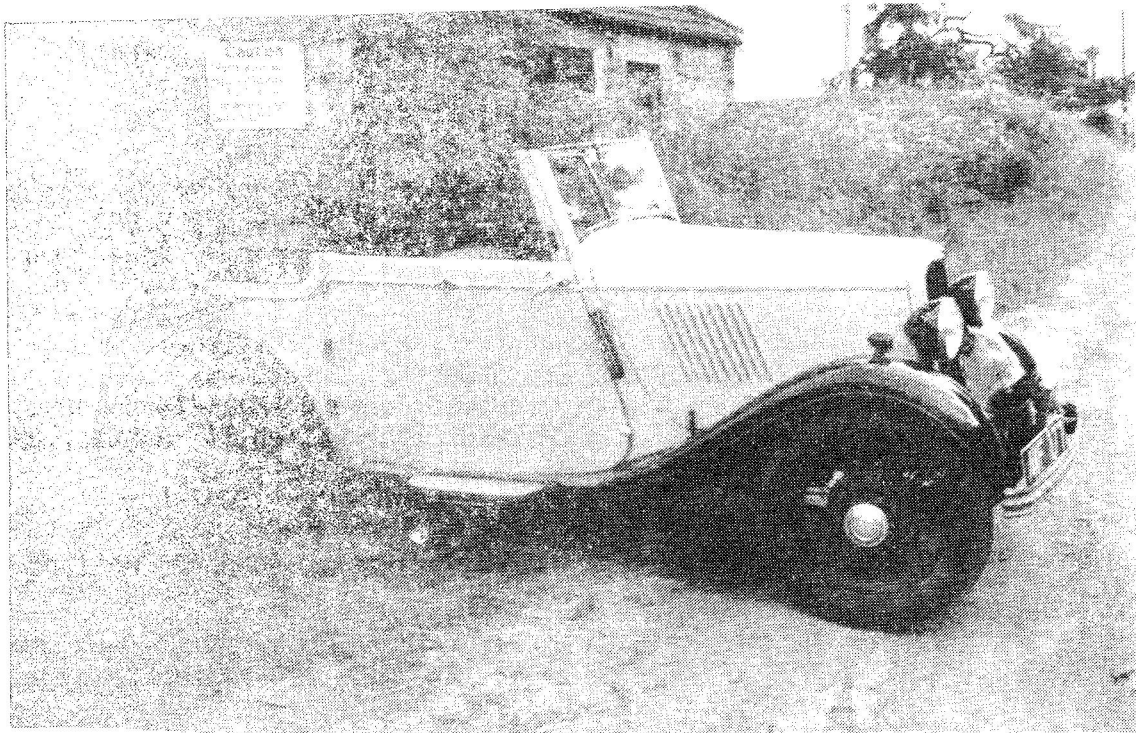
Myles Foley has recently acquired DXH 451 for restoration. No more details are known. Let us know how you found the car and its history, Myles.

Chris Gunner's 1934 Y, BDE 986 similarly is in need of major restoration.

John Harrison has bought AMF 277, a rare short rad 'Cairn' tourer. This car was previously owned by James Cable (an ex-member) and we had lost touch. John writes:

I have done some work on the car during the past few weeks, mainly on the rear woodwork. The hood stay was not fastened to anything and on removing the rear seat and trim, I find I have been keeping woodworm from extinction for some years. However, a friend who can work miracles with wood has solved the problem. A minor repair to a chassis cross member and all will be ready for the MOT test. I intend to return the body colour to ivory from the current yellow.

Note the step rather than original running board (photograph on next page) and later non-Ford sidelamps. These present no problem in restoring the car to its original state. John's other hobby is restoring stationary engines. (We have a few of those in the Club!)



John
Harrison's
'Cairn'
tourer

John Harvey is restoring US 3082, a late 1933 Y and possibly the earliest Long Rad on register with chassis Y38327. (According to records chassis Y37291 was first Long Rad.)

David and Valerie Leach have recently bought Mr. Engelfield's 1935 4 door C, CPK 7, which they are going to treat to a respray and retrim.

Lou Miliano is on the road with his 1933 short rad Y, ALD 130, which he bought from Colin Bowyer in Suffolk. He writes:

The car has undergone a full ground-up restoration and when with Colin had been a prize winner at local events.

Ron Olding's 1934 Y, LJ 9027, has been off the road since 1956, though his log book shows that the car was used through the war years. Ron writes:

The car was found in a collapsed shed and woodworm and damp had ruined the interior. I only became interested in the car when I heard that two local teenagers were going to 'hot-rod' it! No old car deserves that treatment. At present I am running a 1946 Hillman Minx which I found in a breaker's yard, so I am not a newcomer to restoring old cars.

Good luck with the restoration, Ron. Keep us informed of progress. It is this kind of act of faith which will ensure that our cars survive the next 50 years.

Robin Prebble, too, has a fair bit of work to do on his 1937 Y, DLJ 855. His car was one of the last Ys produced and Robin has the original bill of sale, which shows that the first owner, a Mr. Samways of Weymouth, bought it

as an obsolete model for £95, including number plates. It has been stored in an old barn since 1979 and was covered in chicken (we say droppings on our farm, Robin!) with birds nest under the bonnet! At the moment the old girl is down to almost the 'bare bones'. I reckon there is a year's work so two years may see her on the road!

Nigel Rawson has just bought a Y van which is on the road and in regular use to help with Nigel's business. Sadly, the dealer sold Nigel this van having already sold the original number plate. Nevertheless, it is good to see another vary rare Y van survive.

Arie Paaimans in Holland bought MJ 3118, a 1934 4 door Y, from Richard Chapman in Cumbria. Arie says he

saw the advertisement in the Ford Sidevalve O. C. magazine and bought the car over the telephone. We met at Hull near the North Sea Ferry and I collected the car and sailed home after filling in lots of customs papers and parting with a lot of money. The car has had its test (like MOT) and has been fitted with direction indicators and seat belts and new Dutch number plates.

Originally the car was dark blue (black at present) and I would like to know the colour code to respray the correct dark blue. I also need an original sliding roof. Can anyone help me?

I feel sure that help will be forthcoming. Jeff Cole may know the correct colour. The sliding roof may not be so easy, Arie.



Arie working on his Y. Note the post war sidevalve Ford, a Citroen Dyane van and of course the bike.

David Ball has included a detailed history of DCD 701, a 4 door Y which was purchased for taxi work along with a twin Y, DCD 700:

In December, 1936, Mr. A. A. Baker purchased two Ford Y Model Taxis with registration numberd DCD 700 and DCD 701. Both cars were used as Taxis for about 20 months up until September, 1938, operating in the Brighton area from 2 Margaret Street, Brighton.

The cars were not used after September, 1938, as no Road Tax was paid until November, 1943, and some of that quarter's tax was

subsequently refunded (I believe this was done only to obtain petrol coupons at the end of the Second World War). Apparently, both these cars were specially prepared for Taxi use from new. It would appear that they proved rather unsuitable for this task (being so small with the taxi meter placed over the front passenger seat that only the rear seats were available for hire). So both cars were stored and used for spares/cannibalised.

In November, 1943, there was a change in ownership to Mrs. Ethel Florence Baker, 17 George Street, Brighton, who is believed to be Mr. A. A. Baker's wife. This change in ownership could have happened as a result of his death.

In the summer of 1983, the son, Mr. Arc Baker, of Harrock House Farm, Buxted, Uckfield, East Sussex, was clearing the premises with the intention fo selling them and he discovered the two taxis.

One report from 'Thoroughbred and Classic Car' magazine has reported both cars as being painted bronze but DCD 701 is painted cream and the log book states cream.

Mr. Jonathon Gates, 31 Southdown Road, Shoreham-by-Sea, purchased DCD 701 with front end damage. DCD 700 was retained by Mr. Baker, the son of the original owner.

Between 1984 and September, 1987, the history of DCD 701 is not known, but the car has been completely stripped out and some parts are now missing. All the body panels are there and in good condition. During this period the owner started to make the car into a hot rod but reinforcing and boxing-in the chassis and fitting a Jaguar rear axle and suspension unit and Vauxhall front suspension.

In September, 1987, the car was found in a breaker's yard and purchased by me, with the intention of rebuilding to original condition with all Taxi equipment. The following items were found in the car: taxi meter, extra roof rack, taxi roof light, hackney carriage plate and rear luggage rack, all in good working order.

So far I have removed the Jaguar/Vauxhall suspension and all reinforcements, reassembled the chassis and repainted it and have now started overhauling the original axles.

Bob Wilkinson

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WORKING PARTIES

Some dates for your diaries. The next Working Party is on Sunday, 22nd November, followed by 13th December, 1987, and 17th January, 1988. New members should report to my home address (4 York Close, Kings Langley) by 9.00 a.m., or find their own way to the lock-ups. These are situated in Parsonage Close at the end of Abbots Road, Abbots Langley. However, if the weather is poor, we will work in my garage at home.

Graham Miles

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CHAIRMAN'S LETTER

As the 1987 season draws to a close, I am delighted to note that the Register goes out on a high, having pulled off the equal first place for the best display at the Malvern Show. Congratulations are in order for Dave Curtis, on whose initiative and organisation the Register's entry was launched and to Graham Miles for preparing the display material and regalia. I would like to think that this year we have started a trend which will give the Register and our cars a higher profile and more prestige than before. Already for 1988 we are preparing a programme of shows and rallies at which we intend making our presence felt. They are spread geographically around England so that there is at least one not too far distant from anyone in England, Wales and southern Scotland. The dates and venues will be published early in the New Year so that you can list them in your diaries.

You will note that this Newsletter appears only six weeks after the last issue. I am grateful to John Guy and Siobhan O'Leary for their sterling efforts to make up some of the slippage we suffered at the start of the year. However, our Editor needs copy. With almost 300 members in the Register, there must be some historical, amusing and technical articles just waiting to flow from your pens. Don't be backward in coming forward with contributions, accompanied where possible by photographs. The Model C fraternity, in particular, could do with some exposure. Watch out for disinformation, though. If you quote historical detail about our cars, make sure it can be authenticated. We must ensure that we maintain a high quality publication.

It was with deep regret that I learnt of the sudden death of Peter Coombs from Taunton. On behalf of the Register, I wrote to Kathleen, his widow, sending our condolences; for which she was very grateful. I quote from her reply:

"Therefore I have no choice but to part with our pets, the old cars, for cash to put towards a little modern car that doesn't need so much care, and if I part with them to people who will carry on Peter's care of them, then I feel I shall be doing the right thing by Peter."

The cars in question are a 1937 Tudor and a 7W. Anyone wishing to make a reasonable offer for either car, please let me know. With winter approaching, Kathleen's need for modern transport is rather urgent.

Those of you who collect literature relating to our cars may be interested in the hardback 25th anniversary issue of the US publication Automobile Quarterly, which has a lengthy article on 'The Perennial Y & C' by Griffith Borgeson, accompanied by some superb colour photographs of the Model Ys belonging to Graham Tomlinson, Mike and Eve Chapman, Richard Wakefield, Jeff Cole and Bob Wilkinson, and Tony Eldridge's Model C. It also covers and illustrates our continental sisters from Germany and France. It can be obtained from Automobile Quarterly Publications, PO Box 348, Kutztown, PA 19530, U.S.A., for \$12 plus postage (estimated at about £6.00) - a handsome Christmas present!

As this is the last issue of 1987, may I sign off by wishing you all an enjoyable Christmas and an active 1988 with the Register.

Sam Roberts

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POSTAGE AND PACKING

Please remember to include postage and packing costs when paying for goods received.

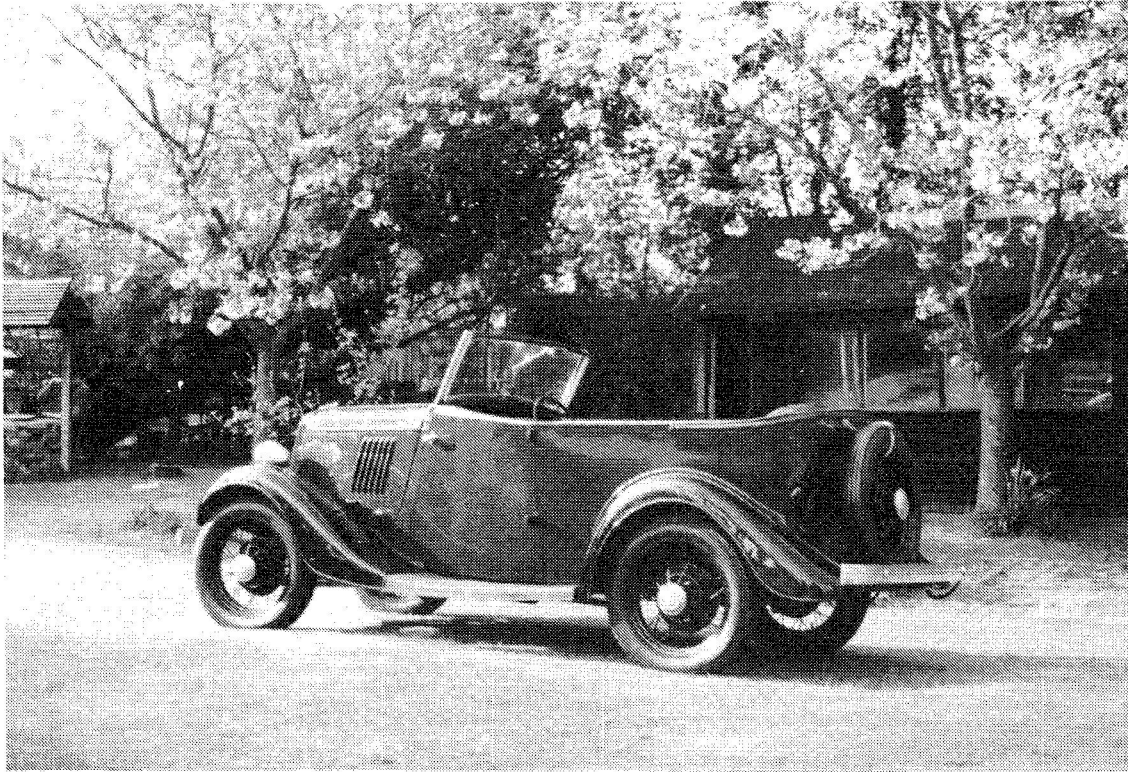
Graham Miles

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MEMBERSHIP CHAT

Frank Hicks has just completed the restoration of his Y tourer, which was converted from a saloon by the previous owner:

I have now sorted out my registration problem with Swansea - they have given me VSV 910. I have now covered over 500 miles with the little car and am amazed at the interest shown by the general public. My wife has now perfected the 'regal wave'. Despite being hacksawed by the previous owner, the car has quite a pleasing appearance in the flesh.



The original registration number of this car was LJ 9475

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Arthur Fletcher (leaning on car) in 1932, shortly after purchase

A BRACE OF SHORT RADS

I will tell you about the first car we bought. We were impressed at the time, in 1932, that Fords of Dagenham had started to produce in October of that year a new small car called Y Model 8 HP. It was the first small car to have advance and retard automatic and synchromesh. So, in November of 1932, our local garage owner went to Dagenham by train and drove the car back. We wanted a blue one, and so it was: CG 2698. After a few lessons from him, we were on our own to enjoy the pleasure of motoring. It was on 11th November that it was first registered. Wages in those days were unskilled 35 shillings a week and skilled £3 0s 0d, but petrol was 1s 3d; a brand called REgent. There was also Pratts, Redline and Shell.

The journeys we made from the 1930s to 1960 were many. They were only interrupted from 1939 to 1942 by the Second World War, when civilian cars had to be immobilized. During this period we were unable to use our car so I had to use my bicycle to deliver 30 dozen eggs the 28 miles to Portsmouth and back. It was on one of these journeys, coming out of the city, that I had to drop my bike and dive for cover in a ditch. That day was the famous Battle of Britain Day, when so much depended on so few. Soon after this, the situation improved and we were able to get some petrol, so we could take our farm produce to Portsmouth more easily in the car. If we had need to park the car in the city, I used to chain the wheels to the chassis, otherwise somebody needing wheels or tyres would have them. It was impossible to get parts, only perhaps second hand ones. When the war was over, things slowly improved and we started to make some nice journeys.

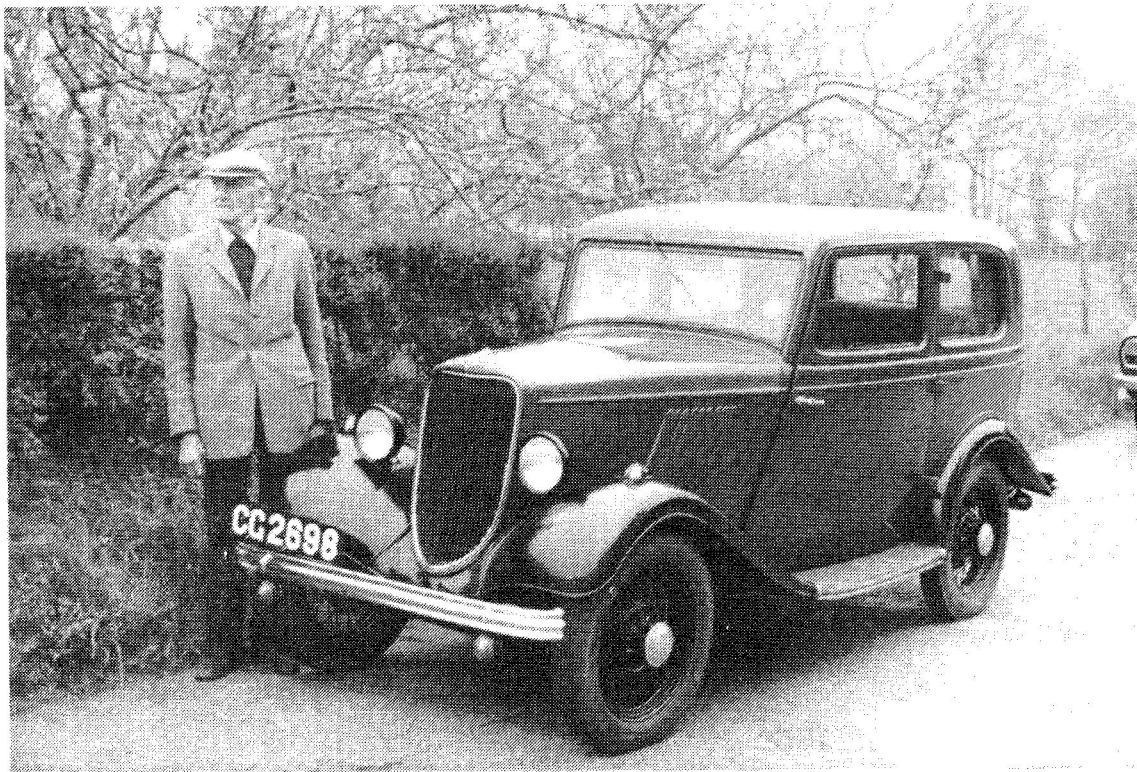
One I remember well. One Sunday we left home with five of us in the car. As none of us was large, I made a small seat extension in the middle of the rear seat so we could fit in. We went to Lynmouth and Lynton and back in the day. The 8 hp took us up Porlock Hill, which was more difficult in those days, but at Lynmouth I had not the heart to make CG 2698 go up that hill to Lynton, so went up the valley to Watersmeet and up the easy way. Another time we were touring in Scotland and on the A939 between Tomintoul and Ballater the engine began to labour. We were in a thick mist, so we could not tell if we were moving, but CG began to pick up and when we arrived at Ballater we found we had climbed the second steepest hill in Scotland, at Cocks Bridge; so well done, 8 hp sidevalve. We made many more trips and the mileage to date is 153,922.

And now for my other Y Model OW 2570, first registered on 21st December, 1932. During the first few months of the war, as I mentioned earlier, we had to immobilize our vehicle. I bought this car for my brother-in-law in 1938 for £24. It had a low mileage and he used it often until the war. Then he immobilized it alright, but forgot to take the water out. That winter was very severe and it cracked the block. He was disgusted over it and asked me to take it away to my place, which I did. I patched the crack with a plate of iron and rubber behind, and I used OW 2570, together with CG 2698, right up to 1960 when I took them off the road and put them in an old stable, as I had then bought a Fordson 10 hp van with its engine offset to the left. OW and CG were left in the stable with a turn now and then with the starting handle. Unfortunately, CG was standing in the worst part of the stable. As time went on, the roof started to leak and the water ran down the front wings and affected the main chassis members. During their stay there, I had offers for them, but I was never tempted because CG in particular held so many happy memories and I had thoughts that perhaps someday I would have the chance and urge to restore them.

In June, 1986, my farmer neighbour pulled them out and took them to his spacious workshop, which for me had all the facilities needed by me to restore CG first. When we stripped it down, we found the chassis rusted on the side, so we cut out the affected parts in rectangles and put inserts of steel plate and welded in place. Other parts had to be treated in the same way and after 1,300 hours of my time, 5 and 6 hours a day, and many hours of other persons' time, it was finally finished in June, 1987. Now for the M.O.T. It failed the first test because the

steering track rods on CG are rubber bushed so I had to find a way to rebush them myself, which I did, and it passed the second time. I then had to get it registered through Swansea. It was my hope and wish to retain its original number, CG 2698. As we had passed the 1985 deadline for retaining original numbers, we had to make out a special case. Because I had joined the Y & C Register during restoration, I asked Bob Wilkinson if he could help and this he did, in the form of a letter, for which I am very grateful, stating the car's historic features, etc., e.g. I had possessed it all the years from new. With the help from Bob, they let me retain the old number. It was a pleasure to eventually get the road fund licence and after some delay, owing to age (79 years), I finally got insured. I am now experiencing the joy of once again being able to drive around in an old but very faithful friend to rallies, etc. I am now working on OW, which will be much easier. Although it is only a month younger than CG, it has only done 45,000 miles and the chassis members have still got the original paint on. Still, I hope when it is finished it will look as nice as CG. They are both keeping an old chap busy, so I will conclude with best wishes for the REgister and keep up the good work of helping us members.

Arthur Fletcher



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ANNIVERSARIES

This issue of the Newsletter marks John Guy's fifth anniversary as Editor.

The close of 1987 ends the fiftieth year since cessation of production of the Model Y and the Model C.

Each has served us extremely well!

Sam Roberts

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AREA 11 AT ALRESFORD

Sunday, 20th September, arrived in a blanket of fog, apparently thicker in the south than in the north. Six Model Y's converged from all points of the compass on Alresford, the home of the Mid Hants Railway - The Watercress Line, which was celebrating its 10th anniversary in style. The Saturday had been wet but had not dampened the enthusiasm of the public as they came in their hundreds to see the engines in steam. The Sunday was just as successful with the trains packed, as they plied their way from Alresford to Ropley, where the main anniversary celebrations were held, to Medstead and Four Marks and on to Alton.

The Model Y's were parked in an impressive line just outside Alresford station and were a constant cause of inspection, comment and queries. parked alongside CNN 125 was Mr. Fletcher's recently restored elderly short rad from Southampton. Dick Sterett's Fordor was next from Newbury, on its penultimate weekend in this country before being shipped to the States. Mike Nash's 1937 Tudor from Tadley with its original paintwork (including grey radiator grille) was alongside Dick, and then Keith Button's delightful van in its Royal British Legion livery, which had been driven from Wokingham. Lastly we were delighted to welcome David and Barbara Lovering from Bournemouth, who had driven up in their immaculate black Fordor through the fog with headlights blazing (well, as much as a Model Y'S headlights can blaze!).

I had hoped to meet Lou Miliano, a new member from SW London, who has just bought Colin Bowyer's Tudor, but regrettably he never appeared. I hope the reason was domestic and not mechanical en route!

We all arrived within half an hour of each other, so a general Register-type parley ensued with the odd spare part being exchanged. By 11 o'clock, the sun had broken through and our thoughts turned to steam. So we all headed off to see what there was to see up the line, arriving back at Alresford at two thirtyish, having been well fed and watered. David Lovering, being a railwayman, played trains more than most at Ropley, and Mike Nash, having drunk more than most at an ale house at Four Marks, slept soundly on the train back to Alresford. (In fairness, he had been on night shift the previous night!) On our return, we were met by Mr. Fletcher, who had stayed behind as the rear party. He then told us the history of his present restoration project. Avid readers of the Newsletter will recall that he, at 79 years of age, has just restored the oldest Model Y on the Register on the road, it having been registered in November, 1932. Well, his present 'baby' was registered in December, 1932! Again, it has been in the family for years and I hope I have persuaded him to relate the history of his two cars in a future issue of the Newsletter. (Yes, see page 11)

I was also intrigued to see the 'as new' oil fume disperser attached to David Lovering's oil filler pipe. It was apparently an optional extra, costing all of £1 10s, which successfully carries the fumes down below the splash guard on the nearside. Although the clamp onto the filler pipe needs a bit of machining (and a smear of grease to ensure it is fume proof) it would seem an admirable 'spare part' for Chief Nutter, Graham Miles, to consider having manufactured for those of us who suffer from fumes in the cab - over to you, Graham.

After more general chit-chat, most of us dispersed, leaving the Steretts and children lost somewhere up the line. Still, we'll see them next weekend at the All Ford Rally at Abingdon.

All in all, it was a most enjoyable day.

Sam Roberts

THE ALL FORD RALLY, ABINGDON, SUNDAY, 27TH SEPTEMBER, 1987

A high pressure area sat squarely across the Midlands as the 27th September dawned; ideal weather for a drive in CNN 125, north to Abingdon. Apart from a halt en route to offer assistance to a Model T van which had broken its fan belt for a second time that day, the journey was uneventful, but pleasurable, as always. Fords of all shapes, sizes and age gather annually on the Abingdon Cricket and Football Club ground. 1987 was no exception. The Y & C fraternity was well represented with no less than 11 Model Y saloons, 1 Y tourer (Mike Chapman's Abbey), John Hampton's red Y van, but only one Model C, a saloon.

On arrival we drew into the row allocated to '1930-1940 cars' and the first coincidence immediately struck me. Arthur Fletcher had parked his car alongside Mike Chapman's Abbey. Thus, the oldest Model Y on the road had unwittingly parked alongside the second oldest Model Y on the road! Peculiarities of these two cars include no guttering along the top of the doors on the saloon and both boast the old Model T steering box. Also in line with us was Frank Dallimore making one of his rare appearances in his very original Tudor which on the day had only 7,929 miles on the clock from new and whose original engine is music to the ears, having really only just been run in!

Stuart Spencer and son Richard were struggling with their July, 1937, Tudor (the youngest car on the Register?), suffering with a maladjusted carburettor and a stuck valve. Give them their due, they managed to free it sufficiently to appear in the parade arena at the appointed time and qualify for a coveted plaque. It was a pleasure to see so many familiar faces. Model A drivers included Bert Thomas, Julian Janiki, Dennis Smart, who may well give his Model Y an airing next year, and Philip Albers, who seems to be spending most of his time restoring Colin Sales' 1937 Model Y - hopefully in time for showing next year. Another unusual car present was Dave Asplin's red and black Model Y, which he drives daily, which has a 10 hp engine with an 8 hp head and in which he manages to reach 70 mph. His problem is that he is getting through engines and gearboxes rather quickly!

Jim Miles had brought his Ford Pop Lollipop Van, hoping to make a sale and hence find more room for the rest of his fleet. Jeff Cole was as conspicuous as ever in his Ford jacket, giving technical advice to all who sought it. Dick Sterett, Kathie and kids were making their definite last appearance before shipping the Fordor back to the States - we wish them happy motoring back home and look forward to their return as visitors, promised for 1989. Hubert Wingate in his Andover 'Best of Class' winning Fordor was also present and Peter Richardson in his beautiful light blue and cream Tudor. In search of a rear nearside wing for his Tudor restoration project was Mike Samuel from South Wales, who, with Kathy his wife, toured the autojumble and quizzed all present - where were you, Graham? It was only at the last minute that I remembered that I had a pair tucked away in my loft, so was able to help him out. Mike Nash was present doing his best to help Arthur Fletcher to find bits for the restoration of his other early Tudor. He managed to find him some side lamp glasses in the autojumble. Arthur was also after a short rad front bumper and again, having returned home, I discovered I had one spare in the garage! It is amazing what one accumulates.

The day was only spoilt by the high volume of the loudspeakers and the inane ramblings of a guy calling himself 'Spanner' who seems to revel in inconsequential babble and the smell of TVO! I must remember to take a pair of wire cutters next year!

Sam Roberts

THE SMALL FORDS OF COLOGNE

The foundation stone of the cologne plant was laid by Henry Ford on 2nd October, 1930. The text of the foundation document read 'Building a bridge from one country to another'. Konrad Adenauer (then Lord Mayor of the City of Cologne) accompanied Mr. Ford at the ceremony. The original Berlin Plant was shut down on 15th April, 1931, after 4,133 units had been assembled since the beginning of the year, and an overall total of 44,209 units since the start in 1925.

It has been said that the Model A assembly line and tooling from Berlin were sent to Moscow to produce As until the new Gaz plant at Gorky started production in 1932.

As at the opening of the Dagenham factory the first vehicle off the line at Cologne was a Model AA truck, this was 4th May, 1931, the first passenger car, a Model A cabriolet was produced on 2nd June. The total production for the year (including Berlin) was 6,021 units. The new plant's production capacity was 180 vehicles per eight hour working day.

The German economic slump reached a peak in 1932 with six million people unemployed, Cologne production was badly affected with just under 2,000 vehicles produced.

As in Britain there was a need for a small low priced family car and so the little 0.9 litre Cologne (Koln) was introduced around the end of 1932. For tax purposes the 933 cc engine was listed as 921 cc. It was virtually identical to the Dagenham built Model Y. At the Third Reich's second Berlin Motor Show of 8th-18th March, 1934, the Koln was referred to as 'acknowledged to be of genuine German domestic manufacture'. Even bearing in mind the ultra patriotic politics of the Third Reich, it is almost inconceivable that there was not considerable co-operation with Dagenham, and vice versa, in respect of manufacturing and technical details, after all the two plants were separated only by the North Sea. Nothing seems to have been published officially (for political reasons?) but ships must have carried British made parts to the Rhine and took German made parts back to the Thames.

Many types of special bodies were available from outside coachbuilders (Karosserie) on the Koln chassis. These included cabrio-limousines which were basically a saloon with the roof replaced by a roll back top (à la 2CV), two and four seater tourers and up market cabriolets. A very basic low priced cabrio-limousine was offered by Cologne which had no bumpers or running boards and composite or cherry wood panels. I believe one of our German members has such a car, perhaps he could let us know something about it.

Production of the Koln ceased in 1935 after 11,121 units had been built. The 8 hp engine was not made in Germany after this.

The new small car for 1935 was the Eifel Model 20C, it had an 1172 cc engine listed as 1157 cc for tax purposes and was similar to the British Model C de luxe and was obviously another co-production. As with the Koln the Karosserie offered varied styles on the chassis including 2 seater roadsters and coupes. Fieldmarshal Herman Goring owned an Eifel cabrio-limousine. In 1936, the Eifel was restyled slightly to look the same as the Dagenham built CX.

That same year saw the introduction of the new Eifel. With this model Cologne and Dagenham styles started to go their own separate ways. It had pressed steel wheels, an alligator bonnet and an extended boot. The grille was similar to the Lincoln Zephyr. 61,496 Eifels were built by the time production ceased in April, 1939.

Following on from the Eifel came a new small car whose name is still with us today, the Taunus. It featured a unit construction body/chassis, hydraulic

brakes and the 1172 cc side valve engine. Stylewise, it was a scaled down 91A V8 with a beetle back and headlamps built into the wings. it was manufactured until 1942 and re-introduced in 1948 in its car form, although a number were made in open 4 seater style for the Allies and police use from 1945. The production ceased in January, 1952, with an output of 74,128. This model was nicknamed by the Germans, Buckel-Taunus or Hunch Back Taunus.

Jim Miles

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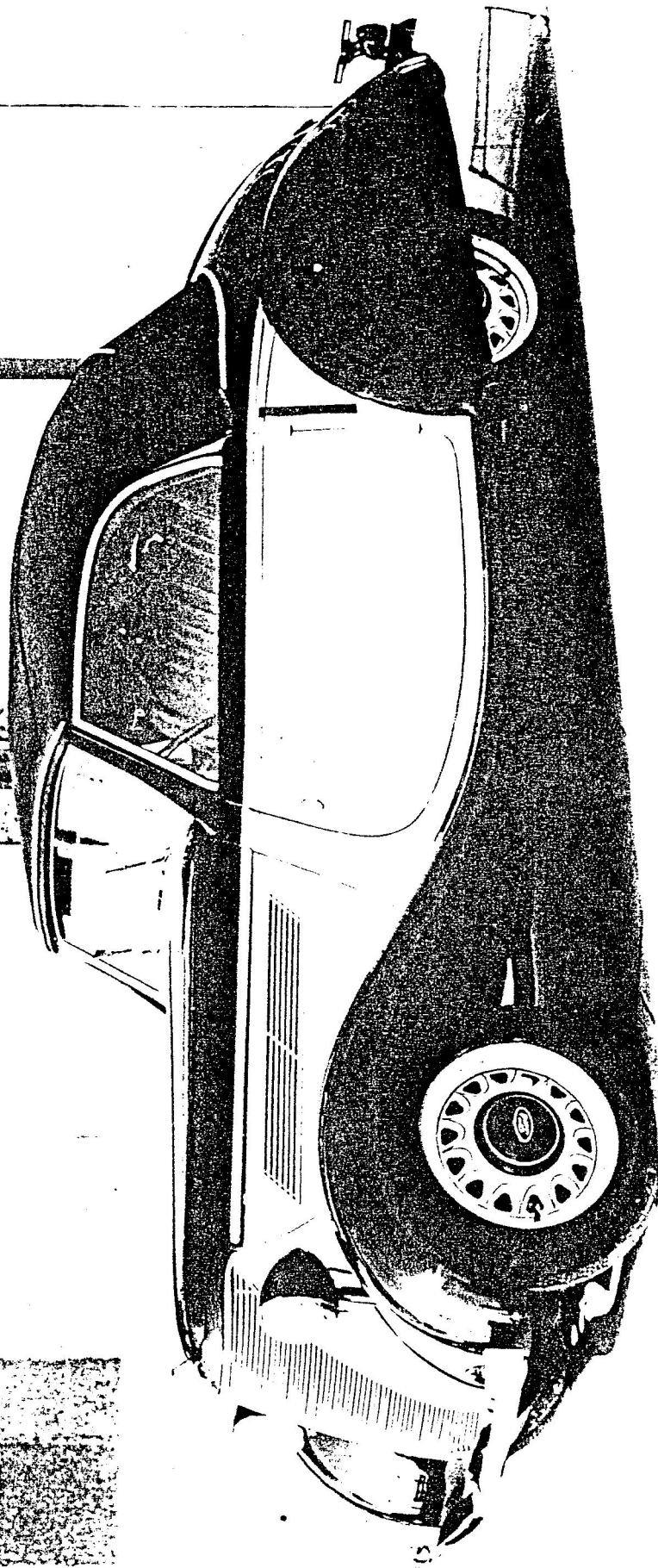
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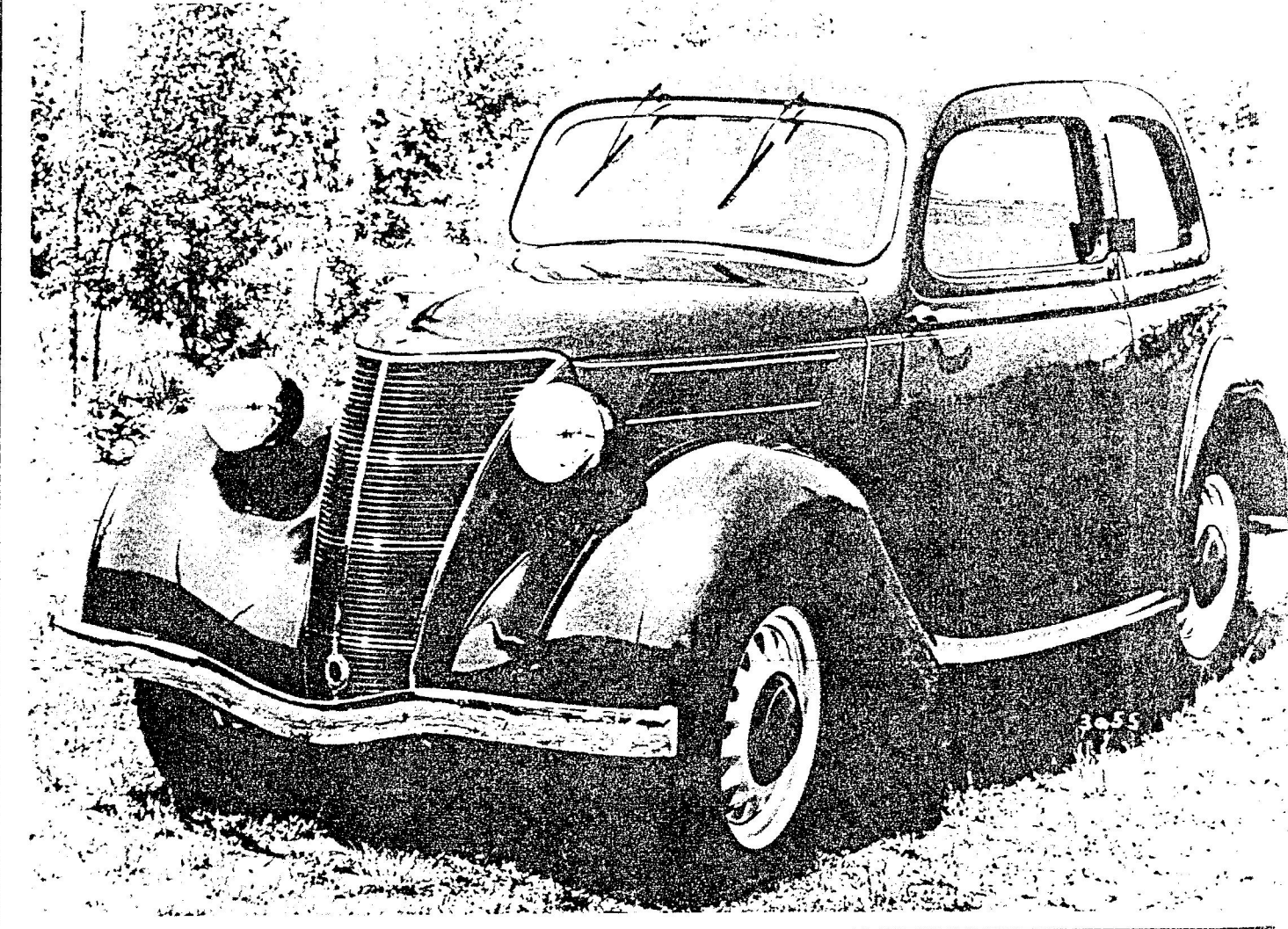
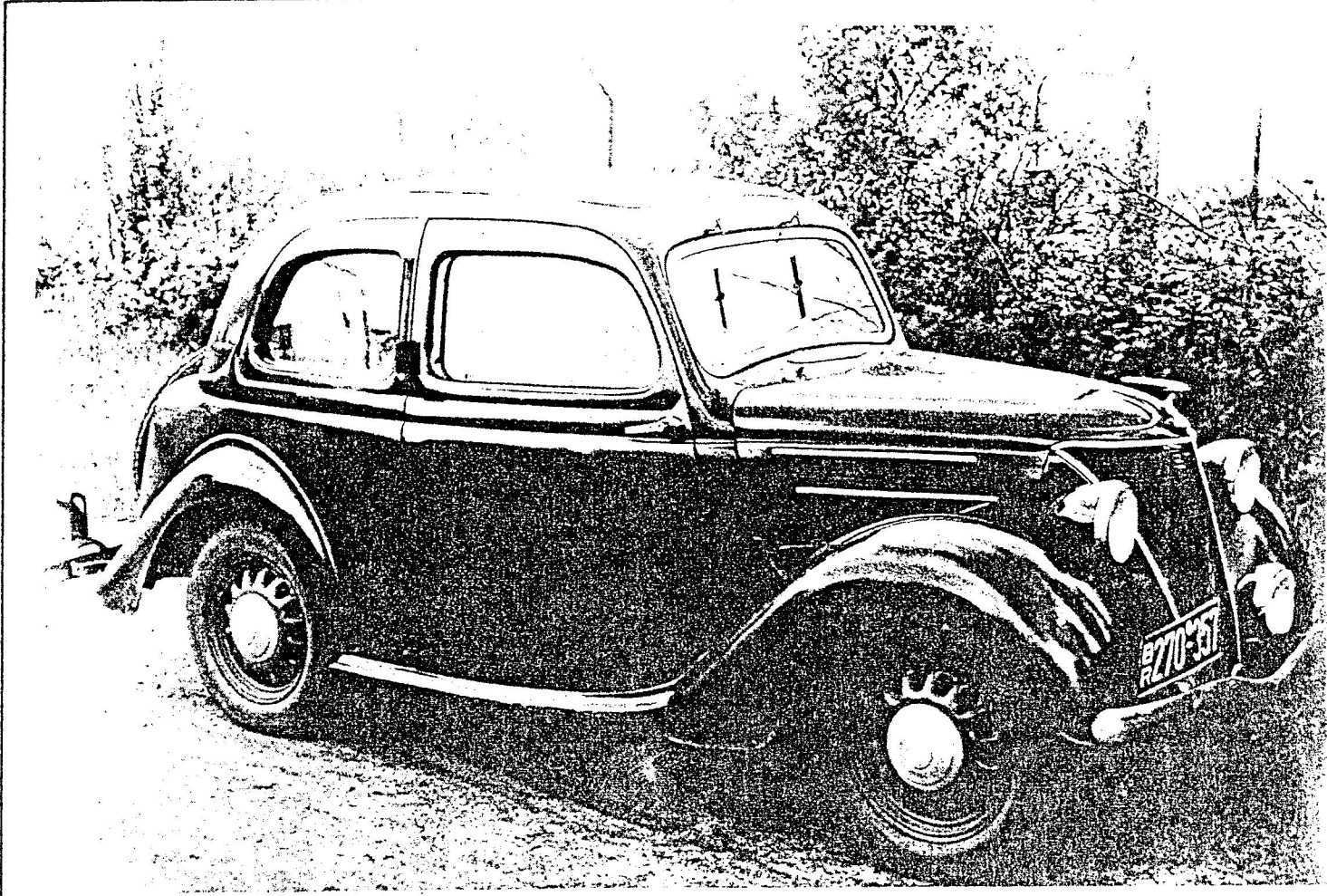
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114 TOP. 1936 EIFEL. BELOW. 1938/39 MODEL.

COMMENTS FROM A FORMER CHAIRMAN

What a pleasure it was to receive the Newsletter the other week! Particularly so for myself, as this is the first Newsletter that I have had virtually nothing to do with since the inauguration of the Club in 1979. At long last, we are beginning to get enough members coming forward to carry out various activities within our organisation. Sam taking on the Chairmanship has relieved me greatly of the work I was doing for the Club, and Elizabeth taking over the arranging of the envelopes has greatly helped Sam, as it has helped to get the Newsletter out on time. It was in March, 1979, that the inaugural meeting was held of interested parties to form this Club, and of those members then present, alas only four now remain: namely, Jeff Cole, Tom Morgan, Jim Miles and myself. Although ten people were present at that meeting, the others have gone their separate ways or sold off their cars, but at least we have the hard core still with us.

I was pleased to see Sam's review of the ladies that help with the Club and I was particularly pleased to see that he had not overlooked the services that my sister gave the Club in its early days, when she basically produced the Newsletter single-handed, arranged for its manufacture and then she and I would put them in the post. We have come a long way from those early days of the 1980s and I sincerely hope that the Club will grow in strength as we face ourselves towards the 1990s. It would be a very pleasing thing indeed to see the Club enter the 21st Century on a strong, sound basis.

However, there are two ladies that Sam has overlooked. One is Margaret Miles, she has lived with the Chief Nutter since we started this Club, and the other is Sam's wife Paula, who will find herself another lady who is about to start Life with the Chief Nutter. It is our respective wives who must not be overlooked, as they have contributed a great deal behind the scenes.

Several points arise, now that I have more time to study the Newsletter, as one of the 95% of the members who receive it through the post and do nothing to contribute towards it. It comes about on pages 11 and 12, where we have listed once again the colours and paint shades used in those early days of our cars. Unfortunately, the titles mean very little when it comes to manufacturing the paint. In the company that I work for, there is a young man who could produce a formula, but in order to arrive at this formula, he would need various shades in order to match to. I am sure that he can be persuaded, for the price of a bottle of whisky, to help us so that all our cars end up in the same shades. But first things first, we need some colour samples for him to work to. There is a whole host of them when you look through the list. So, if people could start to send in samples, or contact me with respect to this idea, I would begin to ask him to lay out colour formulae as shadings. I think this would be a worthwhile exercise, as at least we would get the cars in uniform colours, whereas at the moment some of them look rather garish.

On pages 15 and 16, Jeff Cole gave a very comprehensive account of how to align your engine. I am sure Jeff won't mind me making one or two comments on his article. Don't forget when you are lining up the back end of the gearbox with a propshaft to slip in those two paper gaskets that he mentions prior to assembling the prop shaft in place. How many of you have fitted such things as plugs on electric cables, only to find when you have screwed all the wires into their various bits that you have forgotten to put the cover on, because it is the type of cover that needs to go over the cable first. Much the same thing applies here. The paper gaskets need to be in position as much as the mechanical components do before you slip the propshaft into the back of the gearbox. Incidentally, those paper gaskets are no longer available, at least I have never seen any. They can be made from a sheet of paper. Here, as John Guy said at the beginning of the last Newsletter, comes that experience that some of us possess, but find it extremely difficult to think that others don't know about it, and that is how to make these gaskets. It is quite simple, if you know how. Find yourself a very

light hammer, ideally one with a round pane head, place the middle part of that assembly into a suitable receptacle such as a vice, lay the paper in place over the top, and tap very gently with your pane hammer the four bolt holes and you will find that the paper cuts on the edges of the metal. Slip in your bolts to keep it in place, then you continue to tap round the outside, thus giving yourself the outside shape. Unfortunately, the internal shape cannot be reproduced in the same manner, as it is smooth and will not cut the paper, but of course careful marking with the pencil will give you the outline and then I am afraid you will be obliged to revert to your scissors. But generally speaking, when manufacturing such gaskets, tapping the hammer over the sharp edges of the metal is all you need to do.

I will remind members that if you are fitting the post war engine, the front mounting bracket is different. The position of the mounting holes is different on the front of the timing cover and you may find that you will need to drill an extra hole in either case, depending which bracket you have relating to the engine you are using. So before you go through the business of lifting in your engine, check that your front mounting bracket (which is that long strap of metal) actually has the correct holes in it to line with the fittings that you intend to bolt to.

Another point to remember when you are talking about wirelocking (this goes back to the days when I used to work with aircraft, and they were full of wirelocks), wirelocks are principally put there to avoid vibration and bolts and the like coming undone. It is not really sufficient to put the wire through the hole. The idea of a wirelock is to place it so that the tension is against the wirelock with respect to the direction that the bolt is taking, so that the wirelock holds the bolt in a locked position against its turned face, and does not allow it to unturn a fraction of an inch before (in the case of a bolt, that is) arresting its travel, thereby allowing the bolt to become partly loose. Our thanks to Jeff for a very good article there, and those minor points which I am sure Jeff won't mind will make the job even that little bit better and much simpler, and there will be less cursing when you find you haven't put the gasket in place, or with the thing balancing on a rope and you find the bracket won't fit.

Although I am grateful to Alan Oakes for pages 19 and 20, I dispute some of the comments he has made, and together with Jeff Cole and Bert Thomas, I have gone over the various comments made and will issue a revised list of dates, etc.

The Malvern event, which I know is commented on elsewhere in this Newsletter, was organised by Dave Curtis on behalf of the Club. It was well attended in the finish and I was grateful to Dave for his efforts in setting it up. We didn't get first place, but got joint first place, which is another way of saying we came joint second. It is nice to come in the top two, but even nicer to get the first place. In selling there is no second place and half an order isn't really much good at all. But an excellent effort on the part of the members who attended and we made ourselves look quite presentable with the bunting, etc. An excellent idea on the part of Don Malin was to bring along a black and white television and 12 volt video and we were able to run prewar video films issued by Ford Motor Company of the Ys and Cs in their heyday. This in itself drew quite a lot of attention to the Club and was a worthwhile feature.

Next year we are going to have to think of something better, because it is no good being joint placed all the time, we want that Number One place. So a little bit more effort from some of the members and we will get that Number One. Disappointing to see a number of members' cars in the general public arena and not on the Club stand. We need all of you there to fill out the large area of land that we had, the more we had the better it would have been. However, good effort on Dave's part. Let's look forward to next year's events and see if we can publicise the Club still more.

Graham Miles



Ford

Bulletin

'Popular' and 'De Luxe' Models

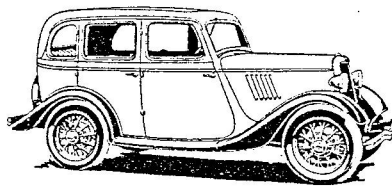
FORD MOTOR COMPANY LIMITED

Small Points

AN owner may quite easily be given justifiable cause for annoyance and complaint through a mechanic's omission to attend to one small detail in the work he is doing on the car.

Failure to tighten a certain nut or insert a cotter pin may be a minor point in the complete job, but one which will give rise to trouble through the parts working loose and causing damage of a serious nature.

Every mechanic should take a pride in attending to these minor details with as much care as he gives to the more difficult repair work. After all, it is poor consolation to the owner to learn that the damage was caused *only* through a bolt working loose.



STARTER MOTORS

A number of changes have been made in the starter motor assemblies fitted to both the "Popular" and "De Luxe" model cars, and to avoid confusion the models will be dealt with separately hereunder.

"Popular" Model Starter Motors

The assembly used in current production on the "Popular" model car differs in a number of respects from that which was previously fitted on this model. The original starter motor YE-11002-AR will not be dealt with; the length of the body was $5\frac{3}{8}$ inches as against $5\frac{7}{8}$ inches for the current design, as mentioned in the Model "Y" *Bulletin*, Volume 3, Number 4, and the drive gear parts were the same as those detailed for the starter motor YE-11002-BR.

The current design starter motor YE-11002-C differs from the previous type only in respect of the pole piece fixing. The pole pieces are now secured to the frame by $\frac{3}{8}$ inch screws in place of $\frac{5}{16}$ inch screws to provide extra rigidity. As the frame is serviced as an assembly this should not affect the interchangeability of parts and the current design frame assembly may be used to replace that incorporating the $\frac{5}{16}$ inch screws.

The starter drive gear has been radically altered and is now of similar design to that shown in the left hand portion of Fig. 12 in the April *Bulletin*. This design incorporates a spiral spring that presses against the pinion, holding this part clear of the flywheel ring gear teeth when the starter motor is not in operation, and returning the pinion to its normal position after it has been instrumental in starting the engine.

The guide, around which the spiral spring is assembled, was originally made separate from the thrust washer. The two parts have recently been manufactured in one piece, under the part number YE-11357, which may be used in place of the original design for the current type starter motor. The early type starter motor YE-11002-BR was provided with a spring clip to retain the pinion instead of a spiral spring, and consequently no spring guide was required.

It is most important that stocks of the drive gear parts should not become mixed, or that certain parts be used in conjunction with drive gear of the other type. It is possible to convert the above starter motors from one type of drive gear to the other, but in so doing it is important to see that all parts that differ are substituted and that the drive gear includes all the parts listed below for the particular design required.

"POPULAR" MODEL STARTER MOTORS

Part	Current Design—YE-11002-C		Previous Design—YE-11002-BR	
Frame assembly ...	YE-11075-C	$\frac{3}{8}$ " pole screws	YE-11075-BR	$\frac{5}{16}$ " pole screws
Spiral sleeve ...	YE-11355-B	1" long	YE-11355-AR	$1\frac{1}{8}$ " long
Pinion ...	YE-11363-B	$1\frac{1}{8}$ " long	YE-11363-AR	1" long
Pinion retaining spring	YE-11359-B	Spiral	YE-11359-AR	Spring clip
Main spring ...	YE-11375	—	YE-11375	—
Main spring washer ...	YE-11362-B	$\frac{1}{8}$ " thick	YE-11362-AR	$\frac{3}{16}$ " thick
Retaining spring washer	Y-991104	$\frac{1}{16}$ " thick	None	—
Thrust washer ...	Y-110973-B*	$\frac{3}{32}$ " thick	Y-110973-AR	$\frac{1}{4}$ " thick
Spring guide ...	Y-991102*	—	None	—
Thrust washer & guide	YE-11357*	Combined part	None	—

* YE-11357 replaces Y-991102 and Y-110973-B.

"POPULAR" AND "DE LUXE" MODEL BULLETIN Page 47

"De Luxe" Model Starter Motors

A further change to that mentioned in Volume 4, Number 3, has been made in the "De Luxe" model starter motor, which mainly concerns the frame and not the drive gear. The latter, except for the combination of the thrust washer and guide as one unit under the part number CE-11357-C and the substitution of a thinner main spring washer, remains unchanged.

It should be noted that the part numbers of the spiral sleeves have been changed from CE-11357-AR and CE-11357-B to CE-11355-AR and CE-11355-B respectively, to conform with the part numbers used on other types of starter motor.

Modifications made to the "De Luxe" model cylinder block enable the current design starter motor to be mounted directly on the flange instead of through the adaptor plate previously used.

The rear end plate CE-11130-C is now circular and approximately the same diameter as the yoke. The frame securing bolts screw into the two holes in the end plate instead of passing directly through as before. This enables the parts to be held together as a rigid assembly when not mounted on the engine. On screwing the securing bolts right home in the cylinder block the threaded end is drawn clear of the

rear end plate and passes into the flange on the cylinder block.

Two types of rear end plate have been used for this starter motor. Each is interchangeable with the other and for this reason they are carried under the same part number. The main difference lies in the fact that in one type the strengthening ribs can be seen from the rear end, whereas in the other type they are seen from the front end of the plate.

When the current type starter motor is secured to the cylinder block particular care should be taken to see that it is mounted squarely. First, screw the securing bolts right through the end plate until it is seen that the threads are quite clear, and then screw in each bolt by easy stages, proceeding from one bolt to the other. When both are quite tight the starter motor should be examined to see that it is mounted squarely, if not, the bolts should be slackened off and re-tightened until the correct fitting is attained.

Care should be exercised to prevent the substitution of wrong parts for replacements. The parts listed below are to be used on the various types of starter motor, and the only conversion that can be made is the substitution of the two types of drive gear on the starter motor CE-11002-AR. When this is done it is essential that all drive gear parts should be changed in accordance with the parts listed.

"DE LUXE" MODEL STARTER MOTORS

Part	Current Design CE-11002-C	Previous Design CE-11002-AR	Original Design CE-11002-AR
Frame assembly ...	CE-11075-B	—	CE-11075-AR
Spiral sleeve ...	CE-11355-B*	1 $\frac{3}{32}$ " long	CE-11355-AR† 1 $\frac{3}{16}$ " long
Pinion ...	CE-11363-B	1 $\frac{1}{16}$ " long	CE-11363-AR 1" long
Pinion retaining spring	CE-11359-C	Spiral	CE-11359-AR Spring clip
Main spring ...	CE-11375	—	CE-11375
Main spring washer ...	CE-11362-C	$\frac{1}{8}$ " thick	CE-11362-AR $\frac{3}{16}$ " thick
Retaining spring washer	C-991104	$\frac{1}{16}$ " thick	None
Thrust washer ...	CE-11357-C‡	Combined part	C-991101-B‡ $\frac{1}{8}$ " thick
Spring guide ...			C-991102‡ $\frac{3}{4}$ " long
Rear end plate ...	CE-11130-C	circular	CE-11130-AR triangular
Frame securing bolt ...	CE-11079	8 $\frac{3}{8}$ " long	B-11079 7" long

* Was CE-11357-B.

† Was CE-11357-AR.

‡ CE-11357-C replaces C-991101-B and C-991102.

"DE LUXE" CYLINDER BLOCKS

A modification has been made in the shape of the water jacketing at each end of the "De Luxe" model cylinder block to provide greater ease in manufacture. This alteration, which may be recognised by an increased curvature of the metal at each end of the cylinder block directly below the cylinder head, in no way affects the interchangeability of the various engine parts and consequently no change in part number has been made.

It may be found, however, that when one of the current design cylinder blocks is fitted to a "De Luxe" model car that was originally equipped with the earlier design cylinder block, that the additional metal at the rear end fouls the dash panel and the floorboard plate.

In this event it will be necessary to add depressions in the dash panel lower centre and the floorboard plate by hand working these parts until the necessary clearance is provided.

CORRECTION

The part number of the front wheel spindle gauge described in the "Popular" and "De Luxe" model *Bulletin*, Volume 4, Number 9, was given as ABVY-313-G. The correct part

number for this gauge is ABVY-318-G and all orders should be placed in accordance with this information.

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SPARES

The Y Model REAR WINGS for S.R. and L.R. models are still on order, but will probably be now in the region of up to £80.00.

I have managed to acquire a largish quantity of LOCKING BARRELS, unfortunately not MRN keys I am afraid, but Hobson's choice, for EXTERIOR DOOR HANDLES. When people are asking for door handles that take the locking barrel, I will have to ask them to contact me on an individual basis. If they have the original Ford barrel, fine, even if they have lost the key. You can take it to a good locksmith and he will fit new tumblers for you into that barrel, and if at the same time you can take your ignition key, he will fit the whole lot out to the same series of key. But if you haven't got a barrel at all for your door handle, then you are back to one of our post war barrels, which aren't MRN's but we do need that information from you as to whether you need the barrel. If you do need the barrel it will cost you another £4.00 extra, because we have to buy the barrels separately and modify them to suit the handles.

The batch of RUNNING BOARDS that we had made has now been sold. The moulds were taken from a pair of original running boards which made the desired shapes. Before I invest something like £1,500 in another batch of running boards, is there any demand for them? or shall I hold back on those and press on with the BUMPER BARS which, hopefully, we will have in the near future and which will represent a considerable cash investment. Please let me know what the likely take-up for running boards will be.

Finally, don't forget that I am still collecting unwanted used items:- crown wheels, brake drums, drag links, track rod ends, king pins, etc.

Graham Miles

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-



Malvern Motoring Event
5th October, 1987

CLUB PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Graham Miles. The order will be handled as soon as possible. Payment is then to be made to Christine Baldock (address is on page 2) as she is the Treasurer for the Ford Y & C Model Spares Ltd., and keeps the books. Cheques must be made payable to Ford Y & C Model Spares Ltd., and must be in sterling.

Postage will be added to the invoices as at its value and a modest charge will be made for packaging where materials are needed.

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 change prices different from those quoted without prior notice.

Prices quoted are not negotiable.

MECHANICAL

	CLUB PRICE	NON-MEMBER
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 - S.R./L.R. or C model + 20 thou over size	£ 3.20 each	£ 5.60
Y overhauled clutch/brake pedal assemblies - exchange only - orders accepted, no stock at present	£16.40 each	not offered
Rear hub seals (Large - outer)	£ 1.00 each	£ 1.50
Engine valves - state engine type	£ 3.00 each	not offered
Y & C king pins - 4 bushes - 2 thrusts - exchange, stocks permitting	£15.50 per pr.	not offered
Engine pistons, various sizes - state engine type	£15.00 per set	not offered
Headlamp bulbs (Wattage not stated)	£ 2.00 each	not offered
Bulbs, various (if rear lamp, state strength or of set pins)	£ 0.40 each	not offered
Engine pulleys	£ 3.50 each	£ 5.25
Late type distributor points (not early type) - rotor arm	£ 0.65 each	£ 1.00
Have a selection of early distributor caps and rotor arms for these distributor caps	£ 1.50 each	not offered
Gaskets - various types - ask for details - price on application.	£ 1.00 each	not offered
C model exhaust - stock with tailpipe	no stock at present	not offered
Y exhausts	£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 9 1/2" x 1 1/4"	£ 2.25 each	£ 4.00
Bottom hoses - Straight 8" x 1 1/4"	£ 2.25 each	£ 4.00
Please note the Club does not stock moulded hoses. Oil can transfers, black or green, state colour required.	£ 3.00 each	not offered
Oil cans	£10.00 each	not offered
S.R. & L.R. rear brake rod support carrier arms	£ 4.75 each	£ 7.00
Wheel nuts for Y and C	£15.00 per set	not offered
	plus £1.60 p&p	
Hydrostatic fluid for petrol gauges - please return any unused fluid and the kit because we can recharge that and use it again	£ 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 PARTS

Various body panels including wings and patch panels are available, please submit your requirements to Graham Miles and he will tell you for availability. Y model rear valance panels, S.R. & L.R. Y model rear wings, S.R. & L.R., are on order and the estimated price will be

	CLUB PRICE	NON-MEMBER
Chase rails on chassis inside door, beside carpet (state 2 or 4 door) - out of stock, but on order	£90.00 each	not offered
Patch repair kits for 2 door Ys and 4 door Ys front doors - Difficult to post, please try to collect	£ 7.10 each	not offered
outer panel (2 door) 6 in. deep	£11.35 each	not offered
inner panel	£ 8.10 each	not offered
inner front curved section of door frame	£ 0.60 each	not offered
angle bracket to rear of skin to pillar	£25.00 each	not offered
Y floor pan wells - rear passenger	£58.00 each	not offered
Y rear wheel arches	£58.50 per pr.	not offered
C side sills - one pair left		

Rubber Parts

Engine front mountings (exchange)	£ 2.80 each	£ 4.20 each
Front radius ball	£ 2.00 each	£ 3.00
Steering dust covers (4 per car)	£ 0.80 each	£ 1.20
Under Y bonnet rubber sets - 9 items	£ 5.50 each	not offered
Brake and clutch pedals - exchange	£ 2.90 each	not offered
non-exchange	£ 3.90	£ 6.00
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.40
Gear box mounts	£10.00 each	not offered
Y early side light base mats	£ 2.40 each	£ 3.60
Rubber style matting for running board - pyramid design	£ 4.00 per side	not offered
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.		
Door stop buffers	£ 0.80 each	not offered
C front axle beam stop rubber (metal not included)	£ 5.00 each	not offered

Body Fittings

Early Y side light bases in brass complete with rubber mat, fixings, bulb and armoured cable, etc. - please submit your order	no stock at present	not offered
Late L.R. 4 door Y hinge centre bolts	£ 0.75 each	not offered
Brass balls door hinge	£ 0.60 each	£ 0.90 each
Enamel rad. badge - dark blue	£10.00 each	not offered
Y fixed timber roof stick kits in hardwood pieces	£37.00 each	£50.00
Bumper bar bolts	no stock at present	not offered
Rear luggage carriers Y model only - allow 6 wks delivery	£42.00 each	£63.00
Club badges, bar type	£ 3.75 each	not offered
Copper bifoliated rivets	£ 0.02 each	£0.03
Front brake drums - exchange only	£23.00 each	not offered
Interior window winder handles - new and used stock	£ 4.25 each	not offered
Y interior door handles - please submit your order		
C interior door handles - allow 6 wks delivery	£ 4.25 each	not offered
Y exterior door handles - 6 wks delivery	£ 4.25 each	not offered
Y exterior door handles - key type, does not include barrel	£17.00 each	not offered
C exterior door handles	£21.00 each	not offered
C exterior door handles - key type, does not include barrel contact Graham for details, 6 wks delivery	£21.00 each	not offered

S119Y I. Smith 1
 Y Model chassis frame, needs slight repair
 to running board mounting area
 Pair L.R. front wings, need slight repair
 Model C wheels
 Model Y wheels
 L.R. late type bonnet
 Many used and new small items
 Y petrol tank (used)
 Tel. 03943 7911

W107Y D. Watkins 1
 5 Ford wheels (good condition) for C
 1 Ford C hub cap (poor condition, scratched)
 Tel. 061 789 4383

H. Pritchard 1
 Car for sale: Price £2,600
 1937 Ford 8 Y type, 4 door model, recently
 professionally re-trimmed, 5 new tyres,
 re-wired, totally rebuilt mechanically.
 8 months M.O.T. Distinctive number plates,
 CAD 519
 Tel. 01363 9029 (Enfield)

H101C R. P. Hamilton 1
 Car for sale: Price £575
 1935 Ford C, original and complete.
 Everything works. Chassis needs small weld.
 Reg. no. SE 4243 (only one in Scotland).
 Tel. 0294 214086 (Irvine)

R111Y B. Ruddock 1
 Car for sale:
 1936 Model Y L.R. reg. no. DHK 107.
 All running gear and engine overhauled.
 Requires trimming, paintwork, etc.
 Tel. 0787 280336 (Suffolk)

W118Y B. Wilkinson 1
 Various publications, handbooks,
 instruction books, etc., for Model Cs and Ys.
 Prices according to condition and type.
 Tel. 0405 860836

D108C B. Durrant 1
 Car for sale: best offer around £2,000
 secures.

1936 Ford Model C. Rare 4 door saloon
 model. Re-upholstered and re-built by
 Graham Game to concours standard, though
 now in need of some engine attention and
 minor body tidying for the season. Very
 practical and reliable historic family
 car (40 mpg on 2 star!) One parent family
 finances finally force much regretted sale.
 Tel. Chelmsford 360759

Geoff Jackson/Paul Finch 1.2
 Car for sale: offers over £1,600
 1935 4 door Model C with negligible rust.
 Mechanically sound and can be M.O.T.d.
 Not taxed. Lansdowne Garage, 150/152
 Brownedge Road, Lostock Hall, Preston, or
 Tel. 0772 30744

John Beecham 1.2
 Car for sale: price £450
 1935 Model C, unused many years. Renovation
 started. Believed oldest survivor in
 Britain. Chassis no. 04018. Leather
 interior trim. Some spares. Inspection
 invited.
 Tel. 0476 65735 (Grantham, Lincs.)

G113Y Michael Gray 1.2
 Car for sale: any reasonable offer
 4 door 1934 Model Y, nearly complete,
 awaits trimming and final paint preparation.
 Tel. 0767 314658

MEMBERS PARTS WANTED

G119C D. Gatenby 1
 Wanted for Model C:
 Glove box lid
 Centre interior roof lamp
 Gear lever knob (with indicator switch)
 Interior mirror
 Rear window blind
 Number plate brackets
 Rear light brackets
 Tel. Darlington 486781

E107C R. Evans 1.2
 Requires for 2 door 1936 Model C:
 Dashboard panel - instruments not necessary
 Interior window surround moulding for side
 door and rear window
 Door shut trim panels in steel (cover the
 wood pillars, etc.)
 Tel. 04895 89844

L115Y John Lane 1.2
 Requires for Model Y Popular Ford:
 Generator pulley and fan belt (2 sizes of
 pulleys, also have straight or tapered shafts
 which one do you require? This will determin
 the size of the fan belt. Graham M.)
 Tel. 021 360 6080

USEFUL CONTACTS

STOCKIST, EARLY FORD PARTS

Mr. Bert Thomas, 59, Salisbury Grove, Mytchett, Camberley, Surrey.

Tel. 0252 543840

Phillip Walford, Snitton Gate, Knowbury, Ludlow, Salop.

Tel. 0584 890430

Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds.

(Shock Absorber Kits, etc.)

Tel. 0359 50347

Nordian Services 1979 Ltd., Walter Tower, Matching Green Airfield, Essex.

Tel. 027 976351

WIRING LOOMS, STARTER & DYNAMO BRUSHES

The Seven Workshop, Denvers Yard, Barwick, Nr. Wate, Herts.

Tel. 0225 811303

SPARK PLUGS, POINTS

The Green Spark Plug Company

340 Washway Road,

Sale M33 4HA

Tel. 061 973 6755

RE-CON STEERING BOXES

Lione (Merton) Ltd., 124 High Street, Merton, London, SW19.

Tel. 01 543 2100

RE-CON SHOCK ABSORBERS

Pear shaped, Luvax, twin piston, linkage rubbers, etc.

N. Cousings, London House, Lower Road, Cookham, Maidenhead.

Tel. 06285 26229

TRIMMER

Ron Mudge, 156 Windsor Road, Bray, Berkshire SL6 2DW

Tel. 0628 39099

TRIM SUPPLIERS

Paul Beck, High Street, Stalham, Norwich, NR12 9BB.

Tel. 0692 81534

Woolies (L. & C. Woolstenholmes) Ltd., off Blenheim Way, Northfield Industrial Estate, Market Deeping, Peterborough.

Tel. 0778 347347

Boyriven Textiles Ltd., Riven Works, Bridgewater Road, Wembley, Middlesex.

Tel. 01 902 9581

PRESSED NUMBER PLATES - 3½ inch lettering

Black/Alloy — G. Tipper & Co. Ltd.

Tel. 0702 553225

TYRES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts.

Tel. 0923 31699 — callers to above address **BY APPOINTMENT ONLY**

4.50 x 17, £21.00; tubes £5.00; tapes £1.00; plus carriage and VAT.

STOVE ENAMELLING, SHOT BLASTING

Lap-Tab Ltd., 215 Tyburn Road, Birmingham Tel. 021 328 1697

MSS, Broadgate Lane Trading Estate, Horsforth, Leeds Tel. Leeds 589858

INSURANCE QUOTATIONS

Hall & Clarke

01 965 2751

Guardian Royal Exchange

01 398 7281

Norwich Union

Ramford 22333

David R. Mellaney & Son

05752 2239

Clarks in Pl. 51 W. Mellands Ltd

0534 411111