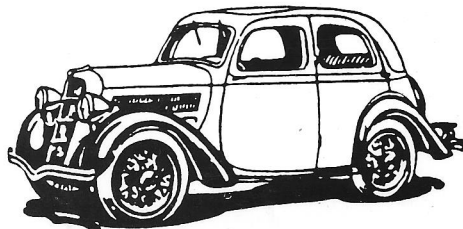
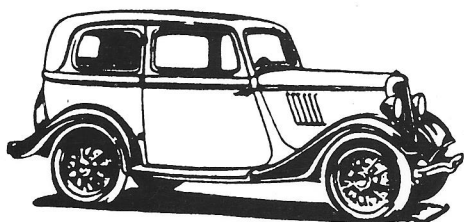


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 57 Feb/Mar 1989

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The Ford Y & C Model Register incorporates Ford Y & C Model Spares Limited, the activities of which are limited to residents within the United Kingdom.

(Directors Ford Y & C Model Spares Ltd. Graham Miles, John Guy, Jim Miles)

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EDITORIAL

The year unfolds and we bring you lots of interesting items to whet your appetite and bring thoughts of the season to come.

Reading Bob's opening page confessing to being in the Y type financial bracket in the 50s, my first thought was, Is he really in that age bracket? Of course, my transport still had pedals and three wheels at that time, but seriously, lots of interesting car stories including some fascinating C pics. Phillip Daintree has produced a calendar which will, I'm sure, strike a chord in our own Spares Department.

Club events start to feature strongly in this issue. Don Malin is undertaking his usual splendid organisation of the A.G.M. and Stanford Hall. The descriptions are splendidly enticing, I'm sure there's an ad man lurking somewhere. Lots of other events are described by Dave Curtis, who needs all the support you can spare.

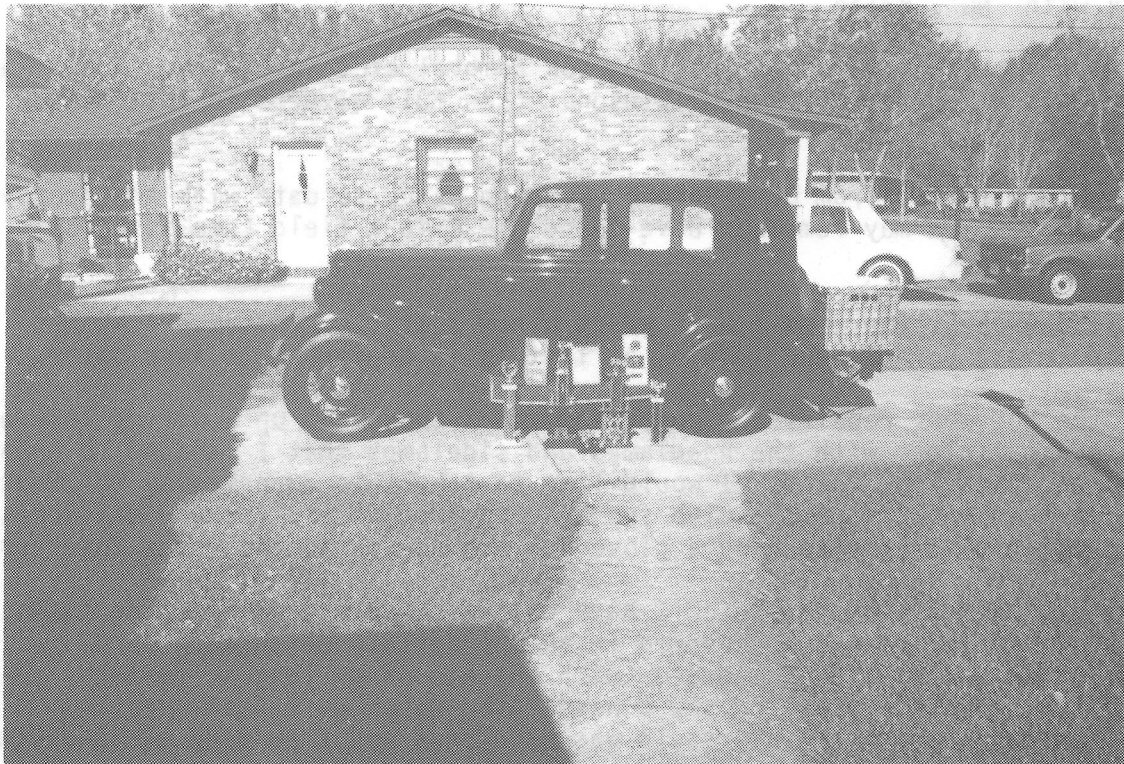
We have simple and direct information from Graham Miles and lots of detailed information from our Chairman, who is way ahead of publishing space.

So, see you at the A.G.M.?

John Guy

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Betsie, Dick and Kathy Sterett's Fordor
which they exported to Alabama, U.S.A., last year,
shows off her 8 trophies which she has won from 12 shows attended



MEMBERSHIP CHAT

Leslie McDowell (0574 73318) has sold DZ 4329 and has bought another 1935 Y. He asks if anyone remembers BHU 902. The car was registered in Bristol but the log book shows owners as Hector Atkins in Enfield (1963), Thomas Foale in Luton (1966) and James Lowry in Comber in 1983. Please give Leslie a ring if you can help.

Bob Hamilton 'phoned me anxiously when the last Newsletter hadn't arrived when expected. You see, he always sends his wife to the Post Office to collect (living in the wilds of Scotland) and was wondering whether to send more food and an extra blanket since she was under orders not to return without his Newsletter. When I told him that it would be with him within the week, he decided not to spend more money on soup since he felt she would manage!

He tells me that a Yorkshireman is a Scot with all the generosity removed! However, he is not too mean to share a spares tip with us in that he found Landrover headlamp rims and reflectors (bulbs need changing of course) fit 'our' headlamps very well and Landrover bonnet catches (ex W.D.) are the same pattern, too.

If you see a 4 wheel drive Y or C North of the border, it may be our wily Scot again finding spares somewhat adaptable!

Brian Ransley (new member last edition) writes about NG 5985 which we had 'lost':

I bought the car from a friend who is connected with the Country Life Museum at Exmouth. I was looking for something about my vintage and not too complicated so the 1934 Y fitted the bill. In the 1950s it was a popular car for chaps in my financial bracket (and mine - Bob W.) so to me NG 5985 is not an old car but just an acquaintance I haven't seen for a number of years! The paintwork is good but not immaculate and the first gear is noisy. No doubt this will be one of my first jobs to sort out.

Good luck with 'NG', Brian.

By the way, folks, don't forget that gearbox removal etc. is covered in the Ford Bulletins available from me, Bob Wilkinson. (see full adverts in last two issues, 55 and 56)

We have another letter from Dave Gatenby keeping us up to date with the progress on his Model C. You may remember Dave found his C in a field (see issue 35), and he now writes:

It is now about four and a half years since I started to convert my hen hutch into a Ford C, and I think at last it is beginning to take shape.

All the bodywork repairs are completed, so I then made up a wiring loom and fitted that along with the headlamps and sidelamps that I managed to obtain over the past four years. I would like to take this opportunity to thank the various members of the club for helping supply me with many difficult to obtain items (I even have a glove box lid now to complete the interior).

The only part of the car which I have not restored myself were the seats, which I managed to get re-covered in an appropriate cloth at a very reasonable price. I even managed (with the aid of my long suffering wife/car widow) to make and sew a headcloth, which we fitted very professionally and the end result was excellent and I am very pleased with the interior.

With Bob Wilkinson's help I have now obtained an age related registration number, LSU 166. All that now remains is to repaint the bodywork (maroon and black) and to have it M.O.T.'d, and I hope to be using the car on the road this summer.

I have taken the car to local rallies last summer and found it created great interest from the people there, one rally organiser insisted that I drove it around the arena while he did a commentary. I was rather worried I may 'conk out' as I only had a two pint flymo petrol tank strapped into the bulkhead at the time, but everything went well and I must admit I felt very proud.

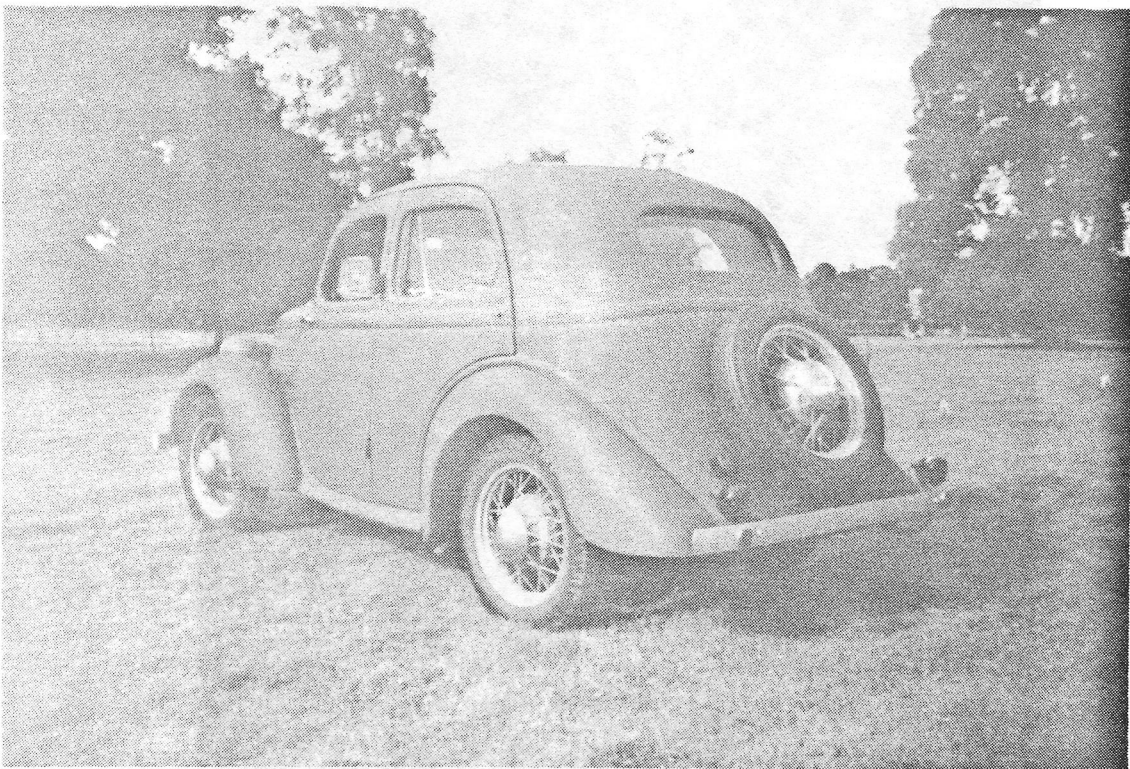
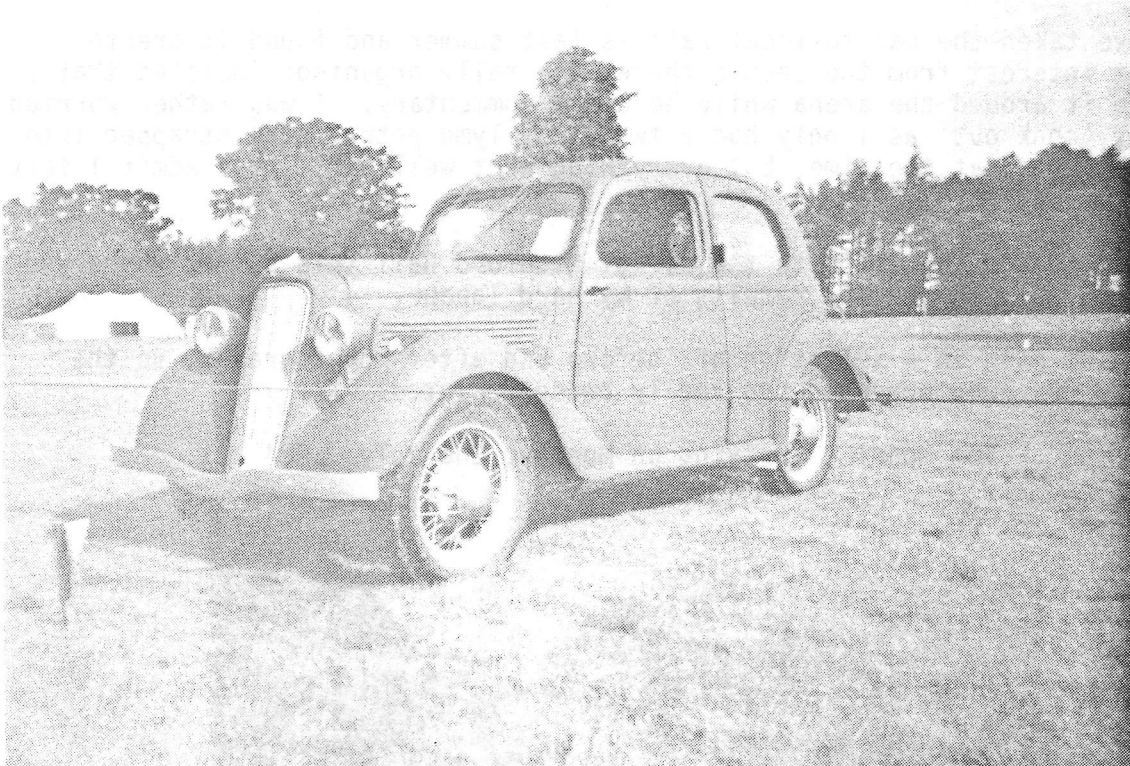
I hope to see you all with the car at Stanford Hall this summer where you will be able to see the results of my hard labour.

Dave has also sent in a selection of 'before and after' photographs, so the effort that has been expended can really be appreciated!

The Model C arriving on Monday, 2nd July, 1984



Dave Gatenby's Model C at Newby Hall, August, 1988



Bob Wilkinson, John Guy

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MEMBERSHIP REPORT

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

B0822 Gordon Bruce, Blue Cottage, Bigfrith Lane, Cookham Dean, Berks.,
SL6 9PH.
C0732 Malcolm Clark, Timberhonger Cottage, Timberhonger Lane, Bromsgrove,
Worcs., B61 9DP.
E0212 Gordon Evans, 5 Carmarthen Close, North Yate, Bristol, BS17 5RR.
F1913 Ivan Ford, 1 Bainstown Road, Lisburn, Co. Antrim, N. Ireland, BT28 3QS
H1337 Clifford Hall, 6 Bury Road, Hengrave, Bury St. Edmunds, Suffolk,
IP28 6LS.
M0330 Richard Maidment, 326 Wimborne Road, Oakdale, Poole, Dorset, BH15 3EG.
P1118 John Pullman, 13 Leicester Road, Shilton, Nr. Coventry, CV7 9HU.
S1605 Graham Stockdale, Graystone Lodge, Milford Road, Sherburn-in-Elmet,
Leeds, LS25 6AF.
T1909 Pearse Turner, 97 Cherrywood Grove, Nangor Road, Clondalkin,
Dublin 22, Eire.

Overseas

O-B101 Rob Bolland, 10 De Witte Emile, 2291 J. V. Wateringen, Netherlands.
O-S102 Jarl Sandberg, Rattviksvagen 4, 16142 Bromma, Sweden.

As usual, I ask existing members to make contact with our new colleagues to offer welcome and support.

NEW MEMBERS

Gordon Bruce has 1936 Y BOD 978 on the road but awaiting restoration of trim and routine mechanical overhaul. Gordon is troubled by a chronic 'flat spot' (his car!) but otherwise all is well.

Malcolm Graham's 1936 Y BOV 976 is undergoing restoration and Malcolm writes:

I have owned the car for about ten years. The interior had been re-upholstered in a horrible green material. I have acquired an ex-W.D. unused engine which will be installed.

Malcolm is in the garage trade and so is well placed to complete the restoration but needs to view completed cars to enable him to get details just right.

Bert Hopkins (new member last month) runs two Ys, AGO 942 a 1933 short rad 4 door, and OW 4740 a 1934 2 door. Bert is into the old car scene in general and is active in local events. Annually he hosts a local show and invites all in the Salisbury area to attend. Good to have such an active member with us, Bert.

Gordon Evans from Bristol has joined as an enthusiast whilst looking for a Y to purchase. Some months ago he saw a Y pickup. Unlike the one in the last issue this one had been crudely produced from a Y van and sported rear benches and a canvas rear cover. The vehicle was for sale at about £800. Anyone interested could contact Gordon or Crudwell Autos at Crudwell near Malmesbury, Wilts. The garage had various old vehicles which were for sale and several were used for TV and film work - may be worth a visit.

Ivan Ford now owns CXD 144, the 1936 Y which previously belonged to ex member James Low. The car is on the road and is giving much pleasure to its new owner. This car is fitted with a rare sunshine roof. No doubt Ivan would be prepared to supply details of this fitting to those undertaking such a restoration.

Clifford Hall's 1934 Y has a well documented history, having had two former owners. The first owner, a local policeman, took delivery from Mann Egertons in Norwich and sold the car to Clifford's father in 1943 with 30,000 miles recorded. Clifford bought the car from his father in 1953 with 60,000 miles recorded and ran NG 7227 until 1965 when it had covered 83,000 miles. Clifford is now restoring the car to its former glory and hopes to be on the road later this year.

Richard Maidment was introduced to Model Ys as a teenager in 1961 when working at a local Ford Garage. He is now running his own business and was determined to renew his interest in the old Fords. His 1936 Y is on the road and in regular use, including being called up for wedding duties on a couple of occasions in 1988.

John Pullman now owns JL 4086, the 1937 Y restored by member Bob Yarwood. It featured in issue no. 40 (page 7) when it had been rescued from agricultural duties following an electrical burn-out.

Graham Stockdale now owns 1937 Y CRU 659 bought from Dave Tebb who is very busy restoring the earliest known short rad. Graham hopes to have CRU finished for next season.

Pearse Turner owns a 1935 Y which he is restoring. He is short of brake rods and shoes in particular and is hampered by the usual difficulty experienced in Eire of shortage of parts. He too hopes to be mobile next season.

Rob Bolland in Holland owns a 1933 Y. (Don't forget to send me a photo for identification of L.R. or S.R., Rob.) This is a left hand drive car which was imported from Denmark in 1965. The car was marketed by Ford of Germany as the Ford Junior and was also sold in most European countries.

Jarl Sandberg owns a superb 1936 Model C (the only C this newsletter). He is obviously proud of the car and writes:



The car was bought by a painter Simon Akerlund from Berggrens Motors, the main Ford dealer in Stockholm in June 1936. When the war came the car was de-registered and the tyres given to the Department of Defence.

The car returned to traffic use in 1949 with Inspector Nils Brandbeck who used it only in summer. Rolf Johansson bought the car in 1968 and restored the car in the early 1970s. The body was resprayed in SAAB Tyrol green and the car was used for rallies.

I bought the car in 1986 and after some minor renovations, it is now as good as new.

It certainly looks that way in the photograph.

Bob Wilkinson

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SUBSCRIPTION, 1989-90

At the Annual General Meeting, I intend proposing an increase in the annual subscription. The actual amount will be decided by the membership at that meeting.

My reasons for a proposed increase are

- (a) to offset the increases in printing and postage costs of the Club Newsletter
- (b) to enable sufficient funds to be raised to launch re-manufacturing projects
- (c) to keep up with general inflation of costs incurred in running the Club effectively

DO NOT SEND SUBSCRIPTIONS UNTIL JUNE

The Club year now runs from 1st June to 31st May and your next Newsletter will include a reminder that subscriptions are due. Membership will lapse for those not paying by 1st September.

A few members have sent subscriptions already. I will hold these, but please remit the additional amount (if any) following the A.G.M. report.

Thanks for your help.

Bob Wilkinson

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RUSH JOBS CALENDAR

MIR	FRI	FRI	FRI	THU	WED	TUE
8	7	6	5	4	3	2
15	14	13	12	11	10	9
22	21	20	19	18	17	16
29	28	27	26	25	24	23
36	35	34	33	32	31	30

This is a special calendar which has been developed for handling rush jobs. All rush jobs are wanted yesterday, consequently all dates run backwards - with this calendar a client can order his work on the 7th and have it delivered on the 3rd.

Everyone wants his job by Friday, so there are three Fridays in every week.

There are five new days at the end of the month for those 'end-of-the-month' jobs.

There is no 1st of the month - so there cannot be late delivery of 'end-of-the-month' jobs.

No-one likes Mondays so these have been eliminated.

There are no Saturdays or Sundays, so overtime rates can be kept to a minimum.

There is a special day each week, Mirday, for the performance of Miracles.

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CHAIRMAN'S NEWSLETTER

My first duty is to apologise for the exceptionally late publication of the December/January bulletin. Not only was the copy understandably late from our nomadic editorial team, who had the unenviable task of moving house over the Christmas/New Year period, but it was compounded by a very lengthy delay in finding a slot in our printing schedule. The presses have been very busy of late and obviously "private" jobs, which hardly pay their way through the company, receive little or no priority. However, I hope the end result was worth waiting for and that this issue does not suffer the same fate.

I would not be doing my stuff as Chairman if I did not place the AGM high on the menu of the delicacies in this issue. Please come along with your suggestions, photos, surplus spares, memorabilia and even cars. If you want any spares from Graham at the AGM, please complete a spares order form and despatch it in good time, pointing out that you will be attending the AGM. That will save both him and Kevin unnecessary packing and postage work. I'm sure the meeting will be as warm and friendly as always. Don Malin and family will be running the tea bar and there's good pub grub over the road from the village hall.

The AGM is normally the first get-together on the calendar but this year our events secretary, Dave Curtis, has volunteered a Register stand at the Bristol Show on 18th/19th March. Bob Wilkinson, who is fired with his commendable success at recruiting new members last year, will be in attendance striving to reach his target of 500 members. We also have three cars participating at Stoneleigh towards the end of the month. If this bulletin is printed in time, you might be encouraged to attend.

I hope you all made satisfactory progress on your vehicles during the mild winter. It is certainly more pleasant working in these temperatures than in the freezing ones we are used to. I was amused to see that my winter restoration project, the Terrier, AYL 454, is pretty close numerically to the superb Lagonda, AYL 413, in BBC1's detective thriller "Campion". Over the last two months I have managed to look in on a couple of members with equally interesting projects ahead of them. I am grateful to Brian Belcher for letting me look over his Model Y Terrier tourer near Diss in Norfolk. Hidden away in a barn under body bits from other vehicles, the light green vehicle had seen better days. It is totally unrestored so gave me some good pointers for my rebuild. In another shed alongside was his son, Michael's, early shortrad, complete and also awaiting restoration. This is the second oldest car on the Register, Chassis No Y 937, and it is interesting to note that it is fitted with the later worm and nut steering box, rather than the epicyclic gear chain one would expect.

I also called in on John White just outside Exmouth in Devon and had a first hand look at his Tug which, with a little effort, is mobile. This is the Tug which used to pull 60ft aircraft trailers around the British Aircraft Corporation factory premises in Bristol before its retirement.

I have also had a letter from Dick and Kathie Sterett whose Fordor "Betsie" is featured in the Bulletin with all her 1988 trophies in Alabama, USA. He is to be congratulated on being elected President of the Central Alabama Region (CAR) of the Antique Automobile Club of America (AACA). He and Kathie hope to get over to see us this year. It would be great if their visit could coincide with the Stanford Hall weekend (17-18 June) - I hope you all have that date in your diaries.

Incidentally, the "unhealthy rattle" I reported in the last mag, which developed on my Tudor, CNN, whilst returning from the Isle of Wight, was the dying sounds of my much bandaged and mummified exhaust. I have now successfully, and very easily, fitted one of the stainless steel exhausts recently advertised by our sales team. Actually, it was quite an expensive month as the battery went on me as well!

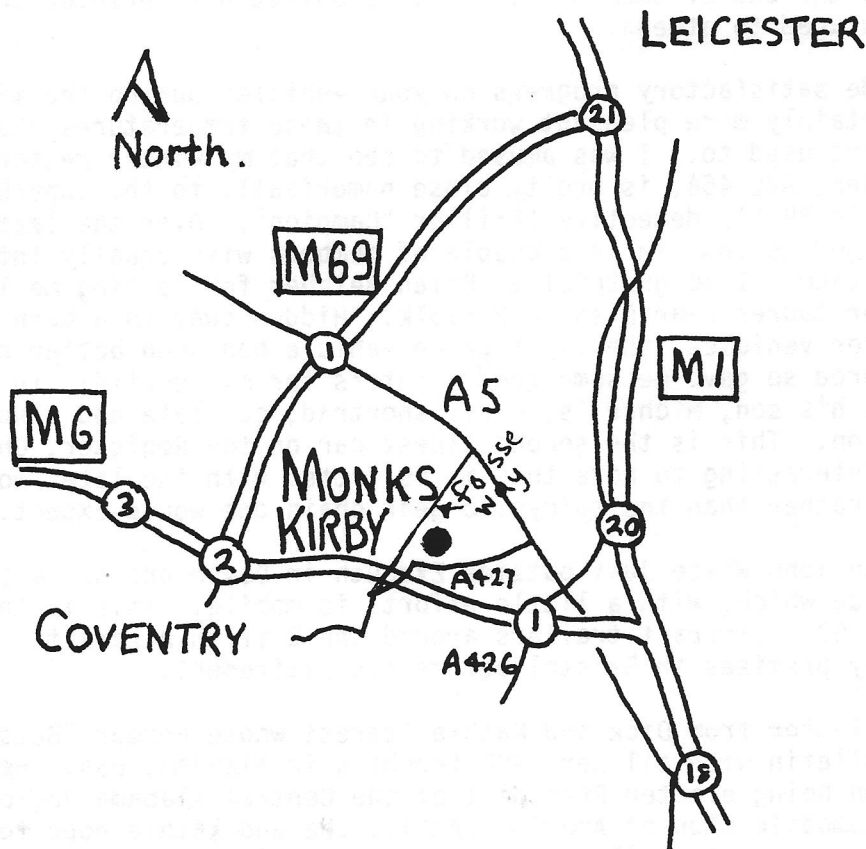
I am about to have a further six months worth of bulletin covers printed. Members who can recommend good spares sources, manufacturers or restorers, who may wish to be included under "useful contacts" inside the back cover, please let me know. Also, I am still short of a Register Co-ordinator for Scotland. This need not be an arduous task, but does give new members in Scotland a focus for hints and tips on their restoration projects or on Register matters. I would appreciate a volunteer to come forward by or at the AGM please.

I shall take up no more valuable space but leave the Editorial team to insert more esoteric matter. Remember, they rely on the input from you, the Members, to make the Bulletin interesting, so take up your pens and bring forth your anecdotes, stories and tips.

"Til the AGM.

SAM ROBERTS

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STOP PRESS - FOR SALE - TUG

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THE REGISTER A.G.M. - SUNDAY, 9TH APRIL, 1989

Due to circumstances beyond my control, we have unfortunately lost our regular venue at Nuneaton. However, I have sought out a village hall at Monks Kirby, near Rugby, a small hamlet nestling in the Warwickshire countryside.

Its approximate location is halfway between Nuneaton and Stanford Hall, just north of the M6, between Junction 1 and Junction 2.

The following may help to guide you in:

M1 South to M69 - M69 to Junction 1 (A5), take 2nd left at island, B4109 (Y & C) then first left, B4455 (Y & C), straight on at island. In about 3 miles, just past water tower on right, turn right at crossroads onto Fosse Way (Y & C), after 2 - 3 miles, turn left, signpost Monks Kirby (Y & C).

M1 North to Junction 18 (A5), follow A5 for about 9 miles to 2nd island, turn left A427, signpost Pailton. Follow road through Pailton down hill to keep left islands on sharp left bend. Turn right (Y & C) signpost Monks Kirby.

M6 South to Junction 2 (A46) turn left to Ansty - Caution, do not take M69 - ~~through~~ Ansty and Shilton to five ways cross roads where right (Y & C) signpost Withybroom into village, at bottom of hill on sharp right bend, turn left (just past the Pheasant Inn), continue to T junction where right onto Fosse Way. Shortly left (Y & C) signpost Monks Kirby.

The map opposite shows the general location of Monks Kirby, and the map overleaf shows the location of the hall in the village.

If anyone is still in doubt or has any queries, please phone me on Coventry (0203) 364217.

Monks Kirby has two taverns, the Denbigh Arms where bar meals are available from £1.80 to £9.90 from 12 noon to 2.00 p.m., and the Bell Inn, where set Sunday lunch is available for £6.50. Should you require lunch, it is advisable to book at either. If you would like to book lunch, phone me or drop me a line and I will arrange a block booking which would assist the landlord in staff arrangements.

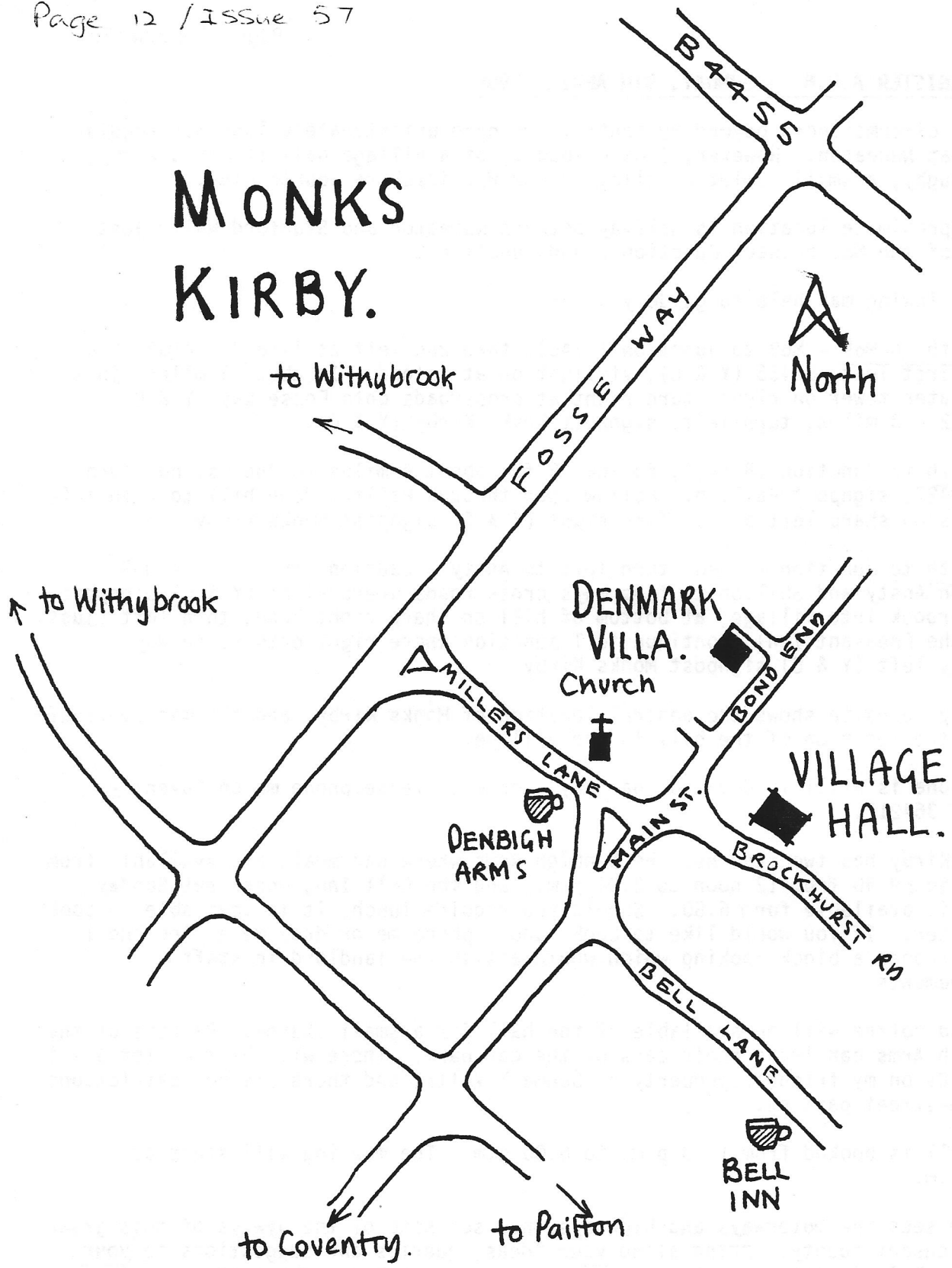
Tea and coffee will be available at the hall for a small charge. Patrons of the Denbigh Arms can leave their cars on the car park. There will be room for 3 - 4 Ys or Cs on my friend's property at Denmark Villa, and there are no restrictions for on-street parking.

The hall is booked from 1.00 p.m. to 6.00 p.m. The meeting will start at 2.00 p.m.

You've seen the motorways and highways, now see some of the byways of this green and pleasant county. Bring along your ideas, queries and suggestions to your A.G.M. This is the place to air your views, meet other members and swap ideas and tales, hear what the Register has to offer and what is planned for 1989. Put faces to names, meet other members and you'll soon realise that the Ford Y & C Model Register is people, and you are one of them, all with an interest in preserving part of our heritage, the pre-war Ford family saloon. So come along - be part of it!!

Don Malin

MONKS KIRBY.



Y & C CLUB WEEKEND
STANFORD HALL, LUTTERWORTH, 17TH-18TH JUNE, 1989

As the regulars to this carefree, casual weekend for all members will know, this is the event that no-one should miss!

For those of you who have not as yet experienced this event, then put away all the excuses, put the wife, children and mother-in-law in the car, and make tracks to this superb venue on Saturday and/or Sunday, 17th/18th June. You owe it to yourself to be there, if you are restoring, showing or just plain interested in our cars.

I organise this weekend for you, 'The Y & C Register'. That's right, You! Because this is the time when the Register comes to life with members from all corners of the British Isles heading for Stanford Hall.

Stanford Hall dates back to the 1690's and is open to visitors. The River Avon runs through the acres of grounds and with day fishing tickets available, bring along your fishing rod. The Hall has a museum, cafeteria, crafts exhibition and other attractions, not forgetting the beautiful village of thatched cottages and green lanes to stroll around should you wish.

There is a camping field in the grounds, and this is the Saturday venue. Tent or caravan (£1.60 - £2.00) Saturday night, enjoy the company of friendly members and the evening barbecue and wine or ale, all at very reasonable prices, and cooked to perfection by one of our 'Member Cooks'.

On Sunday, we move to the river/stables site. A marvellous site on the banks of the River Avon behind the Hall. Here we show off our cars, have a raffle, a few freebies, and I try to outwit the drivers by organising a gymkhana that is supposed to produce an outright winner - maybe this year I'll succeed! However, it is all good fun. Join in what you wish to do and see for yourselves what this Register really is, it's great. Come along and feel the atmosphere for yourselves and you'll realise what a wonderful bunch you're involved with. Don't miss it!

Admission to the grounds is £1.10 for adults and 50p per child and must be paid at the gate by all members, but if you are camping or caravanning, this includes entry to grounds.

Don Malin
Tel. 0203 364217

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PARTS MANUFACTURE

I am still progressing with the hub cap manufacture. When this has been completed to our satisfaction, I shall then reconsider bumper bars.

Graham Miles

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THE CLUB STAND AT MALVERN, 1988

PHOTOGRAPHS TAKEN BY DAVE CURTIS



1989 REGISTER GATHERINGS AND EVENTS

By the time this is published, the Y & C Register roadshow will have been in action twice already. On 17th-18th March we will have been at Bristol Classic Car Show with Dave Tebb's show chassis and Phil Wookey's 1934 Model Y Tudor. The following weekend will have seen us at the National Sports and Classic Car Show at Stoneleigh. On the Sunday, Terry King's Model C and Brian Paddison's Model Y were booked in, and on the Bank Holiday Monday my Model C and Colin Ault's Y. Dave Tebb was in attendance both days with his show chassis. The keen eyed amongst you will have spotted that these are the same members who attended Stoneleigh in October, no-one else volunteering.

Now I am on the subject of volunteering, we **DESPERATELY** need some help. We need volunteers to organise Club stands around the country at shows we have been invited to, which are too far away for me to organise, and we need more members to help and to bring along vehicles to shows we are already entered in.

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
9th April	ANNUAL GENERAL MEETING, Monks Kirby	Don Malin
We need vehicles to attend the following shows:		
21st May	Chester Vintage Show	Peter Ketchell
27th-29th May	Enfield Pageant of Motoring	Jim Miles
3rd-4th June	Tatton Park Vintage Show	John Griffiths 0244 534194
17th-18th June	Y & C Annual Weekend, Stanford Hall	Don Malin
8th-9th July	Ragley Hall, Alcester	Dave Curtis
16th July	Andover Vintage Club Show	Sam Roberts
27th-28th August	Manchester Classic Car Show	Peter Ketchell
7th-8th October	Malvern Motoring Event	Dave Curtis

Please, if you can attend, contact the appropriate member.

We would also like to have as large a gathering of members as possible at the annual get together at Stanford Hall on 17th-18th June. Please get in touch with Don Malin, so that he knows how many to expect. His address is: 11 Woodford Close, Ash Green, Coventry, CV7 9HQ.

We have been invited to put on Club displays at the following shows:

<u>Date</u>	<u>Event</u>
6th-7th May	Oulton Park Classic Car Show
6th-7th May	Scottish National Vintage and Classic Car Show, Edinburgh
28th-29th May	Kirkleatham Hall, Cleveland
4th June	Warwick Classic Car Show, Warwick Show Ground
11th June	Bridgnorth Sports Car Show
18th June	Welsh Vintage Pageant, Builth Wells (We can't go - Stanford Hall weekend)
25th June	Stratford Upon Avon Classic and Vintage Show
2nd July	Northern Ford Gathering, Newby Hall, Ripon

15th-16th July	Ardingley Vintage Show, West Sussex
16th July	Uxbridge Auto Show
19th-20th August	All England Vintage Event, Hickstead, Surrey

If the Register is to be represented at any of the above shows, we will need someone to organise the stand at them. Please offer to do so, don't leave it to the man next door, because he doesn't bother. I will organise Stratford upon Avon if enough people want to go.

Please note my new telephone number: Hereford (0432) 356302

Remember - you only get out of a Club what you put in.

Dave Curtis
Events Organiser

STONELEIGH RESTORATION SHOW, 8TH-9TH OCTOBER, 1988



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

The following are extracts of interest from the Federations Spring 1989 News Sheet.

LEADED FUEL

It is frequently promised that leaded fuel will be available to the end of the century, but for environmental reasons it could be phased out earlier. Potentially, this has very serious implications for owners of all but the very newest and very oldest petrol engined vehicles.

The lead in conventional fuel acts in two ways, first as an octane booster and second as a lubricant for the valve seats. Other additives, additional refining or a combination of both can provide an acceptable octane rating without the use of lead. But no other additive so far discovered can protect the valve seats from wear in the same way that lead does.

New vehicles designed to run on unleaded fuel have specially hardened valve heads and seats. Older vehicles do not, and consequently are prone to very high rates of wear on the valve seats if used with unleaded fuel. The effects are more pronounced with high compression, high revving engines.

From an environmental aspect, the Federation sees no merit in endeavouring to delay the phasing out of leaded fuel, and recognises the danger in making representations to government to permit the continued manufacture of leaded fuel, albeit in small quantities. It is a fact that the reasons for wishing to remove lead from fuel are sound and the movement would lose very significant support in the public eye if it were to request special treatment on this emotive issue.

The best hope is that someone will come up with a suitable alternative additive. One scientist known to the Federation believes he has the answer, but his product has yet to be tested and proven to be environmentally friendly. The commercial backing for the full evaluation of the product has not yet been obtained. Suggestions as to how such backing might be obtained will be welcomed - contact the Federation Secretary.

Lead levels in fuel were originally 0.8 gm per litre. This was reduced first to 0.4 gm per litre and now to the current level of 0.15 gm per litre. Remember the tax on unleaded fuels has been reduced and thus unleaded fuels are cheaper.

EUROPE

The threat of problems for our movement stemming from Europe has been of the greatest concern to all enthusiasts, and is the prime cause of the Federation coming into being. Unfortunately, some inaccurate reporting in our National Press has resulted in many individuals having the wrong impression of the true state of affairs.

There are no EEC plans to drive old vehicles off the road, and no-one from the Federation has said there are.

What we have said is that legislation coming from Europe in the process of harmonisation prior to 1992 COULD have serious implications for the movement, with the possibility of certain freedoms that we currently enjoy being lost.

To prevent such legislation being imposed on us as a result of ignorance, the Federation now employs the services of Edward Seymour-Rouse. Edward Seymour-Rouse is a specialist in the workings of the European Parliament and his brief is to monitor proposals coming out of both Brussels and Strasbourg and to report back to the Federation's Chairman about anything which could bear on the use of

old vehicles.

There is no doubt that the publicity, albeit inaccurate, which we had back in the Summer last year has brought the strength of the movement to the attention of the politicians. By and large, we have no political enemies, so we are in a strong position, but we must not let this be eroded. There is a great danger in hosts of enthusiasts writing to MPs and MEPs at this stage. All this does is to occupy their time in replying: the reply will simply be that there is nothing to worry about, but the risk is that a potentially important ally could be alienated. The time to bombard the politicians with letters is when there is a serious and concrete threat to our continued freedom to use our old vehicles. When the time comes, the Federation will press all organisations to encourage all their Members to write to the MEPs.

Meanwhile, we ask all subscriber organisations to publish the above item in full, requesting that Members think carefully before writing to their MPs and MEPs.

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MEMBERS PARTS FOR SALE

- Ray Smith. Car for sale: Price £5,000. Y Terrier Tourer. Restored 4 years ago, selling due to lack of use and car needs a good home. Reg. no. PU 1661, registered October, 1934. Tel. 0380 86603 (Devizes). (1)
- Tom Parry. Ford 10 hp engine and gearbox, £30 or will exchange for Austin 7 parts. Tel. 0952 583102. (1)
- Nigel Bailey. Car for sale: Offers. 1933 short rad Y, complete but partly dismantled. Tel. 0362 858313. (1)
- Bob Yarwood, Y1501. Car for sale: Price £2,450 ono. 1935 Tudor Model Y, black. Recently renovated with current M.O.T. Mechanically very good, new dark green interior. Hand painted. Some details incorrect. Many spares including oil can. Tel. 0602 258434 (Nottingham). (1.2)
- Spark plugs for Y & Cs - AC45F. £4.50 per set of 4, inc. P & P. Tel. 04203 87692. (1.2.3)
- Eve and Mike Chapman. Car for Sale: Offers around £6,000. 1932 Y Abbey Tourer, short rad, green/black. Beautifully restored, immaculate and very rare. Tel. 0908 502272. (1.2.3)
- Yvon Precieux. 4 C wire wheels, sand blasted/primered. 2 rear brake drums. Tel. 01 291 1198. (1.2.3)

MEMBERS PARTS WANTED

- J. M. Fladmark. Model Y wanted, S.R. preferred, and running. Moderate price. Tel. 0337 28281.(1)
- P. Dickinson, D0210. Shock absorber linkages for 1935 Y. Tel. 0272 830533. (1)
- J. Hampton, H0404. 2 front seats or frames for L.R. 1936 Y. Tel. 01 393 6567. (1)
- J. Hill, H0134. For 1937 Model Y van: starting handle, set of rubber floor mats, accelerator pedal. Tel. 0398 31310 (Bampton, Devon). (1)
- Eric Butcher. Model Y wanted, short rad preferred, in running order (or near). Tel. 0924 376999/ (1)
- David Hughes, H1635. Two front seats for Model Y 1936 L.R. (2 door). (1.2)
- John Spiten. Two ashtrays for back seats of Model Y. Etna House, Birkinhara Road, St. Julian's, Malta. (1.2)
- Nigel Pritchett, P0715. Early narrow cylinder head and hub caps for 1934 Y. (1.2)
(See New Members for address)
- David Hughes. 1 no. rear seat and 1 no. windscreen for a 1936 2 door Y. Tel. 0904 795227. (1.2.3)
- Dave Curtis. Rear number plate bracket, spare wheel cover and clock for 1936 Model C. Tel. Hereford 356302. (1.2.3)
- James Piper. 1 no. front bumper for 1937 Model Y. Tel. 0303 872345. (1.2.3)

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CLUB PARTS FOR SALEPLEASE 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 Kevin Briggishaw. The order will be handled as soon as possible. Payment is then to be made to Debrah Briggishaw (address is on page 2) as she is the Treasurer for the Ford Y & C Spares Section. Cheques must be made payable to Ford Y & C Spares Section 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 Register does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.
Ford Y & C Model Register reserves the right to charge prices different from those quoted without prior notice.
Prices quoted are not negotiable.
U.K. only supplied.

Many, many various old, new and used items. Also have a large stock of used parts. Please use order form to detail requirements.

MECHANICAL

	<u>CLUB PRICE</u>
	£
Front shackles (pattern part)	2.00 each
Rear shackles (pattern part) - no stock at present	
Bushes for same	0.75 each
Y overhauled clutch/brake pedal assemblies - exchange and to order only	16.40 each
Rear hub bearings Y1225	10.00 each
Universal joint assembly Y7090	10.00 each
Rear hub seals (large - outer) Y1175	1.50 each
Engine valves - state engine type or send pattern, exhaust or int.	3.00
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	per set 22.50
Engine pistons, various sizes - send pattern, non-returnable	per set from 20.00
Headlamp bulbs (wattage not stated)	2.00 each
Bulbs, various (if rear lamp, state straight or of set pins)	0.50 each
Engine pulleys	3.50 each
Late type distributor points (not early type) - rotor arm	2.00 each
Have a selection of early distributor caps	2.50 each
Rotor Arms, early and late types	2.00 each
Gaskets - various types - ask for details - price on application	
C exhaust, with tail pipe - stainless, lifetime guarantee	64.50 each
Y exhaust	54.00 each
Floor board screws	0.05 each
Engine top water outlet (head to hose)	6.00 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	2.25 each
Please note the Club does not stock moulded hoses.	
Oil can transfers, black or green, state colour required	3.00 each
Oil cans	10.00 each
Y speedo cables - inner and outer complete	10.00 each
Hydrostatic fluid for petrol gauges - PLEASE RETURN ANY UNUSED FLUID AND THE KIT because we can recharge that and use it again. The kits are not being returned.	5.00 per kit
6 volt coils - not Ford	7.00 each
Front brake drums - exchange only	23.00 each
Rear brake rod support bracket for L.R. Y, with double holes	24.00 each
Front road springs	15.00 each
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)	2.50 each
Y2096 Front brake lever return spring - Right Hand	2.50 each
Y2097 Front brake lever return spring - Left Hand	2.50 each
Y2220 Rear brake cam shaft lever spring - Right Hand	2.50 each
Y2221 Rear brake cam shaft lever spring - Left Hand	2.50 each

REPRODUCTION PARTSCLUB PRICE

£

Various body panels including wing and patch panels are available,
please submit your requirements to Kevin and he will tell you of availability.

Y model rear valance panels, S.R. and L.R.	81.00 each
Y model rear wings, S.R. and L.R.	84.00 each
Rails on chassis inside door (state 2 or 4 door) still on order	per pair 28.00
Patch repair kits for 2 door Ys and 4 door Ys front doors - difficult to post, please try to collect	
outer panel (2 door) 6 in. 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
Y rear wheel arches	38.00 each
S.R. front valance below grille (external part only)	18.00 each

Rubber Parts

Engine front mountings (send your old one first, allow 4 weeks)	4.00 each
Front radius ball	3.00 each
Brake and clutch pedals - exchange (send your old one first)	4.00 each
non-exchange	5.00 each
L.R. rear brake rod support ends rubber	3.50 each
Gear box mounts	12.50 each
Rubber style matting for running board - pyramid design	per side 4.00
Door stop buffers	1.00 each
C front axle beam stop rubber (metal not included)	5.00 each
Y under bonnet kit	price to be advised

Body Fittings

Late L.R. 4 door Y hinge centre bolts	0.75 each
Brass balls door hinge	0.60 each
Dove tail wedges - female, door pillar	1.00 each
Dove tail door - male	1.50 each
Enamel rad. badge - dark blue	10.00 each
S.R. radiator badge mount Y8215B	20.00 each
Y fixed timber roof stick kits in hardwood pieces	37.00 each
Rear luggage carriers Y model only - kits only, to order	42.00 each
Copper bifoliated rivets	0.02 each
Y interior door handles	4.25 each
C interior door handles	4.25 each
C exterior door handles	17.00 each
C exterior door handles - key type, does not include barrel	21.00 each
Headlamp lenses (flat type) with diamond or round centres (used) for early L.R. cars	5.00 each

A used Model C chassis is available

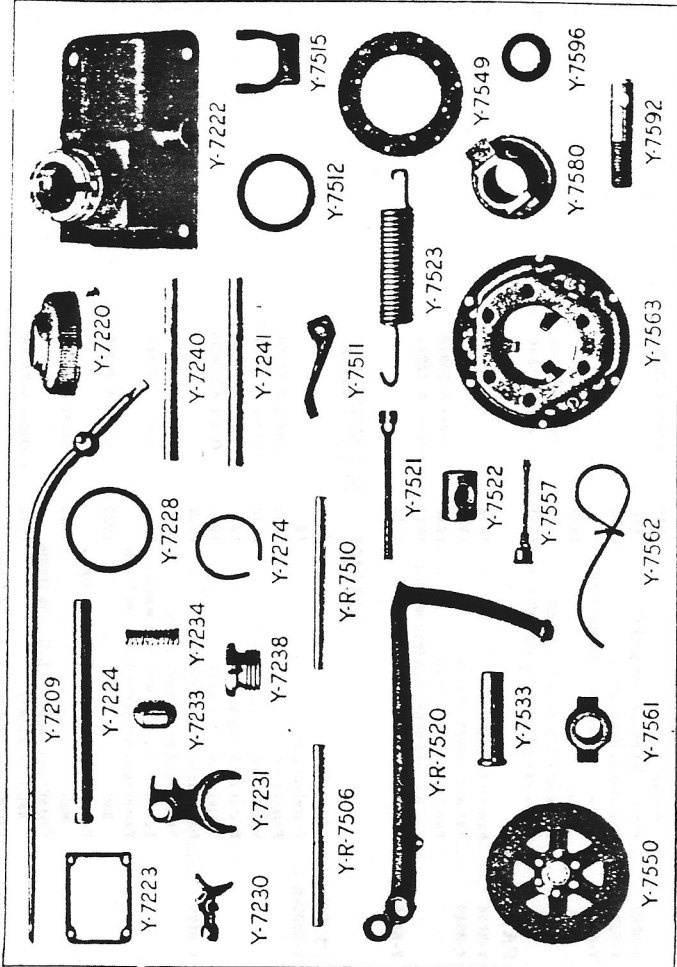
70.00

Part No.	Name of Part	Year	No. Req. per Car
Y-7103	Main shaft intermediate gear	1932	1
Y-7104	Main shaft intermediate gear sleeve	1932	1
Y-7106	Inter. and high clutch hub sleeve	1932	1
Y-7108	Main shaft intermediate and high clutch hub and ring assy.	1932	1
Y-7109	Intermediate and high clutch hub spring	1932	6
Y-7111	Countershaft	1932	1
Y-7113	Countershaft gear	1932	1
Y-7118	Main drive gear bushing	1932	1
Y-7119	Countershaft gear thrust washer	1932	2
Y-7121	Countershaft gear end plate	1932	2
Y-7140	Countershaft gear bushing	1932	1
Y-7141	Reverse idler shaft	1932	1
Y-7144	Reverse idler gear and bushing assy.	1932	1
Y-7155	Countershaft and reverse idler shaft retainer	1932	1
Y-7209	Gear change lever assy.	1932	1
Y-7220	Gear change lever ball	1932	1
Y-7220	Gear change housing cap	1932	1
Y-7221	Gear change lever trunnion	1932	1
Y-7222	Gear change housing	1932	1
Y-7223	Gear change housing gasket	1932	1
Y-7223	Gear change housing screw	1932	4
Y-7223	Gear change housing screw lock washer	1932	4
Y-7224	Gear change housing to shift fork guide pin	1932	1
Y-7229	Gear change housing to thrust washer	1932	1
Y-7231	Low and reverse gear change fork	1932	1
Y-7233	Change fork to shaft pin	1932	2
Y-7234	Gear change shaft lock plunger	1932	2
Y-7238	Change shaft lock plunger spring	1932	2
Y-7238	Gear change shaft lock plunger spring seal	1932	2
Y-7240	Low and reverse gear change shaft	1932	1
Y-7241	Inter. and high gear change shaft	1932	1
Y-7249	Gear change fork lock screw	1932	2
Y-7274	Gear change lever pin	1932	1
Y-7274	Main shaft bearing retainer snap ring—inner	1932	2

GEAR BOX—Continued

CLUTCH

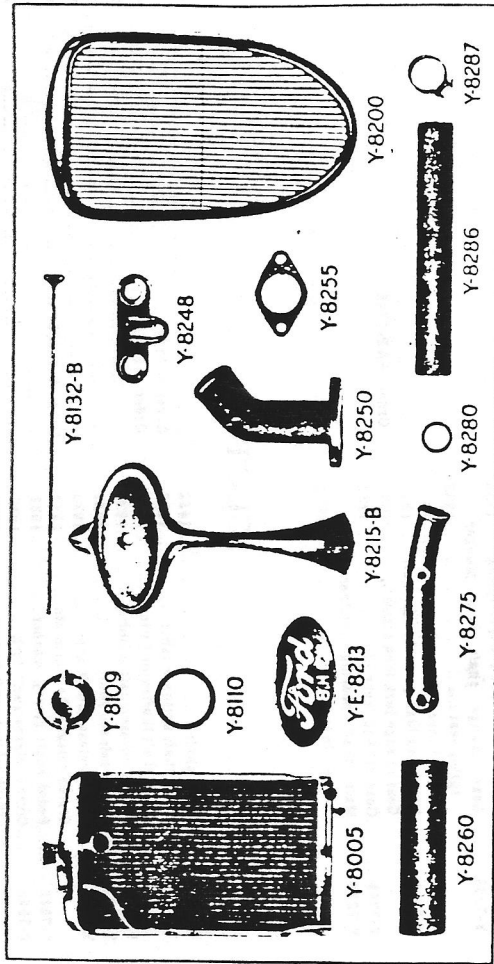
Y-R-7506	Pedal shaft	1932	1
	Pedal shaft spring washer	1932	1
	Pedal shaft lubricator fitting	1932	1
Y-7608	Clutch release shaft bushing	1932	1
Y-R-7510	Clutch release shaft	1932	2
Y-7511	Clutch release shaft arm	1932	1
Y-7512	Clutch release shaft arm pin	1932	1
Y-7515	Pedal shaft spring washer	1932	1
Y-7515	Clutch release shaft fork	1932	1
	Clutch release shaft fork pin	1932	1



Part No.	Name of Part	Year	No. Req. per Car
Y-7223	Y-7223		
Y-7230	Y-7230		
Y-7231	Y-7231		
Y-7233	Y-7233		
Y-7234	Y-7234		
Y-7238	Y-7238		
Y-7240	Y-7240		
Y-7241	Y-7241		
Y-7249	Y-7249		
Y-7274	Y-7274		
Y-7220	Y-7220		
Y-7221	Y-7221		
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Y-7224	Y-7224		
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Y-7249	Y-7249		
Y-7274	Y-7274		
Y-7506	Y-R-7506		
Y-7510	Y-R-7510		
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Y-7699	Y-7699		
Y-7700	Y-7700		

CLUTCH—Continued

Y-R-7680	Clutch pedal	1932	1
Y-7681	Clutch pedal to release arm rod	1932	1
Y-7682	Clutch pedal to release arm rod trunnion	1932	1
	Clutch pedal to release arm rod pin	1932	1
	Clutch pedal to release arm rod pin cotter	1932	1
Y-7683	Clutch and brake retracting spring	1932	2
Y-7686	Clutch pedal bushing	1932	1
Y-7683	Pedal shaft lever pin	1932	1
Y-7649	Clutch disc facing	1932	2
Y-7650	Clutch disc facing rivet	1932	24
Y-7657	Clutch disc assy.	1932	1
	Clutch release bearing grease connection	1932	1
	Clutch release connection lock washer	1932	1
	Clutch release bearing grease connection nut	1932	1
Y-7661	Clutch release bearing hub	1932	1
Y-7662	Clutch release bearing spring	1932	1
Y-7663	Clutch pressure plate and cover assy.	1932	1
	Clutch cover to flywheel screw	1932	8
	Clutch cover to flywheel screw lock washer	1932	6
Y-7680	Clutch release bearing assy.	1932	1
Y-7681	Clutch pilot bearing	1932	1
Y-7609	Flywheel dowel retainer	1932	2



Part No.	Name of Part	Year	No. Req. per Car
Y-8005	Radiator (less shell)	1932	1
Y-8109	Radiator cap	1932	1
Y-8110	Radiator cap gasket	1932	1
Y-8124	Radiator drain cock washer	1932	1
	Radiator drain cock Assy.	1932	1
	Radiator support pad	1932	2
	Radiator to frame bolt spring	1932	2
	Radiator to frame bolt	1932	2
	Radiator to frame bolt nut	1932	2
	Radiator to frame bolt cotter pin	1932	2
Y-8132-B	Radiator brace rod Assy.	1932	1
	Radiator brace rod to radiator nut	1932	2
	Radiator brace rod to radiator lock washer	1932	2
Y-8137	Radiator rod bracket	1932	1
Y-8200	Radiator shell Assy.	1932	1
	Mudguard to radiator shell bolt	1932	2
	Mudguard to radiator shell bolt lock washer	1932	2
Y-E-8213	Radiator name plate	1932	1
	Radiator name plate to radiator shell plain washer	1932	1
	Radiator name plate to radiator shell lock washer	1932	1
	Radiator name plate to radiator shell nut	1932	1
Y-8215-B	Radiator ornament	1932	1
	Radiator ornament to radiator shell screw	1932	1
	Radiator ornament to radiator shell plain washer	1932	1
	Radiator ornament to radiator shell lock washer	1932	1
Y-8222-B	Bonnet pad on radiator shell	1932	1
	Bonnet pad on radiator shell rivet	1932	16

RADIATOR

Part No	Name of Part	Year	No. Req. per Car
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RADIATOR—Continued

Y-8248	Bonnet hinge bracket on radiator shell	1932	1
	Bonnet hinge bracket on radiator shell bolt	1932	2
Order A-20408-S13			
Order A-22193-S2	Bonnet hinge bracket on radiator shell bolt lock washer	1932	2
Order A-21832-S7	Bonnet hinge bracket on radiator shell bolt nut	1932	2
Y-8250	Cylinder head water outlet connection	1932	1
Y-8255	Cylinder head water outlet connection gasket	1932	1
	Cylinder head water outlet connection bolt	1932	2
	Cylinder head water outlet connection bolt lock washer	1932	2
Y-8280	Cylinder head outlet hose	1932	1
	Radiator inlet hose clamp Assy.—large	1932	2
	Radiator inlet hose clamp bolt	1932	2
	Radiator inlet hose clamp bolt nut	1932	2
Y-8275	Cylinder water inlet connection	1932	1
	Cylinder water inlet connection stud—short	1932	1
	Cylinder water inlet connection stud—long	1932	1
	Cylinder water inlet connection nut	1932	2
	Cylinder water inlet connection washer	1932	2
Y-8280	Water inlet connection gasket	1932	2
Y-8286	Radiator outlet hose	1932	1
Y-8287	Radiator outlet hose clamp Assy.—small	1932	2
	Radiator outlet hose clamp bolt	1932	2
	Radiator outlet hose clamp bolt nut	1932	2
FAN			
Y-8605	Fan blade Assy.	1932	1
Y-8610	Fan and generator pulley	1932	1
	Fan blade to pulley bolt	1932	2
	Fan blade to pulley bolt lock washer	1932	2
Y-8620	Fan belt	1932	1

FUEL SYSTEM

Part No	Name of Part	Year	No. Req. per Car
Y-8275	Petrol tank gauge unit Assy.	1932	1
	Petrol tank gauge unit lock gasket	1932	1
	Petrol tank gauge unit lock washer	1932	6
	Petrol tank support—R.H.—to frame bolt	1932	1
	Petrol tank support—L.H.—to frame bolt	1932	1
	Petrol tank support—L.H.—to frame bolt lock washer	1932	2
	Petrol tank support—L.H.—to frame bolt nut	1932	2
Y-9002-B	Petrol tank Assy.	1932	1
	Petrol outlet plug	1932	1
	Petrol tank filler screen Assy.	1932	1
	Petrol tank cap Assy.	1932	1
	Petrol tank cap gasket	1932	1
	Petrol tank gauge unit Assy.	1932	1
	Petrol tank gauge unit lock gasket	1932	1
	Petrol tank support—R.H.—to frame bolt	1932	1
	Petrol tank support—L.H.—to frame bolt	1932	1
	Petrol tank support—L.H.—to frame bolt lock washer	1932	2
	Petrol tank support—L.H.—to frame bolt nut	1932	2

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