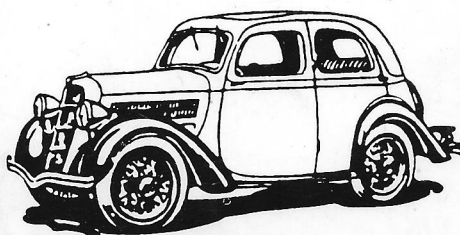
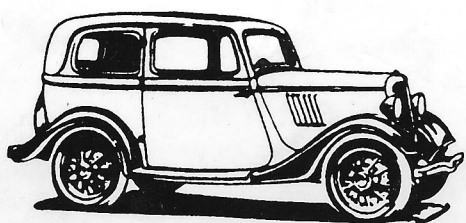


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

ISSUE 58 APR/MAY 1989

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# THE FORD Y & C MODEL REGISTER

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<b>08. Oxon, Bucks, Berks.</b>  Keith Button 10 Holmes Crescent Wokingham, Berks. RG11 2SD Tel: 0734 782986	<b>09. Beds, Herts</b>  Kevin Brigginsshaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not 'phone	<b>10. London, Essex, Middx.</b>  Dave Ball Gatesby West Hanningfield Essex CM2 8UJ Tel: 0245 400560	<b>11. Salop, Staffs, W. Midlands</b>  Dave Asplin 22 Bridges Crescent Norton Canes Nr.Cannock, Staffs Tel: 0543 78171
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EDITORIAL

We have an informative issue for you this time. Interesting spares news, some useful technical information, the A.G.M. minutes (although no minutes can indicate what a pleasant gathering it actually was), and much more besides. For those of you who aren't able to put faces to names, we devote a whole page spread to Bob Wilkinson. I don't know which is the most handsome, Bob or the Car!

One thing we are missing at the moment is your letters. Is it the wrong time of year or what? The supply seems to have gone very quiet at the moment.

This is probably the last issue we will be putting together in Sheffield. By the middle of June we should be happily ensconced in North Yorkshire. Perhaps that sounds near to Sheffield, but it is in fact at the opposite end of Yorkshire, some hundred miles further north. We cannot publish a new address yet but will do so as soon as one is available. Our existing one can be used for the meanwhile. Our new residence will again be temporary and the Y & C work cannot be carried out until I have erected an office which has, in fact, already been partly prefabricated in advance! So, apologies if the next issue is a little late, but needs must!

See you all at Stanford Hall!

John Guy

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HIGHWAY CODE

Despite the assurance that there are no plans at present to ban our cars from the road once we go into Europe, there is no smoke without fire, and we are obviously an endangered species. We must therefore present a respectable face to all those with influence. It would also do us well to consider what Mr. Joe Public thinks about us. If we do not cause him too much hassle, it is probably true to say that he welcomes us on the roads as a pleasing sight which evokes a little nostalgia and which relieves the boredom of driving today's modern machines. However, that is only if we do not cause him too much hassle. If we do, then his voice will join with others to have us banned. Here are a few courtesies it is worth bearing in mind when driving our cars. If members can think of others, please let the Editor know.

1. Always be aware of those behind you. If you are causing a tailback or if you are holding up a driver for an excessively long time - pull over and stop if necessary until the road is clear.
2. If the above occurs on a motorway or main dual carriageway, drive off at the first exit, pause and then rejoin, once clear.
3. Try to avoid busy motorways and main dual carriageways. Plan routes to avoid notoriously bad stretches of road.
4. Remember your car is relatively slow to get away at road junctions and roundabouts. Be patient and wait for a clear gap in the traffic.
5. When travelling in convoy with another old car or behind another slow moving vehicle, allow at least 50 yards between you to let traffic overtake each of you as a separate procedure.

Sam Roberts

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**REAR END THOUGHTS**

No, not the delightful wiggle of the female anatomy, but the rear axle fitted to the Model Y & C. I noted in issue 56 that our Editor, John Guy, is currently restoring an axle and seeking out bearings and Graham's spare part and illustration list is excellent for identifying the required part and number, but this is a very early listing and some assemblies and numbering have altered through the five year run of the models.

Anyway, you are not likely to go down to your favourite Ford Dealer armed with a 'Diff Bearing' part number and obtain a pair for your Model Y or C, but there are Bearing Specialists, also our Useful Contacts (Bert Thomas) has them in stock. If you quote the bearing manufacturer's number, you can obtain them as follows:

Differential Bearings manufactured by Timken, 14138/1 Cone, 14276/2 Cup.  
Pinion Bearings manufactured also by Timken, 15119 Cone, 15250 Cup.

The latest part list I have shows the Ford part numbers for the above as:

Y4221, Y4222, Cone and Cup for the differential bearings, and  
Y4615-B driving pinion assembly.

When changing bearings, etc., in the axle, do not forget to replace the oil and grease seals as these are most likely to be well worn.

Jeff Cole

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**STANFORD HALL, 17TH-18TH JUNE, 1989**

Stanford Hall is a beautiful venue in the middle of June, set in the heart of Warwickshire's green countryside. It is very central for England and easy to find on the map. It is east of M6-M1 junction/junction 19 on M1 (no exit). Stanford is signposted from A5, A427 and A50.

The cost will not exactly set you back for a second mortgage, and is in fact very reasonable. Entrance to the grounds is £1.10 for adults, 50p for children. A caravan overnight is £2.00 and a tent overnight is £1.60, which includes admission to the grounds, and must be booked through me in advance. Windscreen stickers are supplied and I will issue these on arrival. Entrance to the camping field is through the Hall main gates and then immediately left along track. Do not mistake the Caravan Club site which is adjacent in the lane. Look for Y & C boards.

The barbecue will cost £3.75 approx. per adult and includes barbecued meats; chop, burger, sausage, etc., as an example, plus tossed salad, bread and butter and a glass or two of wine. This must be booked in advance. There will be some lager/light ale at reasonable cost.

Add to this the journey costs and I think you'll find you are in for a very pleasant weekend for a very reasonable outlay. So come along, with or without your Y or C, and join in the activity of your Register. You may even get luck in the raffle. If you haven't already done so, please return your form as soon as possible to allow me to order quantities.

Don Malin

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Briggs Bodies - Numbers and Quantities

Briggs Bodies Ltd, the UK offshoot of the Briggs Manufacturing Company of Detroit, supplied all the pre-war bodies to the Ford Motor Company in Dagenham from their factory across the road. Bodies after manufacture were carried across the road on an overhead gantry. Each of the bodies had a number which was stamped on a small brass plate, roughly two inches long by half an inch wide and which was rivetted onto the body. On my Model Y Tudor the plate is on a body cross-member in front of the passenger seat and reads 165/40870. The number to the left of the oblique is the model number and that to the right is the number of that model off the production line. When the body shape or style was changed, so was the model number.

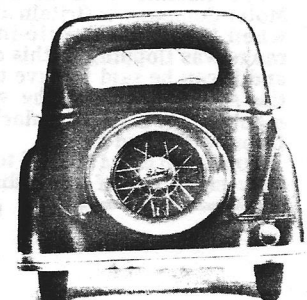
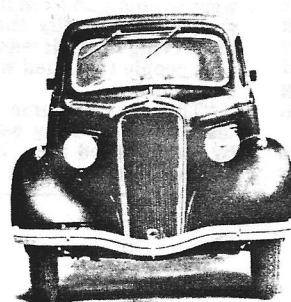
The list of model numbers which relate to the Register's cars and quantities of bodies produced are as follows :-

<u>Model No</u>	<u>Model Name</u>	<u>Dates of Shipment</u>		<u>Quantity</u>
		<u>First Job</u>	<u>Last Job</u>	
134	Y Fordor FR	22.09.32	30.08.33	2686
135	Y Tudor FR	4.07.32	11.05.34	22000
136	Y Fordor De Luxe	6.10.32	19.06.34	2209
164	Y Fordor FR	1.10.34	12.08.37	7965
165	Y Tudor FR	25.09.33	13.08.37	74360
166	Y Fordor SR	25.09.33	4.08.37	9135
167	Y Tudor SR	7.10.33	12.08.37	16883
362	C Tourer	2.05.35	20.01.36	1068
364	C Fordor FR	12.07.34	16.11.35	5023
365	C Tudor SR	8.10.34	20.08.35	5143
366	C Fordor SR	13.09.34	7.10.35	4634
367	C Tudor SR	14.09.34	6.11.35	2444
462	CX Tourer	25.01.36	1.03.37	1795
464	CX Fordor FR	14.10.35	19.03.37	8446
465	CX Tudor FR	1.11.35	15.04.37	11932
466	CX Fordor SR	28.11.35	7.04.37	4565
467	CX Tudor SR	28.11.35	17.03.37	2997
121	8 H.P. Van	14.11.32	7.06.33	1402
126	8 H.P. Van	12.06.33	22.11.33	1632
128	8 H.P. Van	22.11.33	5.11.37	26572
161	'A' Type Tug	16.09.35	24.09.37	121

Note: FR = Fixed Roof SR = Sliding Roof

SAM ROBERTS

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*The imposing front and rear appearance of the De Luxe Ford. Note the body width, the rear petrol tank filler and the neat way in which the spare wheel is mounted.*

## Teacher's model of success



Bob Wilkinson pictured with his old Model Y Ford

CASTLEFORD schoolmaster, Bob Wilkinson is used to people raising their eyebrows when he tells them he has lavished hundreds of hours on one of the world's least glamorous motor cars.

Not for Bob, Head of Lower School at Airedale High, the thrill of piloting a Le Mans Bentley or the glory of owning one of the rare Railtons. He gets his kicks from driving his self-restored 1935 Model Y Ford.

Common or garden the car may have been at one time, but, says Bob, who holds a string of posts with the Model Y and C Register, it is a small machine with a large place in automotive history.

The humble Y saved the Ford Motor Company in Britain at a time when its transatlantic-inspired range was flopping in this country and it can be said to have usurped the Austin Seven as the working man's motor car, particularly when its price dropped to £100.

Bob's own car, a Mistral tourer, is very much out of the ordinary as

## Bob's pride and joy hits the road

Fords go. It cost new the comparatively princely sum of £162.10s, but that did buy you a hand crafted, aluminium body by Jensen.

Today Bob's is one of only a handful of Mistral's still in existence, and he should know. For as registrar of the Model Y and C club he holds details of the vast majority of the cars to have evaded the scrap yard.

Bob says: "Because Ys and Cs were so common even long after the war, nobody really thought about preserving them. It was one of those cars people reckoned would always be around.

"The crunch came when MOT tests came in. They were scrapped by the hundred then, but luckily a fair number were just left in sheds

or farm yards for enthusiasts to find and do up."

His own car came into his possession as a wreck, unused for 15 years, and some eight years of work went in before it took to the road again. Bob tackled every job on the car except the upholstery and he left that to the experts.

Because old cars are now sought after purely as investments, thanks to stock market uncertainty, even pot boilers like the Models Y and the Model C can no longer be picked up for peanuts.

Bob said: "There is a great deal of interest in all kinds of old cars now. Firms are starting to make parts for cars that have been out of production for years and the whole scene is very healthy."

MEMBERSHIP REPORT

Since the last edition we have welcomed the following new members. As usual, I ask you to contact new members in your area and further extend the welcome.

- C0415 Mike Clothier, Pinetrees, Seven Hills Road, Cobham, Surrey, KT11 1ER.  
 D0708 John Davis, 5 Cheltenham Road, Sedgeberrow, Evesham, Worcs., WR11 6UJ.  
 D1211 Bill Donald, 32 Linden Avenue, Higham Ferrers, Northants., NN9 8ET.  
 E0213 John Evans, 6 Cotham Road, Bristol, BS6 6DR.  
 G1606 John Gilroy, 915 Springbank West, Hull, HU5 5BE.  
 H0505 Nick Hollingsworth, c/o J. Hollingsworth Ltd., Terminus Road, Bexhill on Sea, Sussex, TN39 3LR.  
 J1403 David Jaggard, 44 Ballalough, Andreas, Isle of Man.  
 L1905 Ken Ley, Little Spinney, London Road, Rawreth, Nr. Wickford, Essex, SS11 8UA.  
 L0219 Roger Lyons, Newlands, 47 Hardwicke, Yate, Avon, BS17 4LF.  
 M0231 G. Morris, 21 Queens Road, Wellington, Somerset, TA21 9AW.  
 P0519 Les Pidwell, 19 Roffets Wood, Singlewell, Gravesend, Kent, DA12 5JQ.  
 R0205 Martin Ruddle, 137 London Road, Calne, Wilts., SN11 0AQ.  
 S0306 Rob Smith, 401 Hunts Pond Road, Titchfield Common, Fareham, Hants., PO14 4PA.  
 S1308 Dr. R. H. Soper, Cobbs Hall, Great Saxham, Bury St. Edmunds, Suffolk, IP29 5JN.  
 S1511 Mark Slack, Arden House, 340 Abbey Street, Derby, DE3 2SZ.  
 S12517 Robin Smith, October Cottage, 3 Grove Court, Sturges Lane, Thulston, Derby, DE7 3WF.  
 T1610 Terry Thomas, 42 Sheepwalk Lane, Townville, Castleford, West Yorks., WF10 3QG.  
 O-B102 Phillipe Bovet, 21 Route du Bure no. 7, 1092 Belmont, Switzerland.  
 O-J102 Alf Jonasson, Ostraliid, S330 15, Bor, Sweden.

*Can + Susan Williams. 69 miston Rd Paddock Wood 6565*  
Change of Address

- B1807 I. F. Brown, Netherby Cottage, 10 Pypers Wynd, Prestonpans, E. Lothian, EH32 9AH.  
 B1616 Richard Briggs, South View Farm, Southside Road, Halsham, Hull, HU12 0BP.  
 B1412 Alan Burgess, 2A Alderford Close, Clitheroe, Lancs., BB7 2QP.  
 J0906 Glyn Jones, The Coach House, Aspenden House, Aspenden Buntingford, Herts., SG9 9PG.  
 M1502 Peter Millican, 7A Lenton Road, The Park, Nottingham, NG7 1DP.  
 O-V104 John Van Rijn, NWE Tongerenseweg 6, 8162 N.V.EPE, Holland.

Please remember to inform Bob Wilkinson if you sell your vehicle or change your address.

NEW MEMBERS

Recruitment has been buoyant over recent weeks and many enquiries have resulted from our appearances at the Bristol and Stoneleigh shows. Thanks once again to those members who supported these events with cars or by giving time on the stand to talk with visitors. Thanks also to those members who called in at the stand. We enjoy meeting old friends and making new ones.

We have an increasing number of non-owner members joining as enthusiasts, and a recent one is Les Pidwell. Terry Thomas, Rob Smith and Bill Donald are actively looking for cars to restore and I'm sure it won't be long before they are fixed up. I told Bill of a couple of cars for sale and he wrote to say:

I didn't follow up your leads at the time and eventually found them

sold. I won't hang about next time.

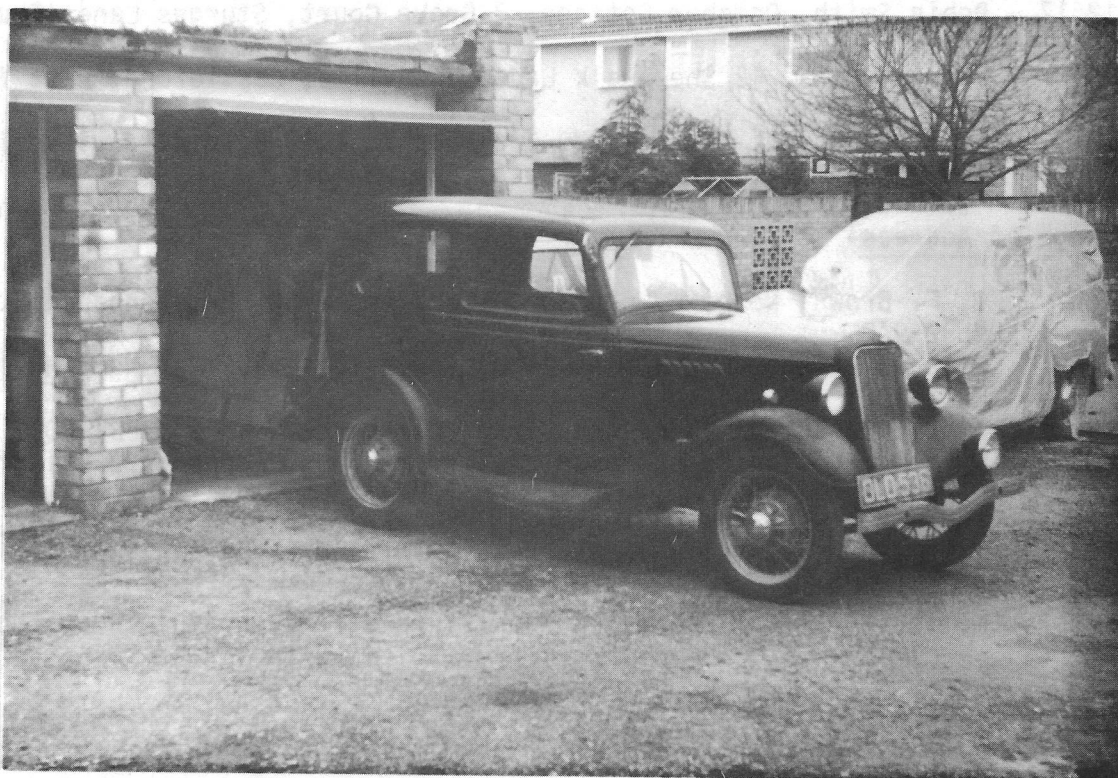
The message is clear, our cars are becoming increasingly sought after in all conditions from concours to total restoration cases.

Whilst at Bristol, Vernon Morgan told me of a 1937 Y for sale at Ace Garage, Burryport, Dyfed. The owner is an ex-member and may sell to a good haggler.

We recruited our youngest member at the Bristol Classic Car Show. John Evans is 14 years old and has embarked on a complete restoration of BPH 650, a 1934 2 door Model Y. He has good support from his father and we look forward to seeing pictures of the project, We may be able to persuade John to show his partly restored car at next year's Bristol Show.

The span of years and experience is very wide from John at 14 through to Arthur Fletcher (Southampton) and Eric Buttle (near York) who are original owners now in their 80's.

Martin Ruddle and Roger Lyons realised on talking to us at Bristol that the Club was essential support with their projects. Martin is restoring DKE 813, a 1936 Model Y, and Roger hopes to have DLD 536, another 1936 Y, on the road soon alongside his A35 Countryman.



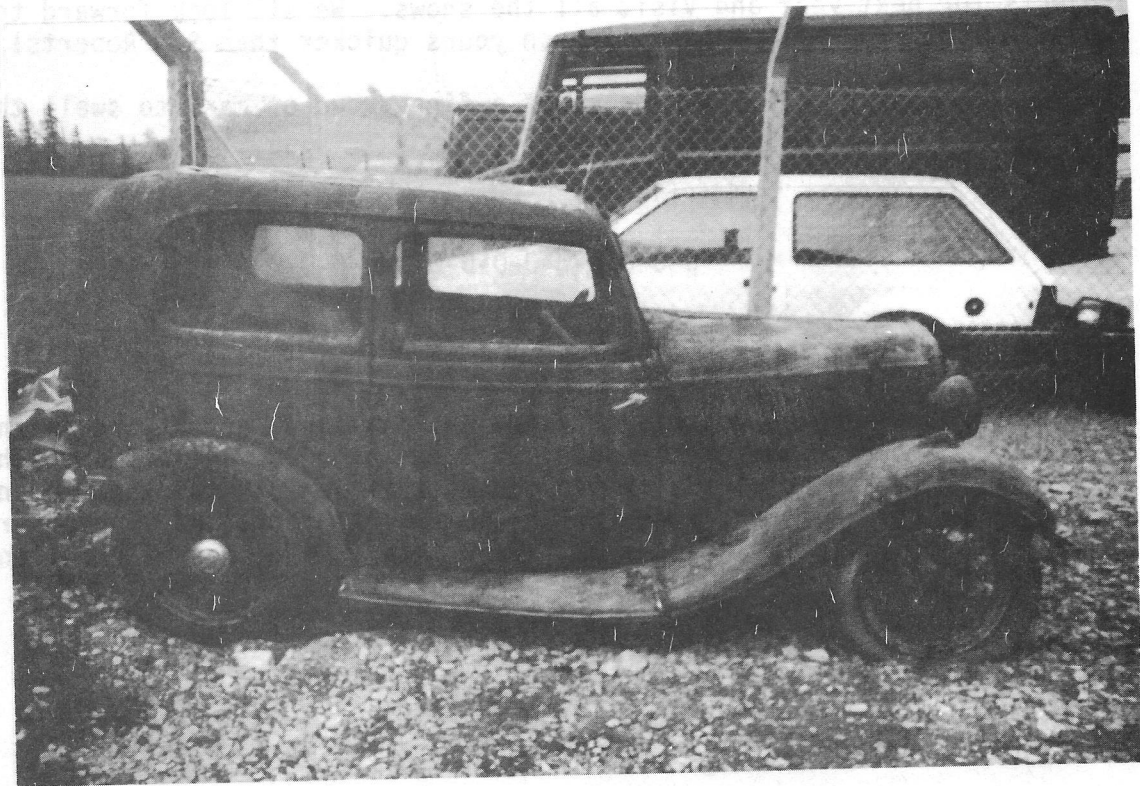
David Jaggard on the Isle of Man has become the owner of a 1937 Y which has been neglected for several years. The car is virtually complete but in need of complete restoration.

I don't have any car details from Mr. G. Morris of Wellington as yet. I do know that Bill Williams has started on the total restoration of his 1934 Y, AYO 545. Landrovers have been his main interest up to now, so he will no doubt enjoy the comfortable ride and quiet progress when he completes the restoration of 'Mabel'.

Nick Hollingsworth is a part of a family Ford dealership in Bexhill on Sea and as such is well placed to ensure that CUF 77, his 1936 Y is kept in good order. Some minor mechanical work and re-trimming is all that is required.



John Davis joined after seeing our cars at the Stoneleigh Show. He now knows that his 1932 Y (chassis no. Y1701) is a short rad model and is the 6th oldest on the Register. The car is complete, except where the rear end has rusted away, but in very poor condition, as the photograph shows. A good find, John - we look forward to seeing progress on the restoration.



Incidentally, old and new members often ask me for information and/or samples of material for interior trimming. The particularly difficult material sample to obtain is the cloth upholstery material for early Ys and Cs. Can anyone help? Has anyone found a source of material which clearly matches the original?

Robin Smith now owns AAB 903, the lovely 1936 4 door saloon recently bought from regular show attender, John Murphy.

Four cars we had lost have turned up again in new hands. FPG 39 (ex Steve Wheeler), a 1937 Y has moved to Derby into the care of Mark Slack. John Gilroy came round to Castle Farm to join the Club, having become the new owner of a 1936 Y which once belonged to Shakespeare (Alan not William!). This car featured in Dave Turner's book on the Sidevalve Fords. Mike Clothier nows owns CG 6333 (ex Ron Weston) and is just about on the road again. Dr. Soper owns a 4 door 1933 short rad which is in excellent order and is in fact for sale. (see For Sale section)

Alf Jonasson writes from Sweden on rejoining us and tells me that 'there are about 10 Ys running around in Sweden and a similar number awaiting restoration. I have told these fellows to join the Club.'

Well done, Alf. Keep up the good work.

Philippe Bovet in Switzerland is restoring a 1934 German built Y, the Koln, which has been stored in a barn since 1951. His English is not so good but he has good support from his friend Christian Senn who wrote to me. They are hoping to come to England to buy spare parts. A good event to visit is the Beaulieu Autojumble in September.

Ken Ley has turned up the rarest 'new' car for this edition. His 1933 registered (chassis is 1932 and the 7th oldest on register) Kerry Tourer JN 3624

is only the 4th Kerry/Terrier known to us. This short rad tourer is in need of full restoration but Ken couldn't resist buying the car since it arrived in this world in the same month as he did! With help from his son, Ken hopes that the restoration project will be helpful therapy for him since he is not in good health. His other current project is writing a book.

Despite currently being wheelchair bound, Ken is determined to finish both projects for next year and visit all the shows. We all look forward to that, Ken - in fact you will probably finish yours quicker than Sam Roberts!

Once again, mostly (all!) Y models but a fine group of cars to swell the ranks.

Bob Wilkinson

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BULLETIN REPRINTS

Some members may not be aware that these publications, advertised in the Newsletter, are reprints of the original Ford Motor Co. Bulletins which went out to dealers. They show virtually every aspect of vehicle maintenance and repair and are probably the nearest equivalent to a workshop manual. Anyone restoring or maintaining one of 'our' cars will find this publication of excellent help and good value.

Bob Wilkinson

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**1989-90 SUBSCRIPTION RENEWAL**

Subscriptions are due on 1st June for year 1st June, 1989 - 31st May, 1990. Please pay promptly. Use the slip below or copy if you do not want to tear this out of your Newsletter. Membership cards will be sent out with the next issue.

Rates:	U.K. and Eire	£12.00	Retired/unwaged U.K. and Eire	£8.00
	Overseas	£16.00	(Payments in Sterling only)	

NAME ..... MEMBERSHIP NO. ....

ADDRESS .....

.....  
.....

FOR MY RECORD UPDATE; CAR IN ON ROAD CONDITION YES / NO

REGISTRATION NUMBER .....

Make cheque payable to 'Ford Y & C Model Register', and send to

Bob Wilkinson, Castle Farm, Pollington, Nr. Goole, Humberside, DN14 6DJ.

**PLEASE RENEW NOW**

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MINUTES OF THE ELEVENTH A.G.M. OF THE FORD Y & C MODEL REGISTER

SUNDAY, 9TH APRIL, 1989, AT MONKS KIRBY

The meeting began at 2.10 p.m. with Sam Roberts in the Chair. He opened the meeting by thanking all members present for their attendance.

1. Apologies for Absence

Apologies for absence were received from Roy Cleeves, Jeff Cole, Karle Dillon, John Griffiths, Martin Howard, Don Malin and Dave Tebb.

2. Members Present

Richard Attfield - Kent; Colin Ault - Solihull; Paul Bainbridge - Nottingham; Chris Baldock and Owen Baldock - Tonbridge; Derek Birch - Birmingham; Kevin Briggins Shaw - Dunstable; Dave Curtis - Hereford; Ken Clarke - Coventry; Ken Devine - Oldham; Nick Glenister - Battle; David Grace - Boston Spa; John Guy - Sheffield; Robert Hale - Milton Keynes; B. Hickson - Menden; John Keenan - Hastings; Peter Ketchell - Chester; Stan Leech - Wirral; Brian Mace - Norwich; Paul Margetson - Burton on Trent; Graham Miles - Kings Langley; Jim Miles - Waltham Abbey; David Newman - Coventry; Alan Oakes - Manchester; J. G. Pullman - Shilton; Brian Ransley - Chippenham; Sam Roberts - Andover; Mike Samuel - Pontypool; Richard Spencer - Swindon; Marven Starbuck - Basildon; Roger Starmore - Manchester; Bob Wilkinson - Pollington; Bill Williams - Northampton.

3. Matters arising from Minutes of Tenth A.G.M.

- (a) The work of the Spares Secretary has successfully been split between Graham Miles and Kevin Briggins Shaw. Deborah Briggins Shaw has taken over the Accounts for the Spares Officer.
- (b) A full list of all books and magazine articles in the Library was published in the Newsletter.
- (c) The revised Rules of the Register were published in the Newsletter.
- (d) The preparation of a list of vehicles in each Region has now been commenced.

4. Chairman's Statement

The Chairman recorded that 1988 had been a good year. Thanks were extended to all members, families and friends. The key words for last year were Quality and Service to members. Service to members is excellent, as is the Quality of the Newsletter, which is one of the best in the country. The Quality of attendance at events has improved. The Club carried away first prize for the Best Club Stand at the Enfield Pageant in 1988. There is an increase in the number of members coming forward to help with events. The Quality of the Spares Service has improved, thanks to Graham Miles and Kevin Briggins Shaw. The Quality of the Administration has resulted in an 18 per cent increase in membership, thanks to Bob Wilkinson.

But there is still room for improvement, on the part of the Silent Majority: more participation in events and articles for the Newsletter.

In 1988 the Register joined the Federation of Motor Vehicle Clubs, and items from their magazine are being included in our Newsletter.

1988 in general was a good year, but hopefully 1989 will be even better.

5. Report by Membership Secretary

The Membership Secretary reported that the membership numbered 343 in February, 1989. At 1st March, 1988, the membership numbered 295. During the year the Club gained 87 members and lost 39. The reasons for leaving the Club were varied. Some members left because they sold their cars (sometimes without notifying the Membership Secretary), others lost interest, others were dissatisfied with the Club. Let the Club know if you are dissatisfied.

The Membership Secretary urged members to carry enquiry cards - if the car owners do not join the Club, information can still be learned about the cars and where they are. These cards will be included in the next issue of the Newsletter. More people are going to events, which means more people seeing the Club stand, which means more interest and possibly more members.

The Membership Secretary is aiming for 500 members. He has a 100 per cent success record with Swansea for retaining old numbers. In the latest Register, there are 429 Model Ys and 60 Model Cs.

6. Report by Ford Y & C Model Register Treasurer

The Treasurer commented on the difficulty in obtaining spares, as a result of which the Club needs to be able to re-manufacture certain items. Printing costs are high but it was felt that the quality justified the expense. Postage costs have also increased. In view of these expenses, an increase in the subscription rate was proposed by the Treasurer: £12.00 for U.K. and Eire, £8.00 for retired/unwaged and £16.00 overseas.

After lengthy discussion and debate, a vote was taken on the above proposal and it was agreed by all, with one abstention. It was suggested by Owen Baldock that the Chairman approach Ford U.K. for help in some way. Money could be saved if no reminders were sent out for renewal of membership and it would also be of help if members enclosed a stamped addressed envelope if corresponding with officers.

7. Report by Spares Secretary

A draft balance sheet of Ford Y & C Spares Section at 5th April, 1989, was presented.

One of the problems encountered by the Spares Officer is that of storage. One way of solving this would be to supply a particular manufacturer (Classic Components) with patterns of sheet metal work, and the manufacturer would produce the items as and when needed, thus reducing the need for long term storage of large items and investment costs.

The production of certain parts in fibreglass was also discussed, e.g. front valance (a pattern of which is needed for a long rad Y). This would result in these items being much cheaper, and indistinguishable from metal work when sprayed.

It has been found by the Spares Secretary that members may not always know how to fit parts which they have purchased, and he felt that more detailed instructions were needed. An alternative suggestion from Colin Ault was to give members a reference in the Bulletin showing them how to do it.

Thanks were extended to Kevin and Deborah Briggshaw, Christine Baldock and all helpers.

It was hoped that people living in a 50 mile radius of the Spares Secretary would come along to help clear out the lock-up garages, as the Spares Secretary wished to reduce the number in use.

### 8. Report by Events Organiser

The Events Organiser reported that 1988 was an even better year than 1987, but as the Club became more well known, it was invited to more and more shows. For indoor Classic shows, more money was needed for the displays: carpet squares, flags, bunting, etc. It was agreed by the membership present that £100 be spent by the Events Organiser on the above needs.

It was also agreed that petty cash could be used by Regional Co-ordinators for expenses for local shows.

It was suggested that Ford U.K. might wish to be involved as they are being advertised by the Club name.

The Events Organiser is still in need of more help - no offers of help were forthcoming after publication of the last Newsletter.

The Chairman thanked the Events Organiser for his work.

### 9. Report by Editor

The Editor thanked the membership for their contributions. The word processor and printer were very useful and helped to improve the production of the Newsletter. The Editor commented that there was a lack of technical knowledge input from the membership for the Newsletter.

The Editor proposed a vote of thanks for the Chairman.

### 10. Report by Librarian

The Librarian reported that only one person (the Chairman) had used the Library in the preceding year. He proposed to republish the Library list as there was a lot of useful information available in the Library.

### 11. Election of Officers for 1989/90

The following members were elected as Committee members:

Post	Name	Proposer/ Secunder
Chairman	Sam Roberts	Brian Ramsley Stan Leech
Spares Manager	Graham Miles	Mike Samuel Colin Ault
Asst. Spares Manager	Kevin Briggshaw	Sam Roberts Alan Oakes
Editor	John Guy	Graham Miles Kevin Briggshaw
Membership Secretary and Register Treasurer	Bob Wilkinson	Jim Miles John Guy
Treasurer for Spares	Deborah Briggshaw	Stan Leech Owen Baldock
Archivist	Sam Roberts	Jim Miles Colin Ault
Librarian	Alan Oakes	Chris Baldock Brian Ransley
Technical Adviser (C)	Paul Bainbridge	Dave Curtis Bob Wilkinson
Technical Adviser (Y)	Jeff Cole	Colin Ault Derek Birch
Events Organiser	Dave Curtis	Mike Samuel

Regalia Officer

Liam Tomlinson

Bob Wilkinson  
Alan Oakes

## 12. Vote of Thanks

Votes of thanks were made to the members of the Committee for their service over the past year, and to Paula Roberts for producing umpteen cups of tea and coffee.

The final vote was for Don Malin, for organising the venue for the A.G.M., which was very successful.

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## MEMBERS PARTS FOR SALE

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)  
Spark plugs for Y & Cs - AC45F. ~~£~~4.50 per set of 4, inc. P & P. Tel. 04203 87692. (1.2)  
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)  
Yvon Precieux. 4 C wire wheels, sand blasted/primered. 2 rear brake drums. Tel. 01 291 1198. (1.2)  
Ivan Ford, F1913. 2 sets brand new Ford 8 'Welworthy' pistons +40 and +60 thou. ~~£~~40 per set. Tel. 0846 673561 or 0762 337153 (work). (1.2.3)  
Jan Palmer. One of the three known surviving Tugs in U.K. is for sale. Mechanically totally restored. A little work required on body, but complete. A good home is required for this light commercial vehicle based on Model Y. ~~£~~1,400 o.n.o. Tel. Romsey (0904) 5233353. (1.2.3)  
Peter Dyson, D0714. Car for sale: Price ~~£~~3,500. Ford 8 Model Y 1934. Immaculately restored, re-upholstered interior, gleaming paintwork, mechanically good. Full M.O.T. Reluctant sale due to family increase. Tel. 021 445 5948. (1.2.3)  
Car for sale: Sensible offers. 1936 C, original interior. Good sound order, but engine worn out. Garaged since last used, 1984. Tel. 0602 324762. (1.2.3)  
Car for sale: Price ~~£~~2,900. 1933 short rad 4 door Y, well restored and in regular use. M.O.T. Tel. Dr. Soper, 0284 850678. (1.2.3)  
Don Malin. Car for sale: 1937 CX, DXA 656, due to lack of time. Complete 4 door saloon in need of loving care. Runner. Original engine is reconditioned, most panels to complete bodywork, new tyres, battery, etc. See it at Stanford Hall and make me an offer. Tel. 0203 364217. (1.2.3)  
S. E. Mann,, M1105. Car for Sale: Price ~~£~~2,100. 1936 Y saloon, 2 door, plus loads of spares. Good condition. 12 months M.O.T., 6 months Tax. Tel. 0952 (Telford) 615695. (1.2.3)  
John Murphy, M1120. Car for sale: Price ~~£~~3,250. 1936 Ford Y, immaculate condition, 88,600 miles. Four door. Taxed and M.O.T. Tel. Stafford 663944. (1.2.3)  
For sale: 1934 Y engine and gearbox. Tel. 0288 82472 (Cornwall). (1.2.3)

## MEMBERS PARTS WANTED

David Hughes, H1635. Two front seats for Model Y 1936 L.R. (2 door). Tel. 0904 795227. (1)  
John Spiten. Two ashtrays for back seats of Model Y. Etna House, Birkinhara Road, St. Julian's, Malta. (1)  
Nigel Pritchett, P0715. Early narrow cylinder head and hub caps for 1934 Y. (1)  
(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)  
Dave Curtis. Rear number plate bracket, spare wheel cover and clock for 1936 Model C. Tel. Hereford 356302. (1.2)  
James Piper. 1 no. front bumper for 1937 Model Y. Tel. 0303 872345. (1.2)  
David Birch. Offside B.T.M. hinge both pieces; rear seats, just frames will do; complete windscreen (1.2.3)  
George Campion, C0520. Head lining pattern for 4 door Y, 1935; front and rear bumpers for 4 door Y, 1935. Tel. Erith (03224) 45718.  
David Hughes, H1635. Windscreen; rear seat. For 1936 2 door Model Y. Tel. 0904 795227. (1.2.3)  
Front and rear bumpers and irons for long rad Y. Tel. 0705 267506. (1.2.3)  
Bob Wilkinson. Front seats for Y, any condition. Tel. 0405 860836. (1.2.3)

CHAIRMAN'S NEWSLETTER

Some of you will recall an article I wrote a few moons ago in Issue 35 (1985) entitled 'A Can of Worms', which told the disastrous story of a top overhaul I carried out on CNN. Without giving away the gist of the tale (which is worth 50p to obtain a back copy of Issue 35 from Bob Wilkinson), the saga was caused by my distributor sticking in the head. This is a common complaint on the 8 and 10 hp engines and is rectified by a little preventative maintenance each year; extracting the hole and resetting the timing. Like most people, I am not too hot on preventative maintenance which borders on tinkering. I'm OK as far as greasing and topping up oil levels are concerned. I'll even extract and regrease my speedo cable every other year. But if the engine's running well, why disturb the distributor setting? Well, the inevitable has happened again this year and the distributor stuck itself well and truly in the head. It became apparent when I filled the tank with unleaded petrol and tried to fine tune the distributor setting for maximum revs. The only way out of the dilemma was to take the head off, with distributor in situ, and then gently persuade the head to release its grip on the distributor shaft (quite easily done this time with a couple of squirts of Plusgas and a mole wrench). It was just as well I did take the head off, as water was seeping into No. 3 cylinder from the crack in the block, which runs from the centre cylinder head stud to the outer edge of the No. 3 cylinder liner (see 'Can of Worms' article for explanation!). With a little judicious use of one of those new gasket glues now on the market, a new head gasket and a can of Barseal, I seem to have overcome that particular problem.

The reason I am telling you all this is to let you know that with a minor adjustment to the distributor, our engines can run quite smoothly on unleaded petrol. So the 'greenies' amongst you can convert to unleaded and still get from A to B. What Jeff Cole and I are trying to determine is what damage will be caused if the cars are driven on unleaded fuel on a daily basis. For most members, who only drive their cars on high days and holidays, the lack of lead lubrication to the valves and valve seats should make little difference over the next year or so until an acceptable and proven additive is found. But for those of us who use our cars regularly and drive thousands of miles each year, caution is recommended until Jeff and I can find authoritative evidence to support the use of unleaded fuel. A sensible precaution would seem to be to continue using two star whilst it is still available and then switch to four star and advance the ignition when two star is no longer available. That way we shall prevent a massive bill for regrinding the valve seats in the block.

Having said all that, however, CNN seemed to enjoy running on lead free petrol; her cruising speed apparently improving by some three miles per hour. I drove the 100 miles up to and from the A.G.M. with no problem - except one! And here is a tip if it should happen to you:

You are driving along and suddenly, for no reason, the engine splutters and dies. Cause: a bit of dirt blocking a carburettor jet. The immediate cure is to pull the choke out. This bypasses the jet and feeds the fuel straight into the inlet manifold. In most cases, before the car has slowed significantly, the engine will start up again, the dirt will be blown through the jet and after five seconds or so you can put the choke back in again and carry on as normal. However, it is important that the next time you halt for any length of time you remove the bowl from your carburettor, and the float from the bowl, and using a pen knife and clean petrol get rid of the red sediment in the bottom of the bowl. Blow through the jets before replacing the bowl (blow through vertical external locating sleeve on side of bowl and eat a peppermint afterwards!) This routine also falls into the category of preventative maintenance.

Enough of this technical banter. I'm beginning to sound as if I know what I'm talking about and stealing the thunder from Doctor Ford, whose absence from these columns of late has been noted by more than one member - where are you?

I mentioned the A.G.M., the minutes of which are elsewhere in this issue. Suffice it to say that it was a glorious day for driving the old car, a great day to meet and chat to so many people and a great effort on the part of Don Malin for laying on the village hall, the signs and general administration. It is worth recording that approximately ten per cent of the membership was present, which is high by any national club standard. I hope you all enjoyed it as much as Paula and I did.

I managed to fit in a visit to the Bristol Classic Car Show in March, and was delighted to see a goodly gathering of members and Phillip Wookey's Model Y on display. I gather the car has subsequently suffered a cut-out failure, resulting in a fire. We hope the damage wasn't too serious, Phillip. Stoneleigh, I also understand, was well supported and we gathered a few more members into the fold. Our congratulations to Dave Curtis for getting the season off to such a fine start and to Bob Wilkinson and Dave Tebb for deserting Yorkshire for such lengthy spells!

Hopefully, you are all flocking to Enfield over the late Spring Bank Holiday, to see the Extravaganza there. This will be Jim Miles' swan song before he emigrates to become the Y & C Regional Co-ordinator for North France and the Benelux countries. As his farewell piece he has arranged for a parade of our cars in the main arena on the Sunday, so bring your cars along. He needs different types to make the parade interesting.

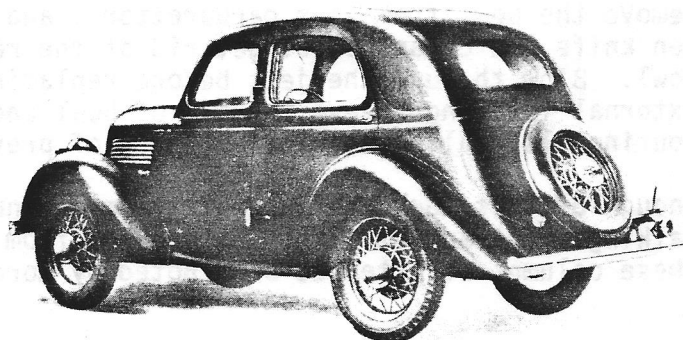
Since my last Newsletter, I have learnt a gem of information which needs to be recorded somewhere. My memory is not good, so I will record it for posterity now. It is one of those vital bits of information which I doubt has ever been recorded and which is significant for the Y & C Modelologist. Here goes:

The Briggs body number of the Tug is on a small brass plate on the leading edge of the nearside door pillar between the hinges - as a result of learning this, we now have a means of listing chronologically the surviving Tugs (they were not given chassis numbers). The two I have checked out are numbered 161/38 and 161/94 (only 111 were built).

Before closing, may I thank Keith Button for offering to stand as Regional Co-ordinator for Oxfordshire, Buckinghamshire and Berkshire in lieu of Martin Howard, who understandably has his time fully cut out supplying spares and support to the Sidevalve Club. I would also like to formally welcome on board Ken Ley from Rowreth in Essex. Ken is presently bedridden after some pretty hefty cancer treatment and is starting from scratch on the restoration of his Terrier and his health. His son Danny and the Y & C Register are right behind him in both projects. He aims to meet us at Stanford Hall and, from the determination and willingness to learn which ooze from his letters, I'm sure he will make it. I look forward to meeting him and you all at Stanford over the weekend of 17th/18th June.

Sam Roberts

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*Perfect streamlining has been incorporated at the rear of the body which slopes back in harmony with the body curves.*



**1989 REGISTER GATHERINGS AND EVENTS**

First a correction to the last Newsletter. At the last minute Brian Paddison was unable to go to Stoneleigh and his place was filled by Nigel Pritchett with his 1934 Model Y Tudor. We received £81 in attendance money for that show.

Future shows we intend to attend are:

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
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
9th July	Ragley Hall, Alcester	Dave Curtis
15th-16th July	Ardingley	Julian Janiki
16th July	Yorkshire 'Do'	Bob Wilkinson
16th July	Andover Vintage Club Show	Sam Roberts
27th-28th August	Manchester Classic Car Show	Peter Ketchell
17th September	York Historic Vehicle Trust Show York Racecourse	Bob Wilkinson
7th-8th October	Malvern Motoring Event	Dave Curtis

Julian Janiki has room for about 3 more cars at Ardingley if anyone can help. Also please note Hagley Hall is only one day, not two as first thought. Any help at the above shows would be very welcome.

Peter Ketchell is organising a convoy of 'our' cars travelling to Stanford Hall in June from the North West via the M6.

The Yorkshire 'Do' is at Little Fenton Lodge, Sherburn in Elmet, near Leeds (chez Dave Tebb), last year it was at Castle Farm; barbecue and local run, a family event, camping if required. Contact Bob Wilkinson 0405 860836.

Dave Curtis  
Events Organiser, Tel. Hereford (0432) 356302

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**ENFIELD PAGEANT OF MOTORING  
27TH-28TH-29TH MAY, 1989**

This event is one of the largest in the South and last year, we, the Register, won the first prize of 250 for the 'Best Club Stand' against stiff opposition such as the Jaguar, Mini, and of course the Ford Sidevalve Club. There were nineteen Y & Cs on display, along with Dave Tebb's Show Chassis.

I've arranged something really special for Sunday, 28th May, at this year's pageant, namely an Arena drive past with a commentary over the loudspeakers so that even if some of the public don't get to see our stand, they will hear us! It will, as far as I know, be the first time that only Ys and Cs have had a solo slot at a Rally drive past, usually we are classed with 'Cars of the Thirties'. It'll start with the short radiator models, intermediate, 100 models through to the end of production, plus the different C types and, of course, the commercial variants.

The Pageant offers the Sentinel Steam Traction Display, five hundred autojumble stands, club displays, children's entertainment, and live music and much, much more. So let's get the season off to a really flying start and win the first

prize two years running, here's your chance to show off all the hard work that's been done on your Y or C. Bring your vehicle along even if it's only half restored and meet the rest of the Club members.

The venue is the Enfield Playing Fields, situated on the A10 Great Cambridge Road, just one mile south of Junction 25 of the M25, and two miles north of the A406 North Circular Road.

Entry forms are available from me, please enclose S.A.E. to speed return delivery. Go for it!

Jim Miles

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**POLEGATE MUSEUM TRIP**

In response to our Chairman's request for a trip to the Polegate Museum for Area 4 and 5 members, I have now fixed a date for this, Sunday, 25th June. This is in conjunction with the A70C and Morris Register. Please contact me for times and meeting place, as this is going to be in the nature of a road run, meeting at a pub for lunch then the run to the Museum. All attending will be given an entry price reduction to the Museum.

Owen Baldock  
Area 5 Co-ordinator

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**EVENTS IN LEICESTER AND PETERBOROUGH**

On 21st May, the Leicester Mercury is sponsoring a one day Festival at Abbey Park, Leicester. We have organised a Club Stand with four cars on display.

Expo '89, at the East of England Showground, Peterborough, is on 27th and 28th August. We will be inviting Members from this region with the hope of organising a Club Stand.

Please contact me if you require any more information.

Craig Ainge  
Area 12 Co-ordinator

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**NOTA BENE**

In the details I sent out to members in the North West concerning three events, I asked for volunteers to man the Club stand at the Northern Classic Car Show (27th-28th August) but in the box for members to fill in their names and times I put Saturday and Sunday, when it should, of course, have been Sunday and Monday. Apologies to those who have already replied to me.

Peter Ketchell

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## SPARES SITUATION

I feel that more members should be taking advantage of the fact that Sam has had the Bulletins reprinted and are now published as bound books. These are available from Bob Wilkinson. I would advise everyone who is not certain of what they are doing to buy a copy of these Bulletins. I am not saying they are a Work Shop Manual, but they are as close as Ford ever came to giving us one. It is quite evident that some of the members have very little idea of what they are trying to do when they start to recondition components or restore their vehicles. We must find time and space somehow to get more articles in the Newsletter, and indeed Sam has been looking at this, giving details of how to do some of the work. It may be necessary to issue some of the articles in earlier editions which covered many of the stumbling blocks which people seem to be falling over. I am thinking of a couple of members recently, one of whom returned valves to us saying they were wrong in some respect. There are in fact only 3 lengths of valves for our engines and they are quite unique to the design of Ford engines so one can easily recognise a valve at an autojumble. It's a case of recognising which engine, of the many engines under the bonnets, it actually fits. If we sit down and think about the changes of the engine over the years, there are three basic designs and I think you could say there are sub designs of those, so I think it is possible to get a range of about 7 engines all of which are slightly different. So perhaps reissue of an earlier article might be necessary to clarify these. Again a member sent me some king pins complete with all bits and pieces, obviously not understanding exactly what a king pin consisted of. Here I am trying to make it easier for you, I am attempting to locate some rivets to supply with each kit. You will need these to rivet the brake mechanism and a core plug to fit in the top of the pin itself. This should make it easier to carry out your overhaul. We also issue a range of thrust washers to go with the king pins to take up the wear on both the axle and stub axle. Unfortunately these are not always returned to us and are an expensive batch of thrusts to issue. So in future we shall probably find ourselves obliged to charge a deposit when issuing a set of king pins, and in this way we will guarantee to get not only the thrusts back, but the old king pins as well. This is something I will try to get back to in the next Newsletter, with an illustration of just what I am talking about.

The subject of REPLACEMENT WINGS was discussed at the A.G.M., and I was obliged to point out the high cost of getting these wings made in steel. You can get them made to various costs in steel, but unfortunately the cheap ones are what you pay for if they don't fit terribly well. So if we want wings that fit, we either pay a lot of money for them, or we have to consider another method. The method I suggested we consider is using fibreglass. I have had various bits and pieces made in fibreglass and it has proved to be very satisfactory. With this in mind, I have spoken to my fibreglass chap and he is now working on patterns for long rad rear wings and hopefully long rad front wings, this of course being the volume that we sell. I have still a stock of steel wings, which when exhausted will need to be replaced at a cost of something in excess of £120 each plus VAT, and bear in mind that this price is only if I buy 20 at a time. All in all it is too expensive an exercise for me to keep repeating. So the fibreglass seems to be the answer, as it would appear that the rear wing is less than a third of the price of it in steel. Similarly, this will follow through with the front wings. The chap who makes my wings is up near Leicester, and has a pattern at the present time of an offside front long rad wing. If anyone can lend me a nearside long rad wing that is in good sound condition to make a mould from, I would be obliged to hear from you. Similarly I would like to make the front valances for the long rad in fibreglass and again I will require a pattern. I am even considering making the grille in fibreglass as to make it in steel is absolutely impossible. All in all a set (4) of steel wings for a Y model would probably cost well in excess of £800, whereas fibreglass wings should be in the region of £250. A considerable saving. However, with all the advantages there is a disadvantage, and in this case it is the cost of the moulds to make the wings from. The rear wing mould is probably

in the region of £140, and the front something like £200, so we may have to charge a tooling cost on each wing sold to cover these expenses. A separate fund therefore could be set up whereby we eventually will have moulds for the C model wings and the short rad wings. So all in all, I need a dozen moulds just to cover the wings alone. Perhaps this is something of a break with tradition, but unfortunately a break that we are obliged to follow.

The subject of HUB CAPS was raised at the A.G.M. and I was able to produce a prototype hub cap which had overcome the problem that Peter and I have faced for many years of trying to turn the edge over on the inner steel and avoid the wrinkling of the material. This has been overcome by a different method of production. Since the A.G.M., the tool has been manufactured for stamping the word Ford on them, and with slight modifications to the tool we hope to be able to turn these hub caps out in a matter of a month or two, subject to the supplier. The tool we are waiting for at the moment is the shear tool to give it fixing tags on the inside. This tool will be a one off operation i.e. one tag at a time. The multi shear tool Ford Motor Company use is unfortunately thousands of pounds, whereas a hand operated tool is a matter of a hundred or two. The disadvantage is that somebody has to do it eight times, but as we are on a limited production it is cheaper to pay the labour than the cost of the tool. More news of those hopefully by the next Newsletter, but I am still reckoning the price should be something in the region of £10 - £11 per hub cap i.e. a set for £55 or thereabouts.

And as briefly mentioned in the last Newsletter, I am not able to afford to progress with the bumper bars, assuming I can find a method of making them cheaply, until the hub cap situation is behind me. My standing costs for these items mentioned in this Newsletter will be several thousand pounds. To get into the bumpers I will need £5,000 alone, so I have to get some of the present goods sold and the cash back into the melting pot.

During the A.G.M., Sam introduced an increase in subscriptions of £2.00 to cover various costs, and one or two members wanted to point out that this would by no means solve the problem of manufacturing parts. If we go about it in a professional manner, the cost of tooling is quite literally hundreds of thousands of pounds to reproduce all the parts we want to make. We obviously cannot afford that and we have to look for various cheap jerry methods of making the parts which will produce a run of perhaps a few hundred before the tooling collapses or is worn out. If I worked for a motor company I would expect my tool to produce millions of items and not a few hundred. That is the difference but it costs about the same in time and material to make a good tool as it does to make a bad tool, it is just the method of how you make it, and that is the way we have to find, the alternative method of making these parts, in other words, the cheap method. I could probably ramble on all day about ideas and spare parts but one thing is certain that as the years have gone by, and we have now been in existence for just over ten years, the availability of parts at autojumbles has virtually disappeared, and it is becoming more and more evident, as in fact I visualised some years ago, that if we want to keep the vehicles on the road, we shall have to set about making virtually everything for them in the fulness of time. Scrap components from scrap yards have virtually disappeared, second hand parts that come my way from autojumbles are usually rubbish, and all in all, the situation is getting more serious. So in ten years time I visualise that just about everything we want we shall have to set to and manufacture. I am working on replacing the RUNNING BOARDS yet again for the Ys and here again I have some new ideas, having learnt from the previous batch and it is probable that Mark II Miles Running Boards will be available by the following Newsletter.

See you all, folks!

Graham Miles

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 Brigginsshaw. The order will be handled as soon as possible. Payment is then to be made to Debrah Brigginsshaw (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.

MECHANICALCLUB PRICE

	£
Front shackles (pattern part)	2.00 each
Bushes for shackles, front or rear	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 - <u>send pattern</u> , exhaust or int.	3.00
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	per set 22.50
Engine pistons, various sizes - <u>send pattern</u> , 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)	2.00 each
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, stainless, lifetime guarantee	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 <u>not stock moulded hoses</u> .	
Oil can transfers, black only - on order, price to be advised	
Oil cans	10.00 each
Y speedo cables - inner and outer complete (C to order)	10.00 each
Hydrostatic fluid for petrol gauges - <u>PLEASE RETURN ANY UNUSED FLUID AND THE KIT</u>	5.00 per
because we can recharge that and use it again. The kits are not being returned.	
6 volt coils - not Ford	7.00 each
Front brake drums - <u>exchange only</u>	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. (in steel)		81.00 each
Y model rear wings, S.R. and L.R. (in steel)		
Rails on chassis inside door (state 2 or 4 door) still on order	per pair	28.00
Patch repair kits for 2 door Ys front doors - n/s only		
* outer panel (2 door) n/s		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 (steel)		38.00 each
S.R. front valance below grille (external part only) (fibreglass)		18.00 each

\*if you require door kit parts other than 2 door n/s/f Y, contact Kevin and we will put you in direct contact with fabricator.

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		8.50 each

Body Fittings

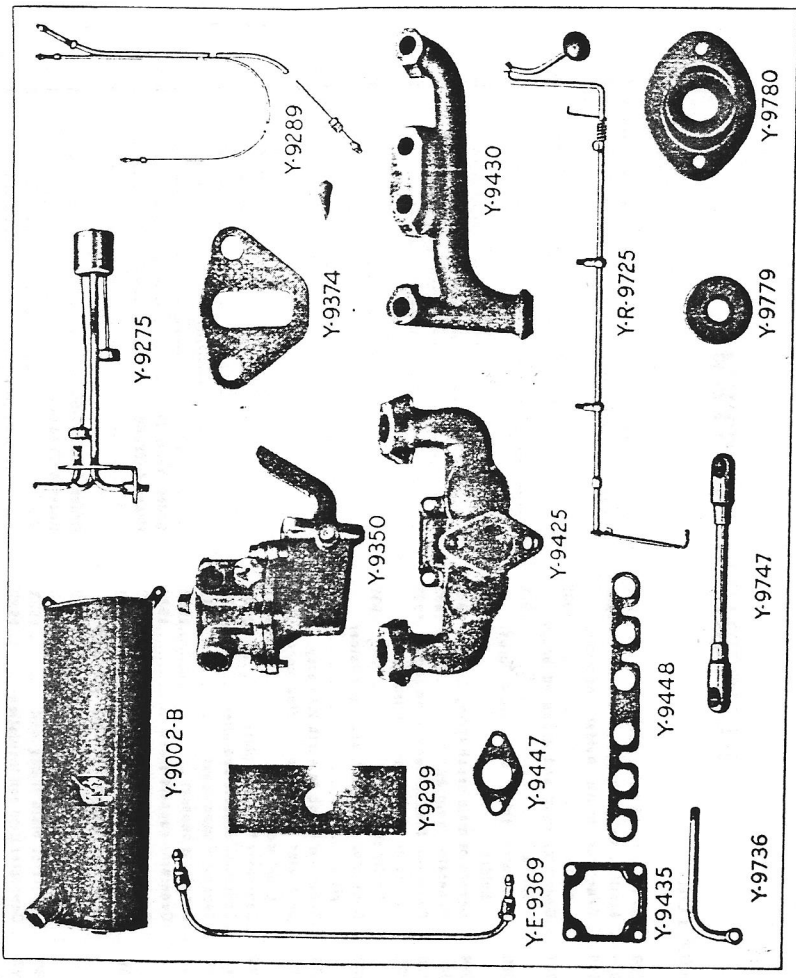
Late L.R. 4 door Y hinge centre bolts		0.75 each
Brass balls door hinge		0.60 each
Dove tail wedges - female, door pillar		1.00 each
Dove tail door - male		1.50 each
Enamel rad. badge - dark blue		10.00 each
S.R. radiator badge mount Y8215B		20.00 each
Y fixed timber roof stick kits in hardwood pieces		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
Headlamp lenses (flat type) round centres (used) for early L.R. cars		5.00 each

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A used immaculate Y bonnet - late L.R.

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35.00



Part No.	Name of Part	Year	No. Req. per Car
Order AB-9280	Petrol gauge indicator assy. (on dash)	1932	1
Order AB-11821	Indicator to dash screw	1932	2
Order A-2157-S2	Indicator to dash nut	1932	2
Order A-22088-S7	Indicator to dash washer	1932	2
Y-E-9289	Petrol and air line assy.	1932	1
	Petrol and air line clip—long	1932	1
	Petrol and air line clip—short	1932	1
	Petrol and air line centre cross member grommet	1932	1
Y-9289	Petrol pipe flexible connection assy.	1932	2
Y-9350	Petrol tank anti-squeak	1932	1
Y-E-9369-B	Fuel pump assy.	1932	1
Y-9374	Fuel pump to carburettor pipe assy.	1932	1
	Fuel pump to cylinder gasket	1932	1
	Fuel pump to cylinder bolt	1932	2
	Fuel pump to cylinder bolt lock washer	1932	2
Y-9375	Petrol pump—lower half	1932	1

FUEL SYSTEM—Continued

Part No.	Name of Part	Year	No. Req. per Car
<b>MANIFOLDS</b>			
Y-9425	Inlet manifold	1932	1
	Inlet to exhaust manifold bolt	1932	4
	Inlet to exhaust manifold lock washer	1932	4
Y-9430	Exhaust manifold	1932	1
	Manifold stud	1932	4
	Manifold stud nut	1932	4
Y-9435	Inlet and exhaust manifold hot spot gasket	1932	1
Y-9443	Inlet and exhaust manifold washer	1932	4
Y-9447	Carburettor to inlet manifold gasket	1932	1
Y-9448	Inlet and exhaust manifold gasket	1932	1
<b>CARBURETTOR</b>			
Y-E-9510	Carburettor	1932	1
	Bolt (carburettor to inlet manifold)	1932	2
	Lock washer (carburettor to inlet manifold bolt)	1932	2
	Carburettor barrel complete with plugs	1932	1
Y-E-9513	Carburettor bowl	1932	1
	Stud (carburettor to barrel)	1932	2
	Screw (bowl to barrel)	1932	2
Y-E-9526	Starting control suction valve spring	1932	1
	Valve (starting control suction)	1932	1
	Gland (starting control wire packing)	1932	1
	Packing (starting control wire cork)	1932	1
	Connector (starting control assy.)	1932	1
	Screw (starting control connector)	1932	2
	Screw (starting control wire fixing)	1932	1
	Plug (starting control)	1932	1
Y-E-9534	Carburettor main jet	1932	1
Y-E-9537	Carburettor main jet washer	1932	1
Y-E-9545	Carburettor slow running jet	1932	1
	Washer (slow running jet)	1932	1
Y-E-9555	Carburettor float	1932	1
Y-E-9575	Carburettor compensating jet	1932	1
	Carburettor compensating jet washer	1932	1
Y-E-9581	Carburettor throttle spindle assy.	1932	1
Y-E-9583	Throttle lever and ball assy.	1932	1
	Nut (throttle lever)	1932	1
	Screw (throttle adjusting)	1932	1
	Spring (throttle adjusting screw)	1932	1
Y-E-9585	Carburettor throttle plate	1932	1
	Screw (throttle plate)	1932	2
Y-E-9590	Valve (petrol inlet) assy.	1932	1
	Petrol inlet valve plug	1932	1
	Washer (petrol inlet valve)	1932	1
Y-E-9592	Block (emulsion)	1932	1
	Emulsion block gasket	1932	2
	Screw (emulsion block)—short	1932	1
	Screw (emulsion block)—long	1932	1
Y-E-9594	Washer (emulsion block screw)	1932	3
	Carburettor starting jet	1932	1
	Washer (starting jet)	1932	1
	Inlet (automatic air) assy.	1932	1
	Cowl (air)	1932	1
	Screw (air cowl fixing)	1932	1
	Screw (air regulating)	1932	1
	Spring (air regulating screw)	1932	1
Y-E-9700	Plug (progression chamber)	1932	1
	Carburettor choke control assy.	1932	1

Part No.	Name of Part	Year	No. Req. per Car
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FUEL SYSTEM—Continued

THROTTLE CONTROL

Y-R-9725	Accelerator assy.	1932	1
Y-9736	Accelerator push rod	1932	1
	Washer (accelerator push rod to shaft)	1932	1
Order A-22158	Cotter (accelerator push rod to shaft)	1932	1
Order A-23534	Nut (accelerator bracket dash)	1932	1
Order A-21702-S2	Lock washer (accelerator bracket dash)	1932	2
Order A-22217	Accelerator pad	1932	2
Order A-B-F-11471	Accelerator spring	1932	1
Y-9737	Accelerator to carburettor rod assy.	1932	1
Y-9747	Throttle control assy.	1932	1
Y-9775	Accelerator push rod pilot	1932	1
Y-9779	Accelerator push rod pilot cover	1932	2
Y-E-9780	Screw (accelerator push rod pilot to floor board)	1932	1
Order A-22530		1932	2

ELECTRICAL SYSTEM—Continued

GENERATOR—Continued

Y-E-10505	Generator cutout	1932	1
Y-E-14484	Generator brush eyelet	1932	1
Y-E-110912	Generator terminal base assy.	1932	2
Y-E-110913	Generator third brush fixing screw	1932	2
Y-E-110914	Generator band screw fixing nut	1932	2
Y-E-110915	Generator fixing bolt nut	1932	2
Y-E-110916	Generator end nut	1932	1
Y-E-110917	Generator main brush shakeproof washer	1932	2
Y-E-110918	Generator drive end washer—external	1932	1
Y-E-110919	Generator third brush holder insulating washer	1932	1
Y-E-110920	Generator main end third brush insulating washer	1932	3
Y-E-110921	Generator third brush plate retainer fixing washer	1932	2

BATTERY

Y-E-10655	Battery assy.	1932	1
Y-10710-C	Battery strap	1932	1
	Battery strap to dash bolt nut	1932	1
	Battery strap to dash bolt plain washer	1932	2

AMMETER

	Ammeter assy.	1932	1
	Ammeter mounting screw	1932	2
	Ammeter mounting screw lock washer	1932	2
	Ammeter mounting screw nut	1932	2

STARTING MOTOR

Y-11000	Starting motor, drive and switch assy.	1932	1
	Starting switch assy.	1932	1
	Starter bolt	1932	2
	Starter bolt lock washer	1932	2
	Starter switch to motor yoke screw	1932	3
	Starter switch to motor yoke screw lock washer	1932	3
Y-11475	Starter switch control assy.	1932	1
	Starter switch control to instrument panel nut	1932	1
	Starter switch control to instrument panel lock washer	1932	1
	Starter switch control (in dash) grommet	1932	1
	Ignition switch key	1932	1

ELECTRICAL SYSTEM

GENERATOR

Y-E-10000	Generator and cutout assy.	1932	1
Y-E-10019	Ignition switch key	1932	1
Y-E-10048	Generator brush holder insulating screw	1932	3
Y-E-10057	Generator third and grounded brush spring	1932	1
Y-E-10060	Generator third and main brush holder	1932	3
Y-E-10068	Generator main brush spring	1932	1
Y-E-10069	Generator main brush	1932	2
Y-E-10070	Generator field motor carbon brush	1932	1
Y-E-10076	Generator main and third brush holder stud clip	1932	3
Y-E-10098	Generator drive end bearing retainer plate	1932	1
Y-E-10108	Generator brush to earth lead assy.	1932	1
Y-E-10114	Generator drive end bearing corrugated washer	1932	1
Y-E-10139	Generator front end plate	1932	1
Y-E-10141	Generator contact end roller	1932	1
Y-E-10142	Generator band cover	1932	1
Y-E-10151	Generator support	1932	1
	Generator support screw	1932	2
	Generator support screw lock washer	1932	3
Y-E-10159	Generator support locking pin	1932	1
	Generator support locking pin lock washer	1932	1
	Generator support locking pin nut	1932	1
Y-E-10166	Generator main fixing bolt	1932	2
Y-E-10193	Generator field coil insulation	1932	2



Part No.	Name of Part	Year	No. Req. per Car
Y-11654	Ignition and lighting switch assy.	1932	1
	Ignition switch key	1932	1
	Ignition coil assy.	1932	1
	Ignition coil to dash bolt	1932	1
	Ignition coil to dash bolt lock washer	1932	2
	Ignition coil terminal bolt nut	1932	2
	Ignition coil terminal bolt lock washer	1932	2
Y-12100	Distributor assy.	1932	2
	Distributor to cylinder head screw	1932	1
	Distributor to cylinder head lock washer	1932	1
	Distributor camshaft	1932	1
	Distributor camshaft sleeve	1932	1
	Distributor camshaft sleeve pin	1932	1
	Distributor brush assy.	1932	1
Y-E-12116	Distributor body assy.	1932	1
Y-E-12130	Distributor body spring clip	1932	1
Y-E-12144	Distributor body spring clip pin	1932	2
Y-E-12145	Distributor breaker plate assy.	1932	2
Y-E-12150	Distributor body insulator plate	1932	1
Y-E-12167	Distributor body terminal	1932	1
	Distributor body plain washer	1932	1
	Distributor body insulator bush assy.	1932	1
Y-12172	Distributor rotor assy.	1932	1
	Distributor rotor washer	1932	1
Y-E-12200	Distributor cam	1932	1
Y-E-12210	Distributor coupling shaft	1932	1
Y-E-12211	Distributor breaker plate fixing screw	1932	3
	Distributor breaker plate lock washer	1932	3
	Distributor breaker arm assy.	1932	1
	Distributor breaker contact screw assy.	1932	1
	Distributor breaker arm stud washer	1932	1
	Distributor contact screw bracket	1932	1
Y-12249	Distributor base roller	1932	1
	Distributor coupling shaft	1932	1
Y-12275	Distributor to sparking plug wire	1932	4
Y-E-12300	Condenser assy.	1932	1
	Condenser screw	1932	1
	Condenser washer	1932	1
	Timing lever assy.	1932	1
	Timing lever clamping bolt	1932	1
	Timing lever nut	1932	1
	Timing lever spring washer	1932	1
Y-12405	Sparking plug assy.	1932	4
	Sparking plug terminal nut	1932	4
	Sparking plug gasket	1932	4

ELECTRICAL SYSTEM—Continued

IGNITION SWITCH, COIL AND DISTRIBUTOR

Part No.	Name of Part	Year	No. Req. per Car
Y-13005	Headlamp assy.	1932	2
	Headlamp bulb	1932	2
Y-E-13060	Headlamp lens	1932	2
Y-13125-B	Headlamp support	1932	2
	Support to headlamp bracket reinforcement bolt	1932	8
	Support to headlamp bracket reinforcement bolt plain washer	1932	8
	Support to headlamp bracket reinforcement bolt lock washer	1932	8
	Support to headlamp bracket reinforcement bolt nut	1932	8
Y-13200-B	Wing lamp assy.	1932	2
Y-13328	Wing lamp cover	1932	2
Y-13330	Wing lamp glass	1932	2
Y-13331	Wing lamp glass gasket	1932	2
	Wing lamp bulb	1932	2
	Wing lamp cover to base bolt—short	1932	2
	Wing lamp cover to base bolt—long	1932	2
	Tail lamp assy.	1932	1
Y-E-13458-B	Tail lamp bracket	1932	1
	Tail lamp bulb	1932	1
	Stop lamp bulb	1932	1
	Tail lamp to bracket bolt	1932	2
	Tail lamp to bracket bolt lock washer	1932	2
	Tail lamp and bracket assy. to rear mudguard bolt	1932	3
	Tail lamp and bracket assy. to rear mudguard bolt lock washer	1932	3
	Tail lamp and bracket assy. to rear mudguard bolt nut	1932	8
Y-13480	Stop light switch assy.	1932	1
Y-E-13512	Stop light switch clamp	1932	1
	Stop light switch clamp bolt	1932	1
	Stop light switch clamp bolt nut	1932	1
	Stop light switch to centre cross member bolt	1932	2
	Stop light switch to centre cross member bolt nut	1932	2
	Stop light switch to centre cross member bolt washer	1932	2
	Instrument panel lamp socket and wire assy.	1932	1
	Instrument panel lamp wire connector	1932	1
	Instrument panel lamp bulb	1932	1
Y-E-13802-B	Horn assy.	1932	1
Y-E-13805	Horn bracket	1932	1
Y-E-13806	Horn contact assy.	1932	1
Y-E-13807	Horn front cover	1932	1
Y-E-13809	Horn rear cover	1932	1
Y-E-13811	Horn diaphragm assy.	1932	1
	Horn bracket clamp	1932	1
	Horn striker guide spring (Klaxon)	1932	1

ELECTRICAL SYSTEM—Continued

LAMPS AND HORN

Part No.	Name of Part	Year	No. Req. per Car
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**ELECTRICAL SYSTEM—Continued**

**WIRING**

Y-E-14300	Battery to switch cable assy.	1932	1
	Battery to switch cable terminal bolt	1932	1
	Battery to switch cable terminal nut	1932	1
	Battery to ground connector assy.	1932	1
	Battery to ground connector terminal bolt	1932	1
	Battery to ground connector terminal bolt nut	1932	1
Y-14302	Coil to distributor wiring assy.	1932	1
Y-14401	Wiring assy. on instrument panel	1932	1
	Cut-out wire to engine clip	1932	2
	Wiring grommet in dash	1932	1
Y-E-14403	Ignition switch to headlamp and wiring lamp wiring assy.	1932	1
	Wiring to slide member clip	1932	2
	Wiring to radiator clip	1932	2
Y-E-14405A	Tall lamp wiring assy.	1932	1
	Wiring to slide member clip	1932	4
	Wiring grommet in cross member	1932	2
Y-14408	Ammeter to ignition switch wiring assy.	1932	1
Y-14409	Ignition switch to instrument panel lamp wire assy.	1932	1
Y-14606	Tall lamp wiring grommet	1932	2

**MUDGUARDS, RUNNING BOARDS AND SHIELDS**

Y-16005-B	Front mudguard assy.—R.H.	1932	1
Y-16006-B	Front mudguard assy.—L.H.	1932	1
Y-16025-B	Front mudguard bracket assy.—R.H.	1932	1
Y-16026-B	Front mudguard bracket assy.—L.H.	1932	1
	Mudguard to mudguard apron bolt	1932	10
	Mudguard to mudguard apron lock washer	1932	10
	Mudguard to mudguard apron bolt nut	1932	10
	Mudguard to mudguard extension assy. bolt	1932	6
	Mudguard to mudguard extension assy. bolt lock washer	1932	6
	Mudguard to mudguard extension assy. bolt nut	1932	6
	Mudguard to dash side panel bolt	1932	2
	Mudguard to dash side panel bolt lock washer	1932	2
	Mudguard to dash side panel bolt nut	1932	2
	Mudguard to running board assy. bolt	1932	6
	Mudguard to running board assy. bolt lock washer	1932	6
	Mudguard to running board assy. bolt nut	1932	6

**MUDGUARDS, RUNNING BOARDS AND SHIELDS—Cont.**

	Mudguard to coupe pillar bolt	1932	6
	Mudguard to coupe pillar bolt lock washer	1932	6
	Mudguard bracket frame bolt	1932	4
	Mudguard bracket to frame bolt lock washer	1932	4
	Mudguard bracket to frame bolt nut	1932	4
	Mudguard bracket to mudguard bolt lock washer	1932	2
	Mudguard bracket to mudguard bolt lock washer	1932	2
	Mudguard bracket to mudguard bolt nut	1932	2
Y-16078-C	Front mudguard bracket tie rod	1932	2
	Front mudguard bracket tie rod washer	1932	4
	Front mudguard bracket tie rod nut	1932	4
Y-16080-C	Front mudguard to frame tie rod assy.	1932	1
	Front mudguard to frame tie rod assy. to frame bolt	1932	2
	Front mudguard to frame tie rod assy. to frame bolt lock washer	1932	2
	Front mudguard to frame tie rod assy. to frame bolt nut	1932	2
Y-16089	Front mudguard extension assy.	1932	1
	Extension to front splash shield assy. bolt	1932	2
	Extension to front splash shield assy. bolt lock washer	1932	2
	Extension to front splash shield assy. bolt nut	1932	2
	Extension to radiator shell assy. bolt lock washer	1932	4
	Extension to radiator shell assy. bolt nut	1932	4
	Apron to frame bolt	1932	6
	Apron to frame bolt plain washer	1932	6
	Apron to frame bolt lock washer	1932	6
	Apron to frame bolt nut	1932	6
	Apron to radiator shell assy. bolt	1932	2
	Apron to radiator shell lock washer	1932	2
	Apron to dash panel lower reinforcement bolt	1932	2
	Apron to dash panel lower reinforcement bolt lock washer	1932	2
	Apron to dash panel lower reinforcement bolt nut	1932	2
Y-E-16312-B	Rear mudguard assy.—R.H.	1932	1
Y-E-16313-B	Rear mudguard assy.—L.H.	1932	1
	Rear mudguard to running board bolt	1932	6
	Rear mudguard to running board bolt lock washer	1932	6
	Rear mudguard to running board bolt nut	1932	6
	Rear mudguard to quarter panel assy. bolt	1932	12
	Rear mudguard to quarter panel assy. bolt plain washer	1932	12

## NOTICES

Club year runs from 1st June to 31st May. Subscriptions:—

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