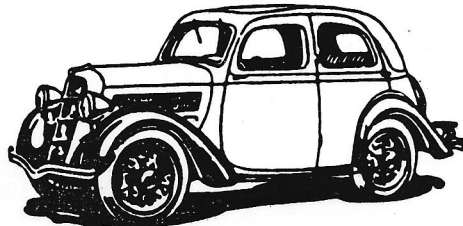
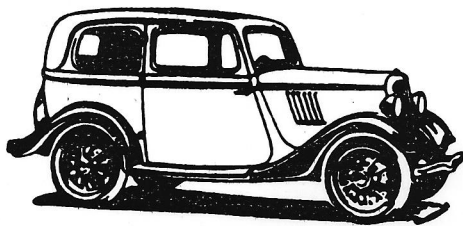


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 59 Jun/Jul 1989

NEWSLETTER EDITOR:-

JOHN GUY  
9 LOUTH ROAD  
SHEFFIELD  
S11 7AU

REGISTER CHAIRMAN:-

SAM ROBERTS  
16 CROYE CLOSE  
ANDOVER  
HAMPSHIRE SP10 3AF

# THE FORD Y & C MODEL REGISTER

## REGISTER OFFICERS

Chairman	Sam Roberts	16, Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4, York Close, Kings Langley, Herts WD4 9HX
Newsletter Editor	John Guy	9, Louth Road, Sheffield S11 7AU
Membership Secretary, Treasurer & Registrar	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside DN14 6DJ
Asst. Treasurer to Spares Secretary	Deb Brigginsshaw	102, Hadrian Avenue, Dunstable LU5 4SP
Librarian	Alan Oakes	15, Wilson Street, Hyde, Cheshire SK14 1PP
Technical Adviser Model C	Paul Bainbridge,	100, Bagnall Road, Basford, Notts. NG 16 0LB
Model Y	Jeff Cole	66, St. John's Avenue, Old Harlow, Essex, CM17 0BD
Events Organiser	Dave Curtis	3, Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Liam Tomlinson	10, Peterhouse Drive, Hill Hook, Four Oak, Sutton Coldfield, W.Midlands w.e.f. 1st August 88

<u>REGIONAL COORDINATORS</u>	01. Devon, Cornwall	02. Somerset, Avon, Wiltshire	03. Dorset, Hants, IoW Channel Isles
	David Ramon 16, Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	Ray Smith Fenham Coate Devizes SN10 3LA Tel: Ex-Directory	Sam Roberts 16 Croye Close Andover SP10 3AF Tel: 0264 65662
04. Surrey, W.Sussex  Julian Janiki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 51184	05. E.Sussex, Kent  Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	06. S. Wales  Jeff Hancock 10 St. Margarets Road Whitchurch Cardiff CF4 7AA Tel: 0222 610059	07. Hereford & Worcs, Gloucs, Warwicks Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel: 0432 356302
08. Oxon, Bucks, Berks.  Keith Button 10 Holmes Crescent Wokingham, Berks. RG11 2SD Tel: 0734 782986	09. Beds, Herts  Kevin Brigginsshaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not 'phone	10. London, Essex, Middx.  Dave Ball Gatesby West Hanningfield Essex CM2 8UJ Tel: 0245 400560	11. Salop, Staffs, W. Midlands  Dave Asplin 22 Bridges Crescent Norton Canes Nr.Cannock, Staffs Tel: 0543 78171
12. Leics, Northants, Cams.  Craig Ainge 13 Stubbs Lane Warkton Spinney Kettering, Northants Tel: 0536 518747	13. Norfolk, Suffolk  Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 45558	14. N. Wales, Cheshire, Lancs, Manch, Mersey  Peter Ketchell 2 Manor Road Westminster Park Chester CH4 7QW Tel: 0244 676856	15. Notts, Derby, Lincs, S. Yorks  Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417
16. N. Yorks, W. Yorks, Humberside  Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 6DJ Tel: 0405 860836	17. IoM, Cumbria, Durham, T & Wear N'umberland, Clyld.  Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	18. Scotland  <b>VOLUNTEER REQUIRED</b>	19. Ireland  Jim Fitzgerald 120 Meadow Vale Blackrock Co Dublin Eire



EDITORIAL

Due to the pressure of a splendid range of articles from other Club officers, I am forced to keep the editorial to the absolute minimum. At the moment, that is quite useful as having now finished the supershed (fully insulated and veneered internally) from which this issue is the first to emerge, I must now get on with another urgent task, more mundane but more essential to some purposes - the drains!

We've had some good events so far, great weather and happy days. This year I have been particularly impressed by the new hub caps and by Graham Miles' reconstructed van. Sorry for the delay, but moving house and building offices between issues takes a little extra time!

John Guy

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

STANFORD HALL - JUNE, 1989

The sun shone, the gates opened, and they came in in droves! Well, Ford Ys and Cs mainly. What a magnificent turn out for our club weekend at Stanford Hall. Thank you all for turning up to make it a most successful weekend, which I am sure was enjoyed thoroughly by one and all. The cars are getting restored, and what a terrific job these lads are doing, the members are getting to know each other, I lay on some food and fun, have a word with my friend in a high place about the weather, and it's magic!

Saturday saw more than ever arrive at the camping field, arranging their caravans, pitching tents or staying in B and B at local houses. About 7.00 p.m. the volunteer cooks take up position and 58 plus barbecues are served up by such personalities as Mr. '12 volt' Wilkinson, Sam and Paula Roberts and our new members Lorraine and Andy Stanley. Nice to meet new members and see them joining in. Barbecue, salad, rolls, coleslaw, wine and beer for £3.75 can't be bad, so all suitably fed we retire for the night, to give our jaws a rest.

Sunday and a convoy of 1930's Ford family saloons makes its way to the Hall itself, all recorded on video by John Kirby and our Tommy, and what a super sight. Some 20 odd Y's and C's in convoy approaching the house along the main drive, to assemble, with the aid of our now official car park attendant, Pete Ketchell, in model and year order. The raffle tickets start to sell, but once Lorraine and her aides get cracking, it is a great sell-out for the numerous prizes.

About 2.30 p.m., members line up to try their skill at some cunning tests. Hoopla, running over golf balls, hockey and a careful drive down a well planned route known as 'Bunting Avenue' was enjoyed by some 13 members, judged by Kathy Samuels, Wendy Grace, Paula Roberts, Jim Miles and my Mandy, produced three worthy winners, but these didn't include one Kentish man who helped me to lay the course out, sorry Owen. Paul Bainbridge, just to be different, had to try it by reversing his car! That gives me an idea for 1990.

The concours judging has been carried out and about 4.00 p.m. the presentation of awards, from the 30 cars lined up, this was not an easy task. Dave Curtis brought his restored C out, Dave Gatenby with his superbly restored C, Dave Tebb with the short rad Y under restoration to the usual Tebb standard. Jim Miles' fully restored and very unusual Y tourer known as the Kolne Deutche Cabriolet, Graham Miles' Y van and many others with their superb efforts and well presented cars. Why do the judges always walk past a certain CX with missing rear wings? But this is to change - yes, I've sold it to a good home.

Awards were as follows: L.R.Y - 1st Dave Robinson, 2nd Alan Oakes, 3rd Colin

Ault; S.R.Y - 1st Andy Stanley; C - 1st Terry King, 2nd Dave Curtis, 3rd Dave Gatenby; Eric Bufton Trophy - Sam Roberts for the best effort.

Gymkhana results, Paul Bainbridge, Pete Ketchell and Terry King all scored zero points to take their pick of the three awards.

And then the surprise of a lifetime, an award for effort put into the Register - the Maurice Billing Trophy - was awarded to yours truly, and I can only say I am extremely proud and honoured to have this honour bestowed upon me. Thank you.

To all members who came along, I would like to say once again, thank you for your support, now you know what the Ford Y and C Model Register really is - it's for you. For those of you who couldn't make it, I can only say come along next year and really join the Register, it's terrific. To all those who assisted in running the weekend, thank you and to all new members, a big welcome, and don't be afraid to come along and join us next year, with or without your car. One thing that did inspire me, and I'm sure they themselves gained from the experience, was the number of members who arrived without their cars for one reason or another.

I hope you all had a good weekend. See you next year.

Don Malin

-----

Hildie Billing was present at Stanford Hall to present the Maurice Billing Award, in memory of her husband, to Don Malin.

Mrs. Billing wrote to Graham Miles to express her sincere appreciation of what the Club did in memory of her husband, and also to say how much she enjoyed being at Stanford Hall. The Club is pleased to remember Maurice through Hildie and that such an award could keep her within the circle of the Club.

-----

Sam Roberts, Hildie Billing, Graham Miles and Dave Tebb pose with the Maurice Billing Award in front of the ex Billing car at Stanford Hall, 1989.



MEMBERSHIP REPORT

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

- B0344 Harry Ball, La Chaumiere Roc, Les Brassieres, St. Peter Port, Guernsey, Channel Islands.  
 B0517 Fred Barber, 128 Richmond Road, Brighton, Sussex, BN2 3RN.  
 B1045 Ian Bellamy, Little Garnetts, Bishops Green, Dunmow, Essex, CM6 1NF.  
 C1626 David Crowther, Redfern Cottage, Upper Common Lane, Clayton West, Huddersfield, HD8 9LN.  
 D1806 Graeme Duncan, 14 Sanderson Place, Newbigging, Angus, DD5 3RQ.  
 D1015 Robin Del Mar, 3 Hambalt Road, London, SW4 9EA.  
 D1516 Dave Durrant, Ostrich House, Highgate, Leverton, Boston, Lincs., PE22 0AW.  
 D1917 Tony Duignan, 11 Castle Lawn Heights, Headford Road, Galway, Eire.  
 F1903 Philip Fogarty,, Main Street, Portlawn, Waterford, Eire.  
 F1014 Dave Foreman, 26 Lynton Road, Hadleigh, Essex, SS27 2QQ.  
 G0220 Daphne Godwin, Sundew, 36 Dane Rise, Winsley, Bradford on Avon, Wilts., BAA15 2ND.  
 H1406 Clive Hamer, 118 Outwood Road, Ratcliffe, Manchester, M26 9AG.  
 J0607 W. T. Jones, Windsor House, Windsor Road, Porthcawl, Mid Glamorgan, CF36 3LR.  
 K0304 Colin Kirsch, Collectors Autos Ltd., 41 Palmerston Road, Boscombe, Bournemouth, BH1 4JJ.  
 M1032 Davji Manji, 166 Lyons Park Avenue, Wembley, Middlesex, HAO 4HG.  
 M0912 Geoff Murrell, Audley Cottage, 76 Heydon Road, Gt. Chishill, Royston, Herts., SG8 8SR.  
 M1016 Connor and Kay McAnally, Flat 6, Burton House, 72 Notting Hill Gate, London, W11 3HL.  
 O1603 Alan Ogden, Flat C, 2 Wetherby Road, Leeds, LS8 2QO.  
 P1311 John Parr, 23 Bowerhall Drive, Steeple Bumpstead, Haverhill, Suffolk, CB9 7ED.  
 S0418 Ray Stevens, 11 Littlefield Close, Fairlands, Guildford, Surrey, GU3 3JD.  
 S0919 Andy Stanley, 6 Eastern Avenue, RAF Henlow, Beds., SG16 6EX.  
 W0505 Ian Williams, 69 Maidstone Road, Paddock Wood, Tonbridge, Kent, TN12 6AE.

Welcome to all 22 of you. As usual, I hope 'old' members will contact our new members who may live within easy travelling distance - or why not telephone? Our Club flourishes on mutual support groups and the first contact means such a lot to a new member, whether having maintenance problem, a restoration relapse (G.P.'s are working on this one) or just wandering (steering experts are working on this!).

NEW MEMBERS

Membership continues to flourish and a good number recently have joined after seeing us at various shows and others as a result of being given our enquiry cards sent with your last Newsletter. Keep up the good work!

Connor and Kay McAnally were attracted to the Ys on display at the Knutsford show and are now convinced that their lives will be incomplete without one! Clive Hamer too joined at Knutsford and showed us photos. He is converting a pile of rusty pieces into a Y show piece.

David Crowther joined at Stanford and plans to own a Y when he finds a suitable restoration project. Owning a Y as a youth has guided his nostalgic search our way. Andy Stanley also joined at Stanford Hall after buying Dr. Soper's short rad on sale in the last Newsletter. Alan Ogden rejoined us too and drove EML to

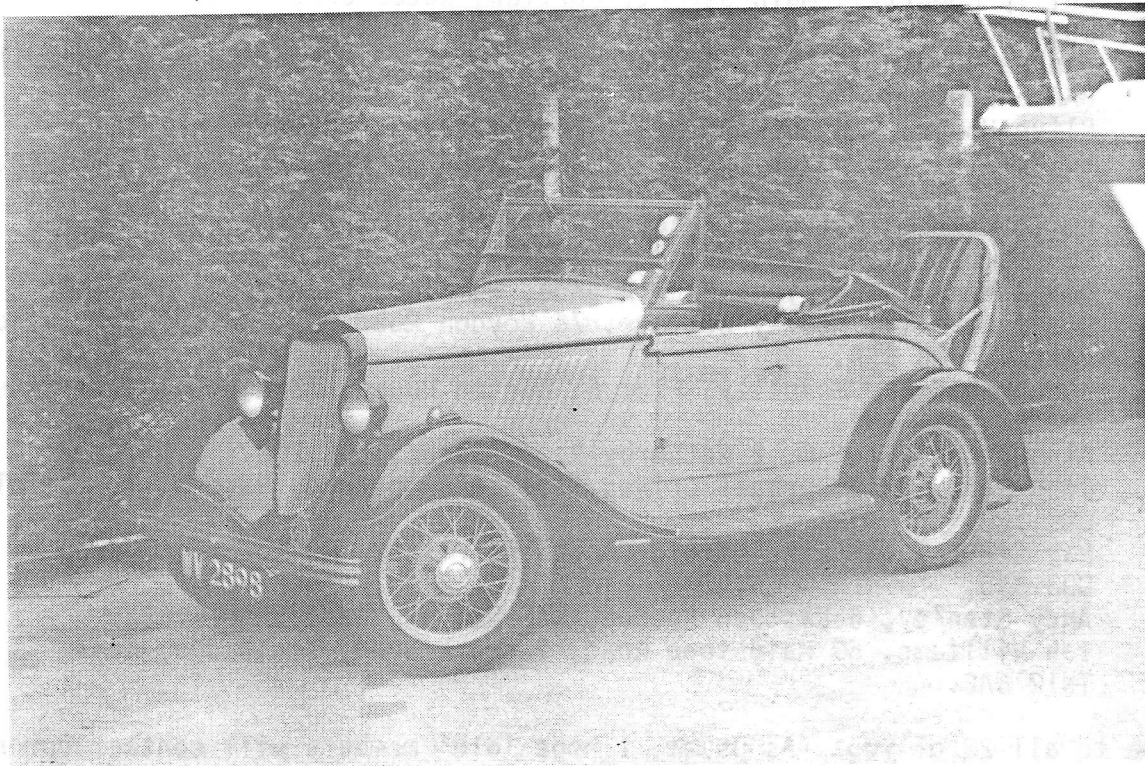


Stanford.

Graeme Duncan owns the only C featured in this column. AFS 184 was purchased by his father in 1975. Missing an original radiator grille and seats are a problem which with some help from you out there he will overcome in due course. However, the car is on the road and can't be far away from AFS 180, a Y belonging to Frank Brown, also 'north of the border',

Robin Del Mar owns a 1933 short rad tourer which started life as a van. He writes:

It must have suffered a bad accident as it was rebuilt as a two seater tourer in 1937 by Mr. Dennis, a dealer in Warminster. It was bought for my late mother-in-law's 21st birthday in 1937 and has been in the family ever since.



Restoration projects are numerous as owners restore vehicles which some years ago would probably not have been saved. Now it is clear that almost any remains can form the basis for an excellent car. John Parr is a keen enthusiast. His 1937 Model Y

has no log book, no history. I am at present trying to sell my house to buy another with a double garage. How's that for dedication!

Despite buying his Y from a Mr. Steptoe, Geoff Murrell's car is no scrapper! With minor attention, he hopes to be on the road, Geoff is on Ford Motor Co. staff employed as a fuel injection expert and finds the Y refreshingly basic to work on.

Fred Barber is engaged in restoring DWE 147, a 1937 Y which has been parked in his garage since 1970 when he bought the saloon.

Ray Stevens' main problem with his Y is a water leak from the double water inlet on the block (this is obviously an early engine). This, of course, does not prevent him from using the car, which he bought after owning a 1950's MG saloon, preferring to try the pre-war scene.



Daphne Godwin has brought CG 8491, a 1934 Y, back into the Club. She writes:

Originally from the Southampton area, the car was driven by the original owner until MOT testing came in and then laid up until my late husband Arthur (Taviner) and I bought it in 1973. We completely restored it and attended rallies around the country until Arthur died in November, 1984. I sold the car a few months later. I recently heard through my good friend Dave Curtis that the car was being sold by Peter Dyson. A phone call and a visit and my car was back again with me. My personal circumstances have changed and now I am able with the help of my new husband Sam to maintain and run the car.

Those early members who remember Arthur (a founder member, I think) and everyone else will be delighted to read Daphne's story. We all wish you many happy miles together again.



Ian Williams now owns DKX 355, the 1937 Y which used to belong to Neil Hyett. Ian is treating the car to a full restoration and is hopeful of being able to retain the original registration.

Dave Durrant is also a new owner of one of our cars, having bought AUE 234 from Roy Snape. The car is on the road, but awaiting completion of some paintwork and trim. He says he has

fitted the Ford accessory by pass oil filter and adapted an ex-Austin 10 air filter to resemble the genuine Ford accessory. I have for the last 19 years used an E83W Ford van as regular transport, but this is now rather tatty. My wife's regular car is a 1953 E493A Ford Prefect bought for £25 in 1976.

No doubt by now Dave must rate as a sidevalve expert - we must tap into this experience.

W. T. Jones owns BYU 318 and I await details.

Harry Ball in Guernsey owns YS 9724, a 1936 Y last listed to an ex-member on the south coast. This may be the only Y on Guernsey - let us know if you see others in your travels, Harry.

Tony Duignan in Galway writes:

My car is considered to be one of the finest examples of its type in Ireland at present. It was totally restored over a period of 3 years by Ned Brennan in Kilkenny.

We look forward to a photo of your car, Tony. There seem to be a good number of cars which keep turning up in Ireland. My guess is that there are many more too, hidden away in sheds and barns.

Philip Fogarty is less lucky, having a massive restoration to complete and is hindered by difficulty over obtaining spares in Ireland. He is particularly anxious to obtain paint colour/shades for Ys. If you are able to help with the modern equivalent shades, please drop him a line. This is a frequent request from new members wanting alternatives to black.



Dave Foreman hopes to have his 1934 Y on the road soon after attention to exhaust, windscreen and some paintwork. He, too, is haggling with Swansea to retain DL9064. Incidentally, Dave, the 167 prefix to body number indicates a sliding roof originally - does this mean more work!

Ian Bellamy and family are going to Australia in September and taking their 1933 short rad Y after treating it to new paintwork and a retrim. Don't forget that these early cars had cloth upholstery.

Dave Gatenby gave me samples of the cloth material he used to upholster his seating. If anyone needs a small sample, send me (Bob Wilkinson) a stamped addressed envelope. Dave does not suggest it is as original material but it is certainly very acceptable.

Davji Manji is engaged in a full restoration on DBP 84, a 1937 Y. We hope to have news of his progress in due course.

Colin Kirsch runs Collectors Autos in Bournemouth and has an interest in the old Fords. He currently has a C for sale but his stocks are always turning round. Why not contact him if you are interested in buying one of our type of cars. Welcome to you all - we look forward to seeing you and your cars in action.

Bob Wilkinson



## THE ENFIELD PAGEANT OF MOTORING

The Weather Gods smiled on this year's 12th successful Pageant over the long Whitsun weekend. My weekend started on the Friday when at lunch time I took my newly acquired car trailer over to Hanger Lane to meet Graham Miles and pick up his Alan Taylor Y tractor, while he drove his 1933 Tudor S.R. back to the Rally site in convoy. Having parked said vehicles O.K., I then drove Graham up to Kings Langley and picked up his 1933 S.R. van, loaded up with Club spares, while he towed his caravan with his everyday car back to Enfield. Then I rushed back to Waltham Abbey and collected my Koln Cabriolet and parked it along with Graham's fleet on our large Club stand.

First thing Saturday morning, Graham and I did what any sane person would do, we hunted around Autojumble stands before breakfast! Amongst the goodies we found a brand new nearside rear wing for a C type, plus a pair of rear seats in cloth for an early Y. These we told Dave Tebb about when he arrived in the afternoon, as we knew he was looking for them, deals were struck and Dave was seen hauling them back to his Camper. Talking of the Camper, Dave had a lot of trouble with it that day and had to end up getting a tow home. I hope all the problems have now been sorted out.

The Tebb marquee was not put up as the weather was too nice, so instead the main pole was used to fly the Ford flag and bunting at the front centre of our stand. Graham had framed large Ford technical pictures which were mounted above a display of spares at the rear of the site. In the centre was Dave's cutaway show chassis, roped off with bunting. It was fortunate that we had the previously mentioned vehicles on site on the Saturday, as no other vehicles turned up and the stand would have looked pretty bare. The same thing happened on Monday, when apart from Graham Tomlinson's Kelch Cabriolet, which stayed Sunday and Monday, same said vehicles were the only ones present. This is a shame as the South East has the largest concentration of members, plus the fact that the Pageant is only two miles from the M25 Enfield junction. Next year we will have to try to spread the numbers over the three days, though still keeping Sunday as the main day.

There was a huge range of exhibits on show ranging from a 1928 Atco mower right up to a Mighty Antar 18 litre petrol engined tank transporter, loaded up with concrete blocks, which did one mile to the gallon! In all, there were over 900 vehicles. Bert Thomas and Julian Janicki were in attendance with their Model A's. Large American cars of the Fifties were plentiful, such as Cadillac Eldorados, Chevy Impalas and, of course, Ford Fairlanes.

Sunday morning saw our Club stand rapidly filling up. One of the first to arrive was Dave Ball, who had bought along his brace of 1936 ex-Brighton Y taxis, DCD 700 and DCD 701, their cream bodies really looked nice in the sunshine. Tony Eldridge brought along his pristine 1936 CX Fordor finished in gleaming Ford black. John Hampton brought his nice maroon Y van of 1936 to keep Graham's van company. Then came the French built Kelch bodied cabriolet of 1932, driven by Graham Tomlinson who had come up from Ringwood, Hampshire. Chris Cheesman was with his 1934 Tudor, I always know his car because of the huge fog lamp mounted on the front bumper. Another 1934 Tudor was driven by R. Smith (sorry, R, I don't know your first name). The 1933 Fordor L.R. of Peter Richardson always looks nice, and has been around the Rally circuit for years. The other Fordor was the 1937 of Dennis Smart, who always attends Y & C get togethers. Sam Roberts was in his smart black 1936 Tudor, another 36 Tudor was Christine and Owen Baldock's. Three other 1936 Tudors were owned by Roy Mann, Kevin Brigginshaw and T. Hurst (once again, I don't know your first name). Members who helped out without bringing vehicles were Marven Starbuck and Dave Curtis.

Three o'clock came and it was time to marshall our fleet to the main arena for the Ford Y & C parade. It fell upon me to give the commentary over the P.A.

system and I was hoping that I didn't make any mistakes. Dave Tebb was first around driving Graham Miles' S.R. Tudor, followed by the previously mentioned vehicles, plus R. Garret in a 1935 CX Fordor which had been on loan to the F.S.O.C. stand. Bringing up the rear of the column was the Alan Taylor tractor towing both the taxis, whilst Dave Ball and his friend walked beside them steering, this went down very well with the large crowd. Finally, the organisers asked for the Kelch cabriolet of Graham Tomlinson and my Dreuz cabriolet to make an extra turn on their own to show how versatile coach builders of the Thirties could utilise the Y chassis. I don't think I made any mistakes with the commentary, and at the end the crowd clapped and the Register got a lot of public interest.

A few words about some of the other Club stands showing the range they covered. On one side of our site was the Alfa Romeo Club, next to them was the Mini Cooper Club, who really went to town and took all Saturday building a garage pit stop scene as a centre theme. On the other side of us was the Hillman Owners Club. Also present was the Vauxhall FB Club, Jaguar Club and the Ford RS Club (they who do wheelies on the grass at Stanford Hall if you remember). Altogether there were twenty eight car clubs at Enfield.

Monday afternoon came and along with it came the nail biting as the results were announced. Third was the Triumph Stag Club, second was your Club, the Ford Y & C Register and first the Mini Cooper Club. We collected a cheque for 150 and as I said before, got a lot of publicity for the Register.

Many thanks to all who attended and made it a really terrific success. Next year I have thought of something really different as a centre piece of the stand, but more about that nearer the time!

Jim Miles

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

1989 REGISTER GATHERINGS AND EVENTS

<u>Date</u>	<u>Event</u>	<u>Organiser</u>
27th-28th August	Manchester Classic Car Show	Peter Ketchell
17th September	York Historic Vehicle Trust Show York Racecourse	Bob Wilkinson
24th September	All Ford Rally, Abingdon Sutton Wick Farm, Drayton Road	Bob Tredwell 0253 30720
7th-8th October	Malvern Motoring Event	Dave Curtis

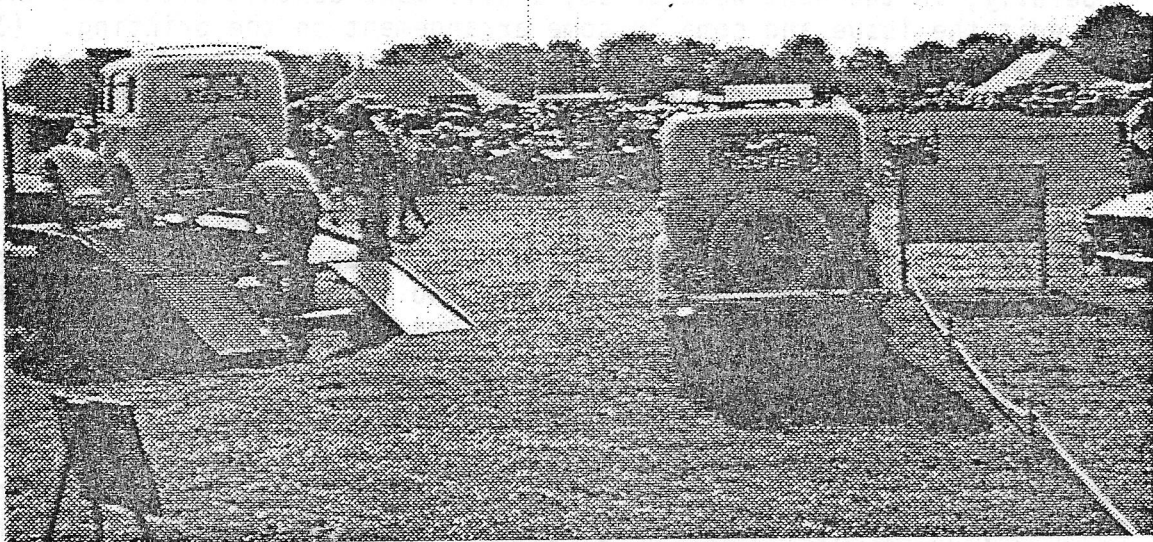
Dave Curtis  
Events Organiser  
Tel. Hereford (0432) 356302

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

Please note John Guy's new address: Garth Barn, Main Street, Gillamoor, North Yorkshire, YO6 6HX.

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





## CHAIRMAN'S NEWSLETTER

Life as an official of the Register does not get any easier. We all have full time jobs which place demands on us and many of us have to use the services of our companies to keep the Register afloat - on a repayment basis of course. However, I find that, here in mid 1989, with the Register activities going superbly well around the country, thanks to Dave Curtis, the events organisers, and you the members, I have no idea where and when this issue of the magazine is going to be printed! Our nomadic editorial team, when last seen, had still to erect the editorial shed on their newfound property somewhere in the wilds of North Yorkshire and our printers have been told to stop doing "private" work. Hopefully, in the next week or so, I will make contact with John and Siobhan to edit the issue and come to some arrangement on the printing. (I collated and stapled the last issue myself!) Although this sounds like a winge, it isn't. I enjoy the challenge, as do the other members of the committee; an enjoyment made even more so when we meet you the members at the various gatherings.

This issue of the magazine is always the most enjoyable to write as annually, it is the first one after the Enfield Pageant and the Stanford Hall Register get together. I seem to have been attending these two meetings each year for ever, and each year seems to be better than the previous one.

The Enfield Pageant lived up to expectations and is written up elsewhere in this issue. The weather was superb and the Register display was the best I have ever seen it. Congratulations to all who took part, but particularly to Jim Miles for masterminding it, Graham Miles for providing the spares backcloth and many of the exhibits; to Dave Ball for bringing along the two Brighton taxis, which are coming along nicely, to Dave Tebb and Gordon for the Cutaway Chassis and to Graham Tomlinson for displaying his beautiful French Model Y Kelsch Cabriolet. The stand richly deserved its £150 second prize. Thanks also to Jim Miles, we were also honoured by being the only club to have a special arena parade and commentary. It is all good PR for the Register and our vehicles. Finally, whilst on Enfield, our congrats are due to Julian Janiki, our erstwhile Region No 4 Co-ordinator, who won the award in his class for his immaculate Model A Ford.

Stanford Hall was the friendly, relaxed occasion it always is. The barbecue on the Saturday night was enjoyed by 50 or so members and families with 21 cars in attendance. A further dozen arrived on the Sunday and members and families enjoyed the sun, the chat, the company and the driving tests. Our thanks to Don Malin, who richly deserved being the first recipient of the Maurice Billing Award for his efforts over the years as Events Co-ordinator and AGM and Stanford Hall organiser. I would also like to thank Andy and Lorraine Stanley and their two girls for helping out on the barbecue and for running the raffle. Having been a member for only three days, Andy and his family helped the weekend to go with a swing. It was also a great pleasure to see Hildie Billing at the award ceremony to present the Maurice Billing shield for the first time. I'm sure she was very impressed with the work Dave Tebb has put into restoring Maurice's old car.

Whilst we were at Stanford, the Register was being well represented at the Beaulieu Classic and Restoration Show by Michael Nash in his 1937 Tudor. The Organisers had specifically wanted a 100 "Popular" for the Grand Parade and had approached Ford Headquarters at Brentwood for advice. Such queries now come automatically to the Register. Enough about the shows. Suffice it to say that those who do attend, with or without their cars, do thoroughly enjoy them, so if you have not as yet attended one, give it a try.

There are a goodly number of members whose cars spend far too much time in the garage and not enough being driven as Henry intended. I came across Arthur Cooper's Model Y driving along the A4 on a Monday afternoon in June and realised



that it was the first Y or C I had seen away from the showground for many months. It is a fact that the more our cars are driven, the less likely they are to break down. Plenty of driving, especially after a restoration or overhaul, not only gives you faith in the car's built-in reliability but also quickly overcomes any teething problems there might be as a result of restoration.

The Summer newsletter of the Federation of British Historic Vehicle Clubs was brimming with good and useful news. Apart from the Federation now being the UK organisation recognised by the Federation Internationale des Vehicules Anciens (FIVA), the world-wide organisation bringing together national clubs, the Euro Lobbyist employed by the Federation to look after our interests in Brussels on the 1992 legislation has shown his worth on more than one occasion. The federations views on unleaded fuel are detailed elsewhere in this issue.

At long last we have some significant news on the spares front. Thanks to the dogged determination of Peter Ketchell and Graham Miles they have at long last solved the problem of manufacturing Model Y hubcaps. A superb example of a new hubcap came through the post to me from Peter last month. I can honestly say it is better than the originals in that it was a tighter fit on the wheel and hence would not rattle. At ten pounds each, they are excellent value for what is a complex piece of tooling and machining. Well done team! Obviously buying in the initial stock will drain our capital funds considerably, so don't hold back on ordering and paying, we need to sell the stock to support the next big challenge - the bumper bars. Incidentally, those overseas members who wish to purchase spares from the Register unfortunately cannot deal directly with the spares secretary as the Register does not have any product liability cover for overseas sales. Such cover is expensive. As I have often said in the newsletter, your best route is to befriend a member who is resident in this country and ask him to purchase the spares and forward them to you privately. Bob Wilkinson or I can help you find a member if you are stuck.

For those who are interested, I can supply a copy of the Register of surviving Model Y & C vehicles. It is an ever growing list which collates the vehicle details you give on joining the Register. A large A4 size s.a.e. to me will secure you a copy. I am currently doing a little research into the different body styles on the Model Y. Although the Briggs body numbers indicate the major differences within each batch of body number. I will keep you posted as significant results appear.

Bob Wilkinson is continuing to pull in new members and is following up cars for sale adverts in the magazines to expand the Register. I think he is in the process of swapping a ukelele, which has been residing in his attic, for a sawn off Model Y body plus bits, presently owned by an ex-member whose interests have strayed from old Fords to banjos! As I said at the start of this newsletter, life for register officials does not get any easier. Fancy having to surrender the family ukelele for a heap of metal and oily bits!

I haven't mentioned CNN. She is fit after a rough patch. The top overhaul to unstick the distributor, which I reported last time, was a failure and I ended up with grey oil floating on water in the sump! Thanks to modern gasket glue, the water is now confined to the cooling system and CNN is showing her paces. She won a really revolting trophy after the Andover road run last week (much to the amusement of member, David Leach and his wife, who have had to put up with the same trophy in their house for the past two years). Next weekend CNN will be tied up with white ribbons again for her second wedding invitation of the year, with the Andover meeting at the Leckford Hut pub on the following day. So far, David Love, David Lovering, Arthur Fletcher and Jack Barnes have said they will be at Leckford with their cars.

The Terrier is coming on well. She showed herself for the first time at Stanford Hall and very gratefully received the Eric Bufton Memorial Trophy for the restoration work so far. Next year I expect to see her at Stanford Hall

sitting alongside David Grace's Alpine and Ken Ley's Kerry (Terrier), all three tourers having been fully restored.

You should be aware that there are two vehicles of particular interest looking for good homes. Details are shown under 'Members Parts for Sale'. Ray Smith's restored Terrier is on the market and Jan Palmer's almost restored Tug is for sale. I regret we have been showing the wrong telephone number in the magazine for Jan. If you are interested in the Tug, which is being offered at a very reasonable price, please ring him on Romsey (0794) 523353.

Sam Roberts

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

## UNLEADED FUEL

I put a number of queries on the fuel question to the Federation of British Historic Vehicle Clubs on behalf of the Register. The following are relevant extracts from the very interesting reply received from the Secretary, Jim Whyman:-

"Leaded fuel came on to the commercial market in USA in 1926, following the discovery of the octane boosting effects of tetra ethyl lead in 1921 by a group of scientists working on a fuel research programme instituted by General Motors in 1916. The first leaded fuel to be sold in UK came on the market in 1928 and was marketed under the "Pratts Ethyl" banner. Leaded fuel was universally available by the mid-1930s.

All engines which have valves seating direct in the cast-iron block or head benefit from the lubricating properties of tetra ethyl lead, whether they were designed to run with fuels available early in the century or those available in the post-war years. Valve wear was a common problem in the 1920s. Just looking at my own grandfather's records with his Bullnose Morris, he had to have the car "de-coked" twice a year, and exhaust valves were often listed as replacement items. He did about 5,000 miles a year, which was, in those days, considered high mileage. Anyone who has rebuilt a Morris Bullnose and gets only 2,500 miles between "de-cokes" now would think there was something wrong! Leaded fuel didn't eradicate the problem, but it certainly made it possible to travel much greater distances between top end overhauls.

The unleaded fuel of today is, of course, very different from the unleaded fuels available at the beginning of the century - it has a much higher octane rating for a start. But it has no valve lubricating properties. No substance has yet been found which comes anywhere near tetra ethyl lead in this respect. Commercially available additives might go some way towards solving the problem, but I am not convinced by any of the claims.

Dr Matthew Vincent is a fuels research scientist with one of the big fuel companies and a vintage car enthusiast. I enclose a copy of a letter he wrote to the Alvis Register circular recently, which you may find of interest:-

'Proprietary fuel additives which are claimed to protect exhaust valve seats, and thus to prevent damage which might otherwise occur with unleaded petrol, are only partially effective. Whilst exhaust valve seat wear rates may be reduced, these additives are unlikely to be completely effective. Manufacturers' claims should therefore be treated with caution, as some valve seat recession may still be experienced when operating with unleaded petrol in an unsuitable engine.



Upper cylinder lubricants, of which there are also some proprietary brands available, will have no protective effect upon exhaust valve seats when used with unleaded petrol and their use cannot be regarded as a substitute for lead in petrol.

As leaded 2 star is withdrawn from the market (the budget tax changes make this likely to happen more quickly now), some owners may be concerned about the use of 4 star as an alternative. There is no evidence that 4 star will cause any long term problems in engines which normally operate satisfactorily on 2 star. Both type of petrol contain the same amount of lead. The use of 4 star as an alternative to 2 star is greatly preferable to the use of unleaded petrol in an unsuitable engine."

I am grateful to both John Whyman and Dr Vincent for their contributions. As a result I have syphoned off the tankful of unleaded petrol in CNN and have joined the 4 star pump brigade.

### SAM ROBERTS

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

#### 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, reg. Oct 34. Tel. 0380 86603 (Devizes)  
Spark plugs for Y & Cs - AC45F. ~~£~~4.50 per set of 4, inc. P & P. Tel. 04203 87692. (1)  
Yvon Precieux. 4 C wire wheels, sand blasted/primed. 2 rear brake drums. Tel. 01 291 1198. (1)  
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)  
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 (0794) 523353. (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)  
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)  
Don Malin. 2 x 4.50 x 17 new Avon tyres, ~~£~~15.00 each. 2 x 4.50 x 17 new Avon Tyres fitted to 2 good C wheels, ~~£~~20.00 each. 1 set of 0.030" o/s pistons for C, ~~£~~10.00, boxed. 1 x reset C front spring and 1 x reset rear spring, ~~£~~10.00 each. Tel. 0203 364217 (Coventry) (1.2.3)  
Car for Sale: about ~~£~~100. 1936 Model C, in poor condition, restore or spares. Tel. 0227 721792, Canterbury area. (1.2.3)  
Tyres, 4.50 x 17, new and used stock, reasonably priced. Tel. 0565 52462 (1.2.3)  
Petrol tank sender units repaired. G. E. Middleton & Co., 359 City Road, Manchester M15 4DE. Tel. 061 8720923. (1.2.3)

#### MEMBERS PARTS WANTED

David Hughes. 1 no. rear seat and 1 no. windscreen for a 1936 2 door Y. Tel. 0904 795227. (1)  
Dave Curtis. Rear number plate bracket, spare wheel cover and clock for 1936 Model C. Tel. Hereford 356302. (1)  
James Piper. 1 no. front bumper for 1937 Model Y. Tel. 0303 872345. (1)  
David Birch. Offside B.T.M. hinge both pieces; rear seats, just frames will do; complete windscreen (1.2)  
George Campion, C0520. Head lining pattern for 4 door Y, 1935; front and rear bumpers for 4 door Y, 1935. Tel. Erith (03224) 45718. (1.2)  
David Hughes, H1635. Windscreen; rear seat. For 1936 2 door Model Y. Tel. 0904 795227. (1.2)  
Front and rear bumpers and irons for long rad Y. Tel. 0705 267506. (1.2)  
Bob Wilkinson. Front seats for Y, any condition. Tel. 0405 860836. (1.2)  
Dave Crowther, C1626. Model Y wanted, long rad, 4 door. Tel. 0484 864482 (Huddersfield) (1.2.3)  
P. Taggart. Ashtrays for rear of Y. Tel. 0662 42599. (1.2.3)  
Graeme Duncan. Grille for 1936 Model C tourer; front and rear seats. Tel. 082 623 628. (1.2.3)  
Ken Ley. Starting handle; 10 hp cylinder head; all black faced instruments for 1933 dashboard; distributor. Tel. 0268 785489. (1.2.3)  
D. Birch. Rear seats or frames for 1936 Model Y; windscreen frame and glass. Tel. 021 459 6100. (1.2.3)

CLUB SPARES SERVICE - OVERSEAS

From time to time overseas members (particularly Eire) write to complain about the lack of spares availability from the Club. We regret that the Club is unable to supply spares direct to overseas members. This is due to legal difficulties involving liability claims for accidents, etc., following the use of spare parts.

Overseas members may find the following alternatives useful:

1. Purchase parts whenever possible from one of our suppliers listed in the Newsletter.
2. Buy through a U.K. member who is prepared to act as a 'middle man'. Parts must be bought/sold as used parts.
3. U.K. members going on holiday to your country may be persuaded to carry small parts with them. (any members regularly visiting foreign countries and prepared to help in any way should write and let Graham Miles know.)
4. Eire members may buy club spares via members in Northern Ireland.

Whenever at autojumbles in England, I am aware of an increasing number of continental visitors looking for spares. Often one person is buying parts for a group of friends to reduce the travel costs.

I don't suggest that any of these methods is ideal but this may help you to obtain those difficult to find spares.

Bob Wilkinson

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

**SUBSCRIPTION RENEWAL, 1ST JUNE, 1989 - 31ST MAY, 1990**

Many thanks to those members renewing already.

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

Please renew NOW. Use the renewal slip or copy the details onto a separate sheet if you don't wish to spoil your Newsletter.

N.B. Membership cards will be enclosed with your NEXT Newsletter. Please add your name and membership number as per your address label.

Those not paying by 1st September will be regarded as lapsed members and will not receive further copies of the Newsletter.

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.

THE TUG - PART I

It would be hard to describe the Tug as 'beautiful' or 'having pleasing lines'. Its name is ugly, even though it is descriptive of its function. I have no idea who designed it, but it certainly didn't come out of Dearborn. It is a Dagenham beastie designed to fill a gap in the haulage market, which, until its arrival, had been filled by a pair of horses or a motor vehicle too large and uneconomic for its task. Most haulage vehicles in the early thirties had largish engines which were most efficient when travelling fully laden at speeds of 50-55 mph. When working well below their maximum power output, these engines carboned up easily and suffered due to running at relatively low oil temperatures. There were a large number of tasks which called for haulage over short distances at low speeds; in the docks, in railways sidings, in large factories and on municipal duties like refuse collecting. It was for these tasks that the Tug was designed. Two types of Tug were envisaged originally: An 8 hp engined "trailer type", with a wheel base of 7ft 2ins and rear tyres 23 ins by 5 ins, capable of pulling a gross load of 3 tons on normal roads, and a 10 hp engined "articulated type" with a wheel base of 9ft 6ins and rear tyres 30 ins by 6 ins, capable of pulling a gross load of 4 tons on normal roads. In the event, only the "trailer type" was manufactured, mainly for use with a two wheeled trailer which could be automatically coupled and decoupled by the incorporation of a pick-up arm on the Tug. As the Tug was reversed onto its trailer, the coupling arm of the trailer coincided with the pick-up arm. The front of the trailer was elevated automatically, a bar locked into position and the jockey wheels of the trailer raised clear of the ground, all in a single movement. For uncoupling, a small lever on the trailer bar was moved forward and as the Tug drove away, the jockey wheels fell into position to support the trailer and its load. Alternatively a four wheeled trailer could be used which obviously did not require the pick-up arm. The value of the Tug in 'load, carry, unload' processes over short distances can be understood. Whilst the loading or unloading of one trailer was being carried out, the Tug and its driver were free to be used elsewhere.

The weight on the rear axle of the Tug was 9 cwt but only 5 cwt on the front. This enabled a single central wheel at the front (tyre size 18 ins by 7 ins, oval section) which aided manoeuvrability by a 21ft turning circle with trailer, and 16ft without, on both locks, and with none of the tyre scuffing in tight circles experienced with the standard two wheel steering. As already stated, the engine was a standard 8 hp as fitted to the Model Y. However, from the rear of the clutch, the transmission was peculiar to the Tug. From the clutch transmission was through a permanent reduction box to a four speed gear box, giving four speeds and reverse, and thence to a Ford three-quarter floating rear axle with transverse leaf spring. The gear ratios were: Rear axle, 4.11 to 1; 1st gear, 6.1; 2nd, 3.09; 3rd, 1.69; 4th, 1.0 and reverse, 7.82 to 1.

The advertised fuel consumption of the Tug was 16 mpg, although a Modern Transport magazine test credited it with 18 mpg. The maximum legal speed as from 1st October, 1934, was 20 mph, but its maximum design speed was 24 mph, with a cruising speed of 18 mph. The price of the basic Tug without trailer was £185 and it attracted a £25 Licence Duty.

The cab of the Tug was that from the Model Y Fordor saloon with a vertical rear panel incorporating a large rear view window behind the driver's seat. The Briggs Model number of the body was 161. Although 121 bodies were made by Briggs, only 111 Tugs were manufactured, which meant that this was not a money spinner for the Ford Motor Company. The instrument panel and fittings inside the cab were standard Model Y (including its 80 mph speedometer!) The bonnet and radiator grill were also Model Y with the exception that it carried the Fordson motif on the badge. But there the similarity to the Model Y ceased. The cab and transmission were mounted on a special heavy duty chassis (which apparently did not carry a chassis number). Obviously there were no front wings or running boards and a large single headlamp was mounted on a cowling which screened the



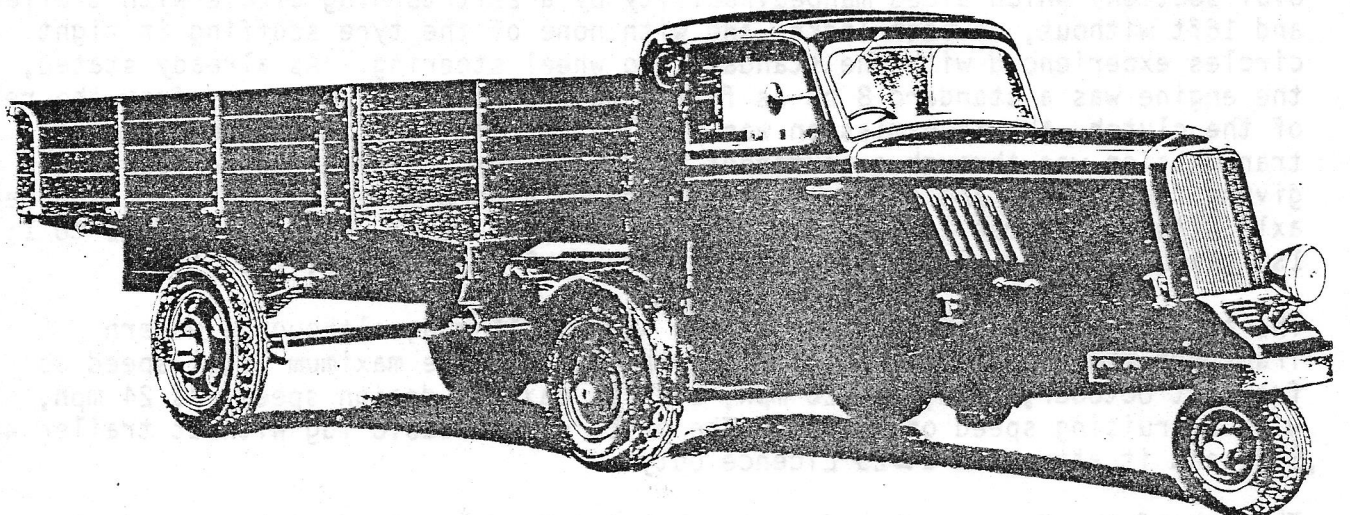
bottom of the radiator grill. This was in turn shielded from impact damage by a rigid semi-circular bumper bar. The steering reduction was 13 to 1 through gearing described as "three-quarter irreversible, hour-glass worm and two tooth sector type, with roller thrust bearings for worm". From the steering gearbox a bent steering arm connected the drop arm (which was external to the chassis - hence the "bubble" in the body work on the off side) to the vertical coil sprung bell crank wheel mounting, carrying the castor type front axle. Braking was only on the rear wheels, which had 12 inch brake drums, internally expanding type, giving an overall brake area of 185.5 sq ins.

The standard two-wheel trailer was basically the 131 inch Fordson truck body with a loading space 9ft long, 6ft 6ins wide and 1ft 8ins deep, with drop sides and tail boards. The trailer body was mounted on deep channel section side members on heavy duty springs. The trailer brakes were operated either automatically on the overrun or by hand when the trailer was detached from the Tug. The tyres were 32 by 7, heavy duty.

The Tug first went on show at the Ford Motor Exhibition in the Albert Hall 17th-26th October 1935. It would seem that all Tugs and trailers were sold in a standard bottle green colour. Many were adapted after purchase to suit the requirements of the company concerned. For example, one of the surviving Tugs was converted to a flatbed by Pirelli Cables in Eastleigh to carry cable drums. The Devon Distributor was a development of the Tug into a three wheeler delivery van, the entrepreneur concerned lengthening the chassis and doctoring the transmission to suit.

In Part II, I will give some details of the four surviving Tugs known to the Y&C Register.

SAM ROBERTS

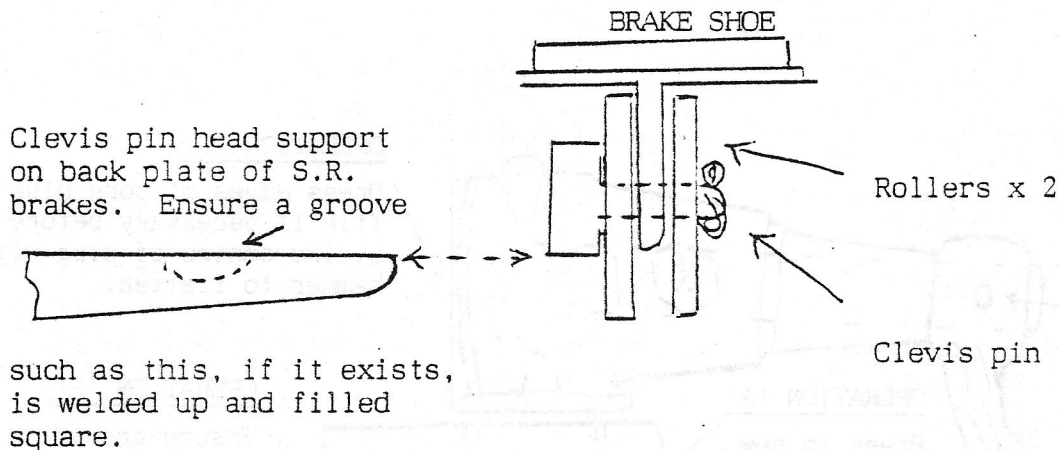


The Fordson Tug  
'Trailer Type' with two wheeled trailer



## DR. FORD

I have started to renovate my ALT 354, the four door 1933 saloon that I have, and which is the foundation of the Club. It was having this car in the family all my life, my parents owned it, which inspired me to start the Club in the first place. So I am pleased to be getting on with ALT 354 at long last and hopefully will have her at Stanford Hall next year, if not complete at least in her many splendoured parts. As I am doing up the chassis, and this is an early chassis, the braking system is different, there are quite a few of the short rad chassis and for that matter the early 34s which have the same braking system and so it is as well perhaps to alert the members to possible pitfalls they may encounter. Below is a sketch of the brakes of a short rad braking system:



## SPARES

HUB CAPS are now available at £50.00 per set of 5, and postage and packing on them at £3.00. If you wish to order a set of these hub caps, will you please photocopy the order form included in this Newsletter and use it exclusively for ordering the hub caps (assuming you are using the form for other items). At present I am only dispatching the hub caps in sets of 5, therefore please send with the order form a cheque for £53.00 made out to Ford Y & C Spares Section (if they are to be collected, a cheque for £50.00). I have ordered 500 hub caps, enough to do 100 complete cars, which should be sufficient for the time being.

Other small items are being considered, REAR SHACKLES for instance are being manufactured. We are doing a prototype on those and I have every confidence that they will work out quite well. We are copying as closely as we can the original Ford pattern, but cribbing some ideas from another successful design. I do have a small quantity of rear shackles, at £4.00 each.

From time to time I am asked by members to replace items which are removed from the list and indeed we try to do so, once we feel that there is sufficient demand. One member asked me at Enfield for replacement wheel nuts, which have not been now available for some months. I am trying to find a manufacturer to produce them at a realistic cost, bearing in mind that the others were several years in stock and were being sold at 75p each nut. We have been quoted various prices, I think Jim Miles has the best example at £7.50 each nut, which would mean £150 to fit out your car. I am looking at another manufacturer who, hopefully, will produce them at a more realistic figure, but still it will be up on 75p each.

And so it goes on. The battle is to find someone to produce components at a price that we can afford to buy them at. There is absolutely no point in stocking up on items which are completely overpriced and therefore unsaleable.

Graham Miles

FITTING INSTRUCTIONS FOR KING PINS

Strip out old pins, mount front axle on stands, remove wheels, dust cover, (screws off) remove split pin, fit new pin on assembly, remove outer bearing, remove clevis pin from brake operating arm (see Operation 'B'), slacken back brake adjustment, remove front drum and hub, remove brake shoes, remove brake operating wedge and push rod in centre of king pin, four split pins from rear of back plate and remove four fixing bolts. Remove cotter pin (Operation 'F'), remove old king pin and strip off brake operating parts.

OPERATION 'B'

Rivet over new pin on refitting. Do this on bench before final assembly.

OPERATION 'C'

Dress edges of core plug with file if necessary before fitting. Strike centre of plug with hammer to flatten.

OPERATION 'A'

Press in new bushes. If oil-lite type soak in oil for 48 hours previously.

OPERATION 'F'

Ensure groove in centre see Operation 'D'. Drive home cotter pin. If new one is needed, order with king pin at extra cost.

OPERATION 'E'

After selecting suitable thrust washer add shims to take out end float. Return surplus shims with old king pin to Club.

OPERATION 'D'

Select thrust washer of suitable thickness (if available) in order to centralise king pin in axle, with regard to groove in king pin. (See Operation 'F')

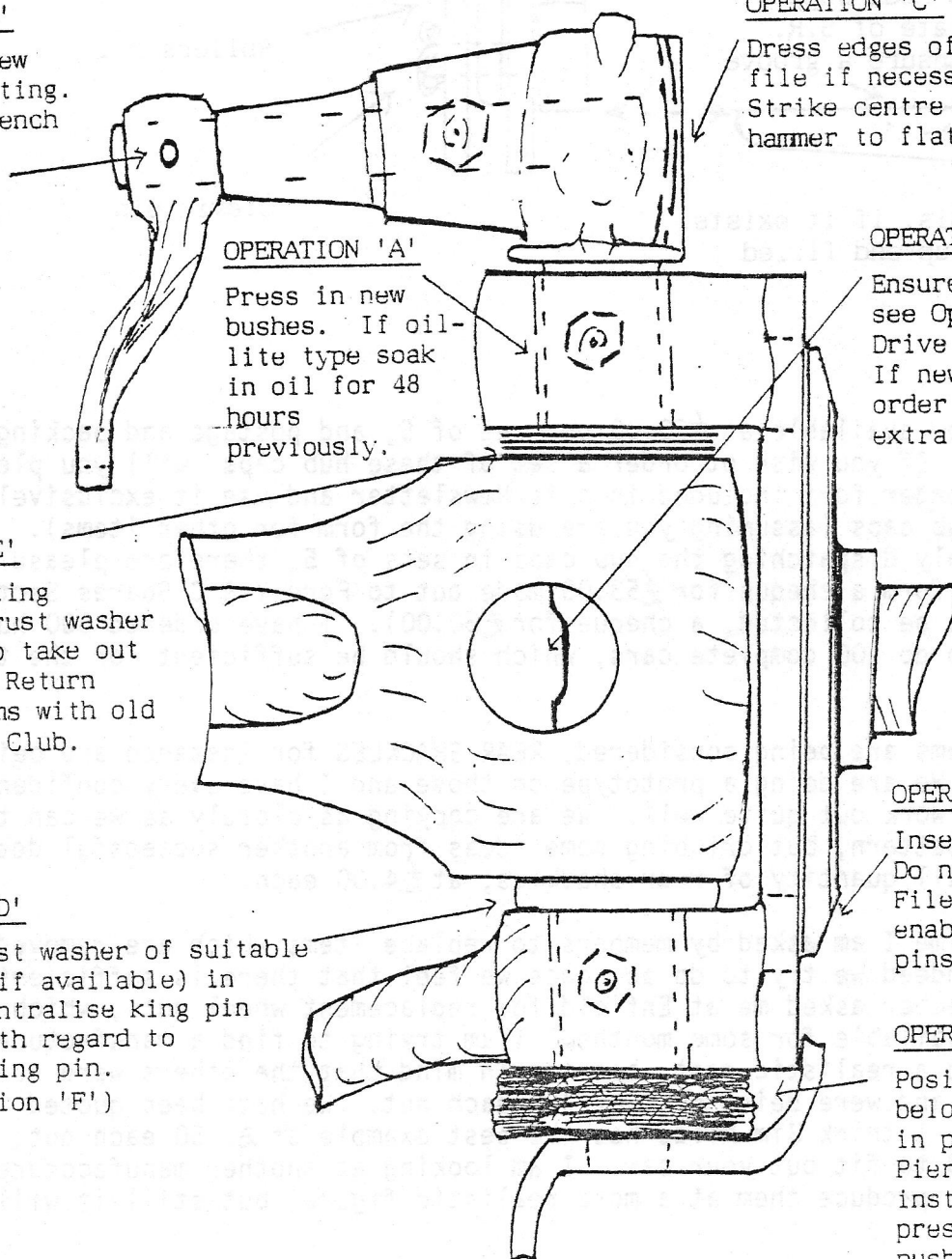
OPERATION 'H'

Insert fixing bolts. Do not over tighten. File base of nuts to enable you to fit split pins, if necessary.

OPERATION 'G'

Position black felt below king pin and trap in place with back plate. Pierce centre with sharp instrument in order to press in brake operating push rod. Restricts grease flow down inside of king pin.

Take opportunity to inspect and repack hub bearings. To reassemble, reverse dismantling procedure. To adjust hub bearings tighten to maximum on hub nut, until hub refuses to turn, slacken back 1½ - 2 flats on hub nut. Fit new split pin.



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.

MECHANICAL

	<u>CLUB PRICE</u>
	£
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	3.00 each
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> 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 - <u>exchange only, remove bearing cones &amp; IN CLEAN CONDITION</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
Fan belts - please specify whether 3in. or 4in. dynamo pulley	4.50 each
Clutch release bearings	9.00 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.		
Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel		
mounting brackets	80.00 - 85.00	each
Hub caps (postage and packing is £3.00 - see article on page 17)	per set of 5	50.00
Rear shackles		4.00 each
Set of Y model used floorboards for use as pattern by members (if any member has C floorboards which I could keep for the same purpose, I would be obliged if they could let me know)		

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
Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R.		0.70 each

Body Fittings

Late L.R. 4 door Y hinge centre bolts		0.75 each
Brass balls door hinge		0.60 each
Dove tail door wedge - 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 (unpainted) only, to order		42.00 each
Copper bifoliated rivets		0.02 each
Headlamp lenses (flat type) round centres (used) for early L.R. cars		5.00 each

-----

A used immaculate Y bonnet - late L.R. 35.00

-----

Service Castrol poster 10.00 each

Part No.	Name of Part	Year	No. Req. per Car
Y-10330	Rear mudguard to quarter panel assy. bolt lock washer	1932	12
Y-10331	Rear mudguard to frame splash apron—R.H.	1932	1
Y-10342	Rear mudguard to frame splash apron—L.H.	1932	1
Y-10398	Rear mudguard to body anti-squeak	1932	2
	Rear splash shield anti-squeak	1932	1
	Apron to frame side member bolt	1932	2
	Apron to frame side member bolt plain washer	1932	2
	Apron to frame side member bolt lock washer	1932	2
	Apron to frame side member bolt nut	1932	2
	Apron to quarter panel bolt	1932	2
	Apron to quarter panel bolt lock washer	1932	4
Y-10448	Apron to quarter panel bolt nut	1932	4
Y-10449	Running board and reinforcement assy.—R.H.	1932	1
Y-10486	Running board and reinforcement assy.—L.H.	1932	1
	Brace to floor cross sill front bolt	1932	4
	Brace to floor cross sill front bolt lock washer	1932	2
	Brace to floor cross sill front bolt nut	1932	2
	Brace to floor cross sill rear bolt	1932	2
	Brace to floor cross sill rear bolt lock washer	1932	2
	Brace to floor cross sill rear bolt nut	1932	2
	Brace to frame bolt	1932	4
	Brace to frame bolt lock washer	1932	4
	Brace to frame bolt nut	1932	4
	Running board to frame bolt	1932	4
	Running board to frame bolt lock washer	1932	18
	Running board assy. to frame bolt nut	1932	18
Y-10627-B	Front splash shield assy.	1932	18
	Front splash shield to mudguard apron bolt	1932	1
	Front splash shield to mudguard apron bolt lock washer	1932	2
	Front splash shield to mudguard apron bolt nut	1932	2
Y-10640	Front mudguard to apron anti-squeak	1932	2
Y-10654	Front splash shield to radiator shield anti-squeak	1932	1

MUDGUARDS, RUNNING BOARDS AND SHIELDS—Cont.

BONNET

Y-10610	Bonnet assy.	1932	1
	Bonnet handle	1932	2
Y-E-10718	Bonnet bumper bracket assy.	1932	1
Y-10729	Bonnet hinge bracket on dash panel bolt	1932	1
	Bonnet hinge bracket on dash to cowl panel bolt	1932	2
	Bonnet hinge bracket on dash to cowl panel bolt lock washer	1932	2
	Bonnet hinge bracket on dash to cowl panel bolt nut	1932	2
Y-10740-B	Bonnet pad on dash rivet	1932	2
Y-10760	Bonnet clip assy.	1932	20
Y-10760	Bonnet catch bumper	1932	4
Y-10769	Bonnet catch socket	1932	4
	Bonnet clip assy. to mudguard apron bolt	1932	4
	Bonnet clip assy. to mudguard apron bolt lock washer	1932	4
	Bonnet clip assy. to mudguard apron bolt nut	1932	4
	Bonnet clip assy. to coupe pillar bolt lock washer	1932	4
	Bonnet clip assy. to coupe pillar bolt nut	1932	4
	Bonnet bracket bumper	1932	2
	Bumper to bracket rivet	1932	2

TOOLS

Y-E-17017	Tool bag assy.	1932	1
	3/4" X 1/2" hex. open end wrench	1932	1
	1/2" X 1/4" hex. open end wrench	1932	1
	Spark plug and cylinder head nut wrench	1932	1
	Tyre iron	1932	1
	Screw driver	1932	1
	Monkey wrench	1932	1
	Pliers	1932	1
Y-17036	Stiffing and wheel crank wrench	1932	1
Y-E-17062	Tyre pump assy.	1932	1
	Tyre pump hose assy.	1932	1
Y-E-17080	Jack assy.	1932	1
Y-E-17091	Jack handle	1932	1
	Grease gun	1932	1

SPEEDOMETER

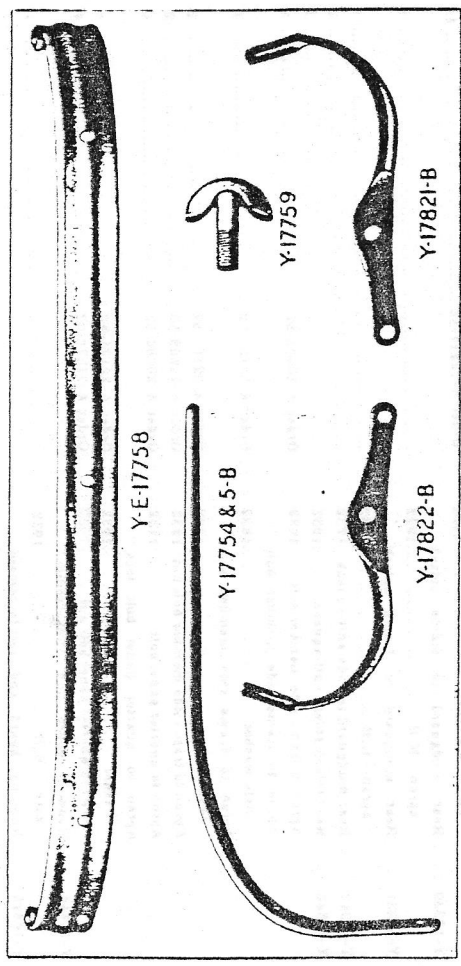
	Speedometer head and bracket assy.	1932	1
	Speedometer mounting screw	1932	2
	Speedometer mounting screw nut	1932	2
	Speedometer mounting screw lock washer	1932	2
	Speedometer shaft and casing assy.	1932	1
	Speedometer shaft casing	1932	1
	Speedometer shaft	1932	1

Part No.	Name of Part	Year	No. Req. per Car
Y-17270	Speedometer gear and cap assy.	1932	1
Y-17273	Speedometer driven gear shaft	1932	1
	Speedometer driven gear shaft retainer	1932	1
Y-17275	Speedometer drive cap gasket	1932	1
	Speedometer drive cap plug	1932	1
	Speedometer drive cap bolt	1932	2
	Speedometer drive cap screw	1932	2
	Speedometer cable to dash clip	1932	1
	Speedometer cable clip to dash bolt	1932	1
	Speedometer cable in dash grommet	1932	2
	Speedometer cable to frame clip	1932	2

**SPEEDOMETER—Continued.**

**VACUUM WINDSHIELD WIPER AND MIRROR**

Y-17508	Windshield wiper motor assy.	1932	1
	Windshield wiper blade	1932	1
	Windshield wiper spring retainer and pivot plate assy.	1932	1
	Windshield wiper arm and spring assy.	1932	1
Y-E-17538-B	Windshield wiper tube—Manifold to dash	1932	1
	Rear view mirror and bracket assy.	1932	1

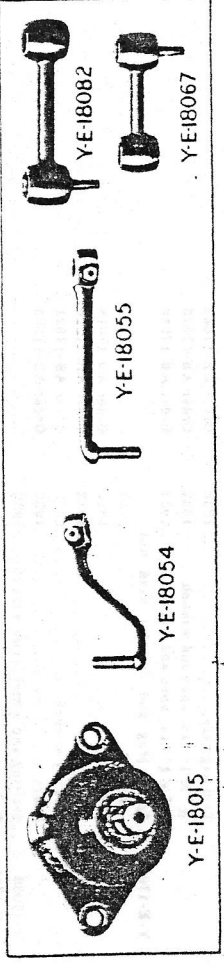


**BUMPER**

Y-E-17760	Front bumper assy.	1932	1
Y-17762-B	Rear bumper bar	1932	1
	Rear bumper bar bolt	1932	2
	Rear bumper bar bolt lock washer	1932	2
Y-17764-B	Rear bumper bar bolt nut	1932	1
Y-17765-B	Rear bumper arm—R.H.	1932	1
	Front bumper arm—L.H.	1932	1
	Front bumper arm to frame bolt	1932	4
	Front bumper arm to frame bolt lock washer	1932	4
Y-E-17768	Front bumper arm to frame bolt nut	1932	4
	Front bumper bar assy.	1932	1

Part No.	Name of Part	Year	No. Req. per Car
Y-17759	Front bumper bar bolt	1932	3
	Front bumper bar bolt lock washer	1932	3
	Front bumper bar bolt nut	1932	3
Y-E-17800	Rear bumper assy.	1932	1
Y-17821-B	Rear bumper arm—R.H.	1932	1
Y-17822-B	Rear bumper arm—L.H.	1932	1
	Rear bumper arm to frame bolt	1932	4
	Rear bumper arm to frame bolt lock washer	1932	4
	Rear bumper arm to frame bolt nut	1932	4

**BUMPER—Continued**



**SHOCK ABSORBER**

Y-E-18015	Shock absorber body assy.	1932	4
	Rear shock absorber to rear radius rod support—R.H.	1932	1
	Rear shock absorber to rear radius rod support—L.H.	1932	1
	Rear shock absorber to support bolt	1932	4
	Front shock absorber to frame bolt	1932	4
	Bolt nut	1932	8
	Bolt washer	1932	8
	Shock absorber support to rear axle and rear radius rod bolt	1932	2
	Shock absorber support to rear radius rod bolt	1932	2
Y-E-18045	Shock absorber and arm assy.—front—R.H.	1932	1
Y-E-18046	Shock absorber and arm assy.—front—L.H.	1932	1
Y-E-18047	Shock absorber and arm assy.—rear—R.H.	1932	1
Y-E-18048	Shock absorber and arm assy.—rear—L.H.	1932	1
Y-E-18054	Front shock absorber arm	1932	1
Y-E-18065	Rear shock absorber arm	1932	1
	Arm nut	1932	4
	Arm washer	1932	4
Y-E-18060	Shock absorber connecting link rubber bushing	1932	8
Y-E-18067	Front shock absorber connecting link	1932	2
Y-E-18082	Rear shock absorber connecting link	1932	2
M-100602	Shock absorber fluid	1932	as required
	Connecting link pin	1932	4
	Link pin cotter	1932	4
	Rear shock absorber link to frame bracket—R.H.	1932	1
	Rear shock absorber link to frame bracket—L.H.	1932	1
	Bracket to frame rivet—long	1932	4
	Bracket to frame rivet—short	1932	2



Part No.	Name of Part	Year	No. Req. per Car
----------	--------------	------	------------------

\*STANDARD PARTS

BOLTS AND MACHINE SCREWS

A-20011-52	Bolt		
A-20114	No. 8-32 x 1/2 oval csk. hd. bolt		
A-20110-57	No. 6-32 x 1/2 rd. hd. mach. screw		
A-20116-58	No. 8-32 x 1/2 rd. head mach. screw		
A-20119	No. 6-32 x 1/2 oval hd. bolt		
A-20210-54	No. 10-32 x 1/2 rd. hd. bolt		
A-20217-52	No. 10-32 x 1/2 rd. hd. screw		
A-20225	No. 10-24 x 1 1/2 flat slotted hd. bolt		
A-20208	A-24 x 1 1/2 rd. hd. bolt		
A-20209	A-24 x 1 1/2 rd. hd. bolt		
A-20280-52	No. 10-32 x 1 1/2 rd. hd. bolt		
A-20408-513	No. 12-24 x 1 1/2 Fr. hd. mach. screw		
A-20427-52	No. 12-24 x 1 1/2 rd. hd. bolt		
A-20969	Bolt		
A-20630-52	28 x 1 1/2 hex. hd. screw		
A-20534-52	28 x 1 1/2 hex. hd. bolt		
A-20538	20 x 1 1/2 hex. hd. bolt		
A-20538-52	20 x 1 1/2 hex. hd. bolt		
A-20582-52	20 x 1 1/2 hex. hd. bolt		
A-20586	20 x 1 1/2 hex. hd. bolt		
A-20576-54	20 x 1 egg. bolt		
A-20579	20 x 1 1/2 hex. head bolt		
A-20001-54	20 x 1 1/2 rd. hd. bolt		
A-20008-52	20 x 1 1/2 spec. hd. bolt		
A-20606-54	20 x 1 1/2 spec. hd. bolt		
Y-20626-52	20 x 6 hex. hd. bolt		
A-20665	20 x 1 1/2 rd. hd. screw		
A-20656-52	20 x 1 1/2 rd. hd. screw		
A-20706-52	24 x 1 1/2 hex. hd. bolt		
A-20709	A-24 x 1 1/2 hex. hd. bolt		
A-20711-51	A-18 x 1 1/2 egg. bolt		
A-20718	A-18 x 1 1/2 hex. hd. bolt		
A-20718-52	A-18 x 1 1/2 hex. hd. bolt		
A-20718-57	A-18 x 1 1/2 hex. hd. bolt		
A-20720	A-18 x 1 1/2 hex. hd. bolt		
A-20729-510	A-18 x 1 1/2 sq. hd. bolt		
A-20732	A-24 x 1 1/2 hex. hd. bolt		
A-20733-51	A-24 x 1 1/2 hex. hd. bolt		
A-20738-51	A-24 x 1 1/2 hex. hd. bolt		
A-20763	A-24 x 1 1/2 hex. hd. bolt		
A-20763-51	A-24 x 1 1/2 hex. hd. cap screw		
Y-20763-51	A-24 x 1 1/2 hex. hd. bolt		
A-20784	A-18 x 1 1/2 hex. hd. bolt		
A-20794	A-24 x 1 1/2 hex. hd. bolt		
A-20818	A-18 x 1 1/2 hex. hd. bolt		
A-20819	A-18 x 1 1/2 hex. hd. screw		
A-20819-52	A-18 x 1 1/2 hex. hd. screw		
Y-20847	A-18 x 1 1/2 sq. hd. bolt		
Y-20900	A-16 x 1 1/2 hex. hd. bolt (hole in head)		
Y-20919	A-24 x 1 1/2 hex. hd. bolt (hole in end)		
Y-20929	A-18 x 1 1/2 hex. hd. bolt		
A-20936	A-24 x 1 1/2 hex. hd. bolt		
A-20949	A-24 x 1 1/2 hex. hd. bolt		
Y-20949	A-24 x 1 1/2 hex. hd. bolt		
Y-20952	A-18 x 1 1/2 hex. hd. bolt (2 holes in head)		
A-20954	A-24 x 1 1/2 hex. hd. bolt		
A-20962	A-24 x 1 1/2 hex. hd. bolt		

\*For explanation of suffix numbers see page 44

Part No.	Name of Part	Year	No. Req. per Car
----------	--------------	------	------------------

\*STANDARD PARTS—Continued

A-A-B-4822	A-24 x 1 1/2 hex. hd. bolt		
A-20970	A-24 x 1 1/2 hex. hd. bolt		
A-20976	A-24 x 2 hex. hd. bolt (with outer hole)		
A-21159	A-20 x 1 1/2 hex. hd. bolt		
A-21170-52	A-20 x 1 1/2 hex. hd. screw		
Y-21214	A-20 x 5/8 upset hd. bolt		
Y-21230	A-20 x 1 1/2 hex. hd. bolt (with hole in end)		
23234	Bolt		
Y-24027	A-24 x 1 1/2 hex. hd. bolt		
Y-25711	A-18 x 1 1/2 hex. hd. bolt		
Y-25727-52	A-12 x 1 1/2 hex. hd. bolt		
26763-52	Screw		
<b>NUTS</b>			
A-21545-57	No. 8-32 (H x H) hex. nut		
A-21572	No. 10-32 (H x H) sq. nut		
A-21572-52	No. 10-32 (H x H) sq. nut		
A-21577-52	No. 10-32 hex. nut		
A-21577-57	No. 10-32 hex. nut		
A-21586	A-24 sq. nut		
A-21632-57	No. 12-24 (H x H) sq. nut		
A-21660	A-20 clinch on nut		
A-21661-52	A-20 sq. nut		
A-21663-52	A-20 (H x H) hex. nut		
A-216223	A-20 (H x H) sq. nut		
A-21668-52	A-20 hex. nut		
A-21689-54	A-28 hex. nut		
A-21701	A-24 (H x H) castle nut		
A-21701-52	A-24 (H x H) castle nut		
A-21702	A-24 hex. nut		
A-21702-52	A-24 (H x H) hex. nut		
A-21706	A-18 (H x H) sq. nut		
A-21707	A-18 (H x H) hex. nut		
A-21707-52	A-18 (H x H) hex. nut		
A-21707-51d	A-18 (H x H) hex. nut		
A-21741	A-24 (H x H) hex. nut		
A-21741-51	A-24 (H x H) hex. nut		
A-21741-52	A-24 (H x H) hex. nut		
A-21746	A-24 (H x H) castle nut		
A-21746-51	A-24 (H x H) castle nut		
A-21760-58	A-24 (H x H) hex. check nut		
Y-21762	A-18 hex. nut		
A-21766-57	A-24 hex. nut		
A-21791	A-20 (H x H) castle nut		
A-21793-52	A-20 hex. nut		
Y-21799	A-20 (H x H) castle nut		
A-21802	A-24 hex. nut		
Y-21841	A-20 castle nut		
A-21879	A-20 (H x H) hex. check nut		
A-21892	A-18 (H x H) hex. check nut		
A-21894	A-18 (H x H) castle nut (hardened)		
Y-21950	A-18 (H x H) castle nut		
33704	A-20 hex nut		

\*For explanation of suffix numbers see page 44

Part No. Name of Part Year No. Req. per Car

\*STANDARD PARTS—Continued  
WASHERS

A-22043	No. 12 internal tooth washer		
A-22048-57	3/8 (A X B) plain washer		
A-22065-52	No. 8 lock washer		
A-22071-52	3/8 (A X B) plain washer		
A-22088	3/8 (A X B) lock washer		
A-22088-52	3/8 (A X B) lock washer		
A-22088-57	3/8 (A X B) lock washer		
A-22121-52	No. 10 countersunk washer		
A-22139-52	3/8 (A X B) lock washer		
A-22139-54	3/8 (A X B) lock washer		
A-22150	1 (A X B) lock washer		
A-22150-52	1 (A X B) lock washer		
A-22151	1 (A X B) lock washer		
A-22151-52	1 (A X B) lock washer		
A-22154-52	1 (A X B) plain washer		
A-22155	1 (A X B) felt washer		
A-22158	3/8 (A X B) plain washer		
A-22206	Standard lock washer		
A-22206-52	Standard lock washer		
A-22215	3/8 (A X B) lock washer		
A-22217	3/8 (A X B) lock washer		
A-22217-52	3/8 (A X B) lock washer		
A-22220	3/8 (A X B) brass washer		
A-22223	3/8 (A X B) plain washer		
A-22223-52	3/8 (A X B) plain washer		
A-22230	Spec. shakeproof lock washer		
A-22236	3/8 (A X B) lock washer		
A-22245	3/4 (401-411) 3/8 X 3/8 lock washer		
A-22245-52	3/4 (401-411) 3/8 X 3/8 lock washer		
A-22257-52	3/8 (A X B) lock washer		
A-22300	3/8 (A X B) lock washer		
A-22300-52	3/8 (A X B) lock washer		
A-22305	3/8 (A X B) lock washer		
Y-22314	3/8 (A X B) plain washer		
A-22358	3/8 (A X B) lock washer		
A-22371	3/8 (A X B) plain washer		
A-22374	3/8 (A X B) plain washer (compressed asbestos)		
A-22390-52	Washer		
A-22088-52	Washer		

WOOD SCREWS

A-22530	No. 6 X 1/2" rd. hd. wood screw		
A-22897	1 X 1/2 oval hd. tubular rivet		
A-22900-54	1 X 1/2 oval hd. split rivet		
Y-22993	3/8 X 3/8 flat esk. hd. tubular rivet		
A-22997	3/8 X 3/8 flat esk. hd. tubular rivet		
A-23150	3/8 X 1/2 rd. hd. rivet		
A-23262	1 X 1/2 rd. hd. rivet		
A-23271	Rivet		
A-23273	Rivet		
A-23287	1 X 1/2 countersunk rivet		
A-23292	1 X 1/2 rd. hd. rivet		
A-23384	3/8 X 3/8 button hd. rivet		

\*For explanation of suffix numbers see page 44

RIVETS

Part No. Name of Part Year No. Req. per Car

\*STANDARD PARTS—Continued  
COTTERS

A-23616	1 X 1/2 cotter pin		
A-23631	3/8 X 1/2 cotter pin		
A-23633	3/8 X 1/2 cotter pin		
A-23634	3/8 X 1/2 cotter pin		
A-23650	1 X 1/2 cotter pin		
A-23651	1 X 1/2 cotter pin		
A-23655	1 X 1/2 cotter pin		
A-23665	3/8 X 1/2 cotter pin		

PINS

A-23670	1 X 1/2 plain pin		
A-23700	161/162 X 3/8 plain pin		
A-23731	3/8 X 1 1/2 flat hd. tubular pin (spec.)		
Y-23766	3/8 X 1/2 flat hd. pin		
Y-23782	1 X 1/2 flat hd. pin		
Y-23822-57	3/8 X 1/2 button hd. clevis pin		
A-23827-58	3/8 X 1/2 button hd. clevis pin		
Y-23830	1 X 1/2 flat hd. pin		
Y-23833	3/8 X 1 1/2 flat hd. pin		
Y-23873-57	3/8 X 1/2 flat hd. clevis pin (with cotter hole)		

KEYS

A-23912	3/8 X 1/2 woodruff key No. 11		
Y-23915	3/8 X 1/2 woodruff key No. 13		

STUDS

A-24025	1/2-16 and 1/2-24 X 1 1/2 plain stud		
Y-24051	3/8-24 X 1/2-18 X 1 1/2 plain stud		
Y-24052	1/2-24 X 1-18 X 2 1/2 plain stud		
Y-24053	3/8-24 X 1/2-18 X 2 1/2 plain stud		
Y-24054	3/8-24 X 1/2-18 X 3 1/2 plain stud		

LUBRICATOR FITTINGS

A-24404	3/8 drive lubricator fitting (plain type)		
A-24404-57	3/8 drive lubricator fitting (plain type)		
A-24405	1/2 pipe thread lubricator fitting assembly (check valve type)		
A-24409	1/2 pipe thread 67° angle lubricator fitting (check valve type)		

PLUGS

Y-24462	1 X 1/2 sq. hd. pipe plug		
A-24464	435/440 X .036/.039 expansion plug		
A-24467	1 X 3/8 headless plug		
A-24469	1-18 sid. pipe plug		
Y-24472	3/8 X 1/2 expansion plug		
Y-24511	Ball		
A-24510	Ball bearing 1"		

\*For explanation of suffix numbers see page 44

## NOTICES

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

UK members £12, overseas £16, OAPs £8. Cheques payable to Ford Y & C Model Register to be sent to Membership Secretary who requires notification of change of address or cars. He also holds back issues of Newsletter at 50p per copy.

---

## USEFUL CONTACTS

### STOCKISTS, EARLY FORD PARTS

Mr Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey  
Tel: 0252 543840

Mr Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds  
Tel: 0359 50347

Mr Tony Butterfield, 2 Cockers Lance, Leyland, Lancs  
PR5 3SU  
Tel: 0772 424032

Mr Phillip Daintree, Whitefield, Manchester, M25 7PQ  
Tel: 061-766 4487

### WIRING LOOMS, STARTER & DYNAMO BRUSHES

The Seven Workshop, Unit X, Fiveways Industrial Estate, Rudloe  
Corsham, Wilts SN13 0NX  
Tel: 0225 811303

— Mail order and counter service Mon-Fri 9.00—5.00. General catalogue sent free of charge on receipt of s.a.e.

### SPARK PLUGS, POINTS

The Green Spark Plug Company, 340 Washway Road, Sale,  
Cheshire M33 4HA  
Tel: 061 973 6755

### SHOCK ABSORBER RECON, RADIATOR REPAIRS

Test Valley Motor Components, 43 London Street, Andover,  
Hants SP10 2NU  
Tel: 0264 51862

### TRIM, FITTINGS, RUBBER AND ACCESSORIES

Paul Beck, Vintage Supplies Ltd., Folgate Road, North Walsham,  
Norfolk NR28 0AJ  
Tel: 0692 406343

Woolies (I&C Woolstenholmes Ltd.), off Belheim Way, Northfields  
Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD  
Tel: 0778 347347

### BODY PANEL REPAIR AND FABRICATION

S.T. Development, No. 6 Curtis Units, Manor Furlong, Frome BA11 4RN  
Tel: 0373 63441

### VINTAGE AND CLASSIC NUMBER PLATES

(incl. 3½ inch lettering)

Kenn Davis, The Coach House, Kennerley's Lane, Wilmslow,  
Cheshire SK9 5EQ  
Tel: 0625 526147

— Send s.a.e. for list of types and sizes

### TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts  
Tel: 0923 31699

— Callers to above address by appointment only

### STOVE ENAMELLING, SHOT BLASTING

MSS, Broadgate Lane Trading Estate, Horsforth, Leeds  
Tel: 0532 589858

### INSURANCE QUOTATIONS

Bain Clarkson Ltd., PO Box 27, Falcon House, The Minories,  
Dudley DY2 8PF  
Tel: 0384 455011

Footman James and Company Ltd., Waterfall Industrial Estate,  
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU  
Tel: 021 561 4196/2847/2848

David R. Melloney & Son, 217a Dock Road, Tilbury, Essex RM18 7BJ  
Tel: 0375 850146 or 03752 2239

Advertising rates :

Members — no charge : Non-members — £15.00 per insert per annum (6 issues). Leaflet insertion — £15.00 per distribution.

Apply to Chairman