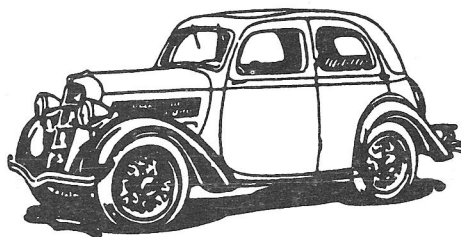
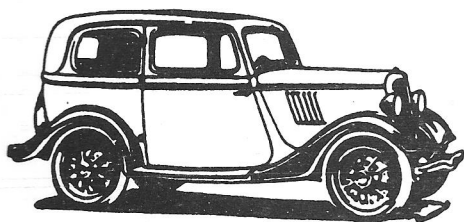


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 61 Oct/Nov 1989

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# THE FORD Y & C MODEL REGISTER

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EDITORIAL

This is the time of year when I realise to my great surprise that by the time you read this we will be in the approach to the Christmas season. I never seem to be ready for Christmas until about the end of January! I'm sure our pagan ancestors celebrated the passing of mid winter about that time and this was all spoilt when certain Christian dignitaries decided Christmas should be earlier.

So, now is your chance to order something for Christmas from the Club, because hopefully this issue will be in good time! You will read in the Chairman's report of the strange events concerning the last issue, but if all has gone well, you will already have noticed an improved standard of reproduction as promised by our friendly new printers.

From time to time, you may observe photographs which contain people as well as cars. In this issue we have some nostalgic photos and even one of people posing by a shed without a car in sight. The photo contains several Club officers, and for those of you who haven't succumbed to the sublime pleasures of a Club event, will (reproduction permitting) put faces to the names you see so often. If any Club officers have personal photos which would help put more faces to names, please send them in (especially if the photos are of an amusing nature!).

This issue continues the standard recently set on the technical side, with more contributions from Graham Miles, who starts us on the reproduction of a valuable Ford Instruction Manual. Did anyone ever have all those special tools? Membership Chat is revived with the release of a backlog of letters which include some splendid car stories. Star mentions to Tony Hurst and Robin Prebble for their much appreciated comments on the mag! We also have some event descriptions but by way of apology to our Chairman we are behind in finding space for all his prolific output, so more to look forward to in future issues.

Our own basic requirements are now a little better at Garth Barn, so I am able to allow myself a few extra words, although as yet no time on the Ford.

One reproduction this issue is nostalgic in the true meaning of the word. The lineup of Model Y stock cars reminds me of my early days at college when I couldn't afford any cars at all. My friends who had already started work began to buy cars and to wreck or ruin them with gay abandon. I grieve at the beautiful classics, many vintage, which could be had for £10 or so. The MOT in particular finished off many a sound car which wanted only for a small repair or two.

On a brighter note, Bob Wilkinson continues to uncover yet more members with yet more cars. I'm sure Bob is right and that many more cars will come to light and that is a more hopeful note to bring us up to Christmas.

Happy reading, motoring and celebrating!

John Guy  
Editor

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MEMBERSHIP CHAT

If you have been wondering over the weeks whether your letters have actually reached us, well, yes they have and we are now trying to catch up with a backlog of several months correspondence.

Tony Hurst wrote in from Mayfield, Sussex, with a cutting from a local

newspaper, showing a Ford 8 van in use on a milk round. Tony also sent in a cutting of an event held last year at Bentley Wildfowl Nature Reserve. The photo is extracted from 'The Villager' newspaper.



From left to right: Tony is the owner of HV 6020, which he bought from Bob Cruikshank; Dennis Ward used to own VL 5625 - Tony bought it from him, but sold it to member Peter Gossage when he bought HV 6020; the third car, CLU 456, belongs to Roy Mann; the fourth car is an early Fordor in blue, the owner comes from Horsham, it may be OY 7006.

Tony finishes his letter:

Keep up the good work, I enjoy the Bulletin very much and particularly your Editorial.

Another extract from Phil Prosser's letter, mentioned later in the Newsletter:

Daphne Godwin, an Honorary Life member of the G.V.M.T.C., has purchased back the 1934 Model Y she owned previously as Daphne Taviner, so there are two Ford Ys in the Club now and possibly a third. In my delving round to find spares and a short rad Model Y to 'model' mine on, I have tripped over one virtually on my own doorstep. John Picket who lives at Gorsley, just west of Gloucester, owns ALA 362, chassis number Y22563, a short rad Model Y. He has not used it for the last four years whilst he has been building an extension to his house. However, he has just put it back on the road. With a little persuasion, a definite candidate for the Y & C, I am sure. He is a little unsure about the date of his vehicle, believed to be about May, 1933. If the Club can furnish some information about its origin, it may help to encourage him to join.

I have still a long way to go in getting my own Y on the road. Besides requiring a lot of welding and replacing body panels, the engine is out of a later model, the front axle from a Ford Popular, the head lights from origin unknown, the front seats a Model C. Every time it is looked at by someone 'in the know' about Model Ys, they find another wrong part. My best bet would be to offer it to Val Doonican as a prop for his song, Rafferty's Motor Car. However, I will persevere and one day drive it on the road. I will try to keep you informed of its progress.

Roger Starmore has written in from Manchester and he is stuck. If you can help him, please do so:

My car is a 1935 4 door Model Y. I have reached the stage where the body is ready for repair. My chassis is built up with engine and gearbox fitted. I have the bare body shell minus all the interior wood, which is being replaced with American White Ash. 'I'm stuck' I've had the shell sandblasted and painted in primer. The wheel arches and the pillars below bulkhead are corroded away. How do we repair them, in metal. Surely other members have had the same problem. I was thinking of trying my hand with a MIG welder though I have no previous experience.

If there's anybody out there who can help me, I would be only too pleased to hear from you. (Tel 061 724 9479 or work 061 773 9121)

I was on holiday in Mayo in the west of Ireland and it's amazing just how many Y models there are in the area. I spent about 5 hours with one owner. He has large premises. He has a Ford Anglia like a 54 Ford Pop, a Y, and 2 Ford Prefects high wing type E93A 10 hp. In the back fields, I found lying in overgrown grass the doors and assorted panels of a Y model, part of a chassis. Because of the long grass I could not tell what else was lying there. But definitely a haven of Fords.

Ian Williams, of Paddock Wood, Kent, is jubilant about his registration number, DKX 335, for his 1937 Model Y, and wrote to Bob Wilkinson:

You may recall that I asked you for a letter earlier in the year to support my claim to retain the above registration. WELL, IT WORKED. I have today received a Registration Document from Swansea. Thank you for your help.

As I told you, I purchased this vehicle in a number of cardboard boxes, but you will see from the enclosed photograph that restoration is proceeding. I will keep you informed of progress.



Recent new member Roy Kendall, of Leicester, has sent in a piece of technical information:

I note from your bulletin, issue no. 52, which I acquired with the car (BRR 525) that one of your members was asking for a petrol pump diaphragm.

Whilst trying to get my own car running I found that my own diaphragm was useless. As a temporary measure, I thought that I might be able to adapt one which was laying around at work. To my surprise, the new one was identical to the original. For your information, this diaphragm is used on a Caterpillar Ford Truck from the Fuel Lift Pump Repair Kit, part No. 1.328132E. Only the diaphragm and the centre piece is of use. The rest can be discarded. I hope this can be of use.

More compliments from Robin Prebble, of Batcombe:

DLJ is coming along slowly, as it has to fit in with a pre-war Morris Commercial, sundry stationary engines, motor cycles, etc. Thanks for a brilliant mag. and a spares organisation second to none, how lucky we are.

Finally, Where are they now? We have details and photographs of a 1937 Y and a 1934 Y, perhaps one of the members has come across these cars?

Mr. A. Hill, of Ecclesfield, Sheffield, has sent in a photograph of DT 7803, a 1937 Model Y, pictured below with Mr. Hill's late wife. He writes:

DT 7803 was purchased in 1960 at a cost of £7 10s 0d. All original except for repair panel at bottom of rad and flashers in centre edges of roof. Pictured in 1960 at Wharnccliffe Craggs, 5 miles north of Sheffield. The car was sold in 1962 for £5.0s 0d. Short Story: Travelling from Doncaster to Sheffield late one evening, the engine just died (flat battery). We pushed it into a gateway and started it up on the handle. We then left it running for 10 minutes and continued our journey home on sidelights only (this was not illegal then, neither were the 2 bald tyres on the back.)



Mr. David Eatwell, of Cheam, Surrey, has sent in details of OY 9136, a 1934 Model Y he bought in 1955:

I bought CLEO, as she was called in 1955, from a Cyril Ball who lived in Sanderstead, Surrey, and where I lived also, for £125. It had, I think, belonged to an elderly man who had looked after her extremely well. I had her for some 4 and a half years and sold her to a Tony Goode who lived in Waringham, Surrey and worked at Lloyds Bank, for £50.

In 1961 I saw OY 9136 at Masters Garage one Saturday at about 5 o'clock with a 'For Sale' notice in the screen. I asked the price and was told £7 10s. I bought the car back and a friend of mine, Peter Collins, towed me home. On the next day, a Sunday, we sold the car to a lad in Barclays Bank for £30 and split the profit. We even delivered it to Tonbridge in the price. Incidentally, Peter Collins had a C.

## Memories of OY 9136:

Mileage 1955-56	3,082 miles covered
1956-57	8,964 " "
1957-58	11,860 " "
1958-59	12,368 " "

---

36,274 total miles while owned by me

I had a recon engine fitted and supplied for £27 10s, the old one burnt out at a rate of 40 miles to 1 pint. I had repairs done like: front spring, crown wheel and pinion, split rear axle.

Other odd things I remember were: having tyres recut (illegal, of course); cost of battery, £5; petrol gauge - useless; wiper - useless; driver's door opened when on poor roads!; head lamps incorporated into side lights - all like candles; I had 'yellow ears' on the roof to glow to replace the trafficators; during the Suez Crisis I had coupons, some of which I still had. I used to mixd a little paraffin to make the petrol go further!

My early engine had a different water manifold on the offside of the block, I seem to remember. Was it a similar engine that was used for marine purposes? I can't remember.

On one occasion, I seem to remember, I got nearly 70 mph out of 'Cleo' down hill and a following wind, of course, on the way to Goodwood Races. What fun - terrific days.

I was sad to see her go, but that was life, 28 years ago and 25 cars on. I hope you find my thoughts interesting.



Cleo with 1955-56  
Hillman Minx in  
background



Y and C in  
Jaguar company

STOCK CAR

**RACING****NEWS****2/-****A MONTHLY JOURNAL DEVOTED TO CLOSED-CIRCUIT RACING**

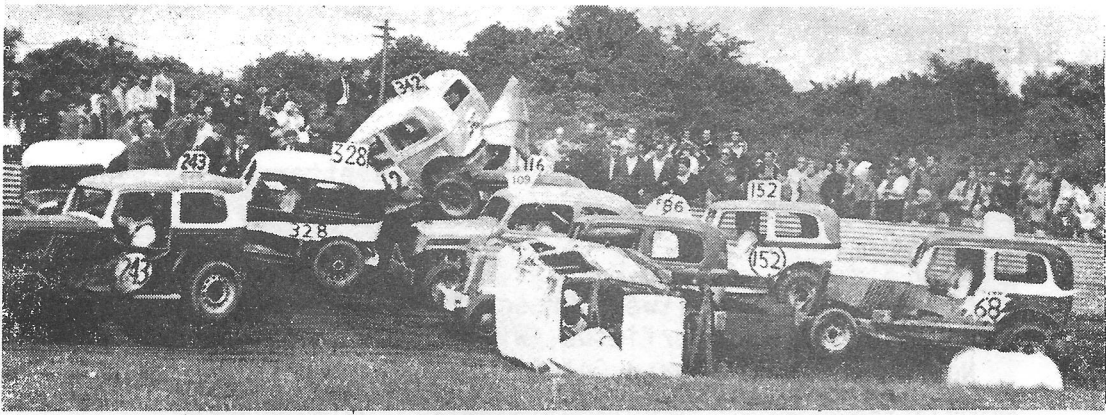
1963  
**WORLD FINAL**

AT HARRINGAY  
FULL REPORT  
&  
PICTURE

This is where so many "Y's" went. Between about 1954 and 1965 the Y chassis/body was by far the most popular car for Stock Car Racing. The front cover shows no less than 11 Y's about to meet their fate. Only one is a four door and one a Short Rad model. Before I left school I used to help a man prepare Y's for stock car racing, and Andrew Wilson who found the magazine, remembers as many as 70 separate car remains in his yard, all had gone the Stock Car route.

Graham Miles

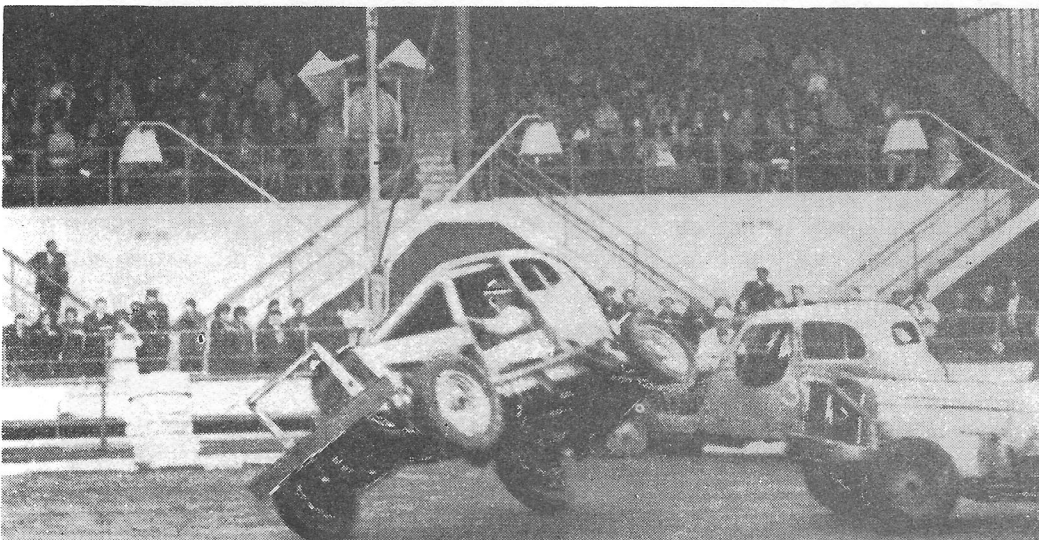




It's all happening . . . on the first bend at Arlington. The man getting a 'lift' over the fence is LAURIE STOTT (342), while BRIAN FRANCIS (116) gives him a hand. The rest of the drivers swerve round the up-turned car on the apex of the bend and press on regardless.



Off the track — pals: on the track — well judge for yourselves. 'CHICK' WOODROFFE (409) gets involved with his mate (?) 'FOCK' LLOYD (131) in a skirmish at the start of one of their many dices in recent junior events. ED TROWELL (608) couldn't care less about their predicament — he's got his own problems.



WHOOOPS! Newport Pagnell driver LES WESLEY (125) caught at the point of no return as he negotiates the Green Lane bend at Harringay. Les rolled over on to his roof, watched by FRANK MORSMAN (39), whose car is already in the fence-side 'parking zone'.

The top photo shows at least eight Y's and what looks like a Model B.

Middle photo shows a Y getting a rear end shunt, while a rare site on the track, a 'C' 608 seems to be going the wrong way.

Lower picture shows a Y about to do a flip.

MEMBERSHIP REPORT

The following have joined us since our last Newsletter and as always I ask you to contact members in your area.

- A0305 Andy Aldridge, 62 The Meadows, Lyndhurst, Hants., S043 7EL.
- B1549 Clive Brooke, 4 Whitwell Crescent, Stocksbridge, Sheffield, S30 5GD.
- B1450 Peter Brown, 16 Moorfields, Willaston, Nantwich, Cheshire, CW5 6QY.
- B0851 Norton Brock, Echobarn Cottage, Petersoe End, Emberton, Bucks.,  
MK46 5JL
- D1919 Ivor Davies, Ballinvilla, Sleamaine, Roundwood, Co. Wicklow, Eire.
- G0525 Stan Green, 8 Rashleigh Way, Horton Kirby, Dartford, Kent, DA4 9DJ.
- H1411 Geoff Harrison, 17 Sandy Lane, Mossbank, St. Helens, Merseyside,  
WA11 7BL.
- H1039 Bob Hale, 42 Hartland Drive, South Ruislip, Middlesex, HA4 0TH.
- M1433 Paul Molyneux, 66 Wigan Road, Bolton, Lancs.
- M1834 Fergus McBride, 10 Argyle Crescent, Edinburgh, EH15 2QG.
- P1521 Alex Paterson, 100 Clifton Crescent, Handsworth, Sheffield, S9 4BE.
- R1911 Denis Reilly, Mayo Abbey, Claremorris, Co. Mayo, Eire.
- T0511 Tom Tomlin, 23 Guildford Avenue, Whitfield, Dover, Kent, CT16 3HF.
- W1419 Martin Whiteley, 46 Newgate Road, Sale, Cheshire, M33 4NG.
- Z1001 Mike Zammutt, 1 Clare Close, Halstead, Essex, C09 1BH.
- O-A102 Bjorn Andersson, Nordmarken 2, 5310 Vedum, Sweden.

- - - - -

NEW MEMBERS

Sixteen new members have joined since our last edition and only one joins with a 'known' car. I am convinced that there are hundreds of 'our' cars out there, just waiting to be discovered. No doubt the increase in value of older cars will ensure that more 'humble' Fords will turn up as it becomes economically viable to restore a Ford Y or C.

Incidentally, many of the Y & C introductory cards mailed to members recently find their way back to me so many thanks for making the effort to seek out those non-member owners of our cars.

I have no car details for Clive Brooke, Ivor Davies or Paul Molyneux, despite writing for details. Please respond so that I can enter your car on the Register.

Andy Aldridge and Tom Tomlin are the only C owners this time. Andy joined and then a week or so later bought his 1935 4 door C from a dealer who had in turn bought it from an ex-member, Ken Noakes. Andy is currently sorting out a water leak due to a faulty cylinder head gasket and hopes to be on the road very soon. He is seeking cloth interior upholstery and carpet samples for some future refurbishment.

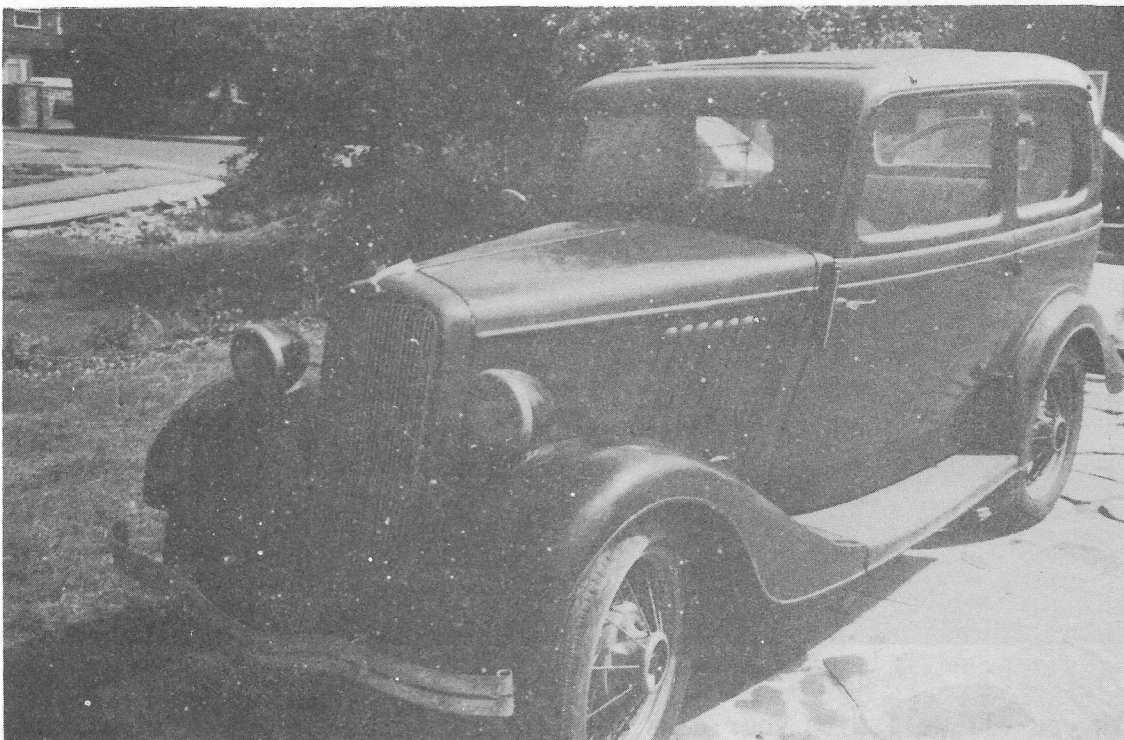
Tom Tomlin has a good deal more to do on BKP 227, his 1935 C, which is a very early model (Chassis C5632). Tom bought the car with a rare 1938 7Y in Helston, Cornwall, to join his E83W van and and E493A Anglia. He has since bought the C advertised in Kent (last Newsletter) for a 'spares' car. That lot should keep you busy, Tom!

Peter Brown has a 1934 Y, which has been stored since 1973, but he knows nothing else of its history. With a respray and retrim, Peter hopes to have DK 9258 on the road next year.



Tom Tomlin's 1935 4 door Model C

Stan Green has similar work to complete on BXM 644, a 1935 Y complete with sunshine roof. This car, too, has not seen use for some years, 22 years to be precise, and is in largely original and sound condition as the photo shows:



Bob Hale from South Ruislip has extensive renovation to undertake on his Long Rad Y. An added problem is that the vehicle shows no sign of chassis or body numbers.

Fergus McBride brought his 1936 Y back from Belfast where it had undergone a few non-original modifications (late axles and easy clean wheels) but nothing beyond recall. The Y joins a magnificent 1935 Riley tourer.

Alex Paterson has nearly finished restoring a 1937 4 door Y. Only the paintwork now requires completion. We are also hoping that Swansea will smile on Alex with his application to retain ADL 947.

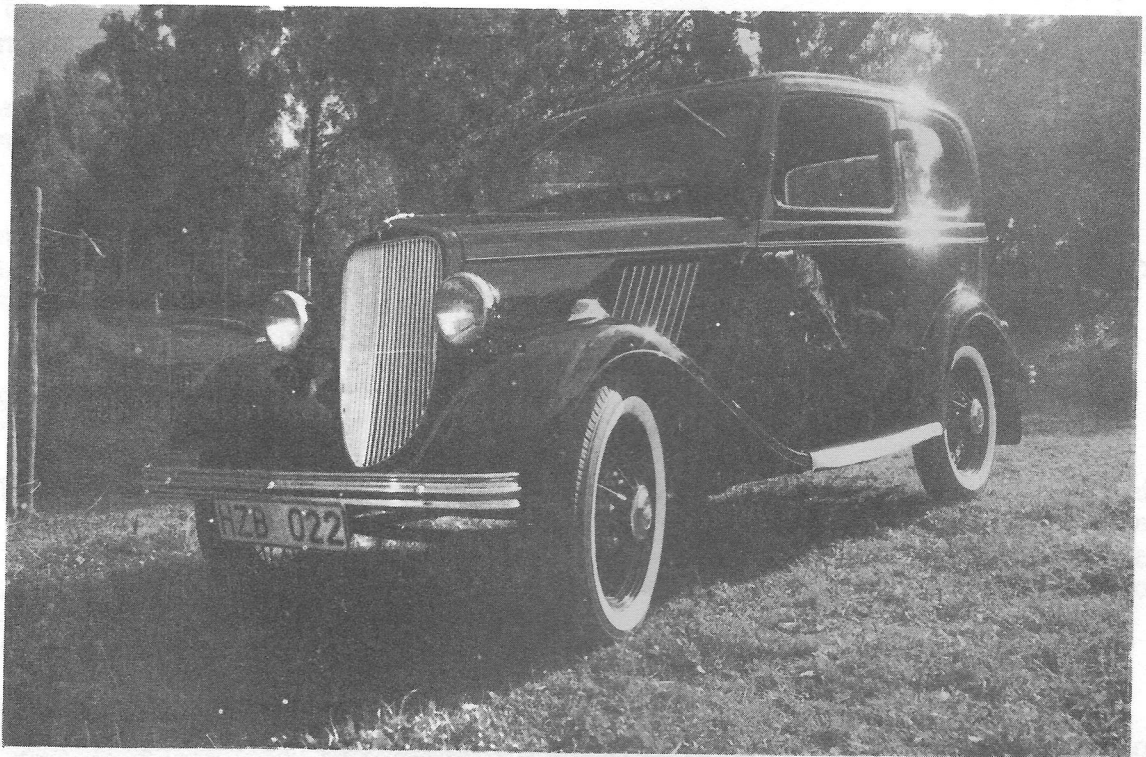
Martin Whiteley joined at G-Mex Show, being the owner of a 1937 2 door Y. The car is on the road but needs genuine front seats and exterior paintwork. Martin tells me that at one stage, the car was given to a builder to settle a debt and has spent most of its life in the Stoke on Trent area.

Norton Brock has a 1937 Y, which is in excellent order and in regular use.

Denis Reilly, too, has a 1936 2 door Y in regular use in County Mayo, Eire. Denis joined at G-Mex and is looking for a tourer to add to his collection. Denis took the Y with him to Ireland in 1987 after he had bought it from a chap who found it in the Birkenhead area. Incidentally, Denis, you gave me the body number, 165/42733, but I need the chassis number also for the Register.

Geoff Harrison is restoring a 1936 2 door Y in St. Helens. Mike Zammutt is restoring 2 Ys in deepest Essex. Restoration is Mike's work and he is currently working with Graham Miles on various projects for the Club.

Bjorn Andersson in Sweden owns a superb short rad 1932 Y, a German built Ford Junior. He bought it from a farmer, who had stored it in a barn for 37 years. Bjorn has completely restored the car but was having difficulty with the early type vacuum petrol gauge.



We wish you all well with your cars and look forward to meeting you at one of our events.

Bob Wilkinson  
Membership Secretary

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## Foreword

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THE high speed of modern transport and the place it occupies in modern civilization demands that the younger generation should be given an opportunity of acquiring knowledge of this important subject as a part of their education.

This manual has been arranged to provide a practical course on the 8 h.p. Ford which would appeal to educational authorities for use in Technical and Secondary Schools. It describes the operations involved in dismantling and rebuilding the chassis, and details the special equipment which permits these operations to be carried out with the maximum efficiency and minimum delay.

A text book covering elementary mechanical principles and their development in the modern high efficiency motor car has been specially compiled to serve as a companion volume to this manual. By means of these two volumes, a sound theoretical and practical understanding of modern motor car design will readily be acquired in a simple and progressive manner.



# Manual of Instruction

FOR

DISMANTLING & REASSEMBLING

THE

# 8h.p. Ford Chassis

---

Issued by Facilities Department

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*Ford Motor Company Ltd.*

DAGENHAM, ESSEX

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Each of the above Sections is divided into four parts, namely :

- A. Removing unit from chassis.
- B. Dismantling unit.
- C. Reassembling unit.
- D. Installing unit in chassis.

# Preliminary Rules

1. Lay out special tools and equipment and arrange them conveniently to hand, the smaller tools on floor tray 142.
2. Cover front mudguards to prevent chipping and scratching of enamel surface.
3. Disconnect Battery Negative Lead from electrical system to avoid accidental short circuits and starting of engine. (For correct procedure see Section I.A, Operation I).
4. Place all major parts of the car as they are removed on parts carrier 398, and all smaller parts with nuts, bolts, etc., in partitioned tray 344. (See illustrations at beginning of Sections 1 and 3).

# Notes

**TOOLS**—At the beginning of each division of this manual, the special tools and equipment required are listed with their respective numbers. A practical knowledge of their use and application will readily be gained as work progresses under the guidance of the manual.

**PARTS**—All chassis parts are described and many are illustrated in the Parts Catalogue, which should be used as a cross reference to this manual. With the help of this catalogue the student will quickly become familiar with all parts and associate with each its correct name.

Part numbers may be found to vary in prefix and suffix between this manual and the parts catalogue. This will indicate a slight change in design of that part.

# TO REMOVE ENGINE AND CLUTCH FROM CHASSIS

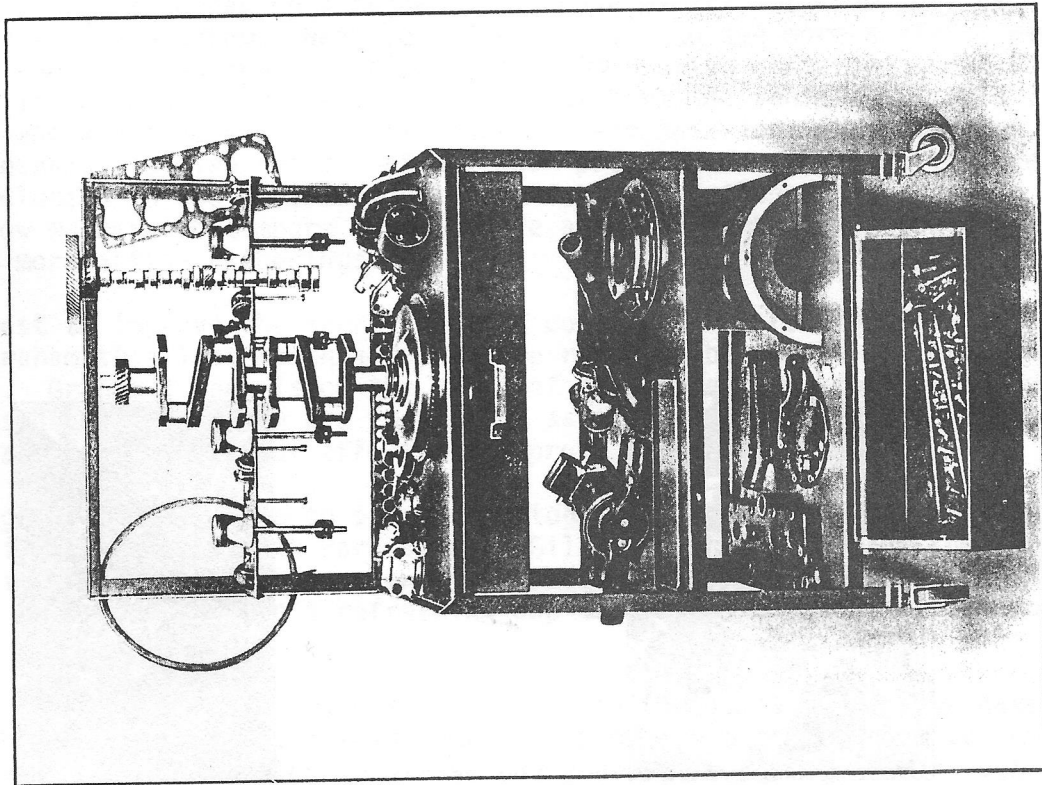
## Special Tools and Equipment Required

### *Tools from Standard Tool Kit*

Double ended wrench ( $\frac{1}{16}$ " and $\frac{1}{8}$ ")	.. .. .	B-17015
" "	( $\frac{3}{16}$ " and $\frac{5}{16}$ ")	B-17016
Sparking plug and cylinder head nut wrench	.. .. .	Y-E-17017
Screw-driver	.. .. .	B-17020

### *Special Tools and Equipment*

Engine stand	.. .. .	AB-35
" adapter	.. .. .	Y-36
" lifting eye bolt	.. .. .	Y-46
Lifting hoist	.. .. .	73
Creoper	.. .. .	76
Copper hammer	.. .. .	83
Two drain pans	.. .. .	127
Floor tray	.. .. .	142
Partitioned tray	.. .. .	344
Parts carrier	.. .. .	398
Wrench for windshield wiper connection gland nut, coil terminal and starting motor	.. .. .	Y-810
Sparking plug spanner	.. .. .	Y-859
Wrench	.. .. .	1616
Hexagon socket	.. .. .	2120
Wrench	.. .. .	2242
Adapter	.. .. .	2291
Cap for gear box cover	.. .. .	—
Three dummy sparking plugs	.. .. .	48-M-416
Special plug for flexible pipe	.. .. .	—
1 pair mudguard covers	.. .. .	—



# TO REMOVE ENGINE AND CLUTCH FROM CHASSIS

Carry out in sequence the following operations:—

*Operation*

*Illustration*

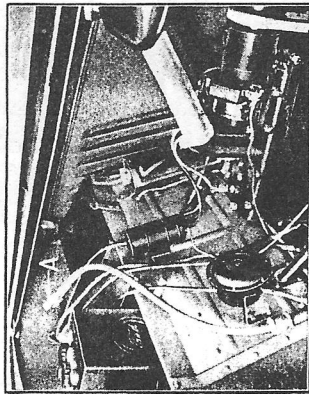


FIG. 1.

1. Place protective covers over front mudguards. Lift off-side of bonnet and disconnect battery by removing two cover fastening nuts Y-110932 with screw-driver B-17020, slacking off battery negative terminal clamp nut with wrench B-17015 and lifting terminal off battery post. Replace battery cover and nuts loosely.

2. Place drain pan 127 under engine sump and remove drain plug B-6730 with wrench YE-17017.

3. Place drain pan 127 under radiator and turn on drain cock B-8115 which is located on radiator bottom tank at the off-side and may be found by reaching up, under the front splash shield.

4. Remove screw and nut holding off-side of rear bonnet hinge bracket Y-16729 to scuttle with screw-driver B-17020. Close off-side of bonnet.

5. Open near-side of bonnet. Free radiator brace rod Y-8132-B at front end by slacking off rear nut with wrench B-17015. Remove screw and nut holding near-side of rear bonnet hinge bracket Y-16729 to scuttle with screw-driver B-17020 and lift off bonnet. Remove radiator brace rod from bracket on radiator.

6. Remove eight screws holding off side No. 1 (sloping) floor board YF-940130-B in position with screw-driver B-17020. Slacken lock nut holding accelerator pedal pad YE-11471 in position with wrench B-17015, screw off pedal pad and lift out No. 1 floor board.

2A

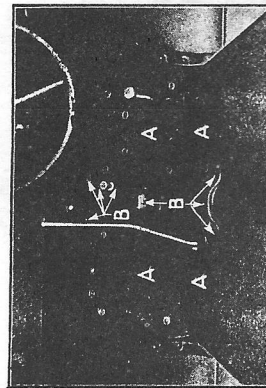


FIG. 2.



CHAIRMAN'S NEWSLETTER

And so we come to the last issue of the 1980's, and hopefully the first of a new and happier era in our relations with our printers! At the AGM last April, I made improved quality of service my main aim for the coming year. Through the continuing hard work of your committee and officers, I believe that this has been achieved; other than in the quality of the production of the magazine, for which I have been responsible! I had to apologise in the last issue for the late arrival of issue 59 and find that I have to do the same this time for the late arrival of issue 60. Once again, I say that I hope that this issue (number 61) is on time. Issue 60 was late for the simple, but inexcusable, reason that the printers lost the copy! - can you believe it! As soon as I learnt the worst, a rescue operation was put into action. I am grateful to Bob Wilkinson and particularly to John Guy and Siobhan O'Leary for sparking so quickly to produce substitute copy (and photographs!). There are not many clubs with totally voluntary officers who could have achieved what they did. Well done team. We are delighted to have you aboard!

Fortunately, at the time, negotiations were already underway with another printer, who has generously offered to reduce significantly the cost of printing to the Register and who has offered to improve the quality of the product. Again I say, I hope this issue lives up to those expectations - I have no doubt that they will. However, because of the logistics involved, I regret that we are now unable to include loose leaf inserts in the magazine and hence the spares order form is an integral page, which you can photocopy if you wish to keep the magazine in its pristine condition. (Collectors' items of the future?!). We will probably need to include an annual circular in our postage budget to send out the membership cards and any other additional leaflets.

We have had another good year of attendance at shows and rallies and have collected a goodly number of new members and cars on the way. We are all very grateful to those members who put in time to the organisation of the Register stands and to encouraging attendance at these events. I know they each get job satisfaction from them. Next year I would like to see more activity events in the calendar. Road runs, treasure hunts and driving tests are great fun. They add a little spice to gatherings and do not harm the vehicles. Could I ask all of you who are involved in local clubs, or who have some experience of running these events, to give details of any such programmed activities to Dave Curtis for inclusion in the published calendar for 1990. Although the static displays do allow members to compare notes, there are many members who would rather attend more active gatherings.

The quest to improve the spares service continues. I received my new hubcaps from Graham this last month and they are ready to be put on CNN over the winter months. Graham I know is on the trail of even more remanufacture to meet the demands of members which are increasing as the membership grows. Thanks Graham, Kevin and Debbie for your efforts to improve the service in 1989.

I thought you might like to see the photograph of our editorial team outside "the office" on the Garth Barn site in Gillamoor on the edge of the North Yorkshire Moors. The photo shows your Chairman, after a 16 mile hike over the Moors, having been given a refreshing cup of tea by Siobhan in their mobile home!

I hope that you will all make full use of the Christmas goodies we have on offer through the Register again this year. Much of the proceeds goes to the improvement of the service so please buy your stocking fillers through Liam and some of your cards through Bob Wilkinson as advertised. In the meantime your committee, Paula and I wish you all a pleasant and enjoyable Christmas.

Sam Roberts



The Chairman with Editorial Team and Shy Assistant outside the Editorial Shed at Garth Barn

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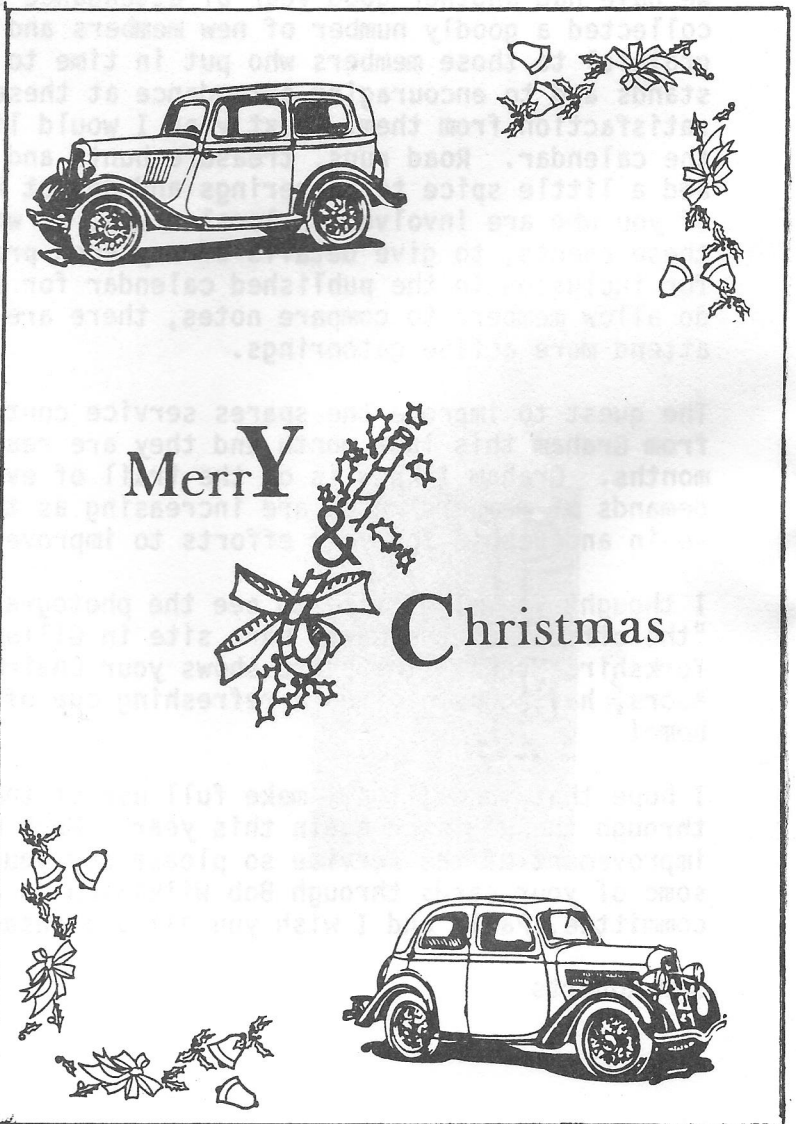
**CHRISTMAS CARDS**

The Register Christmas card is now available from Bob Wilkinson. The size and design are as shown right, the printing being in a attractive ultramarine blue. The inside is plain to allow for personal messages etc.

The cost is 5p each or £1 for 20 (plus 20p for postage). Envelopes are included in this remarkably low price.

Please send your postal orders or cheques, made payable to 'Ford Y&C Model Register' to Bob Wilkinson.

**Sam Roberts**



SUMMER EVENTS

RALLY REPORT

We attended Ragley Hall on 8th July. This year, the weather was kinder and the show larger. This time 8 members were booked in but only 6 turned up.

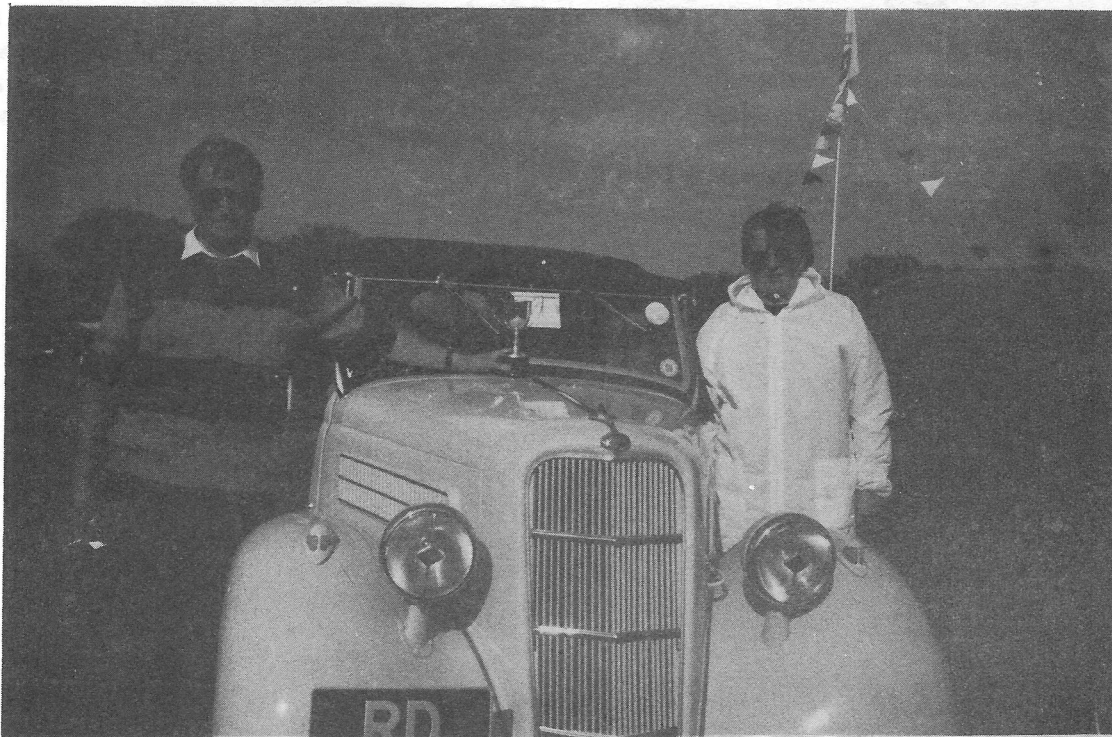
At the last minute, we had a stand at Blandford Forum Steam Fair. I could not get advance notice of this into the Newsletter as David Lovering, the organiser, was unable to let me know in time. However, on the day we had 11 members and 1 non-member who has promised to join. Blandford, known for its mud, this year was a dust bowl. However, Dave Lovering arranged for artificial rain in the form of a Tractor and Water Dowsers to lay the dust.

It's nice to be able to report that we had a mention in the new monthly newspaper, Classic Motor Monthly.

Dave Curtis  
Events Organiser

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F.S.V.O.C. 21ST BIRTHDAY PARTY

The above was held at Witney in August. Dave Curtis was there and won the special award of 'The Arthur Taviner' Cup with his C tourer. Mike Samuel sent in this photo of Dave and Cher and C tourer (surprise, Dave!), together with many congratulations.



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CLUB STAND AT ABBEY PARK, LEICESTER

This event took place on 21st May and was well blessed with glorious sunshine all day. We had originally planned for four cars to be on display, three Ys and one CX, but at the last minute we lost a Y. A well received phone call on the Saturday afternoon from Paul Bainbridge made the numbers back up to four cars

being displayed and a more balanced proportion - The CX of Terry King, the C of Paul Bainbridge, the Y from the Robinson and Taylor stable, and our own Tudor Y.

We attracted a lot of interest from the public, comments ranging from 'I remember me, the wife and the three kids going on holiday in one of these, it took us all day', to the usual 'I learnt to drive in my uncle's Ford, just like this it was'. Paul Bainbridge was very photogenic when the man with the Kodak came round from the Leicester Mercury. The Autojumble supplied a front and rear bumper, a pair of headlamps and the usual assortment of 6 volt bulbs, hooray.

Among the cars displayed in the main show was an unusual tourer, based on a Y and listed as a Ford 8. Unfortunately, the owner wasn't about, but Paul knew of him and we will encourage him to be aware of the Club. We passed on details of Club Membership to several interested parties and were well pleased to see Club members who had not yet finished their re-builds but came along to see the display. We also thank E. Ward (Wellingborough) Ltd., Ford Main Dealers, for supplying a display board suitably signwritten for this Region of the Y & C Register.



Craig Ainge  
Regional Co-ordinator 12

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STAVERTON SHOW

Through the Newsletter, I would like to thank Dave Curtis and I. Bryant for attending the Staverton Show on the Y & C Stand - it must have taken a lot of nerve to park next to the 'heap' of mine that masquerades for a Model Y. The stripping down work I have done to it only serves to make it look worse than when I lifted it from the scrap yard.

Staverton Show is organised by the Gloucester Vintage Motor Transport Club, in aid of the charity CLIC (Cancer and Leukemia in Childhood trust). The provisional figure raised this year is £9,500, making a total of over £51,000 raised in the eight years it has been running. Without the exhibitors bringing their vehicles, the show would not be possible and both CLIC and the

G.V.M.T.C. wish to express their thanks to those who gave their time to help.

Unfortunately, the weekend of Staverton Show clashed with Stanford Hall so Dave was not able to attend on the Sunday, and I was unable to attend Stanford Hall due to my commitment to Staverton. However, Dave advises me that the Y & C may change their venue to a different weekend next year, if so this will enable me to attend the Y & C gathering and possibly a bigger stand for the Y & C at Staverton.

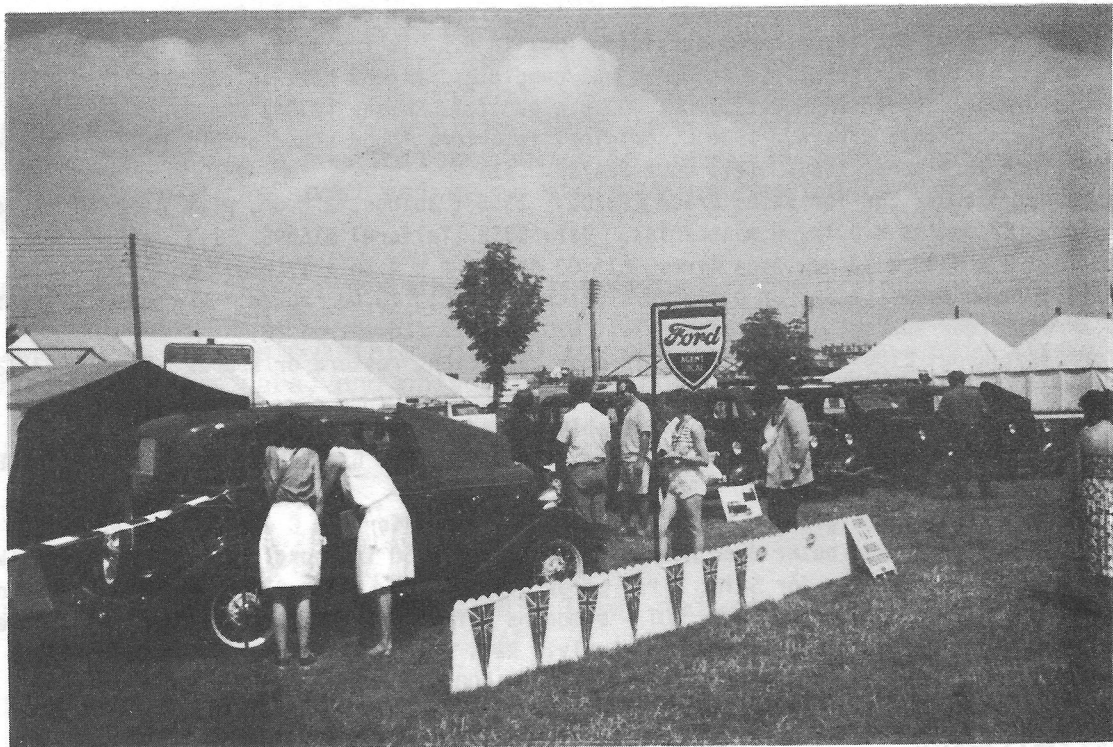
Phil Prosser

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#### ARDINGLY SOUTH OF ENGLAND SHOW

Julian Janiki, the Co-ordinator for 4 Region, reports on the combined Regions 4 and 5 Y & C Model Register stand at the Ardingly South of England Show on 15th and 16th July. A total of seven cars were present, six on each of the Saturday and Sunday. In attendance were Peter Richardson, Dennis Smart, Richard Wakefield, Roy Mann, Owen and Christine Baldock, Herbert Wingate and a recently joined member from Hertford, who drove his Model Y all the way to be present. (I'm sorry, Julian did not catch your name!). The general public enjoyed looking over the cars, especially the senior citizens, aunts and uncles who had owned one in their younger days. The stand was also a favourite with the judges apparently, as they awarded it 2nd prize and presented each car with a rosette and an Ardingly '89 horse brass. The first prize went to the Morris Car Club. Overall a very pleasant weekend was had by all.

Julian has also sent from his collection of photographs some which he took at a show in 1970. BBM 760 is known to the Register, belonging to K. Perrio. It possesses the only sun visor I have seen. The other Y Tudor, DKE 988, is not known to us. Does anyone know of its whereabouts? (We do, however, have DKE 813 and DKE 912 on the Register.)



The Y & C stand at the Ardingly Show, July, 1989  
Regions 4 and 5



DKE 988 at Penshurst, 10th May, 1970  
'Where is it now?'

BBM 760 in the 1970's  
sporting a sun visor

Sam Roberts

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**MEMBERS PARTS FOR SALE**

Ray Smith. Car for sale: Price £5,000. Y Terrier Tourer. Restored 4 years ago, selling due to lack of use and car needs a good home. Reg. no. PV 1661, reg. Oct 34. Tel. 0380 86603 (Devizes) - daytime

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)

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)

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)

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)

Car for Sale: about £100. 1936 Model C, in poor condition, restore or spares. Tel. 0227 721792, Canterbury area. (1)

Tyres, 4.50 x 17, new and used stock, reasonably priced. Tel. 0565 52462 (1)

Petrol tank sender units repaired. G. E. Middleton & Co., 359 City Road, Manchester M15 4DE. Tel. 061 8720923. (1)

Eric Butcher, B1625. New gearbox front and rear ball races for Y & C etc. £5.50 each, inc post. Second hand driver's side outer door handle for S.R. Y, £6.50 inc post. Tel. 0924 376999 (Wakefield)

Peter Ashcroft, A1703. Car for Sale: First offer over £2,000. 1933 2 door Model Y, re-upholstered 4/5 years ago with complete overhaul, MOT - 9 months left. Only MOT mileage for last couple of MOT's. Needs a good home where it will be run regularly. Reg. no. US 2090. Tel. work 091 4696111 ext 2150 (0800-1630), home 0669 21130 (Northumberland) (1800-1900)

**MEMBERS PARTS WANTED**

Dave Crowther, C1626. Model Y wanted, long rad, 2 door. Tel. 0484 864482 (Huddersfield) (1)

P. Taggart. Ashtrays for rear of Y. Tel. 0662 42599. (1)

Graeme Duncan. Grille for 1936 Model C tourer; front and rear seats. Tel. 082 623 628. (1)

D. Birch. Rear seats or frames for 1936 Y; windscreen frame and glass. Tel. 021 459 6100. (1)

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## DOC FORD

The consultation this month is on the subject of engine valves. Some members are very well up on the matter, others have a little knowledge. Many of you know that the engine valves appear in different forms, but how many and why remain a mystery.

Well, I have spoken or rather written on the subject before, but it bears repeating, as I first put pen to paper on this matter as far back as Newsletter No. 8, now a full 10 years ago - and a lot has changed in that time - one major aspect is SUPPLY.

Firstly we must recognise the changes; well it's not to the diameter of the head, the spring or the cam follower, it's to the valve stem, which can be found in three lengths, and only one is right for your engine. In approximately 1939 the first major change to the engine design occurred. The earlier engine which was distinguished by the ability to see the nuts of the main bearing bolts, well five of them anyway, the sixth is buried deep in the tappet chamber, had a gear driven camshaft - this new engine had a chain driven camshaft. This necessitated relocating the camshaft higher in the block, thus bringing the head of the valve nearer the tappet end of the valve.

Thus we had two lengths by 1939, nominally 4.219" had gone down to 4.143". Then in approximately 1940 the engine underwent its last major change which was to see it through until the end of its life, some 25 years later. The block height was increased and with this alteration came the longest valve 4.333". A tolerance is up to .005" on top of these three valve dimensions. This new engine demanded a long 'piston', hence my request for an old piston as a pattern. The easiest way to recognise this engine is by its single central water return inlet and the presence of a letter 'L' cast (well in most cases) on the O/S/F of the block, or for the sake of our overseas members, the starboard front corner.

Now for years I have been buying engine valves if the price is right; I don't care which of the three valves I purchase, with the result that the club now has over 300 of the short and medium valves in stock, and I'll put my money on the fact no one has an engine of the short type under their bonnets; very few of you have the genuine Y or C engine fitted. So the demand is for the long valve, both by our club's members and many of the Side Valves members. My solution to the problem is to design a cam follower which is longer by some .190". This simple solution will use the short valves up and give us cam followers, which are also out of stock.

As an aside, if I think about the possibilities of the various engine changes, some forced upon Ford Motor Co. as a result of War shortages both during and afterwards, it may be possible to find any one of the eleven engine types under the bonnets of our cars, and only three are correct, depending on year and model.

Now to recognise these valves at Auto Jumbles.

The 1932-1939 engines - Ford inlet valves marked on the head - Ford 20E.A.  
The exhaust - Ford EX 20E.B.

Other makes: Tranco 425 - James 768 - Inlet and exhaust interchangeable.  
Length: 4.219" - 4.224"

The 1939 - 40 engines - Ford 93A.B - Inlet  
Ford EX.E93A.E - Exhaust

Other makes: Tranco 2126 - James 1383 - Inlet and exhaust interchangeable.  
Length: 4.143" - 4.148"





PLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Kevin Brigginsshaw. The order will be handled as soon as possible. Payment is then to be made to Deborah 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.

EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE NEW OR RECONDITIONED PARTS ARE SENT OUT

MECHANICAL

Rear shackles (pattern part) 4.00 each  
 Front shackles (pattern part) 2.00 each  
 Rear shackles (pattern part) 4.00 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 - send pattern, exhaust or int. 3.00  
 Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting per set 22.50  
 Engine pistons, various sizes - send pattern, non-returnable per set from 20.00  
 Headlamp bulbs (wattage not stated) 2.00 each  
 Bulbs, various (if rear lamp, state straight or of set pins) 0.50 each  
 Engine pulleys 3.50 each  
 Late type distributor points (not early type) 2.00 each  
 Early distributor caps 0.50 each  
 Rotor Arms, early and late types 3.50 each  
 Gaskets - various types - ask for details - price on application 2.00 each  
 C exhaust, with tail pipe - stainless, lifetime guarantee on order  
 Y exhaust, stainless, lifetime guarantee on order at present  
 Floor board screws 0.05 each  
 Engine top water outlet (head to hose) 6.00 each  
 Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4" 2.25 each  
 Please note the Club does not stock moulded hoses.  
 Oil can transfers, black 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 - WE ARE NOW OUT OF STOCK  
 THE KITS ARE NOT BEING RETURNED

6 volt coils - not Ford 7.00 each  
 Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION 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  
 Front inner and outer wheel bearings  
 Exchange brake shoes, rollers removed (S.R. to order)

REPRODUCTION PARTS

Y model rear wings, in fibreglass - on order  
 Y model rear valance panels, S.R. and L.R. (in steel)  
 Rails on chassis inside door (state 2 or 4 door) still on order  
 Patch repair kits for 2 door Ys front doors - n/s only  
 \* outer panel (2 door) n/s

inner panel  
 inner front curved section of door frame  
 angle bracket to rear of skin to pillar  
 Y rear wheel arches (steel) on order  
 S.R. front valance below grille (external part only) (fibreglass)  
 \*if you require door kit parts other than 2 door n/s/f Y, contact Kevin  
 Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets  
 Hub caps ( 2.00 p&p up to 3, 3.00 p&p 4-5)  
 Available 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  
 L.R. rear brake rod support ends rubber non-exchange 5.00 each  
 Gear box mounts 3.50 each  
 Door stop buffers 12.50 each  
 C front axle beam stop rubber (metal not included) 4.00  
 Y under bonnet kit on order  
 Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R. - depends on linkage design 5.00 each  
 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 (door mounted) 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 43.00 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

Service Castrol poster - reprinted 10.00

REMEMBER: Send exchange items with order for new or reconditioned parts to be sent to you.



## 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.

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## 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, Whitfield, Manchester, M25 7PQ  
Tel: 061-766 4487

### MECHANICAL OVERHAUL & RESTORATION

Mr T J Brandon, Manor Cottage, Dale Hill Wetheringsett, Stowmarket, Suffolk IP14 5PS  
Tel: 0449 767760

### 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. Melleney & Son, 21 La 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). Apply to Chairman

Ford Y & C Model Register would like  
to acknowledge Ford Motor Company for  
their help in the production of this magazine.

