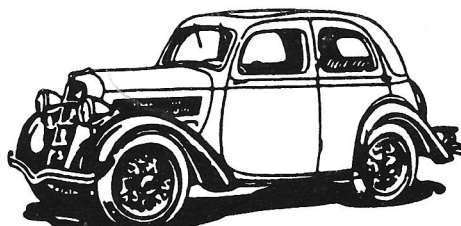
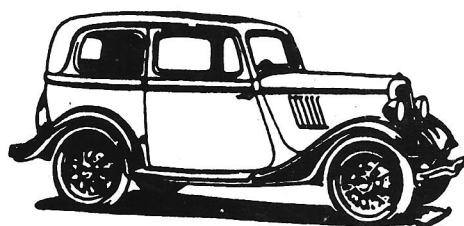


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 62 Dec 89/Jan 90

**NEWSLETTER EDITOR:-**

JOHN GUY  
GARTH BARN  
MAIN STREET  
GILLAMOR  
YORKSHIRE YO6 6HX

**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	Garth Barn, Main Street, Gillamoor Yorkshire, YO6 6HX
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. NG16 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.

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

**EDITORIAL**

Here we are in 1990. Happy New Year! Back in the 60s if anyone had suggested I would still be running a Model Y in the 90s, I would not have been too optimistic but here we all are, going from strength to strength.

In this issue we are pleased to publish yet more valuable information and advice from our Technical and Spares Officers, together with some interesting reports and car stories, a good issue, to higher standards of reproduction, hopefully on time and hopefully setting the scene for the year to come.

Now for some good old fashioned New Year resolutions, in this case recommendations to you, the members.

The Club offers a good parts service but it is being slowed down by some members who do not know the trust extended to them. I am referring to the spares exchange service which is suffering badly from the non-returned but promised items. For this reason, the old items will now have to be received first before the refurbished part or kit can be sent out.

On a similar note, bad debts are also a problem. Those who consistently have not paid for sometimes quite expensive parts should note that their names will be put forward at the coming A.G.M. for appropriate action.

Anyone fail to receive their plaque from Stanford Hall? A replacement can be sent as has already happened for one member.

Finally, if you wish to have photo prints returned, please supply a stamped addressed envelope for this purpose. It saves so much of our time and the Club expenses.

O.K. now, hands up those who noticed the logo appearing on the back of last month's magazine. For those who didn't, see the Chairman's report for the answer! Just a reminder, the deadline for the next issue is the end of February.

John Guy  
Editor

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**MEMBERSHIP REPORT**

Since the last Newsletter we have welcomed the following new members and as always I ask existing members to make contact with our new colleagues.

B0352	Michael Bell, 9 Merlin Way, Southwood, Farnborough, Hants., GU14 OPF.
D1521	Tony Drew, 9 St. Mary's Lane, Binbrook, Lincs., LN3 6DN.
M1235	Ian Moodie, 29 Church Lane, Evenley, Brackley, Northants., NN13 5SG.
M1736	George Main, The Conifers, 2 Whitegates Drive, Hetton-le-Hole, Tyne & Wear.
W1727	Trevor Walker, 4 Pauline Gardens, Denton Burn, Newcastle, NE15 7TD
O-D102	Luis Cascante Davila, Angli 51, 08017 Barcelona, Spain.
O-F102	Ruvan Fernando, 6 Manthri Road, Off Isipathana Mawatha, Colombo 5, Sri Lanka.
O-H102	Arcadio Rodriguez Hernandez, Barranco Martino Las Toscas 15, Tacoronte, Tenerife.

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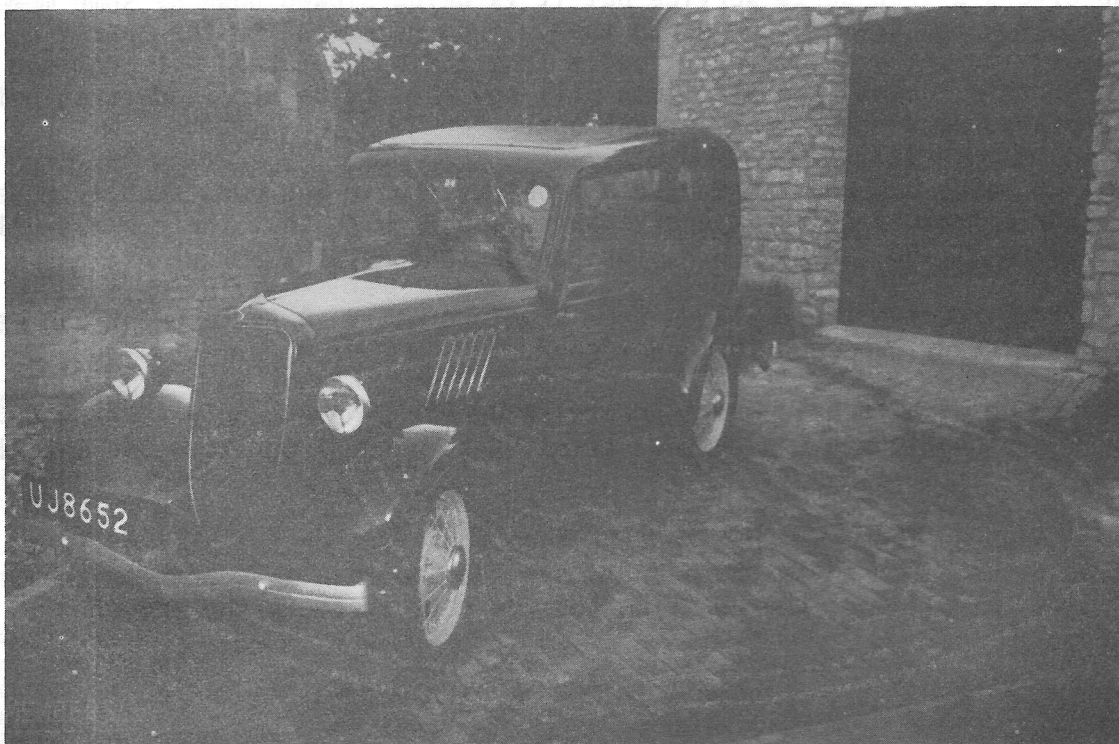


## NEW MEMBERS

Tony Drew in Binbrook is undertaking a full restoration on JL 2764, a 1935 2 door Y. Keep us informed of progress, Tony.

Michael Bell has recently purchased what is acknowledged to be the finest restored Y tourer known to us. YY 7475 is the well known Abbey tourer on a very early (1932) short rad chassis. A lovely car in good hands - we look forward to seeing the car at some of our 1990 events.

Ian Moodie has recently bought UJ 8652, the 1936 Y once owned by Steve Mann. The car is in very smart condition and in regular use, as we can judge from the photograph below.



George Main by now will have taken up membership following his purchase at Christmas of a Y saloon for restoration. CVW 939 is a 1936 model but in more recent years has been fitted with easy clean wheels. This may mean that the complete axles with later braking system may have been substituted. However, this should not present any major problem.

Trevor Walker has started 1990 in style. He has been to several Club gatherings over the past 2 years with Ian Wright and Ron Topping, whilst looking for the right car to turn up. He is now the proud owner of the 1933 short rad Y bought from Peter Ashcroft within hours of the advert appearing in the last Newsletter. The car, once owned by Peter Ketchell, is on the road and in regular use. You won't need a lift down to the 'Yorkshire do' this year, Trevor!

Ruvan Fernando has recently bought a C saloon which requires complete restoration. The car has rusted badly, even in the heat of Sri Lanka, but Ruvan is no stranger to restoration problems, since he owns a 1937 Opel Kadett, 1934 Austin 7 Ruby, 1947 Rover 10 hp, and a 1947 Austin 10. Most of these are in regular use. He has a friend with a C tourer - why not get him to join too?

Luis Cascante Davila owns a 1936 Model C which is in regular use, but will have some general refurbishment over the years. Luis' son is also a member, running a 1936 Y.



Arcadio Hernandez in Tenerife is the owner of a 1932 (?) Y. He also owns a 1932 V8 Ford. The Y needs a crown wheel and pinion to help him get back on the road. Arcadio does not speak English and so used a good friend, Ginny Hebben, to make contact with us.

Welcome to all our new members. I trust you will soon make contact with our 'old hands' and enjoy membership.

Bob Wilkinson

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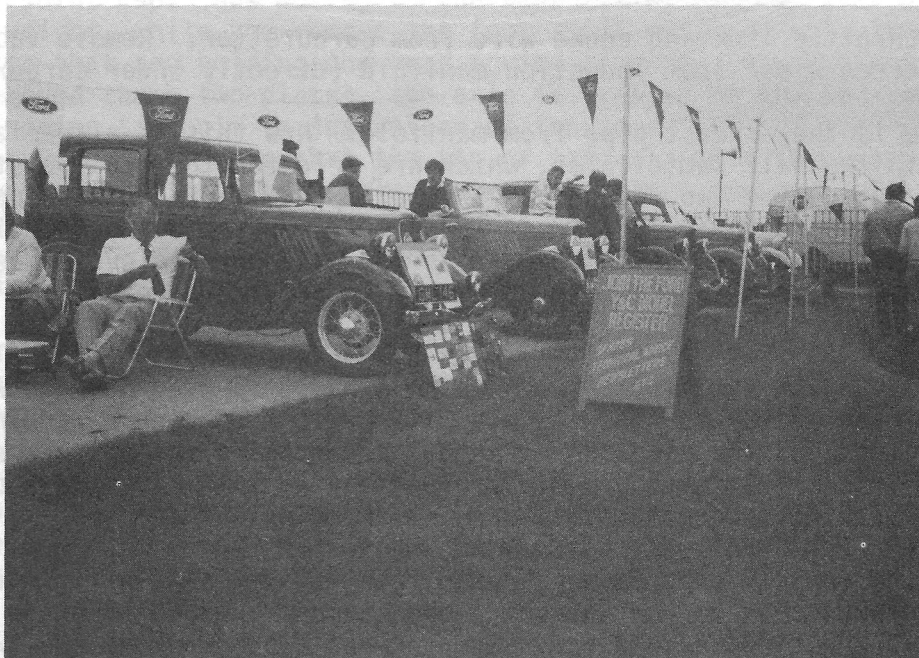
### YORK RALLY, SEPTEMBER, 1989

We were given a prominent spot for our Club group at this event held on the famous York Racecourse on a sunny Sunday. We were in fact the only Club group afforded this facility, as all other entrants simply lined up in strict year order.

My Mistral and John Harrison's Cairn tourer with Bryan Dixon's four door saloon represented the Y section with David Gatenby's smartly restored 4 door C and my original 1936 2 door C completing the line up. This was the first outing for VY 8085, the very original 2 door C which I had just bought from Eric Buttle who had owned the car from new. Dave Tebb drove the C as he doesn't like getting his hair blown about!

We did not win any prizes but were all kept busy, including being interviewed by Radio York (no, not in colour, Sam), and sharing pre-war style motoring memories with visitors to the show.

Next year we intend to have a larger number of cars on show and to take part in the parade prior to the static display. Why not book a place?



P.S. David Gatenby's C has since featured in the Restoration section article in PRACTICAL CLASSICS magazine. Well done, Dave - don't forget that 2 years ago Dave won the Bravest Restoration Project award at Stanford Hall.

Bob Wilkinson

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## TECHNICAL ADVICE FOR MODEL Y

I was recently asked by a member for a 'blow by blow' description of the stages in a clutch replacement, and my reply was as follows:

### REPLACING THE MODEL Y CLUTCH

Renewing the clutch parts leaving the engine in position and removing the rear axle and gearbox.

Place vehicle on level ground, chock both front wheels fore and aft. Disconnect both cables from the battery. Drain radiator into suitable container, you will not wish to work under vehicle in a pool of coolant, but why drain the radiator, you are thinking, when the engine is not being removed? Well, the gearbox has to be raised some inches, to allow it to be removed rearwards, above the chassis centre crossmember, therefore the engine must be tilted forwards, and this will put a very great strain on various hoses and connecting links fitted to the engine. Above all, we do not want the cooling fan or dynamo pulley hub to damage the radiator core. Firstly, remove top and bottom water hoses, next the dynamo and fan must be removed. To do this, loosen the nut of the cotter pin which retains the dynamo mounting peg in the cylinder head. Now, while holding the dynamo with one hand, carefully tap the cotter pin through to release the dynamo, thereby allowing it to be lowered to the cylinder head. Now the fan belt should be removed from the pulley and allowed to drop on the crankshaft pulley - do not remove completely.

The dynamo with fan can now be removed from the cylinder head after removing the output wire from the cutout which is mounted upon the dynamo.

Remove flexible petrol pipe from petrol pump and block end with rubber bung. This will prevent loss of petrol from pipe (depending on level in tank) when rear of vehicle is jacked up.

Remove short throttle link and choke wire from carburettor. Remove vacuum pipe feeding windscreen wiper from induction manifold (directly under carburettor).

Next to remove is the exhaust pipe from manifold. Now this is a special clamp, manufactured in two half semicircles, which are held together by two steel bolts and two brass nuts. The two flanges of this clamp are marked on the upper surfaces with the word TOP. It is most important upon replacing the clamp that it is installed the correct way uppermost as you will not achieve a gastight joint otherwise. Also pull the nuts up evenly to provide an equal gap between the ends of the two halves.

Now before removing this clamp, I suggest the exhaust is tied up with wire or string to the clip of the tool box. This will prevent putting a strain on the silencer mounting when the pipe is released, and after releasing make sure some rag is placed into the exhaust pipe to prevent having to remove the whole system if a nut or something is accidentally dropped therein.

Now we enter the vehicle and remove the two front seats. You will find this gives much easier access to the job being undertaken. Remove throttle pedal pad by loosening lock nut and unscrewing. Remove front nuts, remove the two floorboards either side of the gearbox, the two uppermost boards and the gearbox metal covering have shorter screws along the top edge, note this carefully when replacing them. If longer screws are used, they will foul the throttle operating rod, which runs along the bulkhead behind these screws. The next operation also requires care, that of removing the gear lever, which is retained in the top of the selector turret by a cap, which is screwed over the ball end of the lever and retained by a locking ring. This ring has to be moved clockwise to unlock the cap, but before doing so, make sure the gear lever is placed into the neutral position. Having satisfied yourself this is so, remove



cap and withdraw the lever from the turret. Now I suggest you place a plastic bag over the turret top, retaining it with wire under the locking ring - this will again prevent any foreign substance entering the gearbox. Now remove the two screws holding the dipswitch, and the screws holding the cover, and remove cover.

There is now complete access to gearbox and connecting torque tube. At this point remove the locking wire from the four bolts holding the torque tube to the gearbox, remove the three upper bolts and the two upper bolts from the gearbox bellhousing attaching it to the engine. Remove two bolts holding rear end of engine radius rods, which are screwed into rear face of crossmember. (Check for thin shims or washers behind rod ends, these being for engine alignment.)

Move on now to jacking up rear of vehicle, firstly making doubly sure the front wheels are well chocked to prevent any movement while working underneath the vehicle. Do not on any account use bricks or old pieces of wood to support a vehicle while working underneath.

Place axle stands each side to support the chassis frame, locate them under the chassis rails just in front of the rear wheels before the kickups that pass over the rear axle, adjust the height of these stands so that there is a clearance of 5-6 inches between the ground and rear tyres when the vehicle is firmly on the stands, this will allow the rear road spring centre tie bolt to clear the rear crossmember when the axle is finally lowered and drawn to the rear. Having done this, remove the lower links of the rear shock absorbers where they are attached to the axle housing, move forward to the brake cross shaft bracket which is mounted on the centre chassis crossmember, remove the split pins and clevis from the front end of the four rear brake rods, remove the four split pins and castellated nuts holding the cross shaft bracket to the crossmember. This should allow the bracket to hang down somewhat giving sufficient clearance to move eventually rearwards the axle. Remove speedometer driving gear assembly (will require new gasket on re-assembly) and final lower bolt from torque tube universal joint cap. Now moving to the rear again, jack up rear axle just to take the weight, while you remove the four split pins and nuts from the two U bolt plates that are holding the road spring securely into the rear crossmember. Having removed these two plates, the axle is free to be lowered very slowly, so that the spring tie bolt is just clear of the lower part of the rear crossmember. You will note that the top of this tie bolt is square and it locates within a reinforced female square in the crossmember. It is very important that the tie bolt square head is located correctly upon re-assembly before the U bolt nuts are tightened up. Drain gearbox oil into container and replace drain plug.

Returning inside the vehicle, you will see the universal joint cover at the end of the torque tube has moved away somewhat from the gearbox, revealing the inner housing cap which covers the universal joint coupling (this will require a new gasket either side of the flange upon re-assembly).. Now moving the axle to the rear will allow the prop shaft splined end then to withdraw from the splines within the universal joint, only sufficient distance to remove the inner housing cap is required. Now remove the two split pins and castellated nuts and strap holding the rubber gearbox rear mounting.

Place jack under engine with suitable wooden block intersperse just to take weight of engine and box. Remove clutch operating rod by taking the split pin and clevis from the clutch release arm and rod connecting point. Remove remaining bolts around gearbox bellhousing, remove two bolts securing the engine front mount support to rubber mountings on chassis. The gearbox is now ready to be parted from the engine, to reveal the clutch, by easing it rearwards, and jacking up engine to allow the box access above the crossmember.

Remove gearbox from vehicle. At this point the withdrawal race, which is situated within the bellhousing can be checked for free movement on the



front gearbox bearing retainer and also its serviceability for further use, if at all in doubt replace it. The pressure and centre clutch plates can be removed from the flywheel of the engine, by removing the six bolts that retain them. These should be unscrewed evenly a little at a time, until they are all just finger tight. Now holding the pressure plate against the flywheel, remove them and withdraw the pressure plate and centre plate. Examine the surface of the flywheel for burning or scoring, also the condition of the pilot bearing in the centre. If all is in reasonable condition, it will need a good clean.

NOW A WORD OF WARNING - the dust you will need to clean out is **ASBESTOS DUST**. **DO NOT USE AN AIRLINE OR PUMP OR BRUSH**, best use a rag soaked in paraffin to thoroughly wipe it out, and then dry it thoroughly, place a small amount of good quality grease in the pilot bearing, being careful not to get on the flywheel face. N.B. FIT CENTRE PLACE WITH LARGE HUB BOSS FACE TOWARDS PRESSURE PLACE.

The new centre plate can now be placed into position with the new pressure plate and the six bolts with spring washers on them may be screwed in just finger tight, because the centre plate now has to be centred within the flywheel, allowing the main drive shaft of the gearbox to pass through the splined hub of the centre plate, and the front shouldered end of this shaft to enter the pilot bearing.

The decimal size clearance in the pilot bearing is 17 mm and clearance across top of splines through centre plate is 11/16" (eleven sixteenths of an inch). Unless you are in possession of a main shaft from a gearbox, or the special Ford tool for the job, suggestions as follows: four inch piece of wood dowel 17 mm to fit snugly into pilot bearing, one inch from the end of this dowel wrap some one inch insulating tape around dowel until it is a good fit through centre plate, or you may have a socket spanner with suitable shoulder on it to do same job. You may have access to a lathe, in which case a piece of scrap wood or metal can soon be fashioned into the dimensions required. Now assuming a suitable tool is align the centre plate, tighten the bolts equally around the pressure plate, making certain the rim enters the recess in the flywheel correctly. Torque these down to 25-28 lbs/ft. Before offering up the gearbox, temporarily replace the gearlever into the turret, hand tighten down the retaining cap and place the lever in top gear position, this will allow movement of the main drive shaft by rotating the universal joint, thus aligning the splines on the main shaft with the centre plate. CAUTION before moving the gearbox, if the gearlever knob has been removed, replace it, working in the confined space under the dash with the gearlever unprotected by the knob could result in the loss of a tooth or an eye. Be careful. Having taken this precaution, offer up the box and locate the splines by rotating the universal joint and gently pushing the box forward to mate with the engine, making sure the two dowels just above the radius rod ears on the bellhousing have located properly. Replace the seven bolts and washers and tighten up evenly, lower the jack under the engine and replace everything in reverse order, not forgetting to refill the gearbox to the level required after removal of the level plug located halfway down the offside of the box, and replacing same when the oil runs out of this orifice.

There are two writeups you may find useful to complement this article: Issue 48, page 15 - Engine Alignment, and Issue 49, pages 48-49 - Fabricating Gaskets by Graham Miles. One other small point, when replacing the universal joint cap at the end of the torque tube, make sure the grease nipple is to the offside of vehicle, and the four securing bolts are wired up with steel wire. Do not adjust clutch pedal free movement until the floorboards are screwed down tightly, this adjustment is carried out by screwing in or out the operating rod, which is attached to the lower end of the clutch pedal, into which is fitted a threaded bush. The adjustment should be measured at the rubber pedal, which should be three quarters of an inch to one inch free travel.

Jeff Cole

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## EVENTS

Well, I've done 2,500 miles in the Saloon and over 1,000 miles in the Tourer this year, and only got rained on twice - and each time the wiper linkage fell apart!

One of the last shows of the season was the Exchange and Mart Malvern Motoring Event at which we had a Club display. We had three vehicles on the Saturday when it rained almost all day. Graham Miles and I spent most of the day around the autojumble. Sunday dawned bright and cheerful and the sun shone all day. We had 8 cars on the stand and Graham's Y van. I took both my cars, Terry King brought his Model C as well, and the rest were Y saloons. New member Alison Candlin almost made it, breaking down just outside the showground with the sector shaft in the steering box broken. Alison, her Dad, my wife and myself pushed the car into the ground, steering by moving the front wheels. The autojumble did not produce a shaft or a complete steering box, so the car had to be trailered home. It was at this point we found out that the RAC would not relay the Y home because it is not on their computer, and Alison had to pay £20 to the garage man.

Apart from that annoyance, it was a good day, enjoyed by all who attended after they managed to get in, the queue being beyond a joke. Thanks go to Terry King, Liam Tomlinson, Phil Wookey, Alison (Steering Box) Candlin, Nigel Pritchett, Graham (Headlamp Glasses) Miles, Colin (I've never boiled this Model Y before) Ault and Mike Samuels for help on both days and the loan of his modern car.

### RAC Membership

After some research, I have discovered that there are two types of RAC Membership - there is the personal membership when you and your spouse are covered to drive any vehicle, and family membership when you and your family are covered to drive up to three vehicles. So if you are in the RAC, make sure you have the correct membership for your circumstances - Family Membership for more family than vehicles, and Personal Membership for more vehicles than family.

### PROPOSED SHOW DATES FOR 1990

<u>Venue</u>	<u>Date</u>	<u>Organiser</u>
Bristol Classic Car Show	17th-18th March	Dave Curtis
Y & C A.G.M.	8th April	Don Malin
Chester Vintage Show	20th May	Peter Ketchell
Enfield Pageant of Motoring	26th-28th May	Jim Miles
Tatton Park Vintage Show	2nd-3rd June	Peter Ketchell
Y & C National Meet, Stanford Hall	16th-17th June	Don Malin
Ardingley Vintage Show	14th-15th July	Julian Janiki
Stratford upon Avon Vintage Show	22nd July	Dave Curtis

The shows at Stoneleigh in March and Ragley Hall in July are both cancelled. There will be an autojumble and auction at Stoneleigh on 25th March, and the show at Stratford upon Avon will replace Ragley Hall.

Dave Curtis

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## THE GREAT DORSET STEAM FAIR

I said it last year, after my first visit and I say it again: The Great Dorset Steam Fair is the biggest nostalgia show any of us is likely to see. It is fascinating. This year it was estimated that the four days attracted half the steam traction engines in the country, with some 160 present, either driving fairground equipment, steam organs, threshing, woodsawing, ploughing in pairs, working as they were intended or just quietly gliding around the huge show ground, hissing away, occasionally chuffing and clanking in acceleration, emitting the glorious smell of oily and smoke laden steam. The old cars, bikes, buses and commercials, quite rightly, take second place to these beauties at this event. But, having said that, with Dave Lovering on the organising committee, the vehicles are given a good plug, pride of place close to the show arena and a good airing in the arena at peak viewing times. Once again the Ford Y & C Model Register was the only club in evidence and we provided the front rank of the car exhibition with Ford flags flying and Dave Curtis' register advert board along our frontage. Dave Lovering also paid us a compliment by having a special parade of our cars at the end of the drive past with him on the Tannoy, having quickly driven his Fordor into the arena and parked it up. Thanks for your help Dave.

We were even better represented this year with 12 cars present. And what a collection it was. Dave Curtis and Cher were in their recently completed CX Fordor (which we've discovered from the Briggs Body Number should have a sliding roof!). Graham Tomlinson had his immaculate French Model Y Kelsch Cabriolet. Jack Barnes and Evelyn were present with their Black Model Y Mistral tourer and Bert and Dave Hopkins actually appeared in their modified 1937 Y Tudor. (I won't say customised as Graham Miles would blow a gasket - Graham, it is their number two car and not the one they have registered; that one is quite legit). Bert has recently driven the "modernised" one from Lands End to John O'Groats to raise money for the Salisbury Scanner Appeal, which for a chap well into his seventies is commendable. Unfortunately, when I arrived at the show ground on Sunday, Bert had been whipped off to Salisbury hospital himself the previous day with water works problems. We wish you a speedy recovery Bert.

There were a goodly number of Fordors including Dave and Babs Lovering's, (now positively identified as a 1936 model!), Mike Merry's, with a surrogate driver and passenger (he was driving his Austin) and a new car and driver who we will welcome into the bosom of the Register; Michael Hockley and wife, all the way from Cornwall in their recently acquired blue and black Fordor. I met Roy Cleeves and Derek Hoare for the first time. They live within 10 miles of each other and drove in convoy in their respective long rad and short rad Tudors. Phil Wookey and long suffering lady wife in his 1935 Y Tudor accompanied Paula and I in CNN into the arena, where he confessed that the cause of fire, which I reported after the Bristol Classic Car Show in March, was a 125 amp battery! Anyway, VD 6547 was soon back on the road, thanks to Son of Wookey who is a vehicle electrics guru. Paul Ellis was also present, en famille, and with his very original interim Tudor which I first saw and reported at the Andover Show. Mike and Kathy Samuel appeared on the scene. They are confident that their Model Y will be presentable in time for Stanford Hall next year! New member Richard Maidment and family also paid us a visit and booked himself and car in for next year's Dorset Show.

Our congratulations go to Hubert Wingate, who has a habit of winning trophies. This time he won the car of the show award - regrettably, not in his Fordor, but in his beautiful Austin Sherborne.

And so the excitement of Dorset Steam is over for another year. Many of our members and their cars were there for the whole four days enjoying the fun of the fair well into the darkness, when the complete hill outside Tarrant Hinton shone with the lights of the fair ground, echoed to the sound of the steam organs, dodgem cars and all manner of nasty scream-making fairground



contraptions, and the smell - ah, the smell!

Hopefully even more of you will experience this extravaganza next year.

Sam Roberts

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### THE ALL FORD RALLY - ABINGDON - SUNDAY 24 SEPTEMBER 1989

It was different this year. I'm not so sure it generated the same atmosphere as the previous venue on the Abingdon Cricket Ground. At least we only had to suffer Spanner on the loudspeaker when we paraded in the Arena. In previous years we have been drowned out by his senseless and continuous loud banter! This year the venue was a large field. The organisers tried to add a touch of showground flavour by asking three of the Ford Clubs to put six of their cars on club stands. Dave Curtis, at short notice, rang round and found six attractive vehicles to park on the allocated site for the Y & C Model Register:- Graham Miles' van, Geoff Cole's Y Tudor, Peter Richardson's Sliding Roof Y Fordor, Herbert Wingate's Fixed Roof Y Fordor and the two Cabriolets of Jim Miles and Graham Tomlinson. The remainder of us were some two hundred yards away from the stand, lined up with a variety of old Fords from both sides of the Atlantic. It was a pleasure to see Tim Brandon back in the fold as a member of the Register with his much travelled Tudor. Ken Clarke was there, having driven his light brown Y Tudor from Coventry. Graham Campion and wife were enjoying a day out in their Fordor and it was a pleasure to witness the return of Richard Wakefield from Brighton in his beautiful Fordor, Dave Curtis was in his C Tourer and Paula and I were in CNN. Regrettably Frank Dallimore is not at all well and sent the next generation to Abingdon in his original Tudor. His engine now has 8,132 miles on the clock! - quite a major jump this year due to its attendance at a family wedding! Anyway, Frank, get yourself through the MOT and back on the road a.s.a.p. We wish you a successful recovery. It was a pleasure to meet Norton Brock et fils in his Model Y Tudor; neither was known to the Register before the meeting. Hopefully we will be welcoming Norton as a member.

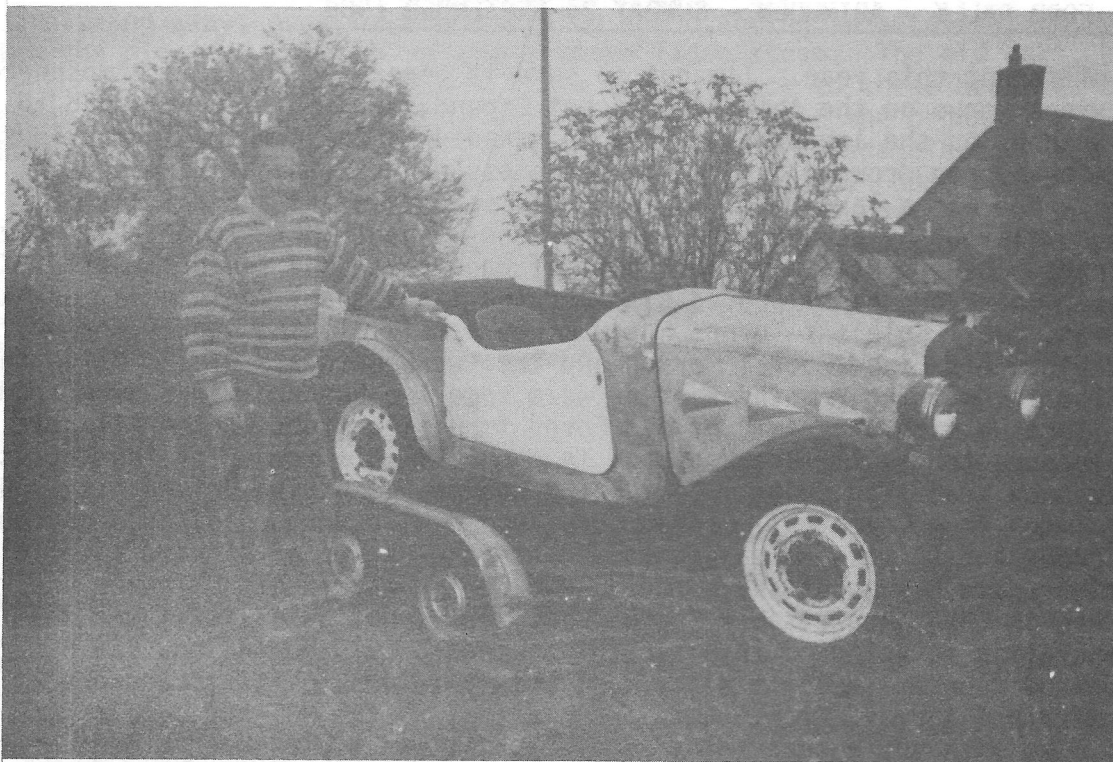
The surprise of the day was really the find of the year, if not the decade! Lined up with the early Fords was a silver sports car, which boasted a Model Y short rad radiator grill and Ford Pop type transmission, brakes and easy-clean wheels. The back end of the vehicle was stubby and had a large external vertical square petrol tank. The bonnet had three semi-conical louvres on each side. The car belongs to Alan Pettit who, with his two mechanics, had trailered the recently acquired car to the show from just outside Trowbridge. It had to be trailered as the dashboard and instruments were missing and a fair amount of work was necessary to get it mobile, even as a Ford Special. Alan was keen to find out what it was. He had an original log book which described a Model Y tourer and gave a chassis number of Y19608 (1933) and registration, AJJ 100. Fortunately I had my collection of tourer pictures with me so was able to thumb through to find a familiar line or two on the bodywork. Firstly, we had to confirm that we did in fact have a Y tourer. The Model Y chassis shape was confirmed and, by checking the Briggs Body number location, it was obvious that no plate had been screwed into the usual cross member. As tourer bodies were not made by Briggs, this confirmed that we did in fact have a special bodied rolling chassis off the Ford production line and not a converted saloon.

After much scrutiny it became clear that we have a sawn off and modified Abbey! Not only is there shelving in the bodywork to take the folded hood, a peculiar design feature of the Abbey, but the bulkhead has a raised centre, unlike the other tourer bodies. The style and shape of the doors also match those of the Abbey. As there is only one other Abbey known in existence, the ex Eve and Mike Chapman one, a very rare vehicle has come to light. Fortunately, Alan Pettit recognises a potential nest egg when he sees one and now plans to restore the vehicle back to its original condition. He will require short rad front wings,

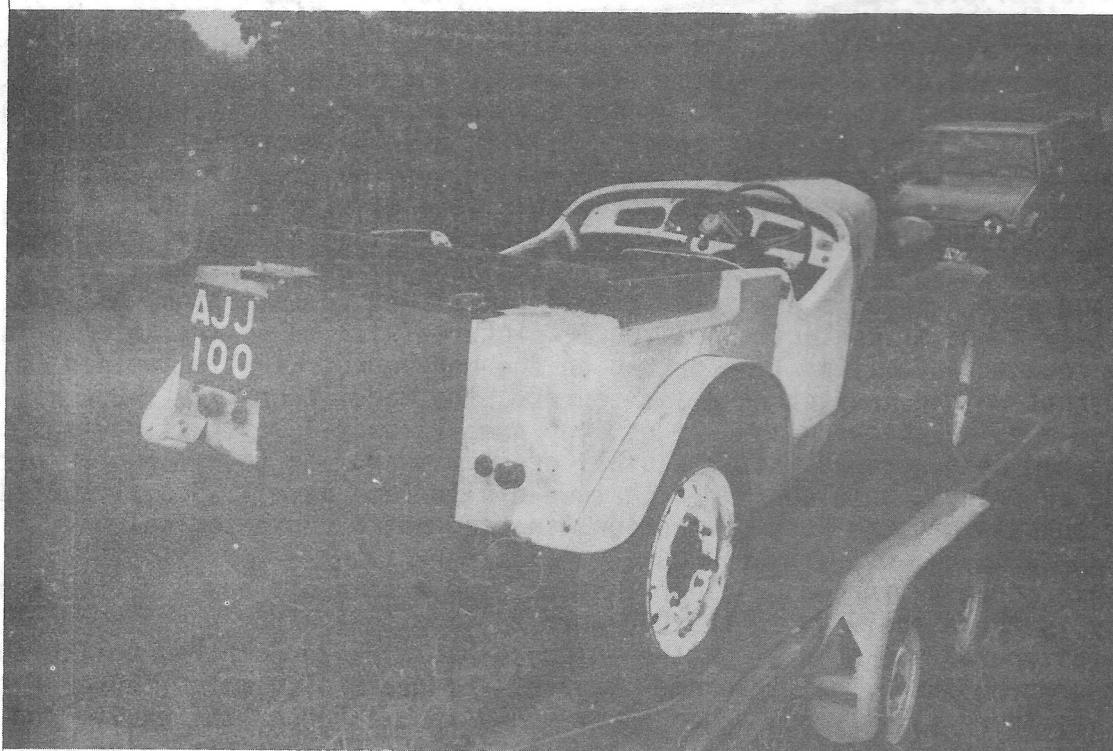
running boards and rear wings for starters! We wish him success and hope he is able to make a good job of it.

Sam Roberts

Alan Pettit with the modified Abbey  
back home near Trowbridge



The modified back end showing the distinctive lines of the Abbey  
where the folded hood once sat



6(cont.) Remove three screws holding off-side No. 2 (horizontal) floor board YF-940132-B in position and lift out floor board. Remove six screws holding near-side No. 1 floor board YF-940131-B in position and lift out floor board. Remove three screws holding near-side No. 2 floor board YF-940133-B in position and lift out floor board.

7. Remove two screws holding foot dimmer switch Y-110378 to floor board plate YF-940016 with screw-driver B-17020 and push switch down.

Remove two screws holding front of floor board plate to dash.

Remove three screws holding rear of floor board plate to cross member.

Slack off locking ring Y-7228 below gear change lever cap Y-7220 by tapping slot in ring with screw-driver B-17020. Screw off cap Y-7220 and lift out gear change lever.

Fit dummy cap on gear change housing in place of cap Y-7220 to prevent foreign matter entering gearbox. Lift off floor board plate YF-940016.

8. Disconnect choke control YE-9700-D from carburettor starting control connection Y-110850 by slacking off rear screw with screw-driver B-17020.

9. Remove oil level indicator YE-6750.

10. Disconnect vacuum wind shield wiper tube YE-17538-B by unscrewing small gland nut B-17542 with wrench Y-810 and bend tube back towards dash.

11. Remove silencer inlet pipe clamp Y-5251 by slacking off two brass nuts, using wrench B-17016 on nuts and wrench B-17015 on bolt heads.

12. Disconnect carburettor to accelerator rod Y-9747 at carburettor. This rod has a spring loaded cap and can be pulled off the ball without difficulty.

13. Remove the flexible petrol pipe connection B-9288 at fuel pump with wrench B-17015 and screw special cap on to flexible pipe to stop syphon effect from petrol tank.

14. Remove two screws holding engine front support Y-6030 to front cover Y-6019 with wrench B-17015 noting that off-side screw is longer than near side.

15. Remove four screws which hold clutch housing to cylinder and sump on near-side of clutch housing with wrench B-17015.

16. From underneath car, using creeper 76, remove three nuts and bolts holding near-side engine pan Y-110293-B to frame side member with wrench B-17015. Replace sump drain plug B-6730 with wrench YE-17017 and withdraw drain pan 127 containing oil.

17. Remove screw holding front of near-side engine pan Y-110293-B to front cross member with screw-driver B-17020 and remove engine pan.

18. Remove screw holding timing lever assembly Y-110800 to cylinder head with screw-driver B-17020.

19. Remove four high tension electrical leads, two YE-12275 and two YE-12276 from sparking plugs. Disconnect high and low tension wires Y-14302 from distributor to coil, at coil B-12000. The high tension wire can be pulled out of socket in coil. The low tension wire is disconnected by taking off nut on near-side of coil with wrench Y-810.

20. Lift off distributor assembly YE-12100 and place in special partition of tray 344.

*CAUTION.—On no account slack off distributor timing lever clamping bolt Y-110807.*

21. Remove sparking plugs Y-12405 from cylinder head with box spanner Y-859. Insert dummy plugs 48-M-16 in cylinders Nos. 1, 2 and 4 and eye bolt Y-46 in cylinder No. 3.



## Illustration

## Operation

22. Engage hook of lifting hoist 73 in eye bolt Y-46 and tighten chain until it just takes the weight of the engine.
23. Remove screw holding engine front support Y-6030 to rubber insulator Y-6038 on near-side frame member using wrench 2242 with adapter 2291 and socket 2120.
24. Remove screw holding engine front support Y-6030 to rubber insulator Y-6038 on off-side frame member using wrench 2242 with adapter 2291 and socket 2120 and lift out engine front support Y-6030.
25. Slack off cylinder head outlet hose clamp B-8287 bolts with screw-driver B-17020 work hose B-8260 down on cylinder head outlet connection Y-8250 until it clears radiator inlet, then remove hose from cylinder head outlet connection.
26. Slack off radiator outlet hose rear clamp Y-8287 screw with screw-driver B-17020 and slip end of hose off cylinder inlet water connection Y-8275.
27. Disconnect generator lead by removing screw holding terminal to cut out YE-10505 with screw-driver B-17020 and replace screw.  
Remove generator cover band YE-10142 tightening screw, remove clip supporting generator lead and replace screw.
28. Remove screw holding front of off-side engine pan Y-110291-B to front cross member with screw-driver B-17020.
29. Remove starter switch control YE-11475-A cable at starter switch assembly BF-11450 by undoing clamping screw with wrench Y-810.
30. Disconnect battery to switch cable YE-14300-B at switch by unscrewing bolt with wrench 1616.

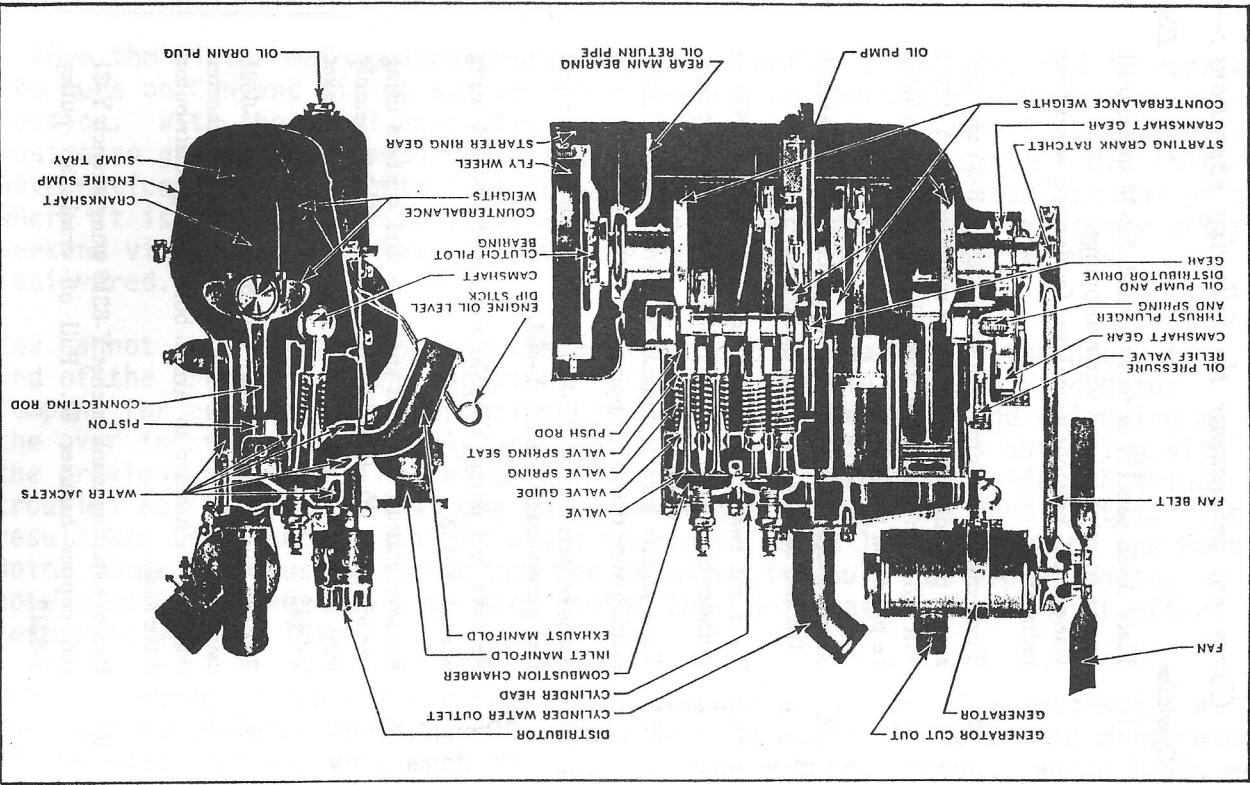
## Operation

## Illustration

31. Remove starting motor assembly YE-11000 by unscrewing the two long securing screws YE-11079 with wrench Y-810 the heads of which will be found at the front end of the motor.
32. From underneath car using creeper 76 remove two bolts and nuts holding off-side engine pan Y-110291-B to side member with wrench B-17015 and remove pan.
33. Remove two remaining screws holding clutch housing to cylinder and sump on off-side with wrench B-17015.
34. Close radiator drain cock B-8115 and withdraw drain pan 127 containing water.
35. Slack off nut using wrench 2242, adapter 2291 and socket 2118 on generator support locking pin YE-10159 and tap pin out with copper hammer 83. This will free generator support and allow generator to be lowered.  
Fan belt YE-8620 can now be worked off generator pulley and over fan blades but should be left on crankshaft pulley Y-6312. Lift off generator YE-10000-B.
36. Raise engine slightly by means of hoist 73 until pulley Y-6312 is clear of front cross member, then move engine slightly forward in order to release transmission main drive gear YE-7015 from clutch disc assembly Y-7550.  
When clear, lift engine with hoist 73 tilting front end upwards by means of fan belt YE-8620 in order that rear end may clear the dash.
37. When engine is clear of chassis remove fan belt YE-8620 traverse hoist until it is over engine stand AB-35. (If hoist is fixed move chassis back and place engine stand underneath hoist).
38. Run off two nuts which hold cylinder water inlet connection Y-8275 in position with wrench 1616, remove brass washers, inlet connection and gaskets Y-8280.  
Remove third and fifth sump to cylinder block screws on off-side of engine with same wrench and attach

LONGITUDINAL AND CROSS SECTIONAL VIEWS OF THE ENGINE.

ILLUSTRATIONS AND MEMORANDA



24

IA

Illustration

- Operation**
- 38(cont.) adapter Y-36 to engine by rear inlet connection stud and Nos. 3 and 5 sump bolt holes using screws already removed.
39. Mount adaptor Y-36 with engine attached to arm of engine stand AB-35 by means of studs provided.

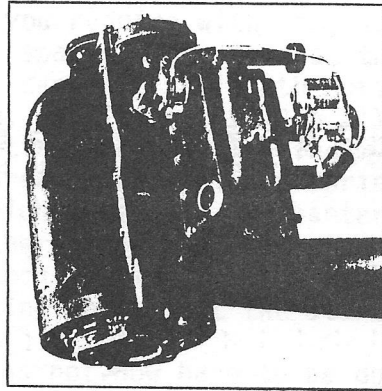


FIG. 5.

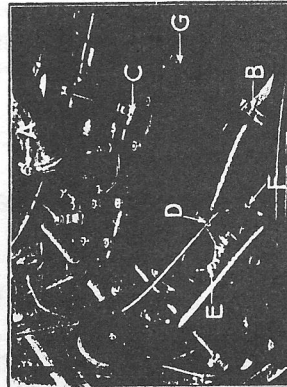


FIG. 3.

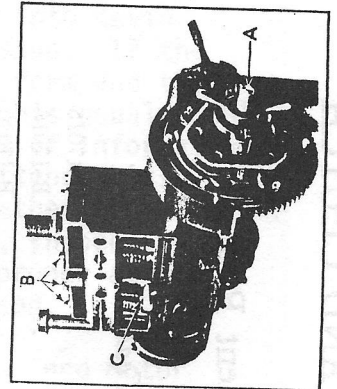


FIG. 7.

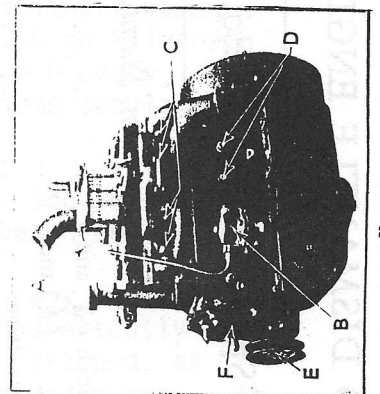


FIG. 6.

23

# TO DISMANTLE ENGINE AND CLUTCH

## Special Tools and Equipment Required

### Tools from Standard Tool Kit

Wrench ( $\frac{1}{2}$ " and $\frac{3}{4}$ ")	..	..	..	..	B-17015
" ( $\frac{1}{2}$ " and $\frac{3}{4}$ ")	..	..	..	..	B-17016
Screw-driver	..	..	..	..	B-17020
Pliers	..	..	..	..	B-17025

### Special Tools and Equipment previously used

Engine stand	..	..	..	..	AB-35
Adapter	..	..	..	..	Y-36
Copper hammer	..	..	..	..	83
One drain pan	..	..	..	..	127
Partitioned tray	..	..	..	..	344
Parts carrier	..	..	..	..	398
Wrench	..	..	..	..	1616
Socket	..	..	..	..	2120
Wrench	..	..	..	..	2242

### Special Tools and Equipment not previously used

Set (2) main bearing wrenches	..	..	..	..	Y-7
Starting ratchet wrench	..	..	..	..	Y-31
Piston ring squeezer	..	..	..	..	Y-38
Pump drive dowel extractor	..	..	..	..	Y-102
Valve guide remover	..	..	..	..	Y-113
Valve spring compressor and seat extractor	..	..	..	..	ABY-322-A & B
Clutch compressor and locator	..	..	..	..	Y-353
Carburettor wrench	..	..	..	..	Y-853
Socket	..	..	..	..	2118
Oil release valve nut wrench	..	..	..	..	AF-17043

# TO DISMANTLE ENGINE AND CLUTCH

Carry out in sequence the following operations:—

## Operation

Illustration

1. Place drain pan 127 at foot of stand AB-35 underneath engine to catch oil and water drippings.  
Use pan 127 previously employed for drawing water from radiator.
2. Turn engine sump uppermost on stand AB-35 and lock arm in position, when distributor coupling shaft Y-12249 will fall from the hole in the cylinder head and should be placed in tray 344.
3. Remove all remaining engine sump screws using wrench 1616 and remove sump and gaskets.
4. Take out two screws which hold oil pump Y-6600 to cylinder block with wrench Y-353 and remove oil pump.
5. Turn engine back to normal position on stand AB-35 making sure that oil drippings fall into pan 127.
6. Remove petrol pipe YE-9369-D from carburettor and fuel pump using wrench Y-853.
7. Remove fuel pump YE-9350 and gasket Y-9374 using wrench Y-853.
8. Remove exhaust manifold stud nuts and washers using wrench 1616, lift off inlet and exhaust manifold assembly with carburettor attached and remove manifold gasket Y-9448.
9. Remove valve chamber cover Y-6520 and gaskets Y-6521 using wrench 1616, note that top centre bolt is shorter than the remainder to avoid bolt fouling distributor drive shaft.
10. Remove starting crank ratchet Y-6319 using wrench Y-31 and copper hammer 83. Pull off crankshaft pulley Y-6312.



**CHAIRMAN'S NEWSLETTER**

I hope the Winter maintenance chores are going well. I have decided to repack the hubs on CNN and fit my set of smart new hubcaps purchased from our spares section. With the wheel nuts wire brushed, I must say each wheel looks great. I must also grease the speedo cable again, as it is two years since I did that. I have noticed that my lights seem to be dimmer than ever this year, to the point where it is no fun to drive after dark, which means returning home early after weekend visits. I will have to save the pennies to get the reflectors resilvered.

You cannot fail to have noticed the quantum leap in quality of the production and of the printing of the magazine. I am very grateful to the Ford Motor Company for offering their printing services to the Register and relieving me of the ever increasing bi-monthly problems and hassle which I was suffering with the previous printers. Having said that, the last issue did suffer teething troubles as it was the first one to be processed through the Ford system. The result was that, once again, it was a couple of weeks late, for which the Ford Motor Company profusely apologised and promised it would not happen again. I hope some of you were able to make use of the Christmas cards and gift offers before it was too late.

The initiative to contact the Ford Motor Company arose out of a suggestion at the last A.G.M. (see April/May 89 issue) so I do not claim to be the originator of the idea. It was very much an idea from the members present, which leads me on to encourage more of you to attend the A.G.M. this year. The date is Sunday, 8th April, 1990, and the location will be in the Coventry area. If any member wishes to be considered for election to the Committee, or any Committee member wishes to stand down, please let me know well in advance of the A.G.M. Don Malin is kindly finding a suitable RV which will hopefully provide a warm meeting place, food and drink and the necessary car parking space, for what, for some, is the first run-out of the year in their Ys and Cs. Graham Miles will bring whatever spares you require with him, so get your orders into Kevin Brigginsshaw, using the spares order form at the back of this issue. If the items are bulky and/or can wait until 8th April, say so on the form and they will be delivered then. Additionally, Bob Wilkinson will have his usual supply of handbooks and bulletins and I will bring my growing archives of information on our cars. Thirty three members plus a sprinkling of wives attended last year, so it is a gathering rich in gossip and banter. We normally gather from 11 a.m. onwards, enjoy each others' company, swapping spares and yarns, inspecting vehicles and having lunch in time for the start of the A.G.M. proper at 2 p.m. I look forward to meeting you all at the start of the 1990 season.

Another chore which does not now have to be done, thanks to the Ford Motor Company, is that of labelling and stamping envelopes for the magazines. This has been reliably done over the past few years by Elizabeth Ogden in Leeds. Our thanks go to her for her assistance. It is always a pleasure to thank members' wives for their help in the running of the Register. In addition to Elizabeth, our thanks for their untiring efforts in 1989 must go to Siobhan O'Leary, of our super editorial team, and Debbie Brigginsshaw, who has brought some semblance of normality to the spares accounts.

On your behalf, I must also pass thanks to Janet, my secretary, who puts up with an awful lot on the Y & C front, and Jo and Sue who help out when needs arise.

Two statements were made in the rushed second set of printer's copy for issue 60 which have caused comment. Firstly on page 4, Bob Wilkinson inadvertently referred to the brass plate, on which the Briggs Body number is stamped, as being "riveted" to the chassis cross member in front of the passenger seat. In fact it is screwed with two screws which, incidentally, sometimes do cover the first or last digit in the number. It is also only on the Model Y that the brass plate is located in front of the passenger seat. On the Model C it is

located on the nearside bulkhead under the bonnet. The second statement, again written by Bob at the top of page 11, quotes the difference between the Kerry and the Terrier as the performance levels of the engines. Does anyone have any authoratative evidence to support this statement?

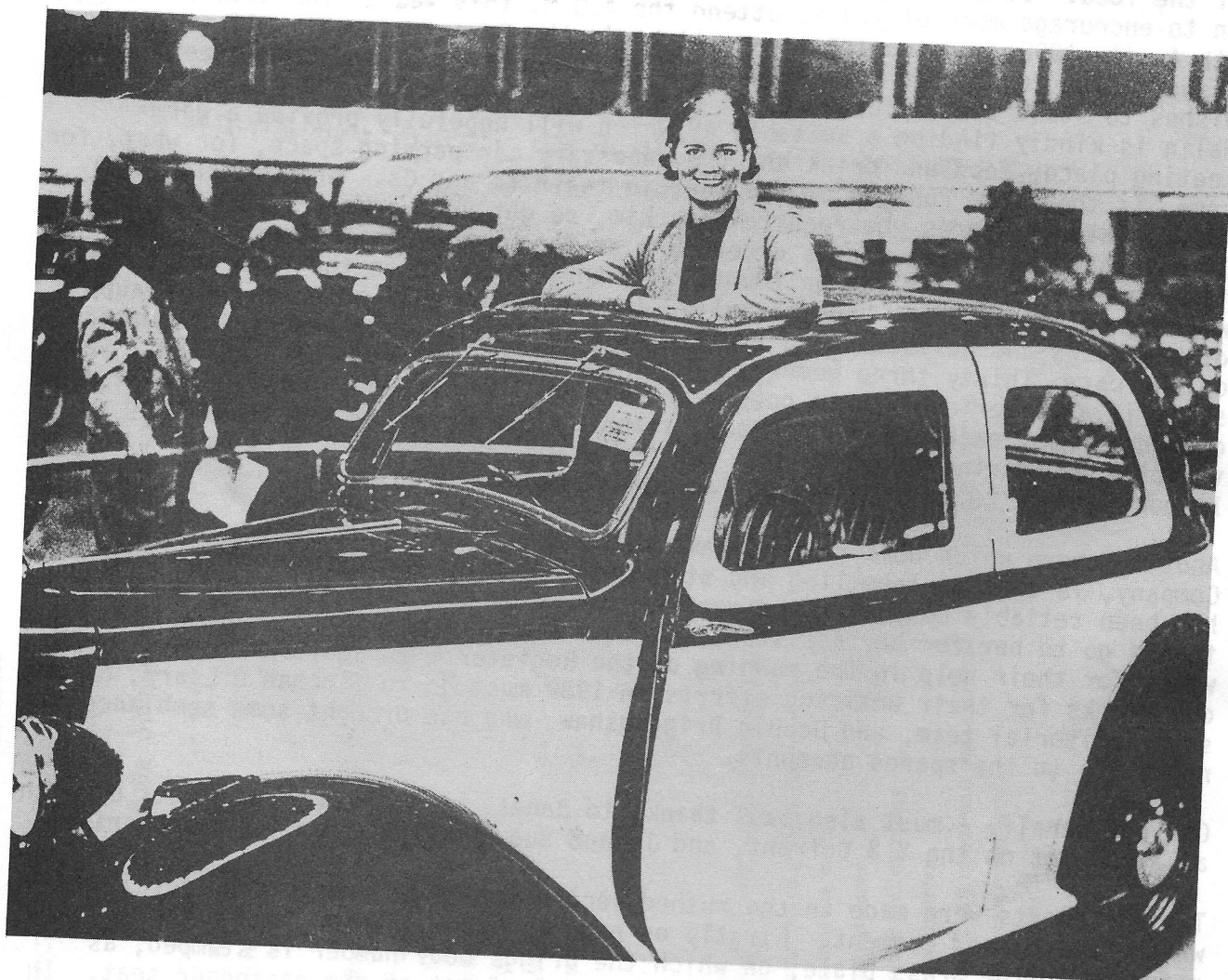
I have written to a number of members asking for details of cars so that I can distribute to all members a comprehensive listing of all the surviving Y & C model vehicles known to us. This should be with you shortly after the the arrival of this magazine; if all goes to plan. Whilst researching the list, I found we have members with surnames:- Ford, Morris and Austin!

On that note I will close, wishing you an enjoyable 1990 with your cars. Please don't forget the magazine. We need your snippets of gossip, history and technical achievements to add to the spice of variety. If you have time to write up an event or the result of some research, then John Guy would welcome your efforts.

Sam Roberts

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The Star of the 1934 Ford Motor Exhibition  
at the Albert Hall



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1934 - THE YEAR OF THE C

The Ford dealers convention in 1934 was held at the Norbreck Hydro in Blackpool. It lasted two days, Monday and Tuesday, 17th and 18th September. After being formally opened by the Mayor, Alderman C. E. Tatham, the Chairman of the Ford Motor Company Ltd., Sir Percival Perry, K.B.E., announced the new season's models and unveiled the new sensational de luxe Ford in its four door and two door saloon forms. It was announced as a streamlined car in the £10 tax class at the low record price of £135 (two door) and £145 (four door). The unveiling brought a rousing cheer from the 400 dealers present.

After the convention, Mr. A. R. Smith, the General Manager at Dagenham, wired Dearborn in Michigan, U.S.A., saying:-

"ALL EXECUTIVES WHO HAVE DRIVEN TEN HORSE CAR VERY ENTHUSIASTIC ABOUT ITS WONDERFUL PERFORMANCE AS REGARDS SPEED ACCELERATION SPRINGING STEERING AND ROAD HOLDING QUALITIES PERIOD BELIEVE IN ALL THESE RESPECTS IT IS FAR AHEAD OF COMPETITION AND WILL PROVE GREAT SUCCESS PERIOD DEALERS AT CONVENTION ACCLAIMED IT AS A WINNER AND ARE DELIGHTED WITH OUR NEXT YEARS PROGRAMME".

The following month, from 11th to 20th October, the de luxe Ford was the focus of attention at the Ford Motor Exhibition held at the Albert Hall. To quote from the exhibition catalogue:

Delightful riding comfort is an outstanding feature of the De Luxe Ford. Many owners of large and much costlier cars may envy its steadiness and smoothness when driven at high speeds on uneven road surfaces. In particular your passengers will appreciate its rear riding smoothness, which is a distinctive advantage.

The photograph shows a delighted back seat driver admiring the photographer at the Ford Motor Exhibition. Incidentally the sliding roof and leather upholstery were optional extras at £5 and £5 10s respectively!

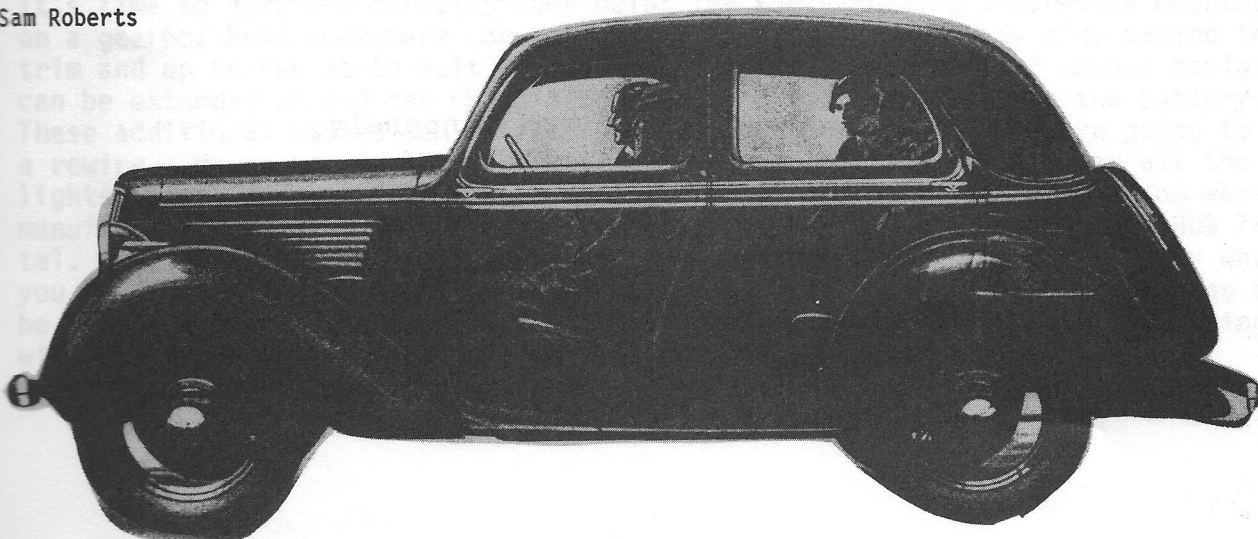
The car was an immediate success, an early admirer being Sir Malcolm Campbell who was moved to put his congratulations on paper after a test drive (at 72 mph in fog!). I include a copy of his letter which not only is a major plus for the Model C but is a bit of a put down for the Model Y! Sir Malcolm's letter was sent to Dearborn where it was shown to both Henry and Edsel Ford.

There is an interesting paragraph in a letter from Chas E. Sorensen in Dearborn to Mr. Smith in Dagenham dated 24th September, 1934, which reads :-

Squire has returned (to Dagenham) and has all the backing of the data that we worked out on the little motor. I think it is now up to its limit. The future spells something else, and we are working on it. Ultimately your small car will want a V-8 engine in it, and you will see something like this before long. Of course, we are anxious to have Squire come back here and finally wind up all the V-8 requirements for the 48 model. He has left McNery in charge here for the moment, and I hope you can get ready for production by the middle of this coming summer.....

Do you suppose that the CX was originally intended to have a V-8 engine? The mind boggles!

Sam Roberts





TELEPHONE  
REGENT 1282.

OLD BOND STREET HOUSE,

6-8, OLD BOND STREET,

LONDON. W.1.

*a.R. 24/11.*

PERSONAL.

21st November, 1934.

A.R. Smith, Esq.,  
General Manager,  
Ford Motor Company Ltd.,  
DAGENHAM.

My dear Mr. Smith,

I had an opportunity last night of having a run on one of your new 10 h.p. Ford cars, and I am writing to congratulate you most sincerely on the amazing performance of this little car. I always regarded the 8 h.p. model as a very fine little proposition, but the Ford De Luxe has got it absolutely cold in performance and stability.

The weather this morning was none too good, but I succeeded in easily reaching a speed of 72 m.p.h. on the speedometer, and I think she would have exceeded this but I had to slow down due to foggy conditions. The car is dead steady at this speed, corners well, the brakes are excellent, and the acceleration is extremely good.

I shall be writing an article on my experiences with this car which will be appearing in the "Field" in the near future.

I would very much like to change my present 8 h.p. Ford for one of the new De Luxe models, as there is no comparison whatever between the two.

With kindest regards, and heartiest congratulations on your remarkable achievement,

Believe me,

Yours very sincerely,

*K. Smith*

DOCTOR FORD

The good Doctor is now thinking about:

## THE ELECTRICAL SYSTEM

Of all the aspects of our collectors cars, the one that seems to cause most confusion is that of the electrical system. If you can understand how your child's dynamo system works on his/her cycle, then you've cracked it. The modern car with its delay chips and multi-function switches needs a little more understanding, but with the Y or C there is nothing very complex.

The three accompanying wiring diagrams cover in the main our three basic models. The Popular model, from 1932 through until mid '34 when the electric fuel gauge was introduced. As you can see, not a single fuse is fitted and all the circuits are supplied via a switch, the only exception being the horn, which is fed direct and the switch in the form of the horn push earths the horn circuit. The stop lamp switch is also fed from the connection on top of the starter motor; all other circuits are fed from the back of the lighting/ignition switch, with the only exception being the dash light switch which picks up its supply from the ammeter. To answer John's question in the last Newsletter about his dash lamp, this would also be better supplied from the back of the lighting switch - the best point is on the tail light terminal. In this way, the supply is there all the time the lights are on, even when the side lights are incorporated in the head lamps.

This takes us on to the next diagram, that of the eight (not ten as stated) which allows the front side lights to go out when the head lamps are switched on, thus saving a couple of amps when the head lamps are in use. This diagram shows the extras that may be found on the vehicle, such as trafficators and interior light. The electric fuel gauge now makes its appearance, as well as the foot dipper switch.

The third diagram - the De Luxe or 'C' - is basically as the previous diagram and although laid out differently as a diagram, is basically the same, the exception being the front side lights which like the Popular, need to be on when the head lamps work; otherwise little has changed.

Now what goes wrong? Well, that takes a little more understanding. The main answer is age, or to be more precise, corrosion. We only have 6 volts and cannot afford to lose any or part of that limited supply, and we do. Think now about the other half of all these circuits not shown on paper, i.e. the return. This is via the steel of the bodywork and the chassis, etc., which is fine until you remember the age of the cars. Consider the starter circuit, one half is easy to recognise with a nice thick cable running down the bulkhead. How does the circuit return to the battery earth lead? Not via the rubber engine mounts or rubber gearbox mount; perhaps via the rear spring shackles or clutch judder bolts and then via corroded rivets in the chassis members and bulkhead. Perhaps it's time to give the circuits some help; the earth bonding discreetly mounted on a gearbox bolt somewhere convenient and then run up the body side behind the trim and up to the earth bolt behind the bulkhead. In a similar manner cables can be extended around the chassis/body to return the circuits to the battery. These additional cables can be incorporated in a new loom if you are going to do a rewire. My cream van has a loom of this nature fitted; in this way all the lights, etc., have a cable return to the rear of the bulkhead. This loom was manufactured by Auto Sparkes Ltd., Lime Street, Hull, North Humberside, HU8 7AH, tel. 0482 20719. It takes a little patience to get across to them exactly what you need, but it's worth it. At the same time, any direction flasher cables can be incorporated in the loom, which can be covered in all black cotton covering with the extra cables incorporated, all of which gives a very original appearance. Happy sparking.



Just to go back over the last two Newsletters. As you now know, the one before last was lost by the printers and a rather hasty mark two had to be put together. This meant the rather detailed drawing of the brake drums had to be quickly replaced. so I used a drawing from the handbook. I hope all was clear.

The last letter and the previous discussed in some detail the subject of engine valves with regard to leadless petrol. Well, in my opinion, we have little choice, as our engine valves are rather prone to burn out and we just cannot afford to use leadless petrol. After all, for the amount of miles we cover, I think the Planet has more pressing problems!!

### Parts

The question I now keep getting asked is 'Can I have the parts before and send on exchange afterwards?' The simple answer is NO! The main question comes when the king pins are asked for, but it is a fact that at this moment in time, I have no less than six sets out without the old ones returned and that is in spite of several letters requesting their return. If I don't get the old ones in, I cannot recondition them, and within a year or so, the king pin replacement service will stop.

The running boards are now in stock, they are the best yet and I am very pleased with them. The first of the fibreglass wings are now in stock, also very good.

### Enfield Show

I am working on a display for the Enfield Show, I intend to win first prize this year. BUT I will need help on Saturday and cars on Sunday AND Monday. People can camp overnight.

Graham Miles

The axle of ALT 354 in a sideways view







## 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)

Car for Sale: about £100. 1936 Model C, in poor condition, restore or spares. Tel. 0227 721792, Canterbury area. (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) (1.2)

Kevin Brigginsshaw. Ford Pop front axle. Address on page 2. (1.2.3)

Martin Uren, U0101. Model Y 1936 2 door saloon, completely restored 18 months ago,, beautiful condition throughout, 9 months MOT, (moving to a new house with no garage), spares available include brake rods, hubs, distributor, starter, carburettors, engine, wipers and brand new crown wheel and pinion. Sensible Offers, please. Tel. 0752 330928 (Plymouth). (1.2.3)

## MEMBERS PARTS WANTED

Kevin Brigginsshaw. For S.R. 1933, flexible petrol pipe to fuel pump, starting handle, S.R. bumper bar bolts. Address on page 2. (1.2.3)

Denis Reilly, R1911. Model Y, four seat tourer in need of paint and re-upholstering, must be perfect in every other detail. Tel. 094 65112 (Mayo Abbey, Claremorris, Co. Mayo, Eire) (1.2.3)

Geoff Harrison, H1411. Windscreen for L.R. Y. Tel. 0744 37021 (St. Helens, Merseyside)

Paul Dickinson, D0210. For 1935 Y, oil can bracket for bulkhead. Tel. 0272 830533 evenings (Bristol) (1.2.3)

Bob Donovan, D0520. Spare wheel cover for CX Tudor, and headlamp bulb holders. Tel. 0622 717594 (Ditton, Kent) (1.2.3)

Bob Wilkinson. For C, front seats (any condition), rear o/s wing. Tel. 0405 860836. (1.2.3)

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## WANT A Y VAN?

I was contacted at Christmas by the son of the elderly owner of a 1937 Y van indicating that his father is anxious to find a good home for an 'old friend'. The van is virtually complete but has easy clean wheels fitted and was stood up about 20 years ago. The owner, Mr. Edward Jackson, Low Green Gate, Near Sawrey, Ambleside, Cumbria, LA22 0LF, is a retired garage proprietor and the van was used in connection with his business. He is not on the telephone but you can obtain more details from his son, Mr. Errol Jackson, on 051 4241158. Since a full restoration will be needed, he is looking for offers over £500.

## WANT A Y SALOON OR TWO?

Mr. McVeigh, 0327 857840, has axles and wheels for a C, but more exciting was the information about two Y saloons lurking in a shed next to the river adjacent to the A5 in Towcester. It is not clear what is happening to these cars, but they may be available 'for sale' to a good home - the owner is thought to be a Mr. Buckland. Worth following up!

## HELP! SLIDING ROOF ON MODEL Y

Several members have mentioned the problem of restoring the sliding roof on our cars. This is usually due to the roof having been dismantled prior to the car being purchased. Someone out there must have an original or one restored to original pattern. If so, will you please send me a drawing of how this should be fitted. Sigbjorn Holtmoen in N. Norway is one member requiring this information. I would imagine that you may freeze, Sigbjorn, but we will try to help!

Bob Wilkinson

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CLUB PARTS FOR SALEPLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Kevin 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

	<u>CLUB PRICE</u>
Clevis pins (20 thou oversize) with split pins	2.40 per set
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	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	on order, expected January
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 - <u>WE ARE NOW OUT OF STOCK</u>	
<u>THE KITS ARE NOT BEING RETURNED</u>	
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



Fuel feed flexible hoses (sketch pump entry)	3.50 each
Battery fixing bolts	1.30 per pair
Clutch release bearings	9.00 each
Front inner and outer wheel bearings	22.00 per hub
Exchange brake shoes, rollers removed (S.R. to order)	18.00 per axle

REPRODUCTION PARTS

L.R. Y model rear wings, in fibreglass	52.00 each
Y model rear valance panels, S.R. and L.R. (in steel)	81.00 each
Rails on chassis inside door (state 2 or 4 door) still on order	per pair 28.00
Patch repair kits for 2 door Ys front doors - n/s only (o/s on order)	
* 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) on order	
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	
Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel	75.00 each
mounting brackets	10.00 each
Y Hub caps	
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
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	1.30 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. - depends on linkage design	0.70 each
S.R. side lights - base mats	2.75 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

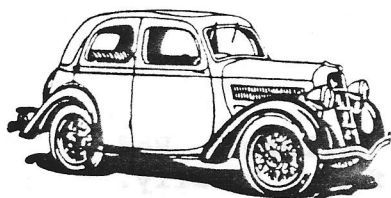
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Service Castrol poster - reprinted

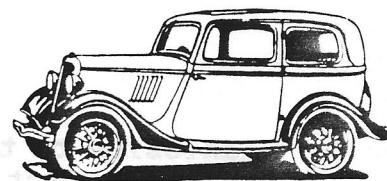
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10.00

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



## FORD Y. & C. MODEL REGISTER



**Y & C CLUB WEEKEND, STANFORD HALL, LUTTERWORTH  
16TH/17TH JUNE 1990**

Once again we hope to have an enthusiastic turnout for our Club Weekend. This is the one occasion when members from all the regions take the opportunity of attending this centrally chosen location. Wives and girlfriends are especially welcome.

Stanford Hall is an interesting country house, dating back to the 1690's set amid parkland and standing on the bank of the upper reaches of the River Avon. The hall is open to visitors and also has a museum, cafeteria, crafts exhibition and other attractions.

This weekend is organised for the members, so write it in your diary now, then come along and enjoy it. If you are still restoring, like me, then bring your photographs, problems etc. along with you and exchange ideas or pick a few brains, we have very experienced members who are only too pleased to offer help and advice. If your car is on the road please make every effort to have it there for the "Grand Parade" (from the campsite to the Hall) on the Sunday and see if we can surpass last year's excellent turnout.

There is a camping field in the grounds, approximately one mile from the Hall, and this is the assembling point for Saturday arrivals and the venue for the evening barbeque and activities.

On Sunday we parade the cars to the same location as last year, a marvellous site, on the river bank behind the Hall. Here we display our cars to the public (Stanford Hall attracts many Sunday visitors) and any other interested persons. During the afternoon Don Malin will once again endeavour to outwit the drivers with his gymkhana course, so come along and take up the challenge, enjoy the friendly atmosphere and put a few more faces to the names you read in the magazine. The afternoon concludes with a few words from the Chairman and the presentation of the prizes.

I would like to express sincere thanks to Don Malin on behalf of all the members who have enjoyed the Stanford Hall weekend over the past four years. He has successfully pioneered and established this Annual Club Weekend. His familiar face will still be there this year to organize the gymkhana, and offer help and advice.

Many thanks Don!

Admission to the grounds is £1.10 adults and 50p children. Bed and breakfast houses, pubs and hotels can be found locally. If you are camping your entry fee is included in your camping fee. Tent or caravan £2.00 per night. Barbeque, approx. £4.00, including wine, beer or soft drinks.

To enable us to make the weekend run as smoothly as in previous years, please fill in the enclosed return slip. Fees will be payable on the field on arrival.

David Grace

Register and other events for your diary, at which we hope to see you:-

<u>Date</u>	<u>Event</u>	<u>Register Organiser</u>
17th/18th Mar.	Bristol Classic Car Show	Dave Curtis
8th April	AGM - Willoughby Village Hall	Don Malin
20th May	Chester Vintage Show	Peter Ketchell
26/27/28th May	(especially 27th May) Enfield Pageant of Motoring	Jim Miles
2nd/3rd June	Tatton Park Show	Peter Ketchell
16th/17th June	Ford Y&C Model Register annual gathering - Stanford Hall	David Grace
30th June/1 July	Lover Rally (Fordingbridge)	Bert Hopkins
1st July	Andover Road Run	Sam Roberts
14th/15th July	Ardingley Vintage Show	Julian Janiki
22nd July	Stratford-upon-Avon Vintage Show	Dave Curtis

Contact telephone numbers: Dave Curtis 0432 356302; Peter Ketchell 0244 676856; Jim Miles 0992 712135; David Grace 0937 842258; Bert Hopkins 0725 20228 (business); Sam Roberts 0264 65662; Julian Janiki 0403 51184

Dave Curtis



## 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, a 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

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to acknowledge Ford Motor Company for  
their help in the production of this magazine.

