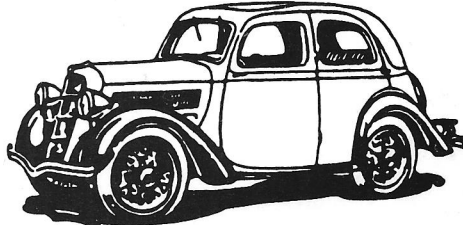
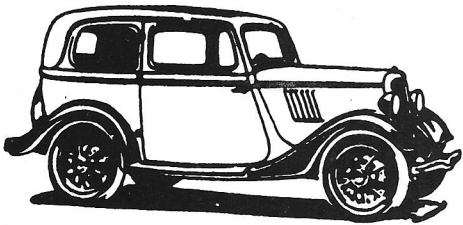


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 63 Mar/Apr 1990

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# THE FORD Y & C MODEL REGISTER

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## EDITORIAL

I am always surprised in the way each issue of this Newsletter takes shape. There always seems to be a different emphasis or bias to each one. It isn't until items are largely typed up and inserted into our mock up that we can begin to have a feel for the shape of the issue. Recently we have, to my pleasure, been able to follow a strong technical information bias.

This issue has a more historic and nostalgic feel which is partly due to some of our Chairman's prolific efforts, but also to the charm of some of your own recollections, particularly those of John Seymour. His letter reminds me of the days I used to carry a spare rear axle as I seemed to get through so many crown wheel and pinions.

Dave Durrant reckons to prolong engine life by use of an air filter mod. He is probably right but does it affect the lovely breathing sound of the four cylinder side valve, I wonder?

Model C fans should enjoy this issue and we again provide information on coming events. We have brighter news for those yet to apply for their original registration numbers and some views on car values. I always wonder why our cars never appear on the Practical Classics lists?

First event this year, the A.G.M., see you there.

John Guy

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## MEMBERSHIP CHAT

Our first letter is from Dave Durrant, of Boston:

Having used a Ford E83W van extensively over the last 20 years - and for several years as my only vehicle - plus some other Fords of similar vintage, it became apparent to me that engine life could be extended by, among other things, fitting an air cleaner. An air cleaner kit used to be available as an accessory for the 'E93A' type of engine. This consisted, as many members will no doubt be aware, of an oil-bath air cleaner, two steady bars (bolted to the cylinder head), a short length of rubber connecting hose, and a carburettor adaptor, made of cast alloy.

The latter is now exceedingly scarce even at autojumbles, even if you recognise it for what it is! Elderly or period air cleaners do not seem so scarce at present.

I have made up two adaptors, basically from scrap, the first in 1976 for my wife's E493A and more recently for the Y. Neither has given any trouble.

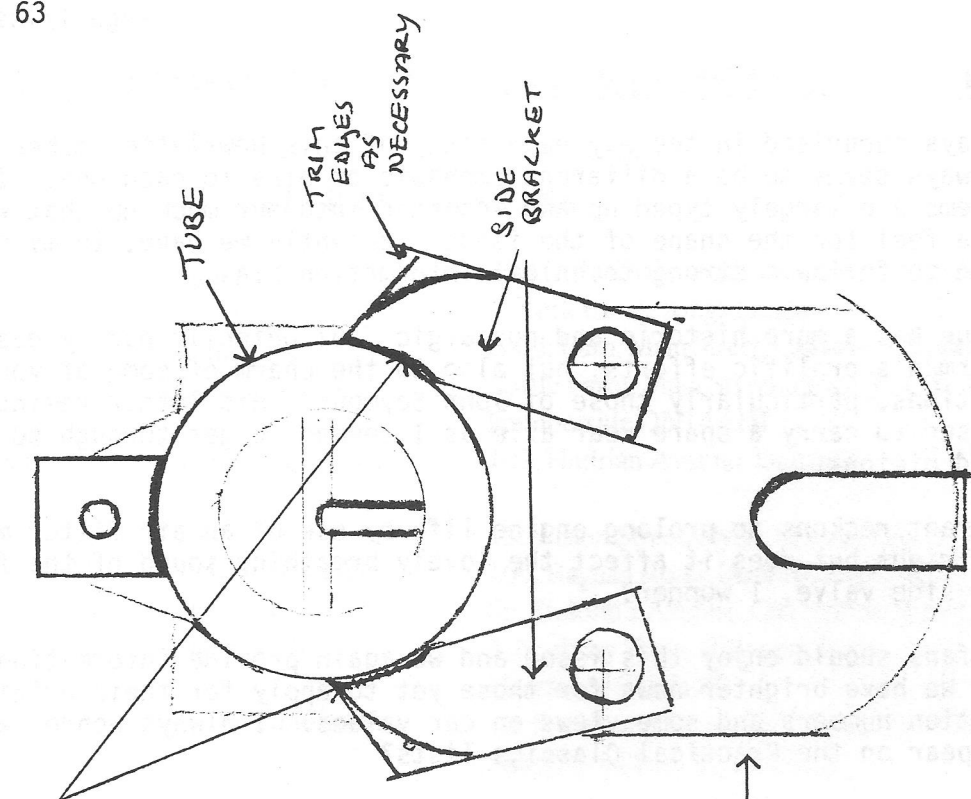
I would strongly recommend the carburettor to be removed from the engine and dismantled. A spare carb body is even better as a template on which to work (this is what I used).

Materials needed include: (a) a few inches of mild steel bar - I used 3/4" x 1/4" but 1/8" thick will probably do, (b) approx. 1.1/4" of mild steel tubing of approx. 16g. of a diameter suitable to sit squarely on the top of the choke tube moulding, or immediately (and closely) outside it. This means 1.3/8" to 1.15/32" inside diameter.

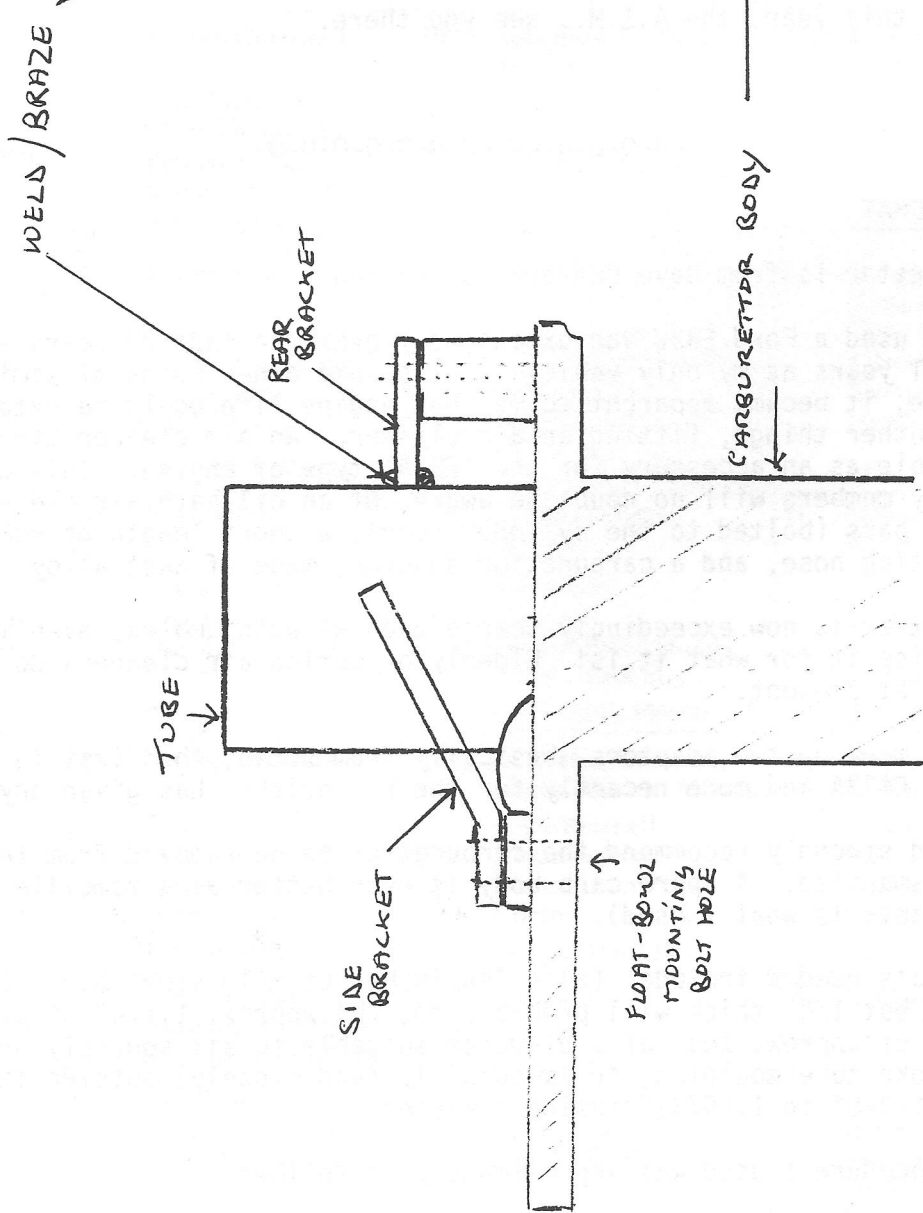
The procedure I used was approximately as follows:

1. Cut two lengths of the mild steel bar, each approx. 1.5/8", and another

VIEW FROM ABOVE



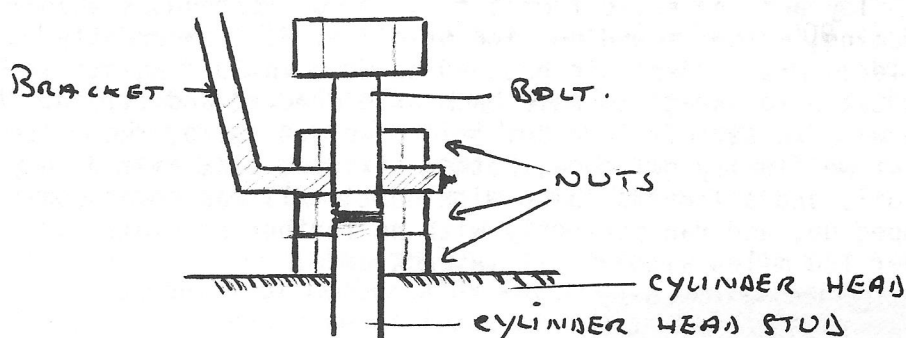
SIDE VIEW



- length 11/16" to 3/4" long. The precise lengths required will depend of the tube diameter used and can be altered later.
2. Mount the carburettor body in a vice or similar steady fixture.
  3. Set the tube in the appropriate position.
  4. Bend and shape the pieces of steel 1.5/8" long, as per the drawings, to make the three brackets.
  5. Mark out and drill the above appropriately, in line with the float bowl mounting bolt holes.
  6. Holding the short lengths of steel against the side of the tube edgeways, over the carburettor cover mounting hole at the rear of the carb., mark and drill appropriately.
  7. Bolt everything together snugly but not tightly, having ensured no inflammable material remains in the unit. (This is MOST important.) Adjust the constituent parts so that they are in precisely the correct place.
  8. Weld the joints (or braze). I have done both - the welding was by arc - with entirely satisfactory results. For those without welding apparatus, it should be very reasonably priced commercially.

The thread in the old carburettor cover mounting hole at the rear of the unit is not very strong and if there is any doubt here, I would recommend drilling through and using a bolt and locknut. If this offends, there is plenty of metal to take a stronger thread.

Oil bath air cleaners, being heavy and requiring to be as near level as possible, are best mounted upon a short length of stiff connecting hose and with a couple of stays to cylinder head studs. To avoid the (very slight) risk of disturbing the cylinder head gasket, I used a bolt and two nuts, as in the drawing below. The thread is 9/16" AF.



Lighter, gauze type air cleaners require no steady brackets, and are best mounted direct.

In addition to extending engine life, air intake noise will be at least considerably reduced, if not virtually eliminated, depending on the type used. On the debit side, access to the distributor is reduced, but using the cylinder head fixing as described above results in a relatively 'quick release' system.

I appreciate that this departure may not meet with approval from some owners. However, for owners such as myself who use their cars regularly - and this year conditions have been locally dusty - it would appear to offer some practical advantages.

The father of John Seymour owned a 1935 Model C, grey, registration VY 6495. John, who is a member of the P4 Rover Drivers Guild, wrote in with some of his memories, after meeting Bob Wilkinson at the York Historical Vehicle Rally:

The car was the first car my father owned as a family man. He bought it in 1951, from a garage in Darton, which later became K. B. Garages. I think

the price was around £40-£50, which was a lot of money in those days, of course. (School teachers were better paid in those days!)

Among my memories are the following:

1. The 'Old Ford' as she became known, would never start when parked facing uphill. Father replaced petrol pump, pipe, cleaned tank, fitted re-conditioned carburettor, etc., etc., but in the five years he owned it, this problem was never solved.
2. After a family day out at Hornsea at the top of the hill before Market Weighton, the nearside king pin sheared and wheel became detached, landing us in ditch! Mechanic came out from garage at bottom of hill and after winding wire several times, he replaced wheel on stub axle using wire as a king pin. He followed us down hill to garage where Father and he worked till about midnight replacing king pins (those were the days when mechanics were on regular nights!). We arrived home at 1.30 a.m. and I thought I was ever so grown up!
3. On another return trip from Filey, we were about 2 miles from home in Barnsley, when all the lights went out. Father tied a torch to driver's door handle and 'felt' his way home, street lights being nothing to what they are now in Burton Road and Old Mill Lane, Barnsley! We were followed up Old Mill Lane by a policeman, and when we finally got to the waste land where the car was parked, he wound down his window and asked if all was well, and bade us a friendly 'Goodnight'.
4. Father took car to Taits of Hemsworth to get crown wheel and pinion 'done' just prior to our annual holiday at 'Mrs. Jones's', Filey. We drove to Filey but the noise from back axle was horrendous when we arrived. On checking, Father found no sign of oil at all, apparently it had never been filled. Mrs. Jones' son happened to work in Ford agents in Filey and car was taken to garage to have back axle checked and filled. At the end of the week we set off home but before we got there, the noise was terrible. After we finally got home, Father stripped back axle down yet again, found no oil, and all parts 'blue with heat'. All was re-assembled, back axle topped up, and ran perfectly with no further problem! What car today would cover 180 miles without oil in back axle?



John on bonnet of Model C



John, his parents, and brother, with 1935 Model C, reg. no. VY 6495

The remaining part of John's letter will be published in the next issue.

MEMBERSHIP REPORT

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

D0522 Barry Davis, Horns Lodge, Fairseat Lane, Ash-cum-Ridley, Sevenoaks, Kent, TN15 7LP.  
 E1502 Roger Eggleston, 21 Mylor Road, Sheffield, S11 7PF.  
 F1015 Steve Fisk, 25 Calverley Close, Bishops Stortford, Herts., CM23 4JJ.  
 G1026 Don Greenhill, 36 Overton Drive, Chadwell Heath, Romford, Essex, RM6 4EH.  
 H1040 John Hart, Wash Hall Farm, Queenborough Lane, Braintree, Essex.  
 H1425 David Hind, 56 Ribblesdale Drive, Grimsargh, Preston, Lancs., PR2 5RJ.  
 T1012 Terry Tuson, Bentalls Cottage, Green Lane, ALdham, Colchester, Essex, CO6 3RF.

As always, we ask existing members to contact new members in their area. Our Club thrives on mutual support and I'm sure your initiative in this direction will be welcomed.

Bob Wilkinson

NEW MEMBERS

There are relatively few new members in this edition but this situation is usual in the cold winter months. However, there are some good 'finds' to add to our register of cars.

Barry Davis in Sevenoaks is the proud owner of a 1936 2 door Y, CCV 185. The vehicle was first registered in Cornwall and has covered only 21,000 miles! The car came with all its original documentation, service wallet, lubrication chart, handbook, parts list and the invitation card by Ford Motor Co. to view the Dagenham works. Barry nearly sent in the card but felt it might confuse the managers at Dagenham! With some general sprucing up being the only requirement, Barry will doubtless be attending some of our events this season.

Roger Eggleston still has some work to complete - bodywork and painting mostly - on his 1937 Y which he bought from member Alex Paterson. Sadly Swansea would not allow him to keep ADL 947 and have at least allocated an age related plate, WSU 267. (See Swansea note elsewhere in this issue.)

Don Greenhill is nearly 'on the road' with JN 7748, his 1936 Y. Work is underway at present on the engine and bodywork. Strangely, the JN registration mark is our Register's most common one with six survivors originating in the Southend-on-Sea area.

Steve Fisk has a total rebuild facing him with COV 853, his 1937 2 door Y. He then will have the usual Swansea battle over again, since they have already refused his application to retain the COV registration.

John Hart owns 1937 2 door Y, ENO 344 (surely with that registration a regular runner!). He should be on the road this season since the Fullbridge Carriage Company in Maldon, Essex, are currently engaged in a full restoration. The photograph shows a fairly sound car prior to restoration as it is understood to have covered only 41,000 miles.

Terry Tuson owns a very smart 1936 Y. He says: I purchased my Ford before Christmas, 1989, in Jersey, but it has been in a museum in the U.S.A. for most of its life and is in extremely good condition. Obviously I will need help in re-registering the vehicle with DVLC.

I wonder how the car came to be in the U.S.A.? Please write in, Terry with more history - it may help with Swansea.



John Hart's 1937 2 door Y, now undergoing full restoration



Terry Tuson's 1936 Y



Just arrived in the post is David Hind's letter. David is going to completely refurbish his late 1933 2 door Y, which is in fact an early long rad model with sliding roof. Keep us posted, David.

Welcome to each of you - we all hope you and your families enjoy using your old Fords.

Bob Wilkinson

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

Once again, we look forward to 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.

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 itself 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 and 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 keen to offer help and advice. If your car is on the road, please make every effort to have it there for Sunday's Grand Parade (from the camping field to the Hall), and see if we can surpass last year's excellent turnout.

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

On Sunday, a cavalcade of cars will leave the camping field and parade to the same spot as last year, a beautiful 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. In the afternoon, Don Malin will once again endeavour to outwit the drivers and test your skill 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 of in the magazine. The afternoon concludes with a few words from the Chairman and the presentation of 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 seven years. He has successfully pioneered and established this annual Club weekend. His familiar face will still be there, however, to organise the gymkhana and offer help and advice.

Many thanks, Don!

Admission to the grounds is £1.10 for adults and 50p per child, to be paid at the gate on entry. If you are camping the entry fee is included in the camping fee: tents and caravans, £2.00 per night. Barbecue approx. £4.00 inc. drink.

David Grace  
Tel. 0937 842258

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SWANSEA REGISTRATIONS

It has been well publicised that the DVLC is to introduce a new policy which will be helpful to owners wishing to retain the original registration marks on their vehicles.

In the future it will not be necessary to prove that the vehicle is of historical interest - always a matter for some debate. DVLC will only require proof that the registration mark is authentic for that particular vehicle and that the vehicle is genuinely what is claimed. This will require total integrity from Clubs such as ours if we are not to jeopardise the policy.

Original registration marks then will be re-issued by DVLC on a non-transferable basis only.

However, DVLC have not yet introduced this new policy - it is not likely to come into effect until mid 1990. This being the case, I suggest that members withhold applications for some months to ensure a better chance of success.

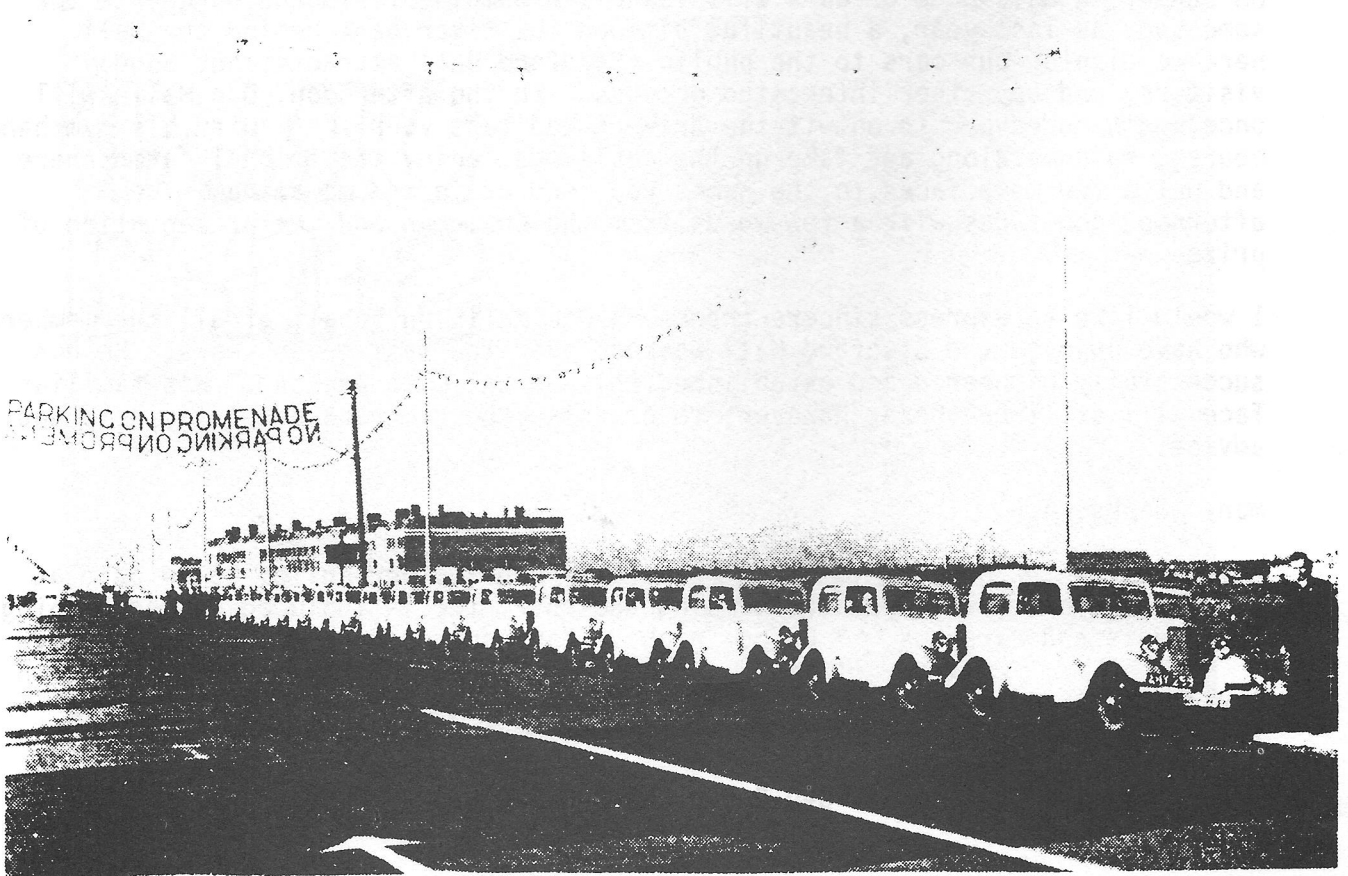
If you require a letter from me supporting your application, please send as much evidence (copies of old log books, tax discs, insurance documents, MOT's, etc.) as is available and a recent photograph of your car, also SAE for reply. I will then, on behalf of the Club, authenticate the details to support your application.

But to repeat - I suggest you wait for a few months as a rejection now may prejudice a future application.

Bob Wilkinson

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200 cream coloured Popular Ford models parade the streets of Blackpool on the second day of the Ford Dealers Convention on Tuesday, 18th September, 1934



TALES FROM BERT HOPKINS - NUMBER 1

Over the next few issues of the magazine I will recount a few stories told me by Bert Hopkins, who with his son, Dave, runs a small garage in the village of Lover (pronounced as in Rover) near Salisbury. When Bert left school in 1932, there was little work to be found as the country was still coming out of the depression. It took him six months to find a job, and then only by constantly pestering the manager of the Sarum Motor Company, which was the main Ford agent in Salisbury until 1939. The present agents, Edwards, took over the Ford franchise after the war in 1946. Regrettably, a dual carriageway now passes over the site of the Sarum Motor Company, below which Bert reckons there are countless bits of Fords to mystify archaeologists of the future, from Model Ts to 7Ys.

Eventually, the boss gave in to Bert's pestering and told him he could start the following week, washing cars and working the pumps at the grand wage of ten bob a week (50p). Bert insisted on starting the next day, a Tuesday, reporting in at 7.15 a.m. The pumps had to be opened for business at 7.30 a.m. And so for the next year Bert washed and polished the cars, mainly Model Ys, as they arrived from Dagenham. He recalls preparing the Sarum Motor Company's Blackpool Y in 1934. As an advertising gimmick, each dealer in the country was sent a cream coloured Model Y, with which he had to report to the Dealers Convention in Blackpool on the 17/18th September, 1934, (when the Model C was unveiled). A contemporary report describes the event:-

There was a spectacular climax to the Convention on the Tuesday afternoon, when more than 200 cream-coloured Popular Ford cars formed a 2.1/2 miles procession through the streets of the town, along the famous promenade to St Annes and back. The cars were driven by dealers from every part of the British Isles, the names of the towns being inscribed on the vehicles. Many thousands of cheering townsfolk and holiday-makers lined the route and aeroplanes circled overhead. Uniform in type and colour, forming a seemingly endless line, the cars moved at a steady pace between the ranks of police and spectators. It was one of the most impressive sights ever seen in Blackpool.

There was also a prize of a trip to the Mediterranean for the dealer who came up with the best slogan for displaying in the back window of the Model Y. The winning slogan was "There is no comparison".

In 1934, Bert started a five year apprenticeship with Sarum Motors during which time his basic wage went up to one pound a week ("but the ol' man gave us an extra five bob a week, making twenty five shillings in all"). Normal working hours were now adjusted to 8 a.m through to 6 p.m. Mind you, it cost Bert's mother £30 to get her son into an apprenticeship. It would have normally cost £40, but the boss dropped it to £30, as Bert did not qualify for a grant from the various trusts, which helped deprived boys living in Salisbury; Lover being too far from the city. Even so, thirty pounds was a lot of money in 1934. It had cost only £320 to build the Hopkins bungalow in 1933!

Bert was to finish his apprenticeship the week before he joined the RAF in February, 1940. When I visited him in Lover in September, 1989, he was working on a transparent six inches long model of Witney bomber. He had started making the model in 1942 from some thick perspex he had obtained from the bomb aimer's window in a crashed US Liberator bomber! It looked as though the model is nearing completion!

I digress! Six months before his seventeenth birthday, the Government introduced mandatory driving tests for all drivers, so two weeks after his birthday, in October, 1935, Bert took and passed the test in one of the company's 10 hp Model C cars. As you will read in subsequent articles this achievement, as a 17 years old apprentice, was to provide Bert with some fascinating experiences, not least of which was testing standard Model Ys, flat out, at 75 mph down the hill past the Green Dragon on the Salisbury to Southampton road!

Sam Roberts

## A FORD IN TENERIFE

Many of our readers and fellow Club members subscribe to Practical Classics and other motoring journals, and it was in the November, 1989, issue of 'Practical Classics' magazine that a reader asked for information regarding a 'Ford in Tenerife'.

I replied to this magazine, but my letter was not published, but two of our members' letters were published.

David Gatenby's restoration article in the December issue was excellent, what a fine job he has made of his Model C DeLuxe, but in the January issue he writes about the 'Tenerife Ford' as being a Ford CX DeLuxe - can we be so positive about this? On the other hand, Bob Wilkinson in his letter to the magazine hedged his bets and stated the vehicle was Model C saloon of 1934-37, which was more near the mark.

Now, if we look carefully at the pictures of this Model C in the November issue of 'Practical Classics', we see it has Model Y wheels, non standard bumper, CX radiator shell and C horizontal louvres on the bonnet - she is a real 'mongrel'.

My view is, that without knowing the chassis number, we cannot correctly identify the vehicle as being C or CX. It may be that sometime in its life, it has been stripped, or in an accident, and rebuilt with parts that were available locally.

Below are extracts from my letter to 'Practical Classics':

Upon a casual glance, it is a Dagenham produced Ford, one of the Fordor Model CX 10 h.p. vehicles they manufactured between 1935 and 1937, but looking more closely, I see a bit of a mongrel, Model Y wheels, non standard front bumper and the earlier bonnet with horizontal louvres, as fitted to the Model C, 1934-35.

When the Ford Motor Company first announced this new model in September, 1934, it was simply known as the DeLuxe 10 h.p. Model C, which soon became affectionately known in the motor trade as the 'Barrel Ford' owing to its bulging sides. The original vehicle had a plain radiator shell with horizontal ventilating louvres along the bonnet sides. In late 1935, the model for 1936 was announced, this was to be known as the Model CX, the external changes being to the bonnet, which now had cross hatched ventilating louvres and the radiator shell was given horizontal bars to enhance its appearance. Other changes were minor, one being that the trafficator switch was moved from the gear lever knob mounting to that of the steering wheel centre.

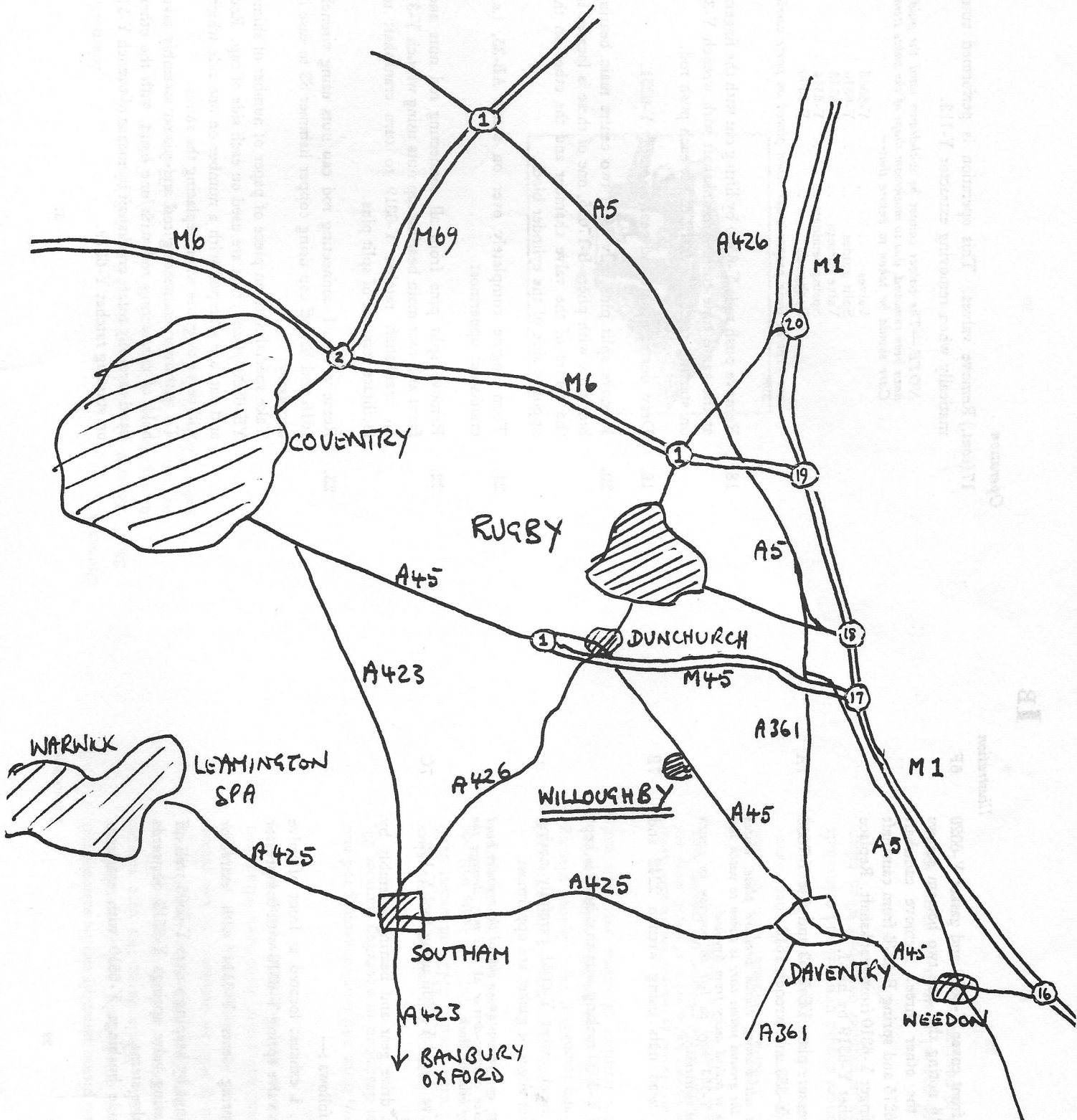
These Model C and CX Fords were produced in two and four door (Ford advertising them as Fordor and Tudor) models, also a tourer with rag top was available. 70,000 odd were manufactured in total of all the models, but sadly there are only 50 on our Register.

The gearbox on these vehicles was synchromesh between intermediate and top gears.

Jeff Cole  
Technical Adviser, Model Y

FORD MODEL Y&C REGISTER AGM

VENUE - WILLOUGHBY VILLAGE HALL - 8 APR 90



- M6 South to junc 1 - A426 Rugby-Dunchurch, A45 Willoughby
- M1 South to junc 20 - A426 Rugby-Dunchurch, A45 Willoughby
- M1 North to junc 16 - A45 Weedon-Daventry-Willoughby

Village hall is off A45 in Willoughby village (on western side of A45) next to Rose pub.

Operation

11. Remove cylinder front cover Y-6019 and gasket Y-6020 using wrench 1616 noting that the two bottom screws are longer than the other three. Remove camshaft thrust plunger B-6275 and spring B-6276 from camshaft gear hub and oil slinger Y-6310 from crankshaft. Replace starting crank ratchet Y-6319 by hand.

12. Remove clutch pressure plate YE-7563 and disc Y-7550 using compressor Y-353 and wrench 1616.

*NOTE.—When withdrawing clutch pressure plate, clutch disc will fall to the ground unless care is taken to catch this as pressure plate is pulled away from flywheel.  
Note that tool Y-353 may be left in position in clutch pressure plate for reassembly.*

13. Remove cylinder head nuts using wrench 2242 and socket 2118.

14. Lift cylinder head Y-6050 making sure that head is kept square with studs and remove. Remove cylinder head gasket Y-6051 carefully noting that the turned over edges of gasket are uppermost.

*NOTE.—Under no circumstances should the cylinder head be prised up with a screw-driver as this may damage the machined faces of head or block.*

15. Remove pump drive dowel Y-6566 using tool Y-102.

16. Remove oil pump drive gear and bearing assembly by lifting out.

17. Remove valves as follows :—  
Starting with No. 1 exhaust located at front of valve chamber compress valve spring Y-6513 with compressor ABY-322-A.  
Remove valve spring seats Y-6514 with extractor ABY-322-B.  
Remove valve springs by keeping valves Y-6505 well off valve seats and easing valve springs Y-6513 outwards from bottom of valve stems.  
Remove valve guide bushings Y-6510 with extractor Y-113.

Illustration

6F

7A

7B

7C

Operation

17 (cont.) Remove valves. This operation is performed automatically when removing extractor Y-113.

*NOTE.—The valves cannot be withdrawn until the guides have been removed, due to mushroom shape of the valve stems. Care should be taken to ensure that—*

Valves ..	Y-6505
Split guides ..	Y-6510
Valve springs ..	Y-6513
Spring retainers ..	Y-6514
Push rods ..	Y-6500

*are kept in their proper order when placed on parts carrier 308.*

18. Remove push rods Y-6500 by lifting out with the fingers, at the same time turning crankshaft with wrench Y-31 on starting ratchet Y-6319 to lift each push rod.

19. Draw out camshaft and gear assembly Y-6251.

20. Remove split pins only from two centre main bearing bolt nuts with pliers B-17025, one of these is located in the centre of the valve chamber and the other on the opposite side of the cylinder block.

21. Turn engine completely over on stand AB-35, i.e., crankshaft uppermost.

22. Remove split pins from all connecting rod nuts and front and rear main bearing cap nuts using wrench Y-31 on crankshaft ratchet Y-6319 to turn crankshaft to facilitate removal of split pins.

23. Remove No. 1 connecting rod cap nuts using wrench 1616 and lift off cap using copper hammer 83 to ease if necessary.

Take special note on piece of paper of number of shims YE-6220 (if any) that are used on each side of cap. Rod and cap are stamped with a number on one side which will serve as guide when replacing the shims.  
To withdraw connecting rod and piston assembly take hold of connecting rod with one hand, with the other hand carefully rotate crankshaft by means of wrench Y-31 on starting ratchet Y-6319.

Illustration

Operation

23 (cont.) Connecting rod and piston assembly can be maneuvered and withdrawn past crank webs and counterbalance weights on crankshaft. While doing this care should be taken not to allow piston to drop down in cylinder bore to such an extent that rings come free of bore. Should this happen it will be necessary to use piston ring squeezer Y-38 to get piston back into cylinder. When connecting rod and piston have been withdrawn replace cap on studs so that numbers on cap and rod correspond.

- 24. Remove number two, three and four connecting rod and piston assemblies as described in operation number 23.
- 25. Loosen nuts on main bearing cap bolts using wrenches Y-7. Run nuts off with wrench 2242 and socket 2120 holding other end with wrench Y-7. If bolts will not push out easily they may be tapped lightly with copper hammer 83. Remove caps, carefully noting number of shims (if any) under each side of each bearing cap. Before placing caps on parts carrier 398, pass bearing bolts through holes, thread correct number of shims over bolt and assemble nut.

*NOTE.—Special note should be made of brass washer under nut of centre main bearing bolt which is of special finish and is located in the middle of the offside of the cylinder block. This washer and bolt functions as an oil seal.*

- 26. Remove crankshaft Y-6303 complete with flywheel Y-6375 and place on parts carrier 398, flywheel forming base with centre line of crankshaft vertically upright. Under no circumstances should flywheel and crankshaft be stored other than in manner described when taken out of engine.

- 27. Turn engine back to normal position on engine stand AB-35 and lock arm in position.

Illustration

Illustration

Operation

- 28. Remove oil relief valve nut YE-6666-B located at front of engine and adjacent to oil filler pipe Y-6763 using wrench AF-17043, and draw out spring YE-6654-B and valve YE-6663-B.

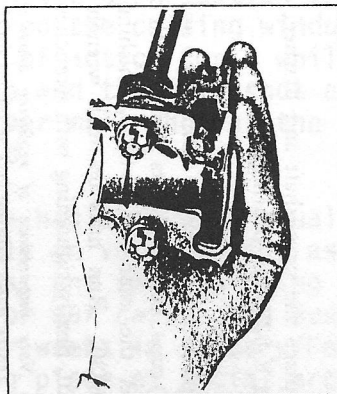


FIG. 8.

Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench	..	..	..	..	..	YE-17017
Screw-driver	..	..	..	..	..	B-17020
Pliers	..	..	..	..	..	B-17025

Special Tools and Equipment previously used

Set (2) main bearing wrenches	..	..	..	..	..	Y-7
Starting ratchet wrench	..	..	..	..	..	Y-31
Engine stand	..	..	..	..	..	AB-35
Adapter	..	..	..	..	..	Y-36
Copper hammer	..	..	..	..	..	83
Valve spring compressor and spring seat extractor	..	..	..	..	..	ABY-322-A & B
Partitioned tray	..	..	..	..	..	344
Clutch compressor and locator	..	..	..	..	..	Y-353
Parts carrier	..	..	..	..	..	398
Carburettor wrench	..	..	..	..	..	Y-853
Wrench	..	..	..	..	..	1616
Socket	..	..	..	..	..	2118
Socket	..	..	..	..	..	2120
Wrench	..	..	..	..	..	2242
Oil release valve nut wrench	..	..	..	..	..	AF-17043

Special Tools and Equipment not previously used

Piston ring squeezer	..	..	..	..	..	5M-265-D-1
Oil can	..	..	..	..	..	17

Carry out in sequence the following operations:—

NOTE.—With operations marked \* in every case before assembling the parts, all bearing surfaces should be wiped clean with a chamois leather and a liberal film of clean engine oil applied with oil can 17.

Operation Illustration

1. Turn cylinder block Y-6010, on engine stand AB-35, so that the main bearings are uppermost and lock arm in position.

2\*. Replace the crankshaft and flywheel assembly (Y-6303 and Y-6375) in bearings.

3\*. Replace main bearing shims, (see operation 25, section 1B) caps, bolts and nuts starting with centre cap Y-6331, then the rear cap Y-6325, finishing with front cap, Y-6330. Run nuts on with wrench 2242 and socket 2120, finally tightening with wrenches Y-7.

Note importance of replacing brass washer under nut of centre main bearing bolt of special finish on off-side of engine. (See note to operation 25, Section 1B.)

4. Split pin nuts in front and rear main bearing caps—fit new split pins 72016-S, using pliers B-17025 to open up and bend over legs of pins.

5\*. Replace No. 1 connecting rod and piston assembly guiding piston carefully into bottom of cylinder bore. The piston ring squeezer 5M-265-D1, should be fitted over the piston rings before commencing this operation. The operation is a reversal of the dismantling operations described in operation 23, section 1B, and particular attention should be paid to the caution not to allow the piston to drop through the bore for the reason there given.

Note carefully that the pistons should be replaced so that the split in the skirt is towards the valve chamber, as this is the side of least thrust. Remove piston ring squeezer 5M-265-D1, now released and lying loose on connecting rod.



CHAIRMAN'S NEWSLETTER

It is time for those who hide their cars away during the winter months to take off the dust covers and to inject a little life into the old ladies. They don't like being ignored for too long but much prefer being driven and pampered. Over the last month CNN has clocked up 30,000 miles since the completion of her restoration ten years ago. Hopefully she will be bringing Paula and myself to the A.G.M. on 9th April; as she has done for most of those ten years!

Once again we suffered a slight delay in the distribution of Issue 62 of the magazine due to the storms which shattered the ceiling windows above a vital machine at the printers, putting it out of action for a while. It meant that we had a bumper week with both the magazine and the mail shot arriving within days of one another. We are aiming for another mail shot at the end of July when the 1990/91 membership cards are distributed.

Many of you will have noticed that there has been an unusually high interest in classic cars of late. They are obviously in vogue as far as the investors are concerned, for hedging against inflation, and this is being reflected in the steady increase in prices being asked for our cars. The Sunday Times ran a classic car price guide series over four weeks in January/February. It described the Model Y as "an interesting piece of social archaeology" which I suppose is one way of looking at it! It then quoted a value of £4,000 for a Model Y saloon in Condition 1 - concours condition (concours condition was explained as "worth exhibiting at a Concours d'Elegance, where a car is polished and burnished and can win prizes for looking, in some cases, better than it did when it was new"). The quoted value for condition 2, with which I and CNN felt far more at home, was £2,750 - "Sturdy and usable - average for its age and likely mileage, expected to be rusty and may need some work to make it thoroughly reliable". The value quoted for Condition 3 was £1,000 - "Complete but shabby - probably in need of restoration, but capable of being made a runner without great effort". Unfortunately, the Model C was not listed, but as it was originally described as the de-luxe version of the Model Y, one would expect to see a slight mark-up on the Model Y values. Mind you, in the end, the car is worth only what somebody is prepared to pay for it!

I was introduced to yet another classic car magazine this month; the March issue of "Your Classic", in which the sawn off and heavily modified Y tourer, which we identified as the pitiful remains of an Abbey at the Abingdon car show last year, was put through a gruelling series of trials by a number of amateur testers - a sort of mechanical gang bang. The poor old girl was not up to that sort of treatment, being in a pretty sorry state anyway, and, at the last minute, being hauled into the fray as a substitute for a Humber Hawk which wisely died before the event. Only one of the testers really appreciated the potential of the Abbey, even though the wheel fell off whilst he was driving it! There are a number of coloured photographs of the car in the magazine. If there is a member who would be prepared to relieve the poor old lady of her present miserable existence and buy her as a major restoration project, then I am sure that Michael Bell, the new owner of the beautiful ex-Chapman Abbey, would be only too happy to give advice on the style and shape of the missing bits. Alan Pettit on Trowbridge [Wilts], 0225-782256, is the present owner of the tired and battered old lady. Regrettably, he is primarily interested in stripping her of her registration, AJJ 100, and making a fast buck from it on the number plate market.

It has been a pleasure over the last six weeks to see members' Model Ys appearing on television, accompanying Inspector Poirot on his many exploits. In "Poirot and the Lost Mine", Jim Miles' and Dave Minnett's Model Ys were given a goodly amount of screen space. Two weeks later Peter Ketchell's Y was in a super police chase around the Lake District. Well done, guys! The more exposure our cars receive, the better they are appreciated. Model C owners please take note! Jim Miles, who is an old hand at being a film extra with his

car, has promised me he will show us the ropes in an article for the magazine in the near future so that more members can earn a few pounds and enjoy being party to the making of a film. Part of Jim's story will tell how one of his early appearances in front of the camera was partly responsible for the formation of the Y & C Model Register.

Included in the mail shot last month was the first complete issue of the list of know surviving Model Y and Model C vehicles i.e. the Ford Model Y & C Register. I am particularly delighted that the vast majority of owners are also members of the Register and would encourage you to persuade those owners listed who are not members, to join us. I wrote to many of you asking for details of your cars and would like to thank those of you who responded. For those who still appear under "Others" on each of the Y & C lists, and any one who has spotted a mistake in their entry, I would ask you to send the correct information so that the register can be as comprehensive and accurate as possible. I have yet to get to the bottom of the C and CX chassis number puzzle. It would seem from some of your replies that a few of these cars escaped the number punching routine on the production line and rolled off the end without the engine number stamped on the chassis. If this is the case, why were only Models C and CX excused? - it seems rather odd.

By the time you receive this, the Bristol Classic Car Show for 1990 will have been and gone. I hope we can prevent Philip Wookey's car catching fire this year! I wish you an enjoyable year of motoring or tinkering.

Sam Roberts

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EVENTS

<u>Venue</u>	<u>Date</u>	<u>Organiser</u>
Y & C A.G.M., Willoughby Village Hall	8th April	Don Malin
Chester Vintage Show	20th May	Peter Ketchell
Enfield Pageant of Motoring	26th-28th May (especially 27th May)	Jim Miles
Tatton Park Vintage Show	2nd-3rd June	Peter Ketchell
Y & C Annual Weekend, Stanford Hall	16th-17th June	David Grace
Lover Rally (Fordingbridge)	30th June-1st July	Bert Hopkins
Andover Road Run	1st July	Sam Roberts
Yorkshire Do	8th July	Bob Wilkinson
Ardingley Vintage Show	14th-15th July	Julian Janiki
Stratford upon Avon Vintage Show	22nd July	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; Bob Wilkinson, 0405 860836.

Dave Curtis

- - - - -

ALNE SHOW, SUNDAY 24TH JUNE (NEAR YORK)

This is a well organised local show with many attractions - horse and dog events, falconry, clay pigeon shoot, trade stands and classic cars, etc. Alne is 12 miles north of York, just off the A19. I am trying to organise a small group of our cars to attend, so if you would like more details, please contact me, Bob Wilkinson.

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ALL FORD RALLY, ABINDGON, 1989

The All Ford Rally has been very successful since the start and with 425 pre-entered vehicles this year, it had outgrown its old 'Cricket Club' venue, so organiser Bob Tredwell located a new venue with a larger field which took all the entered vehicles comfortably. Central Television cameras were on site for a Rally preview and this obviously helped to bring it to the attention of the public at large.

The event was blessed with good weather and many enthusiasts decided to camp or caravan on the Saturday night which made a weekend of the event. There were over 60 Autojumble Stands this year. Plenty of hard to find spares for the enthusiast to purchase.

The vehicles on display were divided into nine separate classes.

Class 1 vehicles were cars built prior to 1930. This, of course, took in the venerable Model T and Model A. The Model T was produced between 1908 and 1927 and the Model A was produced from 1928 to 1931. Ford had to shut down production for five months when the T ended and factories were completely retooled for the all new Model A. A clean 1908 Red Brass T was on the field. Henry did not coin the famous phrase 'Any colour you like as long as it is black' until 1913 so it is correct for early Model T's to be painted other than black! There were also two immaculate Brass Era Model T vans on display. Nice to see these early cars on a rally field.

The Model A was represented by some nice examples of Tudor, Fordor and Cabriolet. Restoration standards were high and the judges must have had a hard task in this class.

Class 2 vehicles were cars, again, 1931-1941. This takes in a wide variety of Ford Cars. This was a very busy and interesting time in Ford history as the Giant River Rouge Plant was completed in the U.S.A., together with the huge, by European standards, Dagenham, Essex plant in England. In the U.S.A., Ford had tough competition from General Motors and in England a small car was needed for the British market. To both these ends, Ford produced the now legendary V8 engine cast en bloc (all in one piece!), an industry first. This engine was then used all over the world by Ford until 1953. The small car produced for the British Market was, of course, the Model Y 8 h.p. and there was a good contingent of these on the Rally field. It seems since the Y & C Register has been formed these cars have gone from strength to strength as there were some excellent examples on the field of Tudor, Fordor and Tourer. The Model C and CX Fords were represented by two excellent cars which I saw, a Tourer and a Fordor.

By 1937 Ford was producing the Ford Eight and Ten and the Anglia and Prefect, the first Fords with names just before the outbreak of war and these cars are rare indeed. I did see one nice Ford Eight Deluxe on the field.

There were some nice pre war Ford V8s on the field mainly fielded by pre-50 American Auto club members. Two very rare 1932 Model 18 Victorias, a 1934 Model 40 sedan, a 1935 Model 48 Roadster and Cabriolet, the Cabriolet having wind up side windows, a 1936 Ford Model 68 3 window coupe and a Cabriolet, a 1938 Model 81A sedan, also a 1939 Model 91A sedan and to finish, two rare Americans, a 1940 Model 01A convertible and a 1941 Mercury Coupe. American cars were still in production in the U.S.A. up to 1942, whereas civilian car production had ceased in mid 1939 in Europe.

Class 3 was for Trucks, Vans, Tractors, to 1965. In other words, commercial and agricultural vehicles. Ford have always been heavily involved in these types of vehicle. This was a direct result of Henry Ford's farming background. He genuinely wanted to help the hard pressed American farmer and to this end all sorts of devices were marketed to turn the Model T into a farm workhorse, before Page

Ford produced Tractors, one of the first being the Model N. All Tractor4s had the 'Fordson' name as did many of the commercials. There were some nice early Tractors on the field, all in working order, together with a good line up of vans and trucks. There was one green E04C van which caught my eye. This was as new. Must have taken many hours to get to this condition, a labour of love. An immaculate red Ford V8 1936 truck and a working V8 Horse Box stood out in this class and when did you last see a Thames Trader lorry in as new condition as was the grey example on the field? Obviously much work had been put into all vehicles in this class.

Class 4 Post war to 1959 4 cylinders. Another interesting class and interesting period particularly

for British Fords. After the war, the motoring public wanted an economical sturdy vehicle and the Fords of this period fitted the bill perfectly. The Anglia and Prefect appeared after the war and carried on in 'sit up and beg' form until 1953. The Mk I Consul joined the 4 cylinder range in 1950. The first Ford without Transverse Springs! The 100E Anglia and Prefect came out in 1954 and the 'sit up and beg' car became the 103E Popular taking transverse springs right up to 1959. The Mk I Consul became the Mk II in 1956. There were good representative vehicles of all these cars on the field, most being members of the Sidevalve Owners, MK I and Mk II Clubs. One nice E93A Prefect made for an interesting comparison to the 493A 'Face Lift' Prefect, and a Dorchester Grey Popular looked very original. These were Consul Mk I's in saloon form, but I saw both saloon and convertible in the Mk II line up, one blue convertible looking exceptionally clean and also an excellent 'high line' Consul.

Class 5 The big boys. Post war to 1959, 6 and 8 cylinders. This section encompasses the Mk I and II Zephyrs and Zodiacs and V8 Pilots. The Pilot was produced from 1948 to 1951 and was Ford of Britain's large post war offering. Essentially the body and engine was of pre war design, but marketed after the war. The sidevalve V8 was, in fact, to be the last British built V8 engined car and this was replaced in 1952 by the Mk I Zephyr Zodiac 6 cylinder saloon. There were about 12 Pilots on the field, most of these were black, but there were the Ludlow Green and Blue examples to be seen, all examples were in excellent condition. Competition in the Zephyr and Zodiac ranks were tough and there were some excellent examples of the Zephyr Six and Zephyr Zodiac saloons. As with the Consul range, the Mk II Zephyr Six and Zodiac came out in 1956. There were two nice convertible models on the field, one a Zephyr and one a Zodiac. The saloon models on the field were also excellent in this class.

Class 6 1960 onwards to 1965 4 cylinders. This was the era when Ford went into the medium 1500cc type of car with a vengeance. Prior to 1960 you either purchased a Prefect or a Consul, there was nothing in between, so when in 1961 Ford announced the 1340cc Consul Classic, this was a major step forward and the pioneer car in this field. Prior to this, the all new 105E Anglia had been announced with 996cc engine and four speed gearbox. To this day, one of the most economical Ford cars. There were some nice examples of Anglia and Classic on the field and, of course, the Consul Capri, sister car to the Classic. During this period, the 100E became the Popular, but only lasted to 1962, together with the 107E Prefect (996cc Anglia engine). One of the most important models of this era for Ford was the Cortina, which came out in 1962. This ran alongside the Classic for one year, the Classic then being replaced in mid 1963 by the Consul Corsair. There were representative models of all these cars on the field with a very clean red Corsair sticking in my mind. 1960 to 1965, a period of 'continuous improvement' as Ford would say!

Class 7 1960 onwards, 6 cylinder cars to 1965. Six cylinder cars getting less popular during this time. Nevertheless, these five years saw the end of the Mk II Zephyr and Zodiac and the start and run of the Mk III Zephyr and Zodiac. A few nice Mk III's to be seen on the field, but I thought there would have been some more. It seems the Mk II is more popular with enthusiasts.

Class 8 Post war American to 1965. A wide ranging and interesting class. There have been a lot of American cars imported into Britain in the last five years and not least of all some nice Fords. The importation of cars has tended to bring the standard up, as invariably most people are bringing in cars which have been restored in the U.S.A. Some nice early Thunderbirds were to be seen together with clean examples of Mustang convertible and hardtop. An immaculate black 1958 Fairlane Tudor stood out, together with a 1956 Lincoln Continental, Lincoln being a Ford owned subsidiary since 1922. Some beautiful cars in the line up, but there could have been more!

Class 9 Custom Rods and Vans. A popular class with some good quality Hot Rods on display. Everything from a Fad T roadster to Model B Deuce roadsters to a rare 1940 Model O1A Tudor Sedan. An impressive display!

Some handsome trophies were organised by Bob Tredwell and all the 1st, 2nd and 3rd class winners went home with one. Every car driver entered was presented with a commemorative plaque.

It just remains for me to thank Bob Tredwell and his family and associates for staging a well organised and memorable 'All Ford Rally'.

Chris Sanders  
Ford Secretary, Pre '50 American Auto Club

1935 - THE YEAR OF THE CX

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 Double Entrance Saloon .. £145  
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 Leather Upholstery ..... £5 extra  
 Sliding Roof ..... £5 extra

Available body colours are Black, Vineyard Green, Cordoba Tan or Gunmetal Grey

The Model C 10hp de luxe Ford, introduced in 1934, displayed a performance which was far superior to that of any other car of even approximately the same power and price. It was marketed not only for its performance but for its streamlining, comfortable ride, spaciousness (no running boards, hence wider body!) and its superior ventilation and demisting properties. All these seem fairly mundane to us now but in the early 1930's this was advanced technology. Even then technology did not stand still and in 1935 the Ford sales cry "Proved by the past - Improved for the future" was accompanied by the introduction in the October of the CX, immediately recognisable by the horizontal chrome strips on the radiator grill and bonnet louvres. (a bit of American influence which was reflected on the Model CX's big sister, the Ford V8 Model 60). The sales cry was not hollow however as, apart from the "improvements" in appearance, the CX boasted "The new type traffic regulators (which) are automatically closing, and are controlled from the steering wheel. Signals can be given with a minimum of effort and without distracting the driver's attention from the road ahead, and there is no possibility of either indicator arm being left inadvertently extended. The instrument panel has been redesigned, making for still more convenient operation of the controls and adding to the attractive appearance of the interior of the car.

The equipment also includes such refinements as built-in clear-vision ventilation, which is fitted to the front windows, generous enclosed luggage space in the rear, dual windscreen wipers (electric), metal spare wheel cover, and other features which emphasise the astonishing value built into this Ford product". (Extract from the Ford Motor Exhibition catalogue, Albert Hall 17-21 October 1935).

I have always been impressed by the ingenuity and simplicity of the Model C and CX "built-in clear-vision ventilation" which was described fully the previous year in the 1934 Ford Motor Exhibition catalogue as follows:- "The front windows are provided with an ingenious mechanism which comes into operation when the windows are fully raised. A further partial half turn of the window control handle causes the glass to slide back, leaving a space about 1.1/8 inch wide, through which air in the saloon is drawn by the partial vacuum caused by the rush of the outside air past it. This novel ventilation method not only keeps the atmosphere in the saloon fresh but accomplishes it without causing a draught and avoids condensation on the windows. The position of the slit is such that it is protected by the front edge of the door frame so that there is a scant likelihood of rain getting into the saloon. It is probably the simplest no-draught ventilation device ever produced". For those of you who do not know of this masterpiece of ingenuity, I can thoroughly recommend a play with the window winder, the next time you happen upon a Model C or CX saloon. The Tourers of course, which had proved themselves invincible in their class in rallies, could not boast this mechanism, but were enhanced by the extra chrome in the same way as their saloon counterparts. Statements which accompany the Ford advertising literature for the Tourer mention that "the carefully- planned weight-distribution makes for exceptional stability at the high speeds of which the car is capable..... All weather equipment is standard, the easily-erected hood folding completely out of sight when not in use". I must say they are very attractive cars and the regular appearance of Dave and Cher Curtis in theirs, enhances any show. Mary Game occasionally appears in hers, although, sadly, this year she was absent from Enfield.

We have relatively few Models C and CX on the register (a total of 457 Model Ys but only 62 Model C/CXs). The reasons for this are firstly, the Models C/CX were in production only from 1934-1937, compared with 1932-1937 for the Model Y; secondly, they were an up market car, available only to those who could afford such luxury! Consequently, fewer were manufactured.

Model Y Total Manufactured (including vans, tugs and tourers) 166,144

Model C & CX Manufactured

<u>Briggs Body No</u>	<u>Type</u>	<u>From</u>	<u>To</u>	<u>Total</u>
362	C Tourer	2.5.35	20.1.36	1,068
364	C Fordor FR	12.7.34	16.11.35	5,023
365	C Tudor FR	8.10.34	20.8.35	5,143
366	C Fordor SR	13.9.34	7.10.35	4,634
367	C Tudor SR	14.9.34	6.11.35	2,444
462	CX Tourer	25.1.36	1.3.37	1,795
464	CX Fordor FR	14.10.35	19.3.37	8,446
465	CX Tudor FR	1.11.35	15.4.37	11,932
466	CX Fordor SR	28.11.35	7.4.37	4,565
467	CX Tudor SR	28.11.35	17.3.37	2,997
				48,047

Note: FR = Fixed Roof : SR = Sliding Roof

The third reason for the relatively small number of survivors is that, despite all the superlatives pronounced at the time, the design of the body did make the Models C and CX more prone to the ravages of the rust moth, especially over the rear wheel arches, and many went to that great scrapyard in the sky for that reason. However, to end on a more cheerful note, a goodly number have survived and, with masses of Tender Loving Care, have been, and are being, restored to their former glory. Long may we enjoy their company. I am grateful to David Burgess-Wise, the Corporate History Manager of Ford of Europe Incorporated, for allowing me to rummage through his meagre archives to glean the above information.

Sam Roberts

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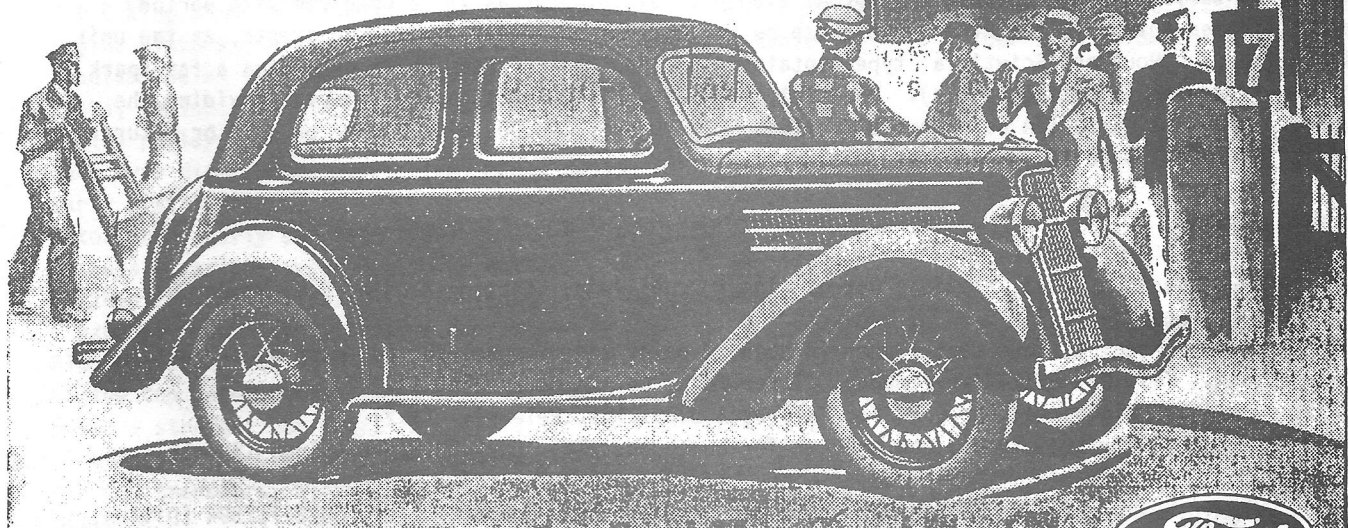
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## MEMBERS PARTS FOR SALE

- 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.m.o. Tel. Romsey (0794) 523353.
- Car for sale: sensible offers. 1936 C, original interior. Good sound order, but engine worn out. Garaged since last used, 1984. Tel. 0602 324762.
- Car for sale: about £100. 1936 Model C, in poor condition, restore or spares. Tel. 0227 721792. Canterbury area.
- Van for sale: offers over £500. Good home required for 1937 Y van, virtually complete, easy clean wheels, stood up about 20 years ago. Details from Mr. Errol Jackson, tel. 051 4241158.
- 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)
- Kevin Brigginsshaw. Ford Pop front axle. Address on page 2. (1.2)
- 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, carburetors, engine, wipers and brand new crown wheel and pinion. Sensible offers, please. Tel. 0752 330928 (Plymouth).
- Alan Curtis, C1435. Clock for Model C, good working order, rectangular. £30.00 or will swap for round clock for 1937 C. Tel. 0254 396008 after 5 p.m., 0254 886464 office hours, (Accrington). (1.2.3)
- Tony Butterfield, B1405. 8 h.p. narrow block engine, £75.00, 8 h.p. wide block engine, £65.00. Tel. 0772 424032 (Leyland). (1.2.3)
- F. McBride, M1834. Car for sale: £500 o.n.o. Model Y, 1936 four door for restoration. Runs. Space needed. Easy clean wheels fitted. Wires available. Tel. 031 669 1611 (Edinburgh).
- Gary Coote, C1327. Car for sale: Offers. 1935 L.R. 2 door Model Y, reg. no. CLA 553, with sliding roof. Stripped down to chassis, had chassis and body sandblasted, primed, bumpers re-chromed. Needs some welding and putting together, but complete car. Tel. 0473 710283. 24 hr. ans.m/c.
- J. Leybourne. Offers for 2 Ford Y type 8 h.p. side valve engines and gearboxes and ancillaries radiator, etc., approx. 1930's 6 volt. Must go due to lack of space. Tel. 0388 720629 (Chilton, Co. Durham) (1.2.3)
- A. Winship. Combined magneto/distributor, mileage about 1,000, shelved since 1948. It looks like a normal distributor only taller and it replaces the normal sidevalve distributor as it is complete with period leads, and a side advantage is that the vehicle can be run without a battery for sports events, as the unit is a British Thompson Houston 'Scintilla' type containing an impulse mechanism which generates a fat spark with minimum of turning (starting handle). Unit will fit many British 40's and 50's cars, providing the rotor turns in the same direction as a Ford sidevalve. Offers over £40.00, plus P & P, on sale or return if not satisfied. Tel. 0388 763036 (Crook, Co. Durham).

## 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)
- 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)
- Geoff Harrison, H1411. Windscreen for L.R. Y. Tel. 0744 37021 (St. Helens). (1.2)
- Paul Dickinson, D0210. For 1935 Y, oil can bracket for bulkhead. Tel. 0272 830533 evenings (Bristol). (1.2)
- Bob Donovan, D0520. Spare wheel cover for CX Tudor, and headlamp bulb holders. Tel. 0622 717594 (Ditton, Kent). (1.2)
- Bob Wilkinson. For C, front seats (any condition), rear o/s wing. Tel. 0405 860836. (1.2)
- Derek Havers, H0302. For 1936 Model Y, front seat and front bumper. Tel. 0734 816538 (Nr. Basingstoke). (1.2.3)

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**SUBSCRIPTIONS, 1990-91** - renewal date is 1st June, 1990. A renewal note will be included in a future copy.

**DEADLINE for next issue is Tuesday, 24th April, 1990.**

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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 - <u>send pattern</u> , exhaust or int.	3.00
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	per set 22.50
Engine pistons, various sizes - <u>send pattern</u> , non-returnable	per set from 20.00
Headlamp bulbs (wattage not stated)	2.00 each
Bulbs, various (if rear lamp, state straight or of set pins)	0.50 each
Engine pulleys	3.50 each
Late type distributor points (not early type)	2.00 each
Early distributor caps	2.50 each
Rotor Arms, early and late types	2.00 each
Gaskets - various types - ask for details - price on application	
C exhaust, with tail pipe - stainless, lifetime guarantee	64.50 each
Y exhaust, stainless, lifetime guarantee	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 - exchange only, remove bearing cones & <u>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

CLUB PARTS FOR SALE

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.

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

MECHANICAL

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
Wheel nuts	31.00 per set (2c)
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	64.50 each
C exhaust, with tail pipe - stainless, lifetime guarantee	57.00 each
Y exhaust, stainless, lifetime guarantee	0.05 each
Floor board screws	6.00 each
Engine top water outlet (head to hose)	2.25 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	3.00 each
Please note the Club does not stock moulded hoses.	10.00 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	10.00 each
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

£	3.50 each
	1.30 per pair
	9.00 each
	22.00 per hub
	18.00 per axle

CLUB PRICE

£	52.00 each
	81.00 each
	28.00

per pair

	7.10 each
	11.35 each
	8.10 each
	0.60 each
	18.00 each
	75.00 each
	10.00 each

Fuel Feed Flexible hoses (sketch pump entry)

Battery fixing bolts

Clutch release bearings

Front inner and outer wheel bearings

Exchange brake shoes, rollers removed (S.R. to order)

REPRODUCTION PARTS

L.R. Y model rear wings, in fibreglass

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 (o/s on order)

\* 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

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)

Front radius ball

Brake and clutch pedals - exchange (send your old one first)

non-exchange

L.R. rear brake rod support ends rubber

Gear box mounts

Rubber style matting for running board - pyramid design

Door stop buffers

C front axle beam stop rubber (metal not included)

Y under bonnet kit

Bushes for shock absorber linkages specifically intended for S.R., but

may be usable for L.R. - depends on linkage design

S.R. side lights - base mats

Body Fittings

Late L.R. 4 door Y hinge centre bolts

Brass balls door hinge

Dove tail door wedge - male (door mounted)

Enamel rad. badge - dark blue

S.R. radiator badge mount Y82158

Y fixed timber roof stick kits in hardwood

Rear luggage carriers Y model only - kits (unpainted) only, to order

Copper bifoliated rivets

Headlamp lenses (flat type) round centres (used) for early L.R. cars

Rear lamp wing mounting brackets (with bolts)

Service Castrol poster - reprinted

per side

4.00 each

3.00 each

4.00 each

5.00 each

3.50 each

12.50 each

4.00

1.30 each

5.00 each

8.50 each

0.70 each

2.75 each

0.75 each

0.60 each

1.50 each

10.00 each

20.00 each

43.00 each

42.00 each

0.02 each

5.00 each

24.00 each

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, 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

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

