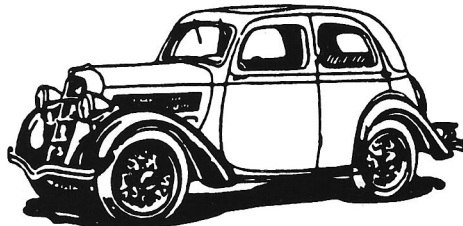
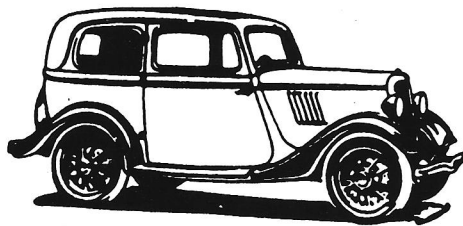


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 64 May/June 1990

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# THE FORD Y & C MODEL REGISTER

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Librarian	Alan Oakes	15 Wilson Street, Hyde, Cheshire SK14 1PP
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Model Y	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
Events Coordinator	Dave Curtis	3 Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Bill Williams	30 Station Road, Cogenhoe, Northampton NN7 1LT

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<b>08. Oxon, Bucks, Berks.</b>  Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0990 21800	<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>  Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel: 021 459 6100
<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>  John Hudson 43 Acredales Linlithgow West Lothian Tel: 0506 845935	<b>19. Ireland</b>  Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin Eire

**EDITORIAL**

As you may have gathered, since our arrival here at Garth Barn, we have been somewhat pre-occupied in setting up temporary accommodation and the provision of those basics normally taken completely for granted. Now we have drains, water, electricity and foundations, I am able to start on the superstructure of the barn, which allowed me to relax a little and even think of the Ford, languishing untested in one of the barns since December.

She had been tested by the same garage for 8 years. The manager was an apprentice on the Ys when in their heyday, and always supervised personally. Now I had to find a new garage and felt somewhat nervous. I need not have worried. As with most things in North Yorkshire, the village garage was friendly and helpful. BPU 784 had the most thorough and helpful going over she had ever had. So we now have a mobile vehicle once more.

In addition to Chairman's, Membership and Spares Reports, this issue benefits from the welcome return of Jim Miles' relaxed prose style. Those seeking stardom, please note!

Our A.G.M. was thoroughly enjoyable and we are very pleased to welcome the following new officers: Bill Williams, Regalia Officer; Rod Evans, Region 8; Derek Birch, Region 11; John Hudson, Region 18.

See you at Stanford.

John Guy

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**MEMBERSHIP REPORT**

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

- B1254 Matthew Baker, George House, 108 High Street, Yelling, Cambs., PE19 4SB
- B0753 Viv Belcher, 151 Masons Road, Stratford-on-Avon, Warwickshire, CV37 9NZ
- C0336 Paul Clubb, La Vieille Chapelle, St. Catherine, Jersey.
- H1712 Derek Henderson, 6 Queens Avenue, Grasslot, Maryport, Cumbria, CA15 8HB.
- H1441 Jean and Reg Hunt, The Knoll, Day Green, Hassall, Sandbach, Cheshire, CW11 0XU.
- J1308 Dave Jarman, 11 Whitby Road, Horringer Court, Bury St. Edmunds, Suffolk, IP33 2EU.
- M1638 Roger Middleton, 5 High Street, Snaith, Nr. Goole, Humberside, DN14 9HF.
- M0737 A. C. Moran, Ferndown, Main Road, Cropthorne, Pershore, Worcs., WR10 3NE.
- P1023 Martin Pattison, 91 Latton Green, Harlow, Essex, CM18 7ER.
- P1322 Phil Pocklington, 20 Blenheim Road, Reffley, Kings Lynn, Norfolk, PE30 3HE.
- S1529 Tim Spray, Hillsbrow, Main Street, Palterton, Chesterfield, Derbyshire, S44 6UR.
- T1913 Jim Twohig, Judeville, Mayfield Road, Cork, Eire.

As always, I ask 'old members' to make contact with our new friends living in their region.

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NEW MEMBERS

Derek Henderson in Cumbria is welcomed back into the Club with his 1936 Y, which is in regular use.

Matthew Baker in Cambridgeshire has recently bought a late 1934 4 door C. MJ 4804 with chassis C00881 is, in fact, the second oldest C known to us. (John Keenan has the oldest, chassis C00647.) Matthew's car is on the road complete with original paintwork and interior which needs some refurbishment.

Jean and Reg Hunt have taken the plunge and bought a well restored 4 door 1937 Y, GMD 498, which used to belong to ex-member John Horton. Jean and Reg are new to the old car scene and Jean finds some similarity between driving the Y and a pony and trap, with which she is more experienced! Whether she means the steering or the speed, I'm not sure.

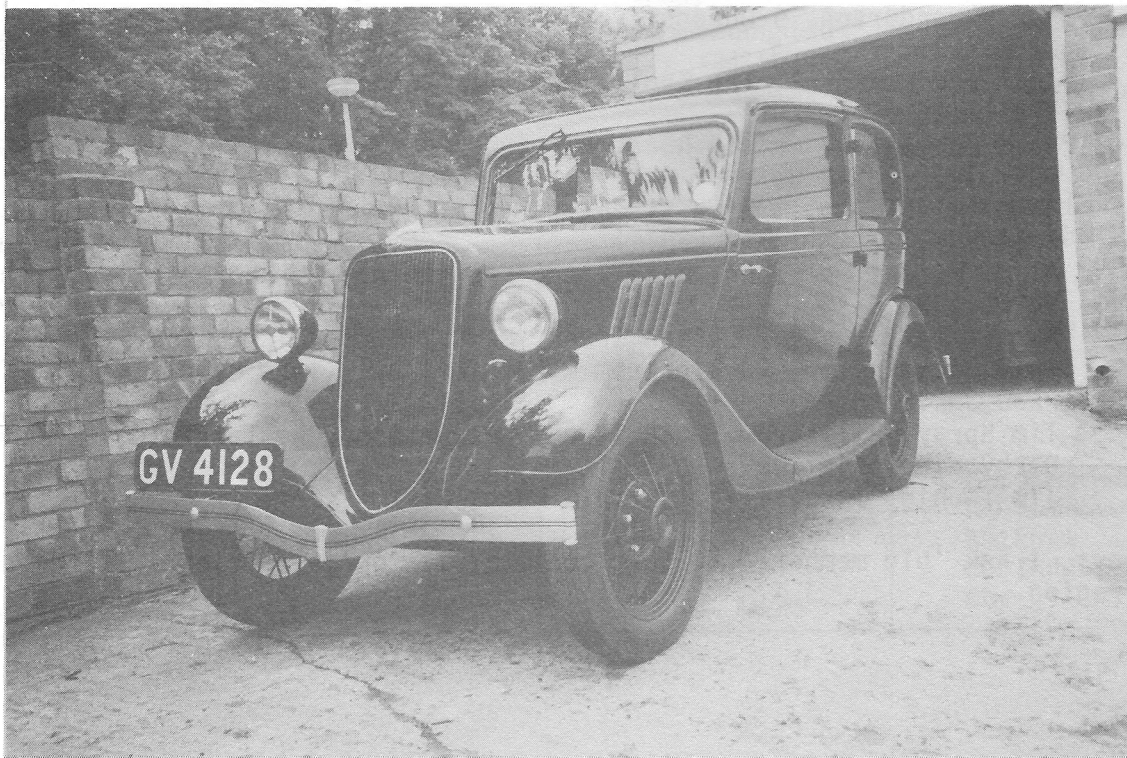
Paul Clubb is driving round Jersey in his 1935 Y, which apart from requiring a new front bumper, needs no other serious restoration.

Phil Pocklington also needs bumpers for his 1935 long rad Y, but although the car is quite sound, it needs a good deal of work to restore to original specification. The hand painted body will need a respray and new brightwork and converting back to 6 volts from 12. Incidentally, Phil, the car doesn't have separate sidelights since they were incorporated within the headlamps (on saloons) from 1935 onwards. We are hoping to help Phil with the retention of his original number later this year when Swansea change their rules.

Jim Twohig in Cork similarly has a complete restoration in hand on his 1936 Y. This is one of the surviving Ys produced at the Cork factory of Ford Motor Co.

Martin Pattison's 1936 Y was originally owned by the Earl of Caledon! Who says the Ford was the poor man's car - mind you, it was probably bought for his butler! Despite its wealthy background, a total restoration is needed and the car has not run since 1960. We would be interested to know how you found it, Martin.

Dave Jarman in Bury St. Edmunds has 1936 Y GV 4128 on the road. The car looks very smart although Dave intends to give some attention to the paintwork and the interior. The car seems to be missing hub caps - don't forget that we now have new ones available in stainless steel and they have been described as being better than the originals!



Tim Spray hopes to be on the road soon with his 1937 Y. Swansea will have to be persuaded, though, to allow him to retain EVX 820, the original registration.

A. C. Moran (sorry to be formal, but I don't have your first name) has bought CUL 844, the 1936 Y once owned by member Mrs. J. O'Shaughnessy. The car is currently undergoing restoration - keep us informed on progress.

Viv Belcher is restoring a 1936 Y, DGN 166 - well, if we persuade Swansea to let him keep it. Let me have the chassis number for the vehicle register, Viv. The car was in a real mess and will test Viv's resilience to the full.

Rodger Middleton has joined us whilst looking for a Y to restore or perhaps one which is a runner. Can you help him find one?

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### MEMBERSHIP CHAT

Nick Smith, from Ingoldisthorpe, Norfolk, has written in about his 1935 Model Y:

I own a 1935 Ford Model Y, in very poor condition, but well worth saving, as it has been in our family since 1936, and had quite an eventful life whilst it was owned by my late uncle and aunt, who used it on their agricultural small holding for many years. My late father then used it during some of the war years for which I still have reference to petrol coupons used for the car during this time.

I well remember travelling to Hunstanton in the little Ford most weekends during the summer months in the fifties and as far as I remember it never let us down once.

I was surprised to learn just how much room there was in the little car, when it turned up unexpectedly one afternoon together with my uncle, aunt, cousin and a fully grown nanny goat en route to a nearby farm to be mated! the nanny goat, that is.

Then there was the occasion when it was parked outside our home on the A149 between King's Lynn and Hunstanton on a beautiful hot summer's afternoon, the sort of day that brings cyclists out in their hundreds. Well, one such cyclist in full swing with his head down low (dropped handle bars and all that) merrily rode straight into the back of BXF 352 and ended up by pushing his head through the rear window and coming to an abrupt halt! Fortunately, the poor chap was unhurt.

It was finally taken off the road in about 1960 when the crown wheel and pinion finally gave up the ghost. It then sat in an open ended shed until 1986 when I finally rescued it.

I also have a 1932 Ford Model B in quite reasonable condition. It is a four door deluxe saloon, 24 hp and it is mechanically very good indeed, as usual some work is required on the bodywork and upholstery, but it is not too bad, just a little time, money and loving care is all that is needed.

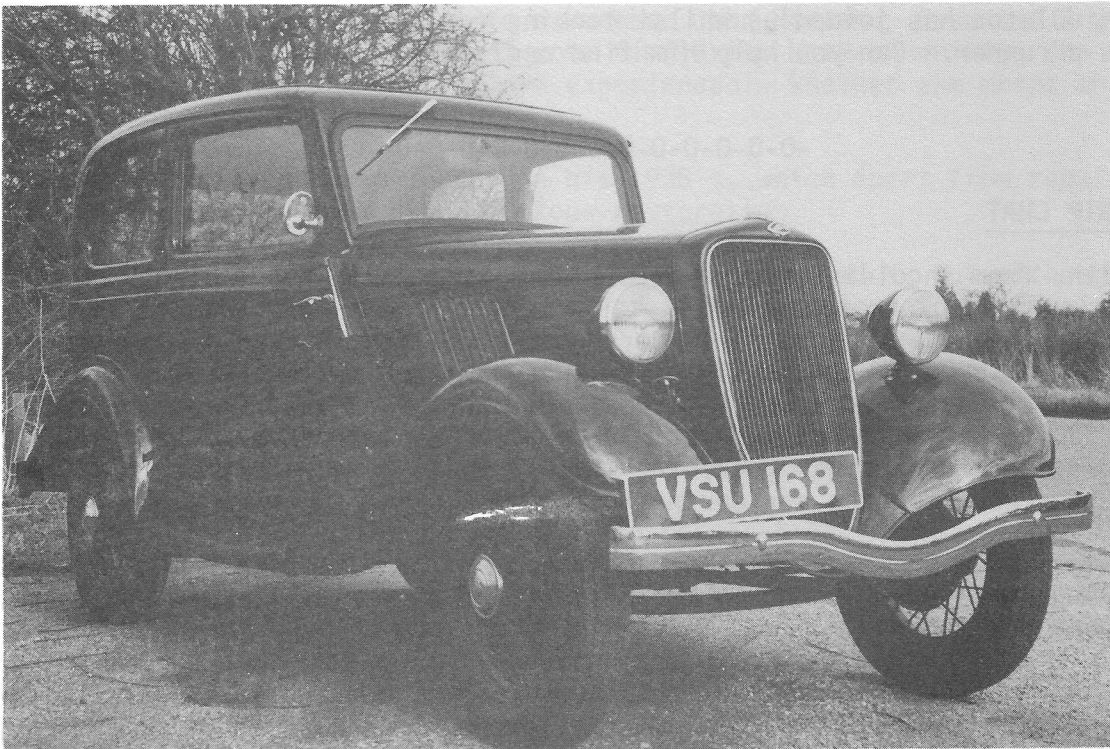
Many thanks for an excellent publication and Club.

Terry Tuson (new member in Newsletter 63) has been researching the history of his 1936 Y, which he brought over from Jersey. He writes:

My car is now registered with Swansea as VSU 168. Apparently my Y was originally sold by Peaks Garage (Ford dealer) in Chapel-en-le-Frith, Derbyshire. The original dealer's sticker is still on the rear window, but

sadly the company went into liquidation in 1983. The original owner emigrated to Canada, taking the car, in 1939. The car was subsequently sold to a 'collector' in Arizona, U.S.A., who kept the Y in a museum until his death in 1986. The collection was auctioned with the Y being bought by Charles Wickens of Anglo-American Auto Auctions (connected with ADT Auctions of U.K.) who brought the car to Jersey.

Terry thanks Graham and Kevin (our Spares Section) for their help in supplying the necessary parts to complete the restoration of his car which is now in regular use.



Terry also informs us that BEL 343 (Y105147), a 1935 Y, currently on show with a Ford dealer in London, is likely to be for sale at a reasonable price. The car is basically sound and painted in brown and beige with an excellent interior. Contact Terry on 0206 211388 if interested.

Harry Ball in Guernsey updates us on his Y:

The car is coming along nicely now. I have left it with a garage in England to finish a few small jobs to get it ready for the Ardingley show this summer before bringing the car back to Guernsey.

I am having trouble locating a suitable steering wheel - the old one is in a terrible state and quite spoils the car. Have you any ideas or connections?

Thank you for a most enjoyable and informative Newsletter - it has been of great assistance in working on the car and I look forward to receiving each copy.

Steering wheel - can we help? I seem to recall a firm in the Manchester area who would refurbish steering wheels. Have any members used such a company? Please let me know - Bob W.

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

For those members who have been unable to commit themselves in advance to the Club Weekend, it is still not too late. Fill in a form or give me a ring. For the members who have notified me, we look forward to seeing you there either for the weekend or the Sunday.

It once again promises to be an enjoyable event, so come along and make it even better. There's plenty to do at Stanford Hall to keep the whole family happy, along with the competitions, Saturday's barbeque and quiz, and Sunday's parade, gymkhana and presentations. (Members attending with your cars, please work out your mileage for the past year, some form of documentation, e.g. M.O.T. cert. would help.) Bill Williams, our new Regalia Officer, will be there and Tony Butterfield will have his spares stall there.

Remember, this is the Club Weekend, organised centrally to enable as many members as possible to meet together once each year. So make the effort and we'll see you there!

David Grace  
Tel. 0937 842258

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EVENTS

The first event the Register attended this year was the Bristol Classic Car Show in March. We had Derek Hoare's short rad and Roy Cleeves' long rad Model Ys on display and a lot of interest was generated. Thanks to all who helped man the stand over the weekend.

We have been allocated room for ten cars at Stratford-on-Avon, and so far I have seven booked in, so that is looking very hopeful.

<u>Venue</u>	<u>Date</u>	<u>Organiser</u>
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
Alne Show, near York	24th June	Bob Wilkinson
Lover Rally (Fordingbridge)	30th June-1st July	Bert Hopkins
Andover Road Run	1st July	Sam Roberts
Northern Ford Gathering, Newby Hall	1st July	Bob Wilkinson
Yorkshire Do	8th July	Bob Wilkinson
Ardingley Vintage Show	14th-15th July	Julian Janiki
Stratford-upon-Avon Vintage Show	22nd July	Dave Curtis
Manchester Classic Car Show	26th-27th August	Peter Ketchell
Malvern Motoring Event	29th-30th September	Dave Curtis
All Ford Rally, Abingdon	30th September	

Contact telephone numbers: Dave Curtis, 0432 356302; Peter Ketchell, 0244 676856; Jim Miles 0992 712135; David Grace, 0937 d842258; Bert Hopkins, 0725 20228 (business); Sam Roberts, 0264 65662; Julian Janiki, 0403 51184; Bob Wilkinson, 0405 860836.

Dave Curtis

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THE ENFIELD PAGEANT OF MOTORING

The 1990 Enfield Pageant of Motoring is being held, as in other years, over the long Whitsun weekend, 26th-27th-28th May. It is the big event that starts the season. This year's is expected to be the biggest and best yet, with 25,000 crowd expected, and over five hundred autojumble and antique stalls, plus, of course, what it's all about, well over one thousand cars and commercials and steam vehicles. It's a very relaxed and non-formal event, this year the organisers have done away with the concours prizes for vehicles and instead are giving large cash prizes for the best club display stand. In 1988, the Ford Y & C Register got first prize, followed by the Mini Owners Club, last year they came first, we were second, so I think it's our turn again, don't you! There will be 60 car clubs present, so let's go for it! You can help us win this important title just by turning up with your car, restored or not, and have a good time on the Register Stand and meet the faces behind the names. Sunday is the main day when we have an arena parade and you can show your cars off to the public, so that's the day to mark on your calendar. There are more events on the Monday, too, to look forward to including special interest events, but like I said before, Sunday is the main day for us to try and get that £250 first prize for your Club. I have entry forms, so if you'd like to drop me a line, I'll get one off to you, but don't forget a stamped addressed envelope.

To get to the Pageant, leave the M25 at Junction 25, and take the A10 for one mile south, and it is on the right, or if you're coming from the south it is three miles past the North Circular Road on the A10, and of course on the left. The venue is the Enfield Playing Fields. Free camping is available on the site. Try to get there early because of the traffic that is expected. My address is 22 Valley Close, Waltham Abbey, Essex, EN9 2DU.

See you at Enfield!

Jim Miles

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RANDOM JOTTINGS NO. 17

'I bet that's worth a few bob' - how many times have you been asked this about your car? In the last few years, it seems to be the be all and end all to a lot of people. What do you say to someone who only has pound signs in their eyes. Now we even have investors' price guides to show which cars are on the way up pricewise, would you sell your Y or C if the guide showed no rise for your model? The vast majority of old vehicles' preservationists do not restore vehicles just to have a financial asset, those that do will obviously take cheaper short cuts during restoration to save money and make a larger profit and by so doing lower the standard of their restoration. As Sam Roberts said in the last Newsletter, cars are worth only whatever somebody is prepared to pay for them. The people with pound signs in their eyes only see our vehicles as objects to be turned into cash, they might as well be looking at the Stock Exchange Index. We don't need them, we are enthusiasts, not merchant bankers.

Jim Miles

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

SUNDAY, 8TH APRIL, 1990, AT WILLOUGHBY

The meeting began at 2.08 p.m., with Sam Roberts in the Chair. He opened the meeting by thanking all members present for their attendance.

1. Apologies for Absence

Apologies for absence were received from Liam Tomlinson, Jeff Cole, Peter Ketchell, Nick Glenister, Roy Cleaves and Andy Aldridge.

2. Minutes of the Eleventh A.G.M.

The minutes of the eleventh A.G.M. were read and approved. The approval was proposed by Dave Curtis and seconded by Owen Baldock.

3. Matters arising from Minutes of the Eleventh A.G.M.

- (a) The enquiry cards, mentioned in item 5, had been sent out.
- (b) The suggestion in item 6 had been pursued by the Chairman. Ford U.K. had responded superbly, and the magazine production was now in their hands.
- (c) Following on from item 7, paragraph 4, Dr. Ford was now back in action, giving more detailed help.
- (d) The Events Co-ordinator had received more help with the display items. Particular thanks to Mike Samuel for carpentry and Richard Attfield for carpet squares for the stands.
- (e) Following on from item 9, the technical input had increased over the last year.
- (f) The Library was still suffering from lack of use.

4. Chairman's Statement

The Chairman recorded that 1989 had been a successful year, and the Register had 'gone from strength to strength', to use a quotation from a report on the All Ford Rally, Abingdon, published in Newsletter 63, and written by a member of the Pre '50 American Auto Club.

The unleaded fuel debate continued. The recommendation is to stick to 4 star.

Regional Co-ordinators were needed for Regions 8 and 18. Rod Evans volunteered for Region 8. (John Hudson and Derek Birch have, since the meeting, volunteered for Regions 18 and 11.) The Chairman commented that he would like to see more activity in the regions and from the Co-ordinators.

The Chairman commented on the improved quality of exhibits and stands at the shows, and expressed particular thanks to the Events Co-ordinator for his work. Jim Miles, together with Graham Miles and Dave Tebb, co-ordinated the Club stand at Enfield Pageant, at which the Register won the second prize of £150. At the Club weekend at Stanford Hall, 60 barbeque tickets were sold, 20 cars were in the convoy from the camping ground, and there was a total of 30 cars present on the Sunday. Hildie Billing presented the Maurice Billing Trophy to Don Malin, for effort put into the Register. The following shows had Register stands: Ardingley, Julian Janicki and Owen and Chris Baldock; G Mex, Peter Ketchell; Bristol and Stoneleigh, Dave Curtis; Great Dorset, Dave Lovering; Abingdon, Staverton, Bentley, Andover, York.

The hubcaps produced by Graham Miles and Peter Ketchell were superb. The members were asked to use the list of Useful Contacts at the back of the Newsletter, and support Club subscribers. The Chairman was pursuing the production of bumpers.

The Newsletter of the Register was continually improving, and a real breakthrough in quality had been achieved with the Ford Motor Company.

The Register is a member of the Federation of British Historic Vehicles Clubs, has a full time lobbyist on its payroll.

The membership topped 400 during 1989, but slipped back down. The Membership Secretary was congratulated on his efforts.

A list of all surviving Models Y and C has been produced, i.e. the Register, and is kept up to date.

Finally, the Chairman mentioned three vehicles for sale: Abbey, Tug and Terrier.

#### 5. Report by Membership Secretary

The Membership Secretary reported that at 1st March, 1989, the membership figure was 343. During the year, 86 members were gained, making a total of 429, resulting from introduction cards, shows and responding to adverts. But 74 members were lost, making a net gain of 12. The membership total at 28th February, 1990, was 355. Why are so many members lost? Sixty per cent of the new members bring new cars, so cars on the road are being lost. The Membership Secretary wondered if it was cynical to think that the Club was used, for convenience? Please keep the Membership Secretary up to date with your car sales, and let him know if you are selling.

The Membership Secretary suggested that attendance by members at local shows could be supplemented with other makes of vehicles to ensure a good display.

Concerning Swansea, members were advised to wait until the changes in their regulations had been brought into operation.

Existing members were asked to make contact with new members. It was suggested that lapsed members be notified to the Regional Co-ordinators, who could enquire about any reasons for lapsing.

#### 6. Report by Spares Secretary

The Spares Secretary commented on the scarcity of supplies at autojumbles, etc. He spoke about several items:

- (a) Rear brake drums are almost unobtainable as are wheel bearings, but may be available from U.S.A. The rear hub of a brake drum can be rebuilt, but needs to be in sound condition. The Spares Secretary asked for old ones, and he would see about production on a larger scale.
- (b) Floorboard pieces are available for pattern use.
- (c) A sample rear lamp bracket, made by Dave Tebb, was displayed. A template would be available for positioning the bracket.
- (d) The advance prototype side lamp, in plastic and perspex, for S.R. or van, made by Peter Ketchell, was displayed.
- (e) Other re-manufactured or re-furbished items on display were: fibreglass running boards; steel S.R. running board made by Dave Tebb; metal strip under door to reduce draught (running board trim); prototype oil can bracket; hub caps; wheel nuts; brake shoes for S.R., bonded material, low in asbestos.

#### 6. Bad Debts

It was noted that very slow payments resulted from about 20% of orders. Members were reminded to use the Order Form provided in the Newsletter, and not to ring Kevin Briggingshaw.

Thanks were extended to the Spares Secretary, Graham Miles, and Kevin and Deborah Briggingshaw, and all who produce the spares, from the Club.

#### 7. Report by Treasurer

The Treasurer stated that there was no increase in the subscription rate this year.

The accounts for the year 1st March, 1989, to 28th February, 1990, were read and agreed.

The members were reminded by the Treasurer that Club Officers use external facilities for Club work, e.g. the Chairman. It was stated that it might be necessary to purchase items of equipment for the Chairman's use, and the members' approval of expenditure up to £1,200 was

required. Approval was proposed by Mike Samuel and seconded by Dave Ball.

The Treasurer thanked the Chairman for all his work.

#### 8. Report by Events Co-ordinator

The Events Co-ordinator reported that even more cars were attending shows. Second prize was won by the Register at Enfield in 1989. The Club had good representation at Malvern and Abingdon. New members were gained at Bristol. The Club will be represented at the Stratford-upon-Avon Vintage Show for the first time this year. The All Ford Rally clashes with Malvern this year, but the Events Co-ordinator felt that the Club could support both shows. He thanked all the supporters throughout the year.

The Chairman thanked the Events Co-ordinator for his work.

#### 9. Report by Editor

The Editor reported that it had been a good year for the magazine, and thanked all contributors, particularly the Chairman, Spares Secretary and Membership Secretary. He said that some excellent technical articles had been produced in recent issues, and pointed out that in the forthcoming years there would be a decrease in technical knowledge of the Models Y and C unless people 'in the know' now shared their knowledge.

The Editor asked for photographs of Officers.

The Chairman thanked the Editor for his work.

#### 10. Election of Officers for 1990/91

The following members were elected as Committee members:

<u>Post</u>	<u>Name</u>	<u>Proposer</u>	<u>Seconder</u>
Chairman	Sam Roberts	John Guy	Jim Miles
Spares Secretary	Graham Miles	Dave Ball	Derek Birch
Asst. Spares Secretary	Kevin Briggingshaw	Mike Samuel	Richard Attfield
Editor	John Guy	Dave Curtis	Don Malin
Membership Secretary and Register Treasurer and Registrar	Bob Wilkinson	Brian Mace	Dave Curtis
Librarian	Alan Oakes	Dave Curtis	David Grace
Technical Adviser (C)	Paul Bainbridge )	Jim Miles	Don Malin
Technical Adviser (Y)	Jeff Cole )		
Events Co-ordinator	Dave Curtis	Bob Wilkinson	Mike Samuel

The post of Regalia Officer remained vacant, as Liam Tomlinson had stepped down, until shortly after the A.G.M., when it was taken over by Bill Williams.

#### 12. Any other business

- (a) It was suggested that the Club should start to advertise in the better car magazines. The meeting agreed to a proposed expenditure of £200 for this purpose.
- (b) Jim Miles, co-ordinator of the Club stand at Enfield, reminded the members of this event, and to let him know if they were able to attend.
- (c) David Grace thanked Don Malin for his work in starting the Stanford Hall weekend. He reported that, so far, 15 replies had been received.
- (d) The meeting expressed regret to hear of Bert Thomas' heart problem, and to know of the death of Ken Ley, whose son is to carry on the membership and restoration of their Kerry.

#### 13. Votes of Thanks

Votes of thanks were made to: the Ford Motor Company, for producing the Newsletter; Jim Bailey, who

has recently retired from Ford Central Office and presented a collection of old Ford photographs to the Register; Elizabeth Ogden, who put the magazines in the envelopes and stuck labels on; Debbie and Kevin Briggins, for helping to bring order to the spares; Janet, the Chairman's secretary, for lots of typing; David Grace, for taking over Stanford Hall; Don Malin, for organising the A.G.M. so successfully (yet again); Paula Roberts, for producing tea and coffee and looking after members; members of the Committee for their support over the past year.

The meeting closed at 4.04 p.m.

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## THE FORD MOTOR COMPANY

The following message of support has been received by Mr Harry Calton, the Manager, Public Affairs at Brentwood:

"Ford has been an integral part of the British Motor industry for more than 80 years. The first Ford arrived here in 1904 and Model 'T' production started in Manchester in 1911.

The move to Dagenham from Manchester in 1931 to a purpose built factory was completed in a single weekend. Employees who had packed their bags and families on to special trains in Manchester on Saturday morning were back at work on the machines which had been moved with them from the north on the following Monday morning. The Ford association with Dagenham is a long and glorious one. The move from Manchester saw the company establish its own research and development of British Ford vehicles tailored specifically for Britain and Europe.

Both model 'Y' and Model 'C' were manufactured in Dagenham and with the gap created by World War II production many Ys and Cs were still very much in evidence in the hands of employees in the late 50s. This every day usage 25 years after their original production was a glowing tribute to the concept and quality of the original products and the people who had created them.

At Dagenham Ford took a particular pride in manufacturing almost the entire vehicle within a single factory. Visitors to the Dagenham estate were able to see raw materials arrive at one end of the Thameside Wharf and leave from the other as completed cars, commercial vehicles and agricultural tractors. It was always a proud company boast that Ford manufactured a higher percentage of the vehicle itself than any other motor manufacturer in Britain.

The continued interest and use of historic Ford vehicles by enthusiastic owners is a matter of particular pride to the company. Although the industry and its products have changed dramatically in the past 80 years, there is still at Ford a particular pride in the products and the people who make them.

The activities of owners clubs are always welcomed by the company which will always do what it possibly can to provide support."

Illustration

Operation

6\*. Replace connecting rod cap, shims and nuts on connecting rod assembly, using wrench 1616, tighten up nuts and fit new split pins 72015-S, using pliers B-17025.

7\*. Repeat the operation for remaining connecting rod and piston assemblies.

8. Remove starting crankshaft ratchet Y-6319, with wrench Y-31, turn engine on engine stand AB-35 to normal position and lock arm.

9\*. Replace camshaft and gear assembly Y-6251, particular care being taken to ensure that the zero or timing mark (a line indicating the space between two teeth) registers with the small punch mark on one of teeth of crankshaft gear Y-6306.

10\*. Replace camshaft thrust plunger B-6275 and spring B-6276 in camshaft gear hub. Replace oil slinger Y-6310 on crankshaft with concave side towards front of engine and locate on crankshaft gear key.

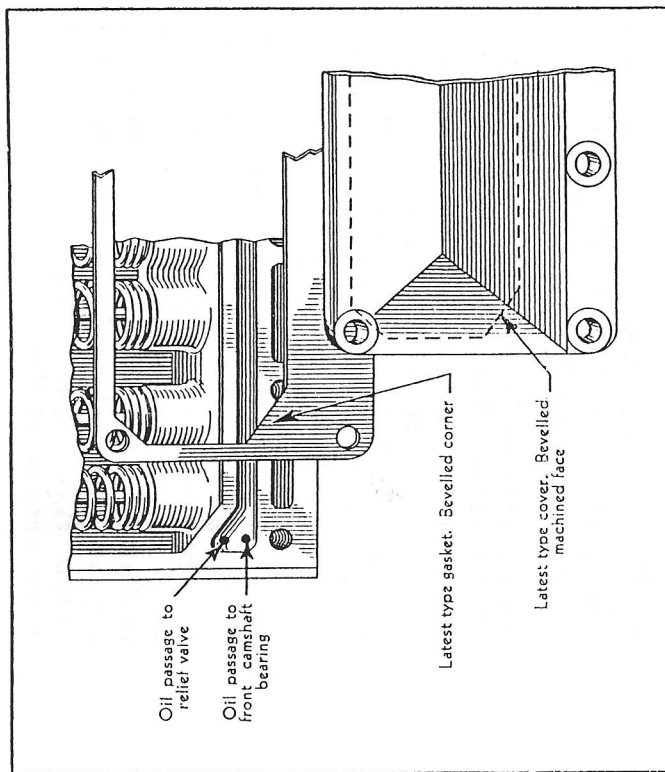
11. Replace cylinder front cover Y-6019, with gasket Y-6020 and packing Y-6700 and run screws up tight, using wrench 1616. Note that two long screws go in bottom holes.

12. Replace crankshaft pulley Y-6312, making sure that crankshaft key locates in slot in hub. Replace crankshaft ratchet Y-6319, and tighten with wrench Y-31.

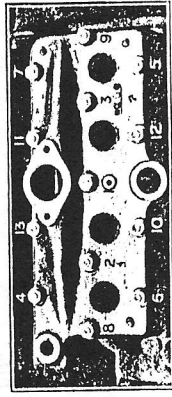
13. Assemble new split pins 72016-S in centre main bearing bolts using screw-driver B-17020 and pliers B-17025.

14\*. Replace push rods Y-6500 in correct order, tapered end uppermost.

ILLUSTRATIONS AND MEMORANDA



20(cont.) Finally tighten nuts with wrench YE-17017 in the order shown below.



Illustration

Operation

15. Replace valves Y-6505 and valve guide bushings Y-6510, inserting valves from top and split valve guide bushings upwards from valve chamber. It is important to replace valves and valve guide bushings in their correct valve port locations.
16. Replace valve springs Y-6513 by raising valves as high as valve guides will permit. Valve springs can then be inserted easily over valve stems and housed securely against lower portion of valve guide bushings.
17. Replace valve spring retainer Y-6514 by compressing valve spring with compressor tool ABY-322-A and inserting spring retainers with tool ABY-322-B.
18. Remove timing pin YE-6023 using wrench Y-810 from cylinder front cover Y-6019 and insert plain end of pin into hole from which it has been unscrewed. Rotate engine slowly by means of starting crank Y-17036, at same time pressing pin lightly in until pin head drops into indentation in face of bakelized fabric camshaft timing gear Y-6256.

Replace oil pump drive gear and bearing assembly Y-6551 and Y-6560, so that slot in oil pump drive gear, when viewed from above, lies at an angle of approximately 45° to cylinder front cover Y-6019 with narrower shoulder to rear of engine. Fit dowel Y-6566 making sure that it is located correctly, i.e., fitting flush with cylinder block. Replace timing pin YE-6023 and tighten, using wrench Y-810.

19. Replace valve chamber cover Y-6520, gasket Y-6521, and screws using wrench 1616 ensuring that shorter length bolt is fitted in the centre top location.

20. Replace cylinder head Y-6050 and gasket Y-6051, running nuts down with wrench 2242 and socket 2118. Care should be taken to replace the gasket the right way up (see operation 14, section 1B).

6C

21. Replace carburettor and inlet and exhaust manifold assembly with gasket Y-9448 clamping in position with washers Y-9443 and nuts using wrench 1616.

6B

22. Replace fuel pump assembly YE-9350 with gasket Y-9374 using wrench Y-853.

6A

23. Replace petrol pipe YE-9369-D at fuel pump and carburettor using wrench Y-853.

7A

24. Replace clutch disc Y-7550 and pressure plate assembly YE-7563 using special compression tool Y-353 and wrench 1616.

*NOTE.—Care should be taken to ensure that the pressure plate housing is located correctly in register on flywheel before tightening screws.*

25. Remove compressor and location tool Y-353.

26. Turn engine over on engine stand AB-35 so that crankshaft is uppermost and lock arm in position.

27. Replace oil pump assembly Y-6600 and tighten screws using wrench Y-853.

28. Replace sump Y-6675 with gaskets Y-6701-6710-6711, insert and tighten bolts leaving out the three bolts on off-side of sump where the adapter Y-36 is clamped to the cylinder block.

**Operation**

- 29. Turn engine over on engine stand AB-35 and lock arm in position.
- 30. Replace distributor coupling shaft Y-12249 making sure that tongue on shaft engages in slot in oil pump drive gear shaft using screw-driver B-17020 to turn coupling shaft.
- 31. Assemble oil relief valve plunger YE-6663-B to spring YE-6654-B and insert in cylinder block. Replace nut YE-6663-B making sure that stem enters spring YE-6654-B and that copper asbestos gasket Y-6653 is in position under nut. Tighten nut down with wrench AF-17043.

**IMPORTANT.**—If it is desired to remove and dismantle the gearbox, the operations covered in Section 2 should be carried out at this point before proceeding with Section 1D. It is not possible to remove and replace the gearbox without first taking out either the engine or the rear axle, and it is desirable, therefore, to deal with the gearbox operation at the present stage.

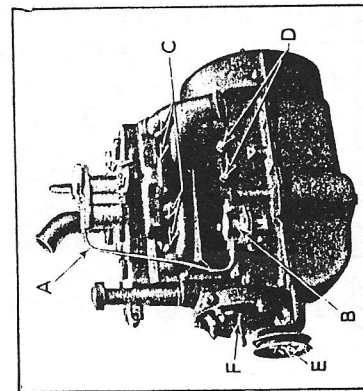


FIG. 6.

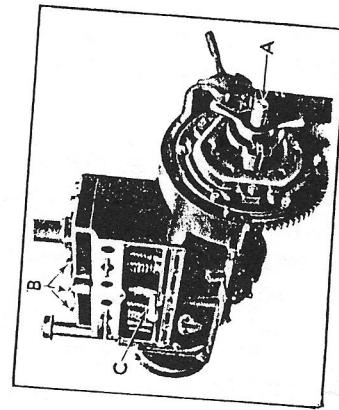


FIG. 7.

# TO INSTALL ENGINE AND CLUTCH IN CHASSIS

## Special Tools and Equipment Required

### *Tools from Standard Tool Kit*

Double ended wrench $\frac{1}{8}$ " and $\frac{1}{4}$ "	..	..	B-17015
" " $\frac{1}{8}$ " and $\frac{3}{8}$ "	..	..	B-17016
Screw-driver ..	..	..	B-17020
Pliers ..	..	..	B-17025
Starting crank ..	..	..	YE-17036
Jack assembly ..	..	..	YE-17080

### *Special Tools and Equipment previously used*

Engine stand ..	..	..	AB-35
Engine stand adapter ..	..	..	Y-36
Eye bolt ..	..	..	Y-46
Lifting hoist ..	..	..	73
Partition tray ..	..	..	344
Parts carrier ..	..	..	398
Wrench ..	..	..	Y-810
" ..	..	..	Y-853
Sparking plug spanner ..	..	..	Y-859
Wrench ..	..	..	1616
Socket ..	..	..	2118
" ..	..	..	2120
Wrench ..	..	..	2242
Universal adapter ..	..	..	2291

### *Special Tools and Equipment not previously used*

Socket ..	..	..	2116
Bar handle ..	..	..	2256
Short "T" wrench ..	..	..	2263
Extension bar ..	..	..	2298

## TO INSTALL ENGINE AND CLUTCH IN CHASSIS

*Carry out in sequence the following operations:—*

### Operation

### Illustration

1. Attach hook of lifting hoist 73 to eye bolt Y-46 and remove engine and clutch, with adapter Y-36 attached, from stand AB-35. With engine and clutch suspended from hoist 73 remove adapter Y-36 and replace three sump screws using wrench 1616. Replace cylinder water inlet connection Y-8275 with gaskets Y-8280 brass washers 34756-S and nuts using wrench 1616. Replace fan belt over crankshaft pulley Y-6312.

2. Move engine and clutch over chassis and lower gently with hoist 73, at the same time tilting front end upwards by means of fan belt YE-8620 in order that rear end may clear the dash; and when clear lower front end until crankshaft pulley Y-6312 is just over but not resting on front cross member Y-5020, then move engine and clutch back in order to engage the splined transmission main drive gear Y-7015 with splined clutch disc assembly Y-7550.

3. Replace top screw in clutch housing loosely. Replace bottom screw in clutch housing using creeper 76 and remove jack assembly YE-17080 which was used when installing gearbox.

4. Replace front engine support Y-6030 to rubber insulator Y-6038 and replace both screws using wrench 2242 with adapter 2201 and socket 2120.

*NOTE.—When installing support Y-6030, care should be taken not to trap the fan belt YE-8820 between the support and the front of the engine.*

5. Lower engine and clutch on to front engine support Y-6030 at the same time guiding the radiator outlet hose Y-8286 on to cylinder water inlet connection Y-8275.

### Operation

### Illustration

5 (cont.) Rear clamp Y-8287 should be loose on hose. Replace and tighten two screws holding engine front support Y-6030 cylinder front cover Y-6019 using wrench B-17105 and noting that the off-side screw is longer than the near-side screw.

6. Remove hoist 73. Remove eye bolt Y-46 and dummy plugs 48-M-16 from cylinder head and replace sparking plugs Y-12405 using box spanner Y-839.

7. Remove special cap from flexible petrol pipe connection B-9288 and replace pipe at fuel pump using wrench B-17015. Replace carburettor to accelerator rod Y-9747 at carburettor. This rod has spring loaded cap and can be pushed on ball without difficulty.

8. Replace silencer inlet pipe clamp Y-5251 noting that the narrow flange face is uppermost, using wrenches B-17015 and B-17016.

9. Screw out timing pin YE-6023 using wrench Y-810 from cylinder front cover Y-6019 and insert plain end of pin into hole from which it has been unscrewed. Rotate engine slowly by means of starting crank Y-17036, at same time pressing pin lightly until pin head drops into indentation in face of timing gear Y-6256. Take off distributor cap YE-12116-B and make sure that rotor contact is facing No. 1 cylinder contact position. Place distributor YE-12100-B in engine and secure body clamp plate to cylinder head by means of screw 26475-S, plain washer Y-110819, and lock washer 34805-S with zero reading of scale against index mark on cylinder head. Loosen body clamp screw 26475-S and move body clamp until "4" graduation mark of scale is against index mark. Finally tighten down body clamp screw 26475-S.

10. Attach choke control YE-9700-D to carburettor starting control connection Y-110850 using screw-driver B-17020. The inner cable should be connected so that choke button



CHAIRMAN'S NEWSLETTER

Another A.G.M. has been and gone, the twelfth. Once again the attendance was encouragingly high for a national club, with 30 members present. Although it was a pleasure to meet some of the newer members, I was sorry not to see some of the regulars who were unable to make it this year. Don Malin had found a very pleasant little village hall and did all the groundwork with the Willoughby hierarchy to put it at our disposal for the day. Unfortunately Graham Miles, Kevin Briggishaw and the spares circus were unavoidably delayed, which meant that there was not too much activity in the morning. They arrived two minutes before the meeting at 2 p.m.!

The archives were on display and were added to by Dave Ball's photographs depicting his two pretty Fordor Model Y cream Brighton taxis. I noticed quite a few goodies changing hands, including Dave Jaggard's holey chassis, atop his car from the Isle of Man, which departed in Dave Tebb's trailer for a bit of welding work. Incidentally, I have discovered a new word, oriphobia, from which many of us suffer. It means "a fear of rust"! The minutes of the A.G.M. are written up elsewhere in the magazine by our diligent assistant editor Siobhan O'Leary, so it leaves me only to say many thanks to those who attended and to those who helped to make the day a success.

Regrettably, we had a drama with CNN on the way up to Willoughby from Andover. Travelling at speed (40 m.p.h.), the passenger door flew open; smashed against the body and shattered the passenger door window. We nearly lost Paula who tried to rescue it. The resultant dents in the bodywork have since been pressed out to the very best of my ability, filled and are now ready for painting. To add to her problems I started her up yesterday on the starting handle and a cylinder full of water squirted out of the exhaust! So, it's another head off job and out with the liquid gasket. CNN has an important wedding engagement on the Saturday of the Enfield weekend, so she has to be fit by then. Co-incidentally, the door of Graham Miles' Model Y van also blew open en route to the A.G.M. Fortunately he suffered no damage. I shall fit safety hasps for the future.

Enfield promises to be better than ever this year. Jim Miles has a plan which is aimed at us doing even better in the club stand competition. We had a superb display last year, which earned us second place (out of 46 clubs), so I am looking forward to seeing it this year on Sunday, 27th May. If you are planning to bring your car, please let Jim Miles know on 0992 712135 so that he can work it into the display.

Whilst mentioning display stands, I must formally thank Mike Samuel for making some very smart wooden posts which support white chain link. They set off the display superbly at the Bristol Classic Car Show. Also thanks to Richard Attfield from Chislehurst who appeared at the A.G.M. with a hatchback full of carpet squares; half for our displays at the northern shows and half for the southern ones. Dave Curtis has also been busy with the signwriters having title boards made up. It is these little things which make all the difference to our presentation and to which most members can contribute. Well done guys.

At the Bristol Classic Car Show, Dave Curtis, Derek Hoare and Roy Cleeve manned the successful stand with Derek's and Roy's shortrad and longrad Tudors. Derek's had weathered the Weston-Super-Mare floods without damage, I'm happy to report. I met Jim Fitzgerald for the first time at Bristol. He is our Dublin based Irish Regional Co-ordinator and is planning an Irish rally for 1991. Irish members, please note.

Two other members I would like to single out this time are Peter Ketchell and Jim Bailey. Peter needs no introduction to most, but he continues to provide rubber mouldings for our cars and gives a good deal of assistance to Graham Miles on spares re-manufacture (hub caps included). He beavers away quietly in

Cheshire, despite the traumas of his present job and we are very grateful to him for all his voluntary work on our behalf. Jim Bailey has recently retired from the management of the Ford Motor Company headquarters at Brentwood. He has been a very supportive member, contributing many valuable bits of archival material to the Register. On retirement, he presented a superb collection of photographs to the archives, mainly special bodied model Ys, both British and foreign, which will appear from time to time in the magazine. We wish him happiness in retirement.

We are continuing to find previously unknown cars. Since publishing the list of known surviving vehicles in January, we have found the first and second consecutive chassis numbers: Y169265 and 6 and Y174834 and 5. Incidentally, at the end of the list (and on page 3 of issue 58), I stated that the Briggs Bodies were carried on overhead gantries from Briggs Bodies Ltd into the Ford Motor Company. Jim Bailey tells me that the gantry did not go in until the 1950s. The complete and painted bodies of our cars were carried five at a time on long flat trailers down Kent Avenue and lifted on to the "high line" which carried them onto the main production line.

Despite CNN's problems, I am finding some time to work on the restoration of the Terrier. I am presently having a fold flat windscreen manufactured, using the Ley's windscreen as a pattern. I am using Brasscraft on the Hogsback in Surrey (02518 2702) who has a number of remanufactured, chromed and glazed Model Y longrad windscreens in stock ( 300 each!) and an original Model C windscreen complete. I know some of you are after windscreens for your restoration projects. Dave Tebb has also provided me with a modified shortrad dashboard and fabricated extension, to match the original design of the Terrier's dashboard. Ray Smith in Devizes, who is selling his Terrier, is also letting me have his spare pair of original cycle hood front wings and Philip Daintree has just done an excellent job on re-nickel plating her headlamp reflectors (see Useful Contacts on inside of rear cover). Slowly she is coming together!

This is the last issue before the Stanford Hall weekend. David Grace and associates have done a lot of preparatory work to make it an even more successful weekend this year, so make the 16th-17th June firm dates in your diaries for our annual national gathering. Don Malin has lent me the video of last year's meeting and Paula and I easily recaptured the cheerful, family atmosphere of the barbecue, the convoy to the site, the banter on site and the gymkhana in the afternoon. Definitely a family occasion not to be missed. I look forward to seeing you there.

Sam Roberts

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#### DATA PROTECTION ACT

As a recipient of this magazine, your name and address is held on computer. Under the requirements of the Data Protection Act, you are to be made aware of this fact and to be given the opportunity to object. If you do object, you should let me know in writing.

However, let me assure you that the membership list is kept very much within the Register and is not divulged to anyone outside the Register. Even within the Register, only those who need to know the details are given access through me.

Sam Roberts

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Early in February, Derek Grossmark, (FBHVC Chairman and Chairman of the FIVA Parliamentary Committee) and Eckhart von Lerchenfeld, (FIVA Parliamentary Committee), went with Lobbyist, Edward Seymour-Rouse, and Bryan Cassidy MEP to Brussels, where they met with the Director General of the Legal Commission, representatives of the Environmental Commission at Cabinet level, lunched with the Chef de Cabinet of the Transport Commission and members of the UK parliamentary group and visited the Information and Sports Commission, DG10.

The meetings all proved to be useful with some positive results, and a full report is promised for the next issue, by which time the committee will have had the opportunity to discuss the details. The most important benefit for the movement is that FIVA is being proposed for Non Governmental Organisation status for consultation purposes. This means that the preserved vehicle movement will, henceforward, be consulted at the planning stages of relevant legislation: a tremendous step forward.

A measure of the importance the UK government attaches to the Federation is the fact that the Secretary of State for Transport, Cecil Parkinson, sent a representative of his European Affairs staff to provide assistance at all the meetings, a gesture which was very much appreciated.

**THE ROAD VEHICLES LIGHTING REGULATIONS 1989 AND THE EUROPEAN COMMISSION TYRE TREAD DEPTH REGULATIONS**

Members will recall that the Ford Y&C Model Register joined most other vehicle clubs in supporting and subscribing to the Federation of British Historic Vehicle Clubs (FBHVC), whose prime aim is to ensure that the European Parliament does not pass laws which affect our vehicles adversely. To this end the FBHVC has obtained the services of a Lobbyist who scours Brussels and Strasbourg for legislation, in its draft form, which directly or indirectly affect us - he then lobbies in our favour.

The FBHVC sends to all subscribing clubs a quarterly newsletter which keeps us up to date on what is happening both on the home front and in Europe. The Spring 1990 newsletter included the following articles which are of interest.

The lighting regulations cover each light on the vehicle and state quite clearly which is statutory and which is optional. It is interesting to note that if you have optional lights fitted e.g. direction indicators on cars first used before 1st January 1936, then they must be operational. Please also note that if direction indicators are fitted then "The driver must be able to be aware from his seat when his indicators are in operation". Note also that two rear reflectors and two near side lights are obligatory. The centre pork-pie light is not enough.

The tyre tread depth regulations will be coming in to force later this year, so check your tread on all four tyres before your next MOT.

### THE ROAD VEHICLES LIGHTING REGULATIONS 1989

Statutory Instrument 1989 No. 1796 (all 74 pages of it available from your friendly H.M. Stationary Office for £7.10) consolidates and modifies all the lighting requirements for road vehicles. The Department of Transport have done us proud and throughout has meticulously followed the rule that, except in areas of safety needs (such as twin rear lights) the compulsory requirements are phased in so as not to apply to vehicles first used or manufactured before the original introduction of each requirement. Provision is also made for the optional use in older vehicles of equipment which is compulsory in those manufactured more recently. These optional requirements are clearly set out in each Schedule dealing with individual items of equipment. In most cases, if your optional equipment is faulty you can just turn it off (or for Concours buffs, never have it connected up) but in the case of stop lights and direction indicators, where optional ones are fitted they must be in working order. (Reg 23.2.(b))

**Latitude for dates.** In cases where it is difficult to show when a motor vehicle was first used, sub paragraphs (1) and (2) of Reg. 4, provide a conversion from first use to manufacture. Where an obligation arises for motor vehicles first used after a certain date or there is an exemption for those first used before a certain date, the requirement can be avoided if it can be shown that the vehicle was manufactured six months before that date. Because these concessions only apply to motor vehicles they do not apply to trailers but since all current trailer requirements depend upon the date of manufacture nothing is lost.

**Front position lamp.** What we call a sidelight. All vehicles on the road between sunset and sunrise must have illuminated lights "which indicate the presence and width of the vehicle from the front". Unless it is daylight and you come within the daylight exemption (see below) these lights must be in working order at all times. Where lights are required they must conform to Schedule 2, colour white for all, and some latitude in position for vehicles requiring two lights which were first used before 1st April 1986 allowing not more than 510mm from the side of the vehicle and not more than 2,300mm from the ground. There is provision for a wattage requirement but no implementation so you can still have oil lamps as sidelights on any motor bicycle first used before 1st April 1986, any other motor vehicle first used before 1st January 1972 and any trailer manufactured before 1st October 1985. After those dates front position lamps need approved marks. The provision that a motor bicycle fitted with a headlight need not carry a front position lamp is preserved.

**Headlamps** "Main beam headlamps" being lamps which "illuminate the road over a long distance in front of the vehicle" are required (Reg. 18 and Schedule 1, table 1) for all vehicles having a maximum speed of over 25 mph unless they were first used before 1st April 1931 or, being agricultural vehicles or works trucks, 1st April, 1986.

If your vehicle is obliged to have headlights they must be lit between 1/2 hour after sunset and 1/2 hour before sunrise (not so long as sidelights) and conform with Parts I of Schedule 4 (for dip) and Schedule 5 (for main beam). These Schedules cover number, position, colour and wattage. Nothing unexpected and nothing to catch original equipment. A vehicle first used before 1st January, 1952 has no maximum height requirement and one used before 1st January, 1956 no minimum.

For headlights fitted to a vehicle which does not need to have them there are the limited requirements set out in Parts 2 to Schedules 4 and 5 which require compliance. No limit on number but the light must be white or yellow, adjustable when stationary and, if electrical, constructed so that main beam lights either dip or else extinguish and turn on a dip beam. An electrical headlight directed so as to be a "main beam headlight" which extinguishes without converting to dip is illegal even on a vehicle which need not have headlights at all. There are no intensity requirements so your headlight can be other than electric provided it can be dipped or is, at its brightest, within the dip definition as "a lamp which illuminates the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers or other road users".

Although Reg. 12 prohibits most moving lights other than those operated by a movement of the steering, there is also an exception for headlamps which can be dipped only by the movement of the headlamp or its reflector.

**Rear position lamps.** These are required to indicate the presence and width of a vehicle when viewed from behind. They need to be illuminated with the sidelights. There are no exceptions to their being fitted and maintained except the general daylight exemption (see below). Schedule 10 sets out particular requirements but all motor vehicles except solo motor bicycles and, for some extraordinary reason, a bus, first used before 1st April, 1955, need two rear red lights. So does your trailer. Paragraph 2 of the Schedule sets out rather complicated positional requirements. These are relaxed so that motor vehicles first used before 1st April, 1986 and trailers manufactured before 1st October, 1985 may have rear lights up to 800mm from the sides, up to 1,100mm from the ground and be exempted from the minimum separation and height requirements. The one lamp bus can have its red light on the centre line or off side and any bus first used before 1st April, 1986 can have its rear lights as high as it likes. Motor vehicles enjoying relaxed positional requirements and all motor-cycle combinations are exempted from the need to have matched pairs of rear lights.

**Direction indicators.** Exemptions to these being obligatory include:

- (i) motorcycles and combinations unable to exceed 25 mph or which were first used before 1st April, 1986,
- (ii) other motor vehicles unable to exceed 15 mph or were first used before 1st January, 1936,
- (iii) a trailer manufactured before 1st September, 1965,
- (iv) certain agricultural and works trucks first used before 1st April, 1986.

Schedule 7 gives detailed information on the number and position of direction indicators required or permitted for vehicles first used before various dates. For any vehicle first used before 1st January, 1936 it permits "Any arrangement of indicators so as to make the intention of the driver clear to other road users". An indicator fitted to any motor vehicle first used before 1st September, 1965 and any trailer drawn by it may, contrary to the general rule of all round amber, if it shows only to the front, be either white or amber, if it shows only to the rear, be red or amber, and if it shows both to the front and the rear only be amber.

The driver must be able to be aware from his seat when his indicators are in operation; something more please than the reflection on the side of your P. 100s as this requirement specifically mentions the rear indicators.

There is a specific exemption from the requirements of Reg. 12 (which prohibits swivelling lights) in favour of direction indicators fitted to motor vehicles first used before 1st April, 1986. Semaphore indicators are also exempted from the period of flash requirements which apply to all other indicators. Where optional indicators are fitted they must be in proper working order at all times.

**Reflectors.** Rear red reflex reflectors are compulsory for all vehicles; one for solo bikes and two for the rest. Schedule 18 deals with position and other details. Again older vehicles are given larger tolerances. Where two reflectors are required, motor vehicles first used before 1st April, 1986 may have them up to 1,525mm from the ground and up to 610mm from the sides. Requirements for minimum separation and height are waived entirely. For trailers these exemptions apply to those manufactured before 1st October, 1985. One has ceased to be surprised that the bus first used before 1st October, 1984 escapes all lateral position requirements.

**Fog lamps.** All fog lamps are optional and all have the same positional and alignment requirements (Schedule 6) if used, regardless of the age of the vehicle. They need no longer be kept in working order just because they are fitted.

**Ancillary rear lights.** All rear registration plates need to be illuminated by a white light and, subject to the daylight exemption (see below) it has to be in good order at all times. Stop lights are optional for motor vehicles having a maximum speed below 25 mph and those first used before 1st January, 1936 or, being agricultural, 1st April, 1986. Solo motor bicycles need only one but more modern three and four wheelers need a matched pair. Other requirements appear in Schedule 12.

Even if you cannot manage 25 mph warning beacons are not required if the motor vehicle was first used before 1st January, 1947.

**Trailers.** Trailer requirements are to be found specifically under the description "trailer" and also "vehicle" (in distinction to "motor vehicle"). Most trailer rules depend upon the year of manufacture of the trailer but it is the first use of the motor vehicle doing the towing which governs the need for direction indicators, stop lights and rear fog lights.

**Daylight Exemption.** This is important. Regulation 4 removes all lighting and reflecting requirements during daylight from incomplete vehicles proceeding to a works for completion and all vehicles which are running without any lamp at all, front or back. While this latter exemption's main purpose may be to deal with barrows and carts there are two further provisions which make it useful for ancient motors. A lamp painted over or masked is not to be treated as a lamp when it is "not capable of being immediately used or readily put to use". Furthermore an electric lamp is not to be treated as a lamp when it is not provided with "any system of wiring by means of which that lamp is, or can readily be, connected with a source of electricity". Thus I suggest that no wires equals no lamp but the temporary absence of a battery would give no exemption. This must be read with Reg. 23 which requires that obligatory lamps be in good working order, so, it is an issue of fact whether you may have no lamp because it is no more than a showpiece or a defective lamp because the wiring is decayed.

**Conclusion.** The various requirements and exemptions mesh in well together. A veteran with oil and acetylene lights in place has more rules to follow than one from which the lamps have been removed or whose electrics are dummies but, since oil lights, side and rear, are quite sufficient compliance for this age of vehicle no practical problems should arise. Technical compliance with the regulations should not be the whole story. Older vehicles which are well used, particularly if motorways are traversed, should you may think, be fitted with many of the optional lamps, particularly direction indicators. Thought should be given to placing rear lights as far apart as aesthetically possible because having them closer together can give a false impression of distance to following drivers.

These notes do not tell everything; they are intended to be a guide and as accurate as possible, but at best they are a condensed version of the whole. If in doubt, please go back to the Regulations themselves to check your legality. Above all, do not be too clever. Should the cops stop you in your vintage car because only one headlight is working, it is one thing to point out that they are only optional but quite another to blast off into the darkness on your sidelights. That might be dangerous driving. A bit of common sense wins far more friends than any small print.

Arthur Jeddere-Fisher

## TYRE TREAD DEPTHS

The consultation document referred to above shows how the UK government have interpreted the derogation from the EC tyre regulations obtained following action by the Federation through the FIVA Lobbyist. It is proposed that the new tyre regulations will only apply to vehicles first used after 3 January 1933, while existing requirements will continue to apply to older vehicles in use in UK. UK registered pre-1933 vehicles in use outside UK will have to comply with the new standards.

The new requirements, which will come into force later in the year, will be for a minimum of 1.6mm of tread throughout a continuous band situated in the central three-quarters of the breadth of tread and round the entire outer circumference of the tyre.

## DVLC

### "Lost" Registrations

We apologise to the Pre-War Austin 7 Club for omitting them from the list of organisations involved in the effort to bring about the change in policy over the re-issue of "lost" numbers.

THE NEW FACE OF '67

A lot of interest has been expressed lately about old cars in films and television, here is how I became involved in a small way in filming.

In June, 1967 (twenty three years ago! how time flies!) I attended a rally held by the now defunct 30/40 Motor Club at Pinewood. A lady with glasses and a clipboard approached me and asked if I'd like to be in a major new film production. 'The New Face of '67' flashed through my excited brain, fame and fortune loomed, my star was rising, etc., etc. Then I came back down to Earth when I heard her asking if the Tudor was in original specification for a 'thirties street scene. Of course, I assured her that everything was in order and that I would be able to turn up for filming on the set of 'The Prime of Miss Jean Brodie' six weeks later. The wax polish was out as soon as I got home!

At that time, my 1937 long rad Tudor was my sole means of transport, it carried me from my home in Palmers Green, North London, to Kensington High Street and back every day, and rallies at the weekend. Two weeks before the date of filming, disaster struck. I was returning from deepest South London one Sunday afternoon, followed by my brother-in-law, who was driving a smart black 1953 Prefect E493A. Just as we approached Borough High Street, a Mark 4 Zephyr (we used to call them 'Tanks', ugly things) pulled out of a side street on my right and slammed into the side of my poor car. My driver's door window was wound down at the time and the plate glass came through the door panel and cut me on my side, then I was flung over and banged my head on the passenger door and saw the proverbial stars! The Y tilted way over to the near side, then bounced back upright, the Zephyr then hit me again, its engine was roaring and its automatic box was stuck in drive, there was a repeat performance of the previously mentioned acrobatics, then silence. All this action only took three or four seconds, but it seemed in slow motion at the time. I got out of the passenger door fearing what state the poor car would be in. I didn't have to look close to see the damage, the front wing was up in the air and flattened, the door was dented, with a two foot gash in it; and the running board was hanging onto the road. The Police arrived and charged the other driver with driving without due care and attention (he was later found guilty and fined). Then the ambulance arrived and I was carted off to Guys Hospital where they patched me up, afterwards I hurried back to the accident scene where my brother-in-law was waiting and we continued our journey back to North London. Ah, the joys of Motoring.

There followed over the next two weeks furious activity, I took photos of damage and started repairs before the insurance man came to inspect. A chum of mine had a brand new running board which he let me have, then a quick visit to Polish Jimmy's breaker's yard in Holloway where a front wing and driver's door with window glass were purchased for £12! Those were the days. Said parts were put on along with a new off side stub axle, then a quick spray job and the Y type was ready for filming the next day.

The outside film set was a replica of an Edinburgh High Street, complete with an antique shop, with real antiques, a grocer's with real fruit and vegetables. All the brickwork was painted wood, as was the pavements and cobbled street. Amongst the many old vehicles on set were Model A Ford cars and a Model A lorry, Morris 8, Austin 10 and 16, plus hand carts and bicycles, and another long rad Tudor Y which was a non-runner and was parked up outside a shop. Its driver spent the whole day asleep, and only woke up as if by magic at tea breaks. A bright yellow Austin Seven Van turned up but its colour was not to the liking of the camera man, so the owner was paid his day's money and didn't have to do anything. I was led off to Wardrobe and fitted up with a black suit and a bowler hat! What was required of me was that I should pull up outside a baker's shop where Maggie Smith and the late Gordon Jackson were talking, and walk across the pavement behind them and enter the baker's, count to twenty, walk back carrying a bag of bread or cakes to the car and drive off into the

distance. Inside the shop was a counter piled high with fresh bread and gateaux! The director wasn't satisfied until six takes later, by that time the back of the Y was full with nice fresh crusty loaves and chocolate gateaux which were well received that night in Palmers Green.

I thought no more about it all until one day in September, 1978, a call came from a photographer in Covent Garden who needed a small Ford of the thirties for a promotion on behalf of Godfrey Davies Main Ford Dealers. It was to be advertised in the London 'Evening News'. The photo session was to be in Godfrey Davis' car park at Hanger Lane, two blond models appeared and posed in front of a yellow Escort and my blue Y. Whilst all this was going on, a large friendly man came up and introduced himself to me as Graham Miles who was also a Y and C Enthusiast, we had seen each other around at various rallies over the years. Graham discussed with me the idea he had had for some time of starting up a register/club for Y and C Fords, we both agreed that one was long overdue. Soon after our talk, the first meeting of a handful of enthusiasts was arranged by Graham, and took place in his front room in Abbots Langley, and the Ford Y & C Register was founded. That front room has since been declared a Grade One Historic Monument.

Over the next few years, four films followed, these were 'Grosvenor Street' which was a wartime drama set in London, '84 Charing Cross Road' with Anthony Hopkins who had to wash my car in one scene! Then came 'Shanghai Surprise' with Madonna and Shaun Penn, I had cleaned and polished the Y type which I had just resprayed back to its original black and the first thing they did was to cover it all in dust as it was too shiny for the scene of a crowded Chinese market! One incident which was rather funny was that every time Madonna opened her mouth to say her line, a cageful of geese started squawking, and it looked like she was doing the squawking. The last film I was involved in was 'Heat and Dust' where we had to be on the location site in Mayfair at 7 a.m., there was a lot of hanging around until the Director decided he wanted to shoot at dusk, so a boring day was spent loafing around doing nothing.

The most recent productions I have been a small part of were the Thames TV series of 'Poirot' the Belgian detective, in a couple of episodes I was parked up, also driving by in street scenes. In 'Poirot and the Lost Mine' fellow register member Dave Minnett's car and mine were used as Police cars and a couple of episodes later Peter Ketchell's Y was in a police chase. This may sound out of keeping with our cars, but don't forget Ys were used in many area such as Ireland as police patrol vehicles.

If any of you are interested in taking part in films or TV productions, write to the studios enclosing a photo of your car and the year of manufacture.

The pitfalls are, you must stay with, or keep in sight of your vehicle because to the film crew it is just a prop, also you might get a call one night to be on set next morning. As regards payment, it is by cheque, which you sometimes have to wait up to two months for. So said, it was a good experience to see how films are put together and to have been a small part of it all.

Jim Miles

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#### FOR SALE

An original 4 door 1936 C is for sale in Devon (tel. 0803 550382), described as being in excellent condition. The widow of the owner is seeking the best offer.

Bob Wilkinson

**SUBSCRIPTION RENEWAL, 1.6.90 TO 31.5.91**

The Club year runs from 1st June and your annual subscription is due for renewal. The rates were not increased at the A.G.M. and remain at:

- £ 12.00 U.K. and Eire
- £ 8.00 Retired/Unwaged, U.K. and Eire
- £ 16.00 Overseas (Sterling only)

Please make cheques payable to 'Ford Y & C Model Register'

Use the renewal slip or copy if you do not wish to spoil your Newsletter. Members not renewing by 1st September, 1990, will have lapsed their membership. Please renew NOW.

Bob Wilkinson

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RENEWAL SLIP

NAME ..... MEMB. NO. ....

ADDRESS .....

.....  
.....  
.....

CAR DETAILS IF NOT ALREADY NOTIFIED: Y ..... OR C .....

CHASSIS ..... BODY NO. ....

COLOUR .....

CAR IN 'ON ROAD' CONDITION: YES / NO

IF NOT, DATE WHEN CAR LIKELY TO BE IN 'ON ROAD' CONDITION .....

I ENCLOSE CHEQUE FOR £..... PAYABLE TO 'FORD Y & C MODEL REGISTER'

Please return to: Bob Wilkinson, Castle Farm, Main Street, Pollington, Nr. Goole, Humberside, DN14 6DJ.

N.B. Membership cards will be sent out with a future club magazine.

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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.
- Kevin Brigginsaw. Ford Pop front axle. Address on page 2. (1)
- 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. 0803 211634 (just moved house).
- 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)
- 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)
- 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 ancillary radiator, etc., approx. 1930's 6 volt. Must go due to lack of space. Tel. 0388 720629 (Chilton, Co. Durham) (1.2)
- 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). (1.2)
- F. McBride, M1834. Full set brake linings for 8, BGG/65/1 Ferrado; Pistons +20 and +60 for 8; Distributor cover, 8; Front hub bearings (outer) for 8; SKF 3 KO 7098 cone; SKF Cup Ford 8 & 10, 32'52; dynamo bearing '32-'46 for 8; oil seal rear for 8; front and rear bevel pinion 8 & 10 including Popular. Tel. 031 669 1611. (1.2.3)
- Stuart Wragg, W1504. Two L.R. Model Ys, 1934 and 1936, for restoration/spares. Will split. Both Swansea registered. Offers. Tel. 0742 395901 (Sheffield).
- A. C. Moran, M0737. Car for sale: Price £2,000. Model Y, 1936, reg. no. CUL 844, 2 door saloon, taxed, MOT. Completely stripped to chassis and rebuilt. Red oxidized, resprayed. Tel. 0386 860525 (Evesham).
- M. J. Chivers, C1731. Engine for C, offers; pair of rear wings for 1934 Y, 1 good, 1 needs repair. Tel. 0287 37708. (1.2.3)
- Car for Sale: Offers. 4 door 1936 C, in excellent condition. Tel. 0803 550382. (Devon)

## MEMBERS PARTS WANTED

- Kevin Brigginsaw. For S.R. 1933, flexible petrol pipe to fuel pump, starting handle, S.R. bumper bar bolts. Address on page 2. (1)
- 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)
- Geoff Harrison, H1411. Windscreen for L.R. Y. Tel. 0744 37021 (St. Helens). (1)
- Paul Dickinson, D0210. For 1935 Y, oil can bracket for bulkhead. Tel. 0272 830533 evenings (Bristol). (1)
- Bob Donovan, D0520. Spare wheel cover for CX Tudor, and headlamp bulb holders. Tel. 0622 717594 (Ditton, Kent). (1)
- Derek Havers, H0302. For 1936 Model Y, front seat and front bumper. Tel. 0734 816538 (Nr. Basingstoke). (1.2)
- Rodger Middleton, M1638. Y wanted to restore, runner preferred. Tel. 0405 861870. (1.2.3)
- Andy Aldridge, A0305. Good price paid for: starting handle, gear lever knob, indicator switch, headlamp magn. flex bars or complete headlamps, all for 1935 Model C. Tel. 0703 283652. (1.2.3)
- M. J. Chivers, C1731. For 1934 L.R. Model Y: passenger side door handle, will swap for a driver's side; bumper bolts; distributor; shock absorbers; rear off side linkage. Tel. 0287 637708 (Guisborough). (1.2.3)
- Geoffrey Dee, D0702. For 1932 S.R. Model Y: windscreen with hinges and adjusting slides; driver's seat, adjusting slides. Tel. 0926 334780 (Leamington Spa). (1.2.3)
- David Gatenby, G1719. For 1935 Model C, windscreen and surround. Tel. 0325 486781 (Darlington) (1.2.3)



SPARES REPORT

This report actually covers two newsletters, as the last report was two weeks in the post and arrived at John's house after the deadline for the newsletter. So several items have changed since Issue 62, although Sam was able to write in a couple by hand in Issue 63.

One of these items was the re-introduction of wheel nuts, now being sold in complete sets of twenty at £31.00.

The other four items we have are new to our range and reflect my policy of introducing items wherever possible that are, generally speaking, unobtainable from any source, be that autojumbles or obsolete parts stockists.

These consist of the original rear lamp mounting as fitted to the 1932 model. The advantage with this bracket is that the lamps can be mounted on the rear wings with a square plate above the lamps which does away with the need for a third rear lamp to illuminate the number plate; add to this a uniform neatness to the rear of the vehicles. Remember the law demands a minimum of two rear lamps and provision to illuminate the rear number plate. The brackets are offered, finished in black with the three special fixing bolts, at £25.00 each. If you are interested in these brackets and would like a price for the number plate mounting bracket and rear lamps, please use the order form in the normal way. Please quote exact year of your car.

Not forgetting the front of the vehicles, we have produced the Short Rad side light lens and cover. These items are not in steel and glass; the cost of tooling these items in their original materials is quite beyond our pocket. Instead, comparatively cheap tooling has been produced which has allowed us to vacuum-form these parts from plastic sheeting. The use of the vacuum-forming equipment was for a limited period only, so we have manufactured 60 covers and 70/80 lenses. The price here reflects the cost of tooling and not the material cost, which is only pence per item. Covers at £3.00 and lenses £2.60. Internal bases are not forgotten and will be available in the near future. Thus, with the rubber base mat we already offer, a complete side light for all S.R. early intermediate models and vans will shortly be available.

Last, but not least, we are able to offer, thanks to the skill of one of our members - Dave Tebb - a body part which was original equipment to all the early cars, and was fitted, we now believe, up until the introduction of the 100 saloon. This item is a steel piece of trim which mounts on top of the running board and is adjacent to the chassis below the door line. It is an intricate shape and up until now I have not been able to find anybody with the necessary degree of skill to produce it. This item, which we are calling the running board trim, is also offered with all fixings and finished in black at £25.00 each.

As I mentioned at the A.G.M., the supply of new obsolete stock parts has almost disappeared, with the result that many items will have to be re-conditioned. So, may I once again speak for all old and worn out parts to be kept and handed to me whenever possible. I am particularly interested in front and rear brake drums/hub and rear axle casings - if any members could help, I would like to hear from them.

Graham Miles

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DEADLINE for next issue is Tuesday, 26th June, 1990.

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PLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Kevin Brigginsshaw. The order will be handled as soon as possible. Payment is then to be made to Deborah Brigginsshaw (address is on page 2) as she is the Treasurer for the Ford Y & C Spares Section. Cheques must be made payable to Ford Y & C Spares Section and must be in Sterling.  
Postage will be added to the invoices as at its value and a modest charge will be made for packaging where materials are needed.

PLEASE NOTE The Register does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.  
Ford Y & C Model Register reserves the right to charge prices different from those quoted without prior notice.  
Prices quoted are not negotiable.  
U.K. only supplied.  
Many, many various old, new and used items. Also have a large stock of used parts. Please use order form to detail requirements.  
EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE NEW OR RECONDITIONED PARTS ARE SENT OUT

MECHANICAL

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  
Bushes for shackles, front or rear 1.20 each  
Wheel nuts - set of 20 31.00 per set  
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 1.50 each  
Rear hub seals (large - outer) Y1175 3.00  
Engine valves - send pattern, exhaust or int. per set 22.50  
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting per set from 20.00  
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  
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  
Y exhaust, stainless  
Floor board screws  
Engine top water outlet (head to hose)  
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"  
Please note the Club does not stock moulded hoses.  
Oil can transfers, black only  
Oil cans  
Y speedo cables - inner and outer complete (C to order)  
Y front side light lenses  
Y front side light covers  
6 volt coils - not Ford  
Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION  
Rear brake rod support bracket for L.R. Y, with double holes  
Front road springs  
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)  
Y2096 Front brake lever return spring - Right Hand  
Y2097 Front brake lever return spring - Left Hand  
Y2220 Rear brake cam shaft lever spring - Right Hand  
Y2221 Rear brake cam shaft lever spring - Left Hand  
Fan belts - please specify whether 3in. or 4in. dynamo pulley

CLUB PRICE

2.40 per set  
4.00 each  
2.00 each  
1.20 each  
31.00 per set  
16.40 each  
10.00 each  
10.00 each  
1.50 each  
3.00  
per set 22.50  
from 20.00  
2.00 each  
0.50 each  
2.00 each  
2.50 each  
2.00 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 (set of 4) 18.00 per axle

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  
Rear valance below grille (external part only) (fibreglass) 28.00  
Patch repair kits for 2 door Ys front doors - n/s only per pair  
\* outer panel (2 door) n/s

inner panel 7.10 each  
inner front curved section of door frame 11.35 each  
angle bracket to rear of skin to pillar 8.10 each  
Y rear wheel arches (steel) supplier let me down - parts re-ordering 0.60 each  
S.R. front valance below grille (external part only) (fibreglass) 18.00 each

\*if you require door kit parts other than 2 door n/s/f Y, contact Kevin  
Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets 75.00 each  
Running board trim - adjacent to chassis - finished black 25.00 each  
Y Hub caps 10.00 each

Available set of Y model used floorboards for use as pattern by members (if any member has C floorboards which I could keep for the same purpose, I would be obliged if they could let me know)

Rubber Parts

Engine front mountings (send your old one first, allow 4 weeks) 4.00 each  
Front radius ball 3.00 each  
Brake and clutch pedals - exchange (send your old one first) 4.00 each  
L.R. rear brake rod support ends rubber non-exchange 5.00 each  
Gear box mounts 3.50 each  
Rubber style matting for running board - pyramid design 12.50 each  
Door stop buffers 4.00  
C front axle beam stop rubber (metal not included) 1.30 each  
Y under bonnet kit 5.00 each  
Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R. - depends on linkage design 8.50 each  
S.R. side lights - base mats 0.70 each

Body Fittings

Late L.R. 4 door Y hinge centre bolts 2.75 each  
Brass balls door hinge 0.75 each  
Dove tail door wedge - male (door mounted) 0.60 each  
Enamel rad. badge - dark blue 1.50 each  
S.R. radiator badge mount Y8215B 10.00 each  
Y fixed timber roof stick kits in hardwood 20.00 each  
Rear luggage carriers Y model only - kits (unpainted) only, to order 43.00 each  
Copper bifoliated rivets 42.00 each  
Headlamp lenses (flat type) round centres (used) for early L.R. cars 0.02 each  
Rear lamp mounting bracket - finished black with fixing bolts 5.00 each

Service Control poster - reprinted 25.00 each

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

per side 4.00

per set 22.50

from 20.00

per set 22.50

per set from 20.00

per set from 20.00

per set from 20.00

per set from 20.00

per set from 20.00

per set from 20.00

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

### WIRING LOOMS, STARTER & DYNAMO BRUSHES

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

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

### SHOCK ABSORBER RECON, RADIATOR REPAIRS

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

### TRIM, FITTINGS, RUBBER AND ACCESSORIES

Woolies (I&C Woolstenholmes Ltd.), off Blenheim 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

### TYRES, TUBES AND RIM TAPES

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

— Callers to above address by appointment only

### 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, 217a Dock Road, Tilbury, Essex RM18 7BJ  
Tel: 0375 850146 or 03752 2239

Norton Insurance Brokers, 115 Hagley Road, Birmingham B16 8LB  
Tel: 021 455 6644

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.

