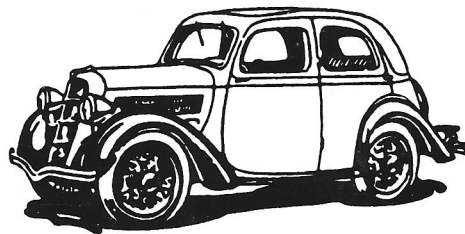
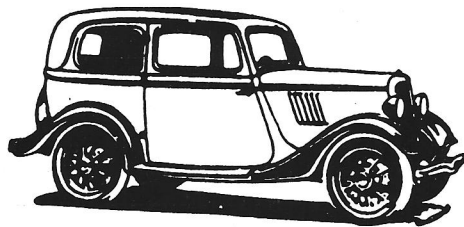


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 65 June/July 1990

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EDITORIAL

I sit writing this editorial, my inner being still replete from Dave Tebb's splendid barbecue at the Yorkshire Gathering last Sunday. This was by way of compensation for a missed Stanford due to a very unreplete inner being which was a bit dodgy at the wrong moment.

Having mentioned two events gives me a lead into this issue, which is really more than most about you, the Members, the Club. It is about events enjoyed, events to come and about your letters. We are catching up a bit on letters as I know some of you were worried what had happened to yours. It is quite surprising, if you just miss one deadline, how long it takes before the subsequent following issue comes round. Don't worry, we still try to publish all we receive.

John Guy

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MEMBERSHIP REPORT

Since our last publication, we have welcomed the following new members:

B1510	Brian Baxter, 19 Woodside, Boston, Lincs., PE21 7HE.
O-C101	Dan Costa, 44967, Cougar Circle, Fremont, California 94539, U.S.A.
C1801	John Cassidy, 56 Wester Road, Mount Vernon, Glasgow, G32 9JJ.
E1407	Ray Ellis, Ty Mawr, Mold Road, Denbigh, N. Wales, LL16 4BH.
G1004	Alan Gates, 46 Writtle Road, Chelmsford, Essex.
G1916	Patrick Goulding, Beechville, Ballysax Road, Kilcullen, Co. Kildare, Eire.
H0707	Nigel Hodson, 19 St. James Close, Littleworth, Worcs., WR5 2QF.
J1509	Frank Johnson, 9 Welbeck Road, Radcliffe on Trent, Nottingham, NG12 1DH.
J1110	Ray Jones, 280 Lichfield Road, Willenhall, West Midlands, WV12 5BT.
JO611	Mike Jones, 10 Park Road, Barry, S. Glamorgan, CF 8NU.
M1001	Brian Money, 21 Fairlight Avenue, North Chingford, London, E4 6PA.
M1305	Steve Minns, Stone Cottage, Pinmill Lane, Pinmill, Suffolk, IP9 1JE.
M1921	John Mawhinney, 3 Downview Park, Greenisland, Carrickfergus, Co. Antrim, Eire.
M1408	Jim Muir, 28 Oaklands Drive, Rawtenstall, Lancs., BB4 6SA.

As usual, I ask existing members to make contact with new colleagues in their area.

NEW MEMBERS

We have a fine collection of 'new' cars in this edition and one or two familiar cars in new hands.

Dan Costa has rejoined as an enthusiast hoping one day to take one of our cars back to California.

Patrick Goulding has rejoined with his 1936 Y which is in regular use in Co. Kildare.

Alan Gates owned a Y a few years ago and has rejoined hoping to find a suitable Y with which to re-live some memories.

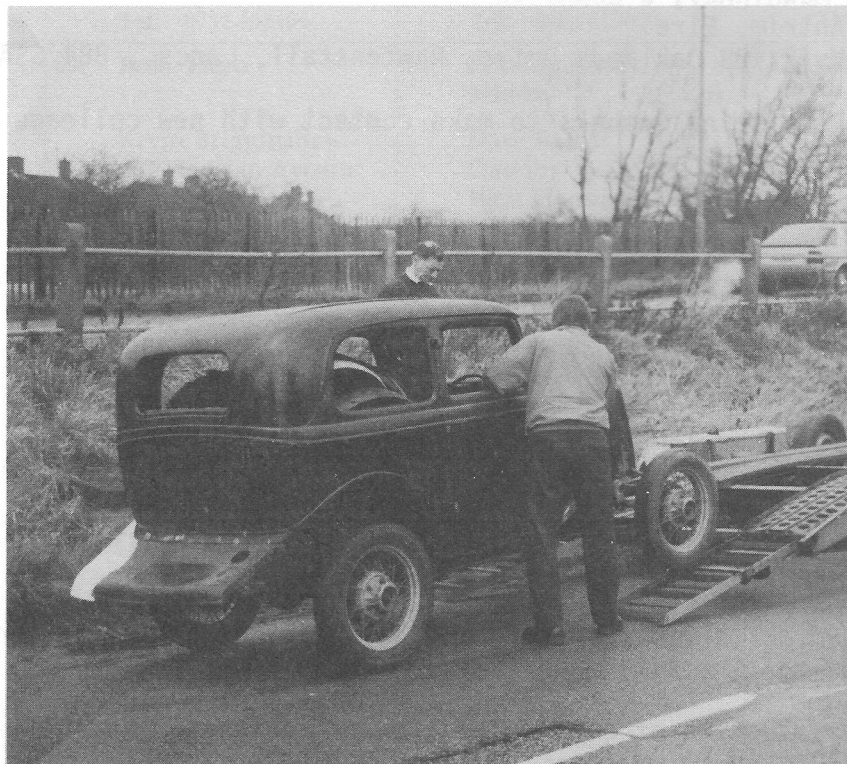
We have a good selection of cars undergoing restoration. Ray Ellis has a 1934 Y reg. no. LV 9258, and he writes:

I bought the car for my late father, Capt. F. G. Ellis, when it was 6 or 9 months old. When he died in 1944, ownership was transferred to my mother, Ethel Maria Ellis, then subsequently on to me. The car has been standing for some time. The engine runs but it is missing some brake shoes and springs. I hope to be able to get the car on the road later this year.

Peter Ketchell has been called in to give some guidance so no doubt Ray will soon be on the road.



Brian Money has bought DKX 335, the 1937 Y from member Ian Williams. Ian had done work on the chassis and running gear, leaving the bodywork and trim for Brian to complete over the next year or so. The car had spent some years in the Leighton Buzzard area and Brian is keen to know if anyone remembers the car.



Mike Jones has owned his 1936 Y for 20 years. He is the second owner and the car has a genuine 86,000 miles on the clock. With some bodywork repair and repaint, king pins, etc., Mike hopes to be on the road fairly soon. His car is nicknamed Jimpy III. Mike writes:

Jimpy I was my first Y, BAX 561, when I was 19 years old. The car had a hell of a hard life. I used it on my farm for carrying calves to market, milk to the creamery and as a general runabout. An 1172 cc engine was fitted to help with the Bridgend Hill climb! After 13 years, Jimpy was written off when a drunken driver rammed the nearside. It had done over 250,000 miles.

Jimpy II, DW 9328, was its replacement and benefitted from all the good parts from Jimpy I. After some welding, etc., the car ran for 5 years and then just fell apart. The good parts were saved and the rest went for scrap.

So now I have Jimpy III and with a bit of luck and hard work, I will be back on the road with 40 years experience and fun behind me. I look forward to more enjoyment of my favourite car.

Good luck, Mike.

Brian Baxter is restoring a 1933 short rad Y, and he writes:

I believe the car was green originally, judging from inside the rear panel behind the seats and in other places, e.g. floor sections. The car was unusually registered on 31st December, 1933. (Actually short rad production ceased 2 months earlier, so the car must have been in a dealer's showroom some time, which is equally unusual at that time, since Ys sold well - Bob W.) I bought the car in September, 1985, and haven't done much except renew piston rings, etc., to get the engine running.

We look forward to seeing 'progress photos', Brian.

John Mawhinney's 1936 Y has apparently spent most of its life in New Zealand. (Let us have the history, John - Bob W.) It has passed the MOT test and will now require registration in N. Ireland.



Jim Muir is the owner of CLM 616, a 1936 4 door Y which he bought from Steve Bancroft and is completing the restoration work.

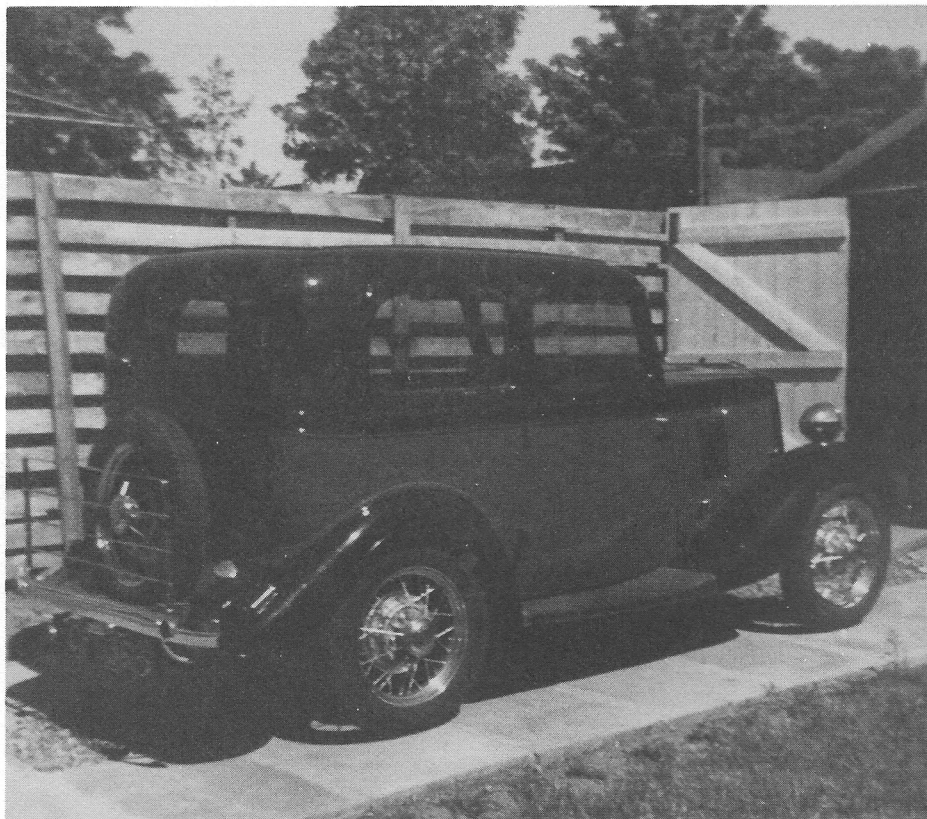
Ray Jones was a Ford dealer 20 years ago, and should have no problems with his 1934 Y. The body is currently in primer and the trim and glass need refitting.

Steve Minns is also no stranger to old Fords, since he owns a 1953 E494A Anglia on which he has recently completed a full restoration. His 1935 Y, bought from Gary Coote, needs a complete restoration and will eventually sport a sunroof.

Nigel Hodson bought his 1936 Y from his father who was a Ford dealer. The car was displayed in the showroom for some years. It had been repainted and retrimmed but has suffered some minor bumps and scrapes in storage. After sorting the wiring, the car will be now be on the road.

Frank Johnson owns an interesting Y tourer that we have been following for a few years. It appeared in 'British Cars of the 1930s' mistakenly as a 1934 Kerry tourer. It has bodywork by Arrow Coachworks and utilises normal saloon wings and running boards. The car is in regular use with its proud owner. Send in a photo, Frank, please, for a future edition.

John Cassidy owns a very smart 1937 Y, which sadly failed its MOT on king pins and drag link wear. By now, John will have sorted this out and be taking the high road again.



Welcome to all of you - but where are the Cs?

Bob Wilkinson

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MEMBERSHIP CHAT

This month, the latter part of John Seymour's letter is printed (see Issue 63):

As previously stated, Father was a School Teacher (Woodwork) at Raley Secondary Modern School, Barnsley, and together with his colleagues, John Kruse (Metalwork) and Bill Peaker (Science), these are a few of the jobs which they did:

1. Completely overhaul supposedly reconditioned engine, taking the entire six week summer holiday!
2. Replace floor boards with 5 ply marine plywood.
3. Patch as necessary and repaint all wings.
4. Replace front bumper (after photographs) with approx. 2" mild steel bar painted silver.
5. Grandma made complete set of seat covers out of brown corduroy on sewing machine.

The car was finally sold to a man who lived next door to the old Police Station at Birdwell, near Barnsley, for fifty pounds in 1956.

I will always remember this car with great affection as it is the one which developed my interest in cars and the one from which I learnt so much, even at that tender age! Whenever I have a valve to grind in, I always think of Father showing me how, on the 'Old Ford' and letting me have a go!

Until this afternoon, I never thought that I would ever see another one as they are so rare, and then I saw two!

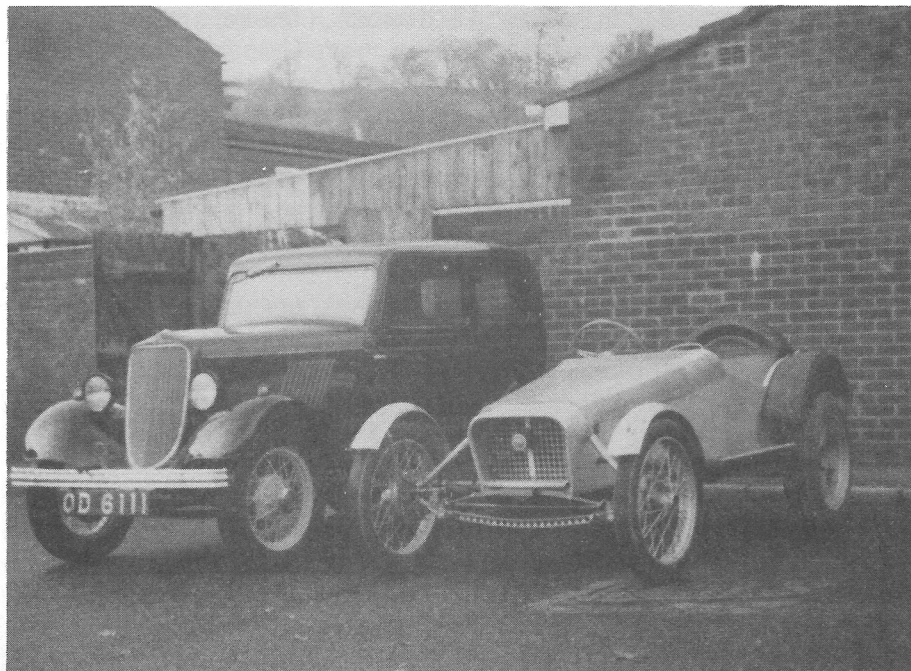
John had seen Bob Wilkinson's C, VY 8085 at York last year - his father's was VY 6495, and grey too.

John Turner, from Newtown, sent in some photographs of his cars:

Another season of shows is over and as last year we have not had the pleasure of meeting other Ys in Mid Wales and Shropshire-Wales border events (he is referring to 1989 events - Ed.). Yet we are always amazed by the number of people who approach us at these events and at any place we may park, with their stories concerning past ownership of Ys by themselves or members of their families. So where have all these cars vanished to? Perhaps the photographs showing our Y matched with our two other cars, a



Rochdale Riviera and Cannon trials car (which of course are both Y based) could be part of the answer. I cannot help thinking, when I compare the three cars, maybe many a young man's fancy in years gone by played havoc with the Ys numbers. Has any member some indication of the number of Ys which met their fate in this way.



John Turner's Y and Cannon trials car

Jack Pallister, of Woking, sent an update of his Model Y, BPC 649, at the end of last year:

Although very sound, the car does need a lot of work done. I am very grateful to Bert Thomas for helping me to replace the pinion in the rear axle housing, and for fitting new bearings and seals in the rear axle and torque tube. I was unable to start the engine, which I suppose is not unusual for a car that has just stood for 20 years. It still has its 1969 tax disc displayed on the windscreen - £9 3s for 4 months. Having taken the head off the engine and drained the oil (complete with lumps of metal) I can now see what the large bang was some 6 months before I laid it up, and why it burnt oil to the extent that would give the Green Movement palpitations. No. 3 piston had partly disintegrated.



One thing I was really amazed at was the Litanode 6 volt battery. When the car was laid up, the battery was left in its compartment, disconnected, of course. It was at the time fairly new. Some weeks ago, I put some tap water in it, thinking it was probably finished and put it on charge just to see! Well, it charged right up, and is still holding a full charge.

We had a letter from Harry Edwards, the Editor and Historian of the Morris Register.

I wonder if the 'J. McEvoy' mentioned in Sam Roberts' article about the 'J. W. Special' (issue 60) is/was related to Col. M. A. McEvoy, or was it a misprint of the initials? Certainly M. A. McEvoy had connections with the Jensen Brothers (Mistral Tourer, etc.) and with competition driving. McEvoy had Jensen bodied Morris cars 'hotted' up and sold as 'McEvoy Specials'.

Luis Davila, of Barcelona, has been unable to find Briggs Body Numbers on his Ford Model C, or his son's Model Y, and thinks that:

The origin of this circumstance could be the fact that in the early thirties, the society 'Ford Motor Ibérica' established, in Barcelona, a factory for assembling cars and both cars were assembled here as all other Fords (Ford was 'number one' of the Spanish market of vehicles before the civil war).

Referring to the history of the car, I only know that it was sold in the first months of 1936 to someone called Miguel de los Santos Roger, living in Castellón (a town on the mediterranean coast, 40 miles from Valencia). In March, 1939, it was bought by a society working in production and supply of electricity in the province of Huesca (between Zaragoza and Lérida) where the main dam and electricity plant was located, although the main market was the province of Lérida.

This society was absorbed in 1964 by a big one called 'Fuerzas Hidroeléctricas del Segre' when I was Assistant Manager of this one. My first contact was in July, 1939, going to a town 60 miles from Barcelona.

I bought the car in 1970, storing it with other old cars until May, 1989, when I decided to restore it; it was easy to start the engine, after changing the oil and fitting a new battery. It was more than 25 years since the car had run.

At the moment, the car must be officially revised for stamping a new chassis number, because the original one has not appeared and we suppose that it was, probably, covered with a soldered iron piece reinforcing the frame.

It was originally painted black, actually in a good condition. Actual upholstery is gray. I shall renew the paint and upholstery, but don't remember the original colour of tapestry and carpets. Can anyone help?

Pearse Turner, of Dublin, told us of his trip to Beaulieu last year:

I went to Beaulieu last year and was a little disappointed to find no Model Y & C stand there, but I managed anyway. I stopped at one stand, to look at an old petrol gauge for a Model Y. Anything better than that one, I said. Nothing, said the stall manager, the Model Y men have been here first thing this morning. The only person I knew from correspondence was Bert Thomas, so I asked if he knew him. His reply was, Do you see that man sitting down over there, that's him. I could not believe it, the world was so small.

For the first time we had met, so we sat down and discussed some Y problems. I asked if he had any old Model Y books and he told me to have a look in an old brown box, which I did, and found Manual of Instruction for dismantling and re-assembling, which you issued in Issue 61, Oct/Nov. Keep up the good work.

Dave Crowther, of Huddersfield, has recently purchased the 2 door Y CLX 458 from member Piers Harrison:

The car needs restoring but is basically solid although the bodywork has suffered a knock at each corner and several on the edges. From reading the Club magazine, I realise I am not alone amongst Register members by being involved in house as well as car renovation. Perhaps the desire to save an older car and building go together. I first decided to own a Y in 1961. 1989 saw this achieved. Hopefully 3 more decades won't pass before total restoration is complete.

Phil Pocklington, from Kings Lynn, is a new member who owns a 1935 Model Y:

For many years I have wanted to own a Y, but I have always been sidetracked into buying something different. I have owned a Morris 8, Ford Model B32, even a 32 Renault drop head, but at last I have a Y. I wanted a S.R. model but I could only find a L.R. model. I bought it from a dealer, but I didn't mind the price as it is in very good running order although it is hand painted and needs a respray, it's been saved from the weather and bad rust. As I bought it from a dealer, I have little history with the car, although I do know it was driven to Ireland and back by the last owner, but that's all so far.

It has lost its real bumpers, it is fitted with S.R. type, it has 12 volt lights and an electric wiper. Also, I think the dash has had extra dials and holes. The trim is OK but it will get a revamp, that's after the respray that's on the go at present. I hope someone can help me with some pictures - I need to know what the back lights and original dash looked like. I also have some vent type fittings on the roof, 4 in all.

Can anyone help Phil?

Jim Robertson, of Edinburgh, has purchased a set of the new hub caps for his 1937 Model Y. He writes:

I must congratulate Graham and all others who were involved with production of the Y hub caps. There were a long time a coming, given the technical problems which we know were faced in production - but the wait and efforts were certainly worth it! Having just received 5 hub caps - and I must admit I agonised over whether to replace my battered originals - the quality and outstanding detail are a delight to see. In my view these are superb replacements and worth every penny. The efforts of all those involved were not in vain and are appreciated. My thanks also for the efficient and prompt despatch of these and other spares.

I note the increasing use of glassfibre parts. Recently I have been looking for a N.S. rear wing in metal, but I understand these are now only available in fibreglass. While not critical of this trend, as I can appreciate the problems of production of bigger metal parts and also the ever increasing cost of these, for myself I am reluctant to switch over to fibreglass. Maybe I'm being irrational but with the greatest respect I'm not sure in my own mind when that delicate balance between originality and cost/practicality is crossed. However, I'm sure many members appreciate parts availability be it in metal or glass fibre and the Club's efforts in either direction are appreciated. Have you had significant comment from other members on this subject?

As for my own restoration, progress continues painfully slowly. It's now been going for some 23 years! - yes - 23 years! albeit that this really constitutes 2 restorations since it was completed and running in 1975 but was then laid up for a number of years while I was in Hong Kong. Thus, the most 'recent' restoration really dates from 1981. My problem is that I keep getting diverted to my other cars - an Austin 3 litre, an Austin J40 (pedal car) and MGC. The latter, which is in exceptional condition, is nearing completion which might free up some time. On the Ford, the next major task is to remove the body. Once this is done and rust damage repaired, I feel this will be a turning point and I can look forward to rebuilding rather than dismantling. As you've gathered, I don't really want this to progress too quickly as half my fun is tinkering but as against that I periodically have worries as to whether I'll finish before I retire - 18 years away!! I must get the finger out.

I'll finish on a more positive note. I look forward to receiving the magazine every time. It's a really good read and the consistent high content quality is a tribute to all involved. Keep up the good work.

Thanks, Jim, for a very encouraging letter. I'm sure that Graham and Peter and all involved in the production and spares side will be delighted to know that their efforts are so much appreciated.

Robin Prebble is a member from Shepton Mallet, in Somerset, who has recently set up his own business, Wessex Restoration. He will grit, shot or beadblast any items from chassis to the smallest casting, repair damaged parts and paint in etching primer to the customer's requirements. General restoration work is also undertaken, he operates a collection and delivery service and a discount to bona fide members. He also writes:

Fellow members are always welcome for a chat to discuss problems, especially new members, who may need a bit of moral and practical support!

Another Dublin member, Michael McShane, has written in:

Thank you for publishing a picture of 200 cream coloured Y models on the streets of Blackpool on Tuesday, 18th September, 1934. (Issue 63 - Ed.) My own car, which is a February, 1934, Y model, is cream, whereas the log book calls it fawn. When I endeavoured to get some paint to respray it, I was told by Ford here in Ireland, by Ford in Dagenham and by all the Ford people I contacted that all these Y models were either black or, in a few cases, dark green. They kept assuring me that the car which I had, had been sprayed by somebody the colour it is, which I knew was not so. I carried on my investigation for months and eventually I was put in touch with a very old lady, whom I was told worked in the paint department of Ford. She confirmed my view, which you also confirm in your picture, that there were beige, fawn, or cream coloured cars. She remembered the number of the paint so well she said and she said that the number was YR 54. This reference number did not help me in anyway but I wonder whether any of your readers can confirm that the correct number is YR 54, but more importantly still, if they could tell me where I could purchase this colour of spray paint. The car, as you are aware, is a 1934 four door and it had a sliding roof. I have now completed the restoration and all I want is the colour of paint which was originally used on the car.

If anyone can help Michael, please write in to us.

Our last, but by no means least, letter is from Ian Wright, Tyne and Wear:

'Howway the lads', Geordie boys rule O.K.! Had to report on the recent strengthening of the Geordie Y type force. After a patient wait of over 2 years, Trevor (F.R.O.) Walker has acquired US 2090, a 1933 short rad from

Peter Ashcroft, which is in very nice roadworthy condition. This inspired a January expedition, for which I summoned Trevor and Ron Topping for an assault on George Main's plant hire depot in Fencehouses, just south of Newcastle, where he has his recently purchased '36 2 door. As Bob Wilkinson stated in Issue 62, it has easy clean wheels on 'pop' axles, but the bodywork is reasonably good, the chassis is good and the engine sounds perfect. George still has a lot of work to do because there is no roof, no interior apart from some completely knackered seats, and here's one for Bob W., it is running on 12v electrics. George intends to return it to as near original as possible, so good luck to him. He has also acquired a Y type van, so I have no doubt we will give it an intense 'scrute' when he gets it home.

I'm pleased to announce CXC has been blessed with a pair of proper Y type headlamps for the new decade. I was so impressed with the performance of Trevor's headlamps when I drove US 2090 home for him on a dark, snowy day in December, that I was motivated to nailing together some bits and pieces I had put away, the result being a pair of perfectly servicable headlamps. I can actually see where I am going now and my American spotlamps are now redundant (any offers?).

'Rebore Ronnie' and I were quite fascinated by Jeff Cole's ascent of the north face of the Eiger to replace the clutch, because we have our own method as follows:

Disconnect battery, remove bonnet grille (complete with Club badges) and radiator. Remove all relevant cables, tubes, pipes and bolts. Heave engine onto floor, remove clutch. Assemble in reverse order. Then have 2 hours sleep and drive to Pollington or at least 120 miles to make sure it works. This method takes about two and a half hours, but you have to be annoyed and you are only allowed one cup of tea and two fags. This time can be improved on by doing it several times in succession and only having one fag, but it is 'good fun' though.

Trevor (F.R.O.) Walker's short rad



10(cont.) on dash has approximately $\frac{1}{4}$ " "lost motion." This is to prevent movement of engine causing rich mixture when choke is closed.

4B

- 11. Replace vacuum wind shield wiper tube YE-7538-B by screwing up small gland nut B-17542 using wrench Y-810.
- 12. From underneath car using creeper 76 offer up near-side engine pan Y-110293-B. From above, replace screw to hold near-side engine pan to front cross member Y-5020 using screw-driver B-17020.

13. From underneath car using creeper 76 replace three bolts, spring washers and nuts to hold near-side engine pan to frame side member using wrenches B-17015 and Y-853. For ease of operation assemble all bolts loosely starting from the rear.

14. Replace off-side engine pan Y-110291-B proceeding in same manner as for operation 13.

15. Replace starting motor assembly YE-11000 by screwing up two long securing screws YE-11079-B using wrench Y-810.

16. Replace starter switch control YE-11475-A cable at starter switch assembly BF-11450 and tighten up clamping screw with wrench Y-810. Replace battery to switch cable YE-14300-B and lead from main wiring assembly to starter motor switch BF-11450 with screw using wrench 1616.

NOTE.—The main wire assembly lead terminal should be located under the battery to switch cable terminal.

17. Replace generator and cut-out assembly YE-10000-B and work fan belt YE-8620 into position over generator pulley. Replace generator support locking pin YE-10159 from the near-side and replace spring washer and nut, raise generator assembly sufficient to allow one inch slack in fan belt YE-8620 and tighten up nut using wrench 2242, adapter 2291 and socket 2118.

ILLUSTRATIONS AND MEMORANDA

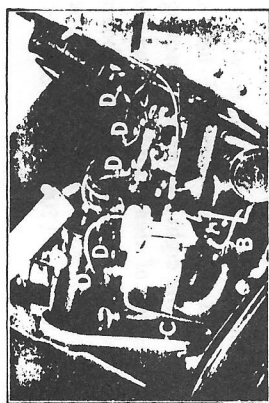
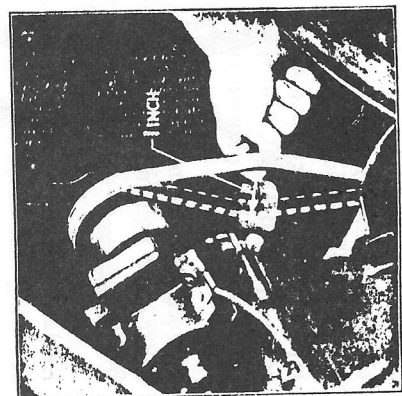
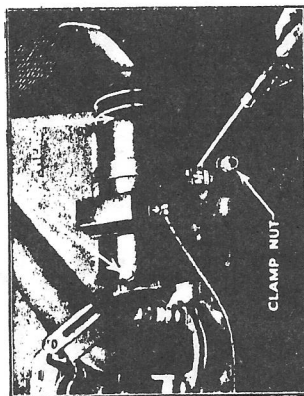
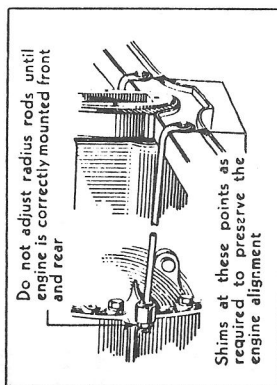


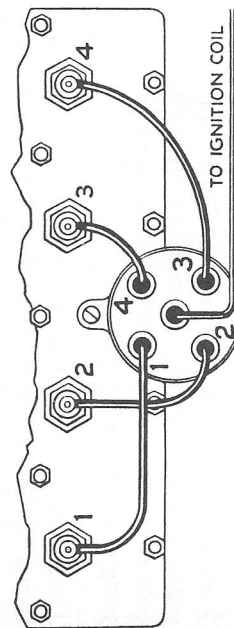
FIG. 4.



FAN BELT ADJUSTMENT

18. Remove generator cover band tightening screw, replace clip supporting generator lead and replace screw. Remove terminal screw on off-side of cutout YE-10505, replace generator lead and cutout terminal screw, using screw-driver B-17020. Move radiator outlet hose rear clamp Y-8287 into position and tighten screw.
19. Replace cylinder head outlet hose Y-8260 and clamp B-8287 and tighten up clamp screws using screw-driver B-17020.
20. Replace remaining clutch housing screws and tighten up, using wrenches 1616, B-17015 and creeper 76.
21. Check engine radius rod Y-6028 for possible clearance between turned over rear end of rod and chassis cross member YR-5025. If there is clearance remove screws and use shims YE-6054-A or B to rectify clearance, in order to avoid misaligning engine when tightening up screws. Replace screws and washers and tighten with wrench B-17015.
22. Replace floor board plate YF-940016. Replace two screws holding front of floor board plate to dash. Replace three screws holding rear of floor board plate to cross member. Replace foot dimmer switch Y-110378 to floor board plate YF-940016 and replace screws using screw-driver B-17020 for all these screws.
23. Replace No. 2 (horizontal) off-side floor board YF-940132-B in position and screw in the three fixing screws. Replace No. 2 near-side floor board YF-940133-B in position and screw in the three fixing screws. Replace No. 1 off-side floor board YF-940130-B in position and screw in the eight fixing screws noting that the two screws at the top of this floor board are shorter than the rest. Replace No. 1 near-side floor board YF-940131-B in position and screw in the six fixing screws. Screw-driver B-17020 should be used for the fixing screws of the above floor boards.

24. Remove dummy cap on gear change housing and replace gear change lever assembly screwing home cap Y-7220 by hand and tapping locking ring Y-7228 up against cap Y-7220 with screw-driver B-17020.
 25. Replace accelerator pedal pad YE-11471 screwing pad up by hand and locking up nut against pad using wrench B-17015.
- I.D. 26. Reset ignition timing proceeding in following manner. Make sure that timing pin YE-6023 is still engaged in indentation of timing gear Y-6256. Slacken off distributor body clamp screw 26475-S. Turn distributor body in clockwise direction until contact breaker points are just about to open. This should occur while condenser YE-12300-B is facing cylinder head. Tighten down body clamp screw 26475-S. Replace rotor YE-12200-B on centre shaft engaging tongue in slot on cam. Replace cap YE-12116-B and secure by holding down clips. Connect four outer H.T. leads from cap to sparking plug terminals (noting that two leads YE-12275 to Nos. 2 and 3 plugs are shorter than leads YE-12276 to Nos. 1 and 4 plugs) and centre H.T. lead (in loom Y-14302) to the coil in the following order :



Replace L.T. lead (in loom Y-14302) from distributor to coil B-12000 using wrench Y-810. Replace timing pin Y-6023 correct way round in cylinder front cover and tighten up using wrench Y-810.

Operation

Illustration

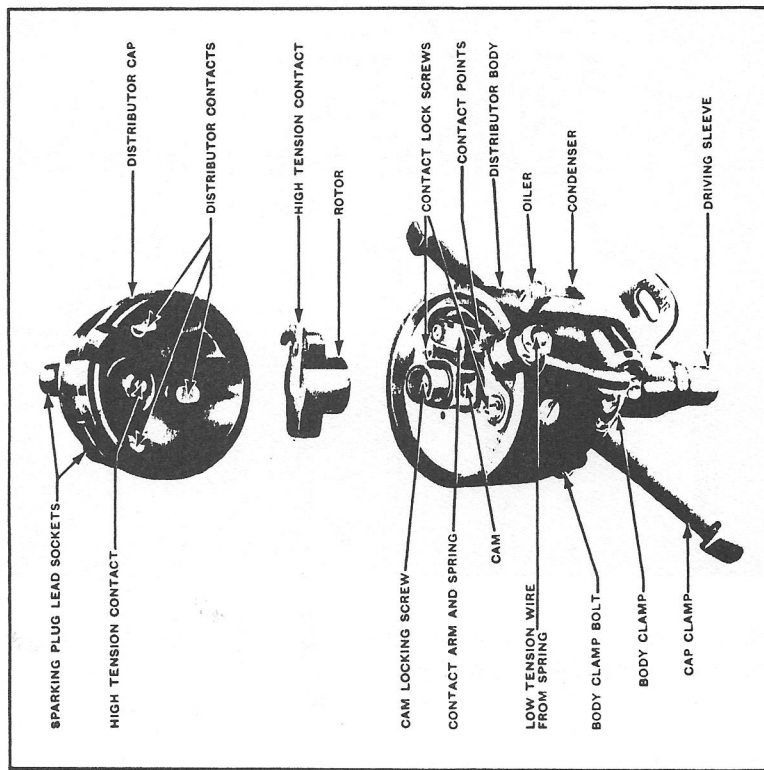
27. Replace battery negative terminal lead by removing the two cover fastening nuts Y-110932 with screw-driver B-17020 and lifting cover clamping lead to negative terminal post using wrench B-17015. Coat battery terminals liberally with vaseline to prevent corrosion. Replace battery cover and tighten up fastening nuts.

28. Check radiator water drain cock to assure that it is in closed position. Remove cap Y-8109 fill radiator with water and replace cap. Check all water joints for possible leaks and if any, tighten up connections at fault.

29. Remove oil filler cap Y-6766 and pour into oil filler pipe Y-6763 slowly one half gallon of fresh engine oil, replace filler cap Y-6766. Replace oil level indicator YE-6750.

30. Replace the bonnet in the following manner. Pick up bonnet and offer it up to cowl and radiator shell in such a position that when bonnet rests on car the side nearest operator is closed leaving other side folded back. It does not matter from which side bonnet is offered up. Guide front end of bonnet hinge into hinge bracket YE-8248 on radiator and rest bonnet in position on cowl at rear end. Replace rear bonnet hinge bracket Y-16729 and drop screw into position. Close open side of bonnet and raise other side. Offer radiator brace rod Y-8132-B into position at front and rear and replace other rear hinge bracket screw. This will now pass through rear end of brace rod, run nut on to screw and tighten up using wrench B-17015 and screw-driver B-17020. Close open side of bonnet and raise other side. Run nut on to screw in rear hinge bracket and tighten up. Finally adjust bonnet setting by screwing adjusting nuts at front end of brace rod Y-8132-B left or right as the case may be.

31. Before starting up engine make quite sure that gear lever is in neutral position.



TO REMOVE GEARBOX FROM CHASSIS

Special Tools and Equipment Required

Section 2

GEARBOX

- A. To remove gearbox from chassis.
- B. To dismantle gearbox.
- C. To re-assemble gearbox.
- D. To install gearbox into chassis.

Tools from Standard Tool Kit

Wrench $\frac{1}{8}$ " and $\frac{1}{2}$ "	B-17015
" $\frac{3}{8}$ " and $\frac{5}{8}$ "	B-17016
" adjustable	B-17021
Pliers	B-17025
Jack assembly	YE-17080

Special Tools and Equipment previously used

Engine stand	AB-35
Creoper	76
Copper hammer	83
Drain pan	127
Partition tray	344
Parts carrier	398
Socket	2118
"	2120
Wrench	2242
Adapter	2291
Bar handle	2256
" T" wrench	2263
Extension	2298

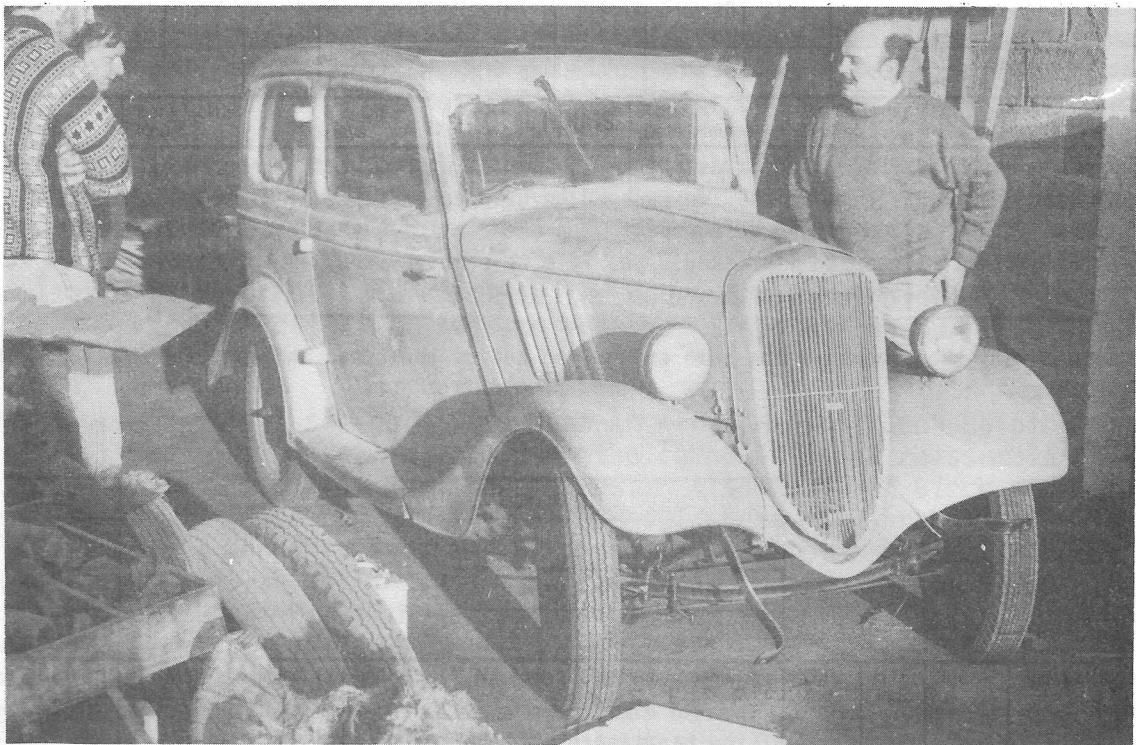
Special Tools and Equipment not previously used

Engine stand adapter	Y-416
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Geordie Posers with Y types and Komatsu Bulldozer
L. to R. George Main, Trevor Walker, Ian (the Cap) Wright, Ron Topping



George Main's 1936 2 door



This has been a bumper edition for members' letters, and I think we are now up to date to about May time. So if you still don't see your letter in print, it hasn't been lost.

Keep on sending in the letters, they are all fascinating, and I'm sure everyone else will enjoy reading them as well.

ENFIELD PAGEANT, 1990

The weather for this year's Pageant held over the long Whitsun weekend surpassed all expectations. A well positioned Club stand site was picked out on the Friday by Jeff Cole, Graham Miles and myself, then the work began of setting up. This year's theme was a nineteen thirties used car lot, complete with old garage enamel signs and a small shed/office, which was kindly donated by Marvin Starbuck. Every Y or C that turned up had sales slogans and period prices painted on their windscreens with white blanco!

Dave Tebb turned up in his newly acquired ex-Jan Palmer Tug, which was then parked next to Graham Miles' 'Alan Taylor Tractor' and 1933 Van, and John Hampton's 1935 Van, this quartet showed just how versatile the Y chassis could be. Two cabriolets were present, Graham Tomlinson's pretty French 6CV Kelch bodied model and my own German Koln.

It was nice to see Richard Wakefield and his smart 1934 Fordor: Richard had driven up all the way from Brighton to support the Register. Another Fordor was OY 7006, a 1933 model belonging to Peter Richardson of Horsham, and Ron Smith with his 1934 Fordor. Tudors were represented by Owen and Christine Baldock's 1936 model, Sam Roberts arrived with his car still sporting white ribbons from his daughter's wedding on the previous day! Chris Cheesman's and Jeff Cole's Tudors looked good parked up together. The only Cs on site were the 1936 green CX tourer of Graham Game, and a black saloon.

One of the nicest cars was the newly restored 1933 Tudor short rad, AGH 237, finished in maroon and black with grey herring bone cloth interior, owned and restored from a basket case by Kevin and Deb Briginshaw. The Regalia was taken care of by Bill Williams and his wife. Those members that I've omitted to mention, please do excuse me as I haven't got the list to hand at the time of writing.

The grand parade around the arena went off very well, the Register was allocated nearly half an hour. I did my commentary bit over the p/a system, while Dave Ball drove my Cabriolet. Dave had a bad start to the day when the suspension collapsed on his trailer and he had to leave his brace of Y Taxis at home. Bringing up the rear of the parade was Graham's Tractor towing Dave Tebb's Tug past the crowds of puzzled onlookers!

A good weekend was had by all, there was plenty to look at with over five hundred stalls, fifty car clubs and over one thousand exhibits. We managed to get second prize of £150 behind the Mini Cooper Club, I think it was a good effort on our part when one considers that the Mini Club had two 1990 G reg. cars amongst its lineup on its stand! So, it's no problem for them to get to and from Rally, also spare parts for their vehicles!

Many thanks to all those members who came and helped set up the stand and contributed to us getting that nice prize.

Jim Miles

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THE ALL FORD RALLY

The Register will have a stand at this year's All Ford Rally, to be held at Abingdon, Oxfordshire, on 30th September, 1990. Entry is open to every Ford model ever made up to 1965, including cars, trucks, tractors and vans. Some of the highlights will be Arena Events, Autojumble and a Beer Tent! Entry forms are available from me: Jim Miles, 22 Valley Close, Waltham Abbey, Essex, EN9 2DU or: Bob Tredwell, 32 Caldicott Road, Abingdon, Oxfordshire, Tel. 0235 530720. In each case, don't forget S.A.E.

Come along for a good day out and support the Register, remember 'Old Fords Never Die'.

Jim Miles

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CHAIRMAN'S NEWSLETTER

The 1990 calendar is being chipped away revealing another healthy year for the Register. Membership and the number of new cars coming to light are on the increase, as is the history of our two basic models, which I am attempting to compile in the absence of any surviving production records from either the Ford Motor Company or Briggs Bodies Ltd.

I was pleased to welcome new faces at Stanford Hall and pleased to hear of the good work the Regional Co-ordinators are doing to make the new members in their regions welcome. That's what the Register is all about. Helping each other to enjoy our vehicles. Our thanks go to David and Wendy Grace for making the Stanford Hall weekend possible and for its success.

It gave me great pleasure to award the Maurice Billings trophy to Bob Wilkinson for his untiring efforts as Membership Secretary and Treasurer. He really is one of the mainstays of the Register. We were only too sorry to hear of his family bereavement a few days before the Stanford Hall weekend, which prevented him from partaking, other than as a spectator on the Sunday.

Enfield was another great success. We won second prize again this year (£150) for our re-creation of a 1930's second-hand car lot: "Alfred Daley & Son (1931) Ltd. Purveyors of Fine Motor Cars". The son presumably is "Arfur". Jim Miles took great pleasure in daubing suitable slogans on each of our windscreens: "A snip at 90 guineas" on an immaculate cabriolet, for example. CNN was still bedecked in her wedding ribbons from the previous day and was "For Hire" at Enfield. Well done, Jim!

CNN was also in fancy dress at Stanford Hall, having been part of the Spitfire display at the 50th anniversary of the Battle of Britain air show at Boscombe Down the previous weekend. She was a supposedly young pilot's car which, in order to get quickly through the airfield guard room barrier on "scramble", had RAF roundels on each door. The cars were then driven straight to the dispersal pad and left there whilst the pilots went off to fight the battle. As a result Paula, I and CNN had a super day, 50 years later, in the sun, either in the Spitfire enclosure or in the middle of the airfield (free entry, of course!).

I am pleased to say that I have solved the door opening problem on CNN by fitting a brass door catch. I seem to remember I had one on my first Model Y in the late '50s (OW 4838).

Other thanks in this issue go to Roy Mann in Kent, who has been helping Graham Miles to dismantle front axles, clean up the components and reassemble the fit bits to add to the stock of Register spares. Also to Derek Birch and Rod Evans, who have volunteered as Regional Co-ordinators for Shropshire (Salop), Staffordshire and West Midlands and Oxfordshire, Buckinghamshire and Berkshire regions respectively. Their contact addresses are on the inside cover of the magazine for any members in those regions seeking advice. I can commend the increasing range of Register regalia to you. Bill and Sarah Williams are tastefully and energetically designing, having manufactured and producing everything from designer sweatshirts to model cars, so start saving your pennies for Christmas presents. I must also apologise to Tim Brandon for inadvertently leaving his workshop off the "Useful Contacts" list in the last issue. Hopefully that is rectified this time round.

I am very aware that the Models C and CX fraternity do not receive much copy in the magazine. Whenever I gather snippets or photos I try to correct this, but that is not enough. With 500 plus Model Ys on the Register and only 60 plus Models C and CX, it requires a few contributions from the Model C and CX owners to create the right balance. You possess the "de luxe" cars so let's read about them!

By the time this goes to press, we will have been overtaken by more events, the Yorkshire 'do', the Lover Rally, the Andover Road Run and probably the Ardingly Vintage Show, each of which is organised or partly organised by members of the Register. Only a relative few of the 560 plus vehicles on the Register appear at these gatherings, which prompts me to ask you, the members and subscription payers, what additional activities or services do you want from the Register? We, your committee, serve to please and are pleased to serve! Perhaps a few letters to the Editor, or me, might help to improve the service.

I look forward to seeing some of you at G-Mex and Abingdon. Keep the vehicles rolling!

Sam Roberts

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FORDS IN PRINT

'A History of Ford in Australia' by Norm Darwin

This book devotes a section to Model Ys and Cs which is comprehensive, informative and well illustrated. Particularly interesting are the Australian variations on the models - roadsters, utes and coupes. Later sidevalves are also featured. I'm told this book is available by mail order from Mill House, Eastville, Boston, Lincs., PE22 8LS, tel. 020 584 377.

Bob Wilkinson

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EVENTS

We have been invited to attend the 'Fast Ford' magazine concours on 30th September at Stanford Hall. Both my C tourer and Ken Clark's Model Y were photographed for 'Fast Ford' magazine at the Stanford Hall weekend and should appear in a forthcoming magazine.

<u>Venue</u>	<u>Date</u>	<u>Organiser</u>
Stratford-upon-Avon Vintage Show	22nd July	Dave Curtis
Manchester Classic Car Show	26th-27th August	Peter Ketchell
York Racecourse	16th September	Bob Wilkinson
Malvern Motoring Event	29th-30th September	Dave Curtis
All Ford Rally, Abingdon	30th September	
Fast Ford Concours, Stanford Hall	30th September	

Contact telephone numbers: Dave Curtis, 0432 356302; Peter Ketchell, 0244 676856; Bob Wilkinson, 0405 860836.

Member Mark Slack, from Derby, mentioned the Crich Transport Gathering, at the National Tramway Museum, Crich, near Matlock, Derbyshire, 26th-27th August.

Dave Curtis

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STANFORD HALL, 16TH-17TH JUNE, 1990

They came from as far afield as Tonbridge and Leyland, Haverfordwest and Norwich, York and the New Forest and all places in between. Altogether, twenty four cars and forty eight members joined in the Saturday evening barbecue and Sunday's activities. The results of the Sunday activities were:

Gymkhana: 1st, Peter Ketchell; 2nd, Robin Smith; 3rd, Tony Hurst

Many thanks to Don Malin for once again setting out a challenging course.

Ford Y & C Quiz: 1st, Jeff Cole; 2nd, Peter Ketchell; 3rd, Ken Clarke

Children's Competition: Winner, Gary Bainbridge

Most Mileage in the Year: 1st, Jeff Cole, 6,000+; 2nd, Dave Curtis, 2,500 in saloon and 1,500 in tourer; 3rd, Jim Miles, 5,000 kms.

Club Awards

1. Best Short Rad - AGH 237, Kevin Briggishaw
2. Best Intermediate Model - AAB 903, Robin Smith
3. Best 100 Popular Model - JL 4086, John Pullman
4. Best C Model - RD 7970, Dave Curtis
5. Best Restored Model - AGH 237, Kevin Briggishaw
6. Best Original Car - WP 4335, Tom Morgan (c/o Graham Miles)

The Maurice Billing Trophy: Bob Wilkinson

The Eric Bufton Trophy: Kevin Briggishaw

It was particularly pleasing to see the two latter trophies presented to two members who devote so much time and effort into the running of the Club.

Many thanks to all the members who helped at Stanford Hall to make the weekend a success.

David Grace

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CLUB MAILSHOT

In early February, Sam put together the very useful package which no doubt you all received. We are always looking to increase our list of useful contacts for members, so if you have names of companies (garages, restorers, refurbishers/repairers, etc.) who may welcome being contacted with a view to being included, let us know. (This also helps to boost Club income.) We intend to repeat the exercise later in the year.

The mailshot included the list of Y & C survivors as at January, 1990. This list has taken a good many 'Sam/Bob' hours (plus secretarial) to compile - I hope you felt the final product worth having. Please let me have your amendments and additional information so that we can update the register.

Bob Wilkinson

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BRISTOL CLASSIC SHOW - A NOT TOO SERIOUS ACCOUNT

A lovely sunny morning as I travelled into Bristol with Derek Hoare. I couldn't help thinking I ought to be in the garden preparing the ground for the spuds, but looking forward to the show, nevertheless. We met Dave Curtis and set up our new timber pillars around the cars. Mike Samuel who had made them helped while Dave unwrapped our nice new plastic chairs! and the barrier was complete, one that would do justice on any Royal Engineers' Assault Course, a bit like beaches without the water. We then spent most of the morning falling over our obstacle: first it was Derek, mumbling something like war wound and shrapnell in his leg and that from a National Serviceman, I just couldn't lift my size 10s high enough, Dave made no excuses, he's used to situations like this. Our Chairman Sam, on the other hand, turned heads more than 50 yards away with the noise and insisted he'd only consumed one glass of beer with his lunch. There was a lot of interest in our Ys while all this commotion was going on.

In the afternoon, we had a welcome visitor from Dublin, Jim Fitzgerald, and within minutes Jim had me under the bonnet stripping the distributor cap off because he was sure he'd seen a bargain downstairs in the jumble and wanted to be sure it was the right pattern. As Jim disappeared in the crowd, I prayed that he would return safe and sound to the stand. I had visions of being towed out on Sunday evening and Dave being dragged off kicking and screaming to the first aid post and whilst the tranquillizers were being administered, Cher would be whispering 'there, there, Dave, it was only a little Japanese breakdown truck!', but the nightmare soon passed and Jim returned, alas without his bargain. It was nice to meet Roger Lyons and Christopher Childs, also Mike and his mate from Wiltshire had a good chin wag with Derek and Dave. On Sunday, we were joined by Mike and Kath Samuel and Phil Wookey stayed with us - that was good news as if anyone asks me technical questions, I just say, 'Ask Phil'.

Derek and I had a look around the car auctions downstairs, it all seemed a bit of a disaster. I'm guessing now, but out of about 60 cars, only about a dozen reached their reserve. A bit like the house prices, car prices seem to be levelling out and I imagine converted U.S.A. imports i.e. MGs and E types must be affecting that market somewhat. Had a nice chat to Pearse Turner from Dublin on Sunday afternoon. All in all, it was an enjoyable show. We pulled out about 6 p.m. and the sun was still shining, never did get the spuds in.

Roy Cleeves

Roy Cleeves, Dave Curtis and Derek Hoare at Bristol Classic Car Show



STANFORD HALL - 1990

Twenty four cars graced our regular lakeside site at the first Y & C Model Register national gathering of the 1990's. They ranged from Tom Morgan's award winning original shortrad Y, through a variety of intermediate Ys and Populars to a grand clutch of Paul Bainbridge's Model C, Terry King's immaculate CX, the Devine CX, a welcome newcomer, and Dave Curtis' beautiful CX Tourer which won the best C award. Every gathering throws up a surprise and this was no exception. We were delighted to see Frank Johnson for the first time with his Arrow Special Tourer. It has got to be the only surviving example! The Arrow company were better known for the Alpine, Model Y based sports car, of which we have two surviving examples on the Register.

There were a number of other welcome new faces and cars present. Jean and Reg Hunt in their lovely Fordor and Ian and Liza Moodie with their rumbling main bearing, to name but two. Jean is to be congratulated and thanked for her generous gift of a beautifully iced cake in full Y & C colours and depicting one of each of the cars. It was enjoyed by all after the barbecue during the previous evening.

Regrettably a few of the regular faces were not present and Dave Tebb was unable to bring his newly acquired Tug, as its trailer is a little unsafe. Despite that, the day was enjoyed by all. Don Malin once more laid out a testing gymkhana in the afternoon, which Peter Ketchell did his best to demolish by being too eager on his right hand reverse lock! Having said that, he won the first prize with the highest score overall.

Bill and Sarah Williams manned an increasingly attractive regalia stand throughout and Tony Butterfield manned a stand of a decreasing amount of original useful Ford Y & C spares.

The star of the show, if the number of prizes was an indication, was Kevin Brigginshaw's shortrad which won Best of its class, Best Restoration and the Eric Bufton award. I was shamed by most of those present who, having survived the dust of the parade from the camping field to the Hall, immediately set to work with leathers and polish to get their beauties ready for the judging, which this year was done by everyone present. CNN will win a prize one day. She joins a band of other ever hopefuls like Christine and Owen Baldock's ever improving Y and Ken Clarke's beautiful 'chestnut' Popular.

Our thanks go to David Grace for his untiring efforts to make the weekend a success. He and Wendy, with the assistance of son Nick, Grant and Kate King and Audrey Birch laid on a super barbecue in the camping field on the Saturday evening and at the site on the Sunday. We were squeezed a bit in the camping field this year as the Caravan Recovery Club - plus disco - were present in large numbers. We also had to suffer the England v Holland world cup drama on the television, rather than watch videos from the Ford archives and of Stanford Hall 1989. But still, it wouldn't do if all meetings were the same, would it?

Sam Roberts

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BEAULIEU

We may have overbooked this year, following last year's fiasco. If any member would like a full or half stall, please contact Graham Miles (address inside cover).

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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

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'

Membership cards will be enclosed with next Newsletter (to save postage) but will be blank requiring completion of membership number which appears on the address label.

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

THIS IS YOUR LAST REMINDER

SUBSCRIPTIONS HERE DUE ON 1ST JUNE

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REGALIA ORDER FORM - ISSUE 65

DESCRIPTION	QUANTITY	PRICE	SIZE	TOTAL
Notelets		£ 1.00		£
T Shirts - XL, L, M, S		4.75		
T Shirts - 30", 28", 26"		3.60		
Sweatshirts - L, M, S		9.99		
Car Badges - Radiator		7.00		
Car Badges - Bar		7.00		
Key Cases		1.75		
Mugs		2.50		
Patch Badges		3.10		
Postage and Packing		1.00		1.00
Total Payment Enclosed				

Name

Address

.....

.....

.....

Please make cheque payable to Ford Y & C Model Register.

Please forward completed form and payment to:

Mr. Bill Williams, 30 Station Road, Cogenhoe, Northants., NN7 1LT.

MEMBERS PARTS FOR SALE

- 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)
- Tony Butterfield, B1405. 8 h.p. narrow block engine, £75.00, 8 h.p. wide block engine, £65.00. Tel. 0772 424032 (Leyland). (1)
- 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).
- 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)
- 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)
- 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)
- Car for Sale: Offers. 4 door 1936 C, in excellent condition. Tel. 0803 550382. (Devon)
- E. Burgess. Early pistons for Ford 8 hp and 10 hp,, piston numbers 7687 and 7789, price 8 hp, £15 per set, and 110 hp £20 per set (nett) plus post and package. Tel. 0202 894261 (Wimborne, Dorset) (1.2.3)
- M. Sharpe. Car for sale: 1935 Ford Y 4 door, totally stripped down for rebuild, minus only engine and gearbox - spare wheel plus one or two small items. Many items rechromed, radiator and wheels are in good condition. Good home wanted, plus sensible price. Tel. 0277 230803 evening, 0206 561700 day, or write 36 Bonningtons, Hanging Hill Lane, Brentwood, Essex, CM13 2TN, for further details.
- Phil Pocklington. S.R. bumpers; heater and water pump (pump needs attention). Tel. 0553 672472 evenings (Kings Lynn). (1.2.3)

MEMBERS PARTS WANTED

- Derek Havers, H0302. For 1936 Model Y, front seat and front bumper. Tel. 0734 816538 (Nr. Basingstoke). (1)
- 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)
- 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)
- 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)
- David Gatenby, G1719. For 1935 Model C, windscreen and surround. Tel. 0325 486781 (Darlington) (1.2)
- Andy Stanley, S0919. One bumper bolt; starting handle; period sun visor. Tel. 0934 521462 (Weston-s-Mare) (1.2.3)
- Phil Pocklington. For 1935 Model Y: set of glass; front screen frame, urgent; front badge mount; both bumpers; rear rack. Tel. 0553 672472, evenings. (Kings Lynn) (1.2.3)
- George Main. For 1936 2 door: front and rear axles for L.R.; 5 wheels; L.R. front wings; rear bumper bar. Tel. 091 5269623 (home), 091 3853605 (work) (1.2.3)

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DEADLINE FOR NEXT ISSUE is Tuesday, 28th August, 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 Y125 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 2.00 each
- Headlamp bulbs (wattage not stated) 0.50 each
- Bulbs, various (if rear lamp, state straight or of set pins) 2.00 each
- Late type distributor points (not early type) 2.50 each
- Early distributor caps 2.00 each
- Rotor Arms, early and late types 64.50 each
- Gaskets - various types - ask for details - price on application 57.00 each
- C exhaust, with tail pipe - stainless 0.05 each
- Y exhaust, stainless 6.00 each
- Floor board screws 2.25 each
- Engine top water outlet (head to hose) 3.00 each
- Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4" 10.00 each
- Please note the Club does not stock moulded hoses. 16.00 each
- Oil can transfers, black only 2.60 each
- Oil cans 7.00 each
- Oil can bracket 24.00 each
- Y speedo cables - inner and outer complete (C to order) 15.00 each
- Y front side light lenses 2.50 each
- Y front side light covers 2.50 each
- 6 volt coils - not Ford 2.50 each
- Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION 2.50 each
- Rear brake rod support bracket for L-R. Y, with double holes 2.50 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

- 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
- Rails on chassis inside door (state 2 or 4 door) still on order 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
- Door stop buffers 12.50 each
- 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
- 2.75 each
- Body Fittings
- Late L.R. 4 door Y hinge centre bolts 0.75 each
- Brass balls door hinge 0.60 each
- Dove tail door wedge - male (door mounted) 1.50 each
- Enamel rad. badge - dark blue 10.00 each
- S.R. radiator badge mount Y8215B 20.00 each
- Y fixed timber roof stick kits in hardwood 43.00 each
- Rear luggage carriers Y model only - kits (unpainted) only, to order 42.00 each
- Copper bifoliated rivets 0.02 each
- Headlamp lenses (flat type) round centres (used) for early L.R. cars 5.00 each
- Rear lamp mounting bracket - finished black with fixing bolts 25.00 each
- Service Castrol poster - reprinted 10.00

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

NOTICES

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

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

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

MECHANICAL OVERHAUL AND 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.

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

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their help in the production of this magazine.

