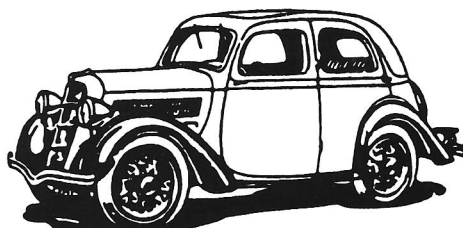
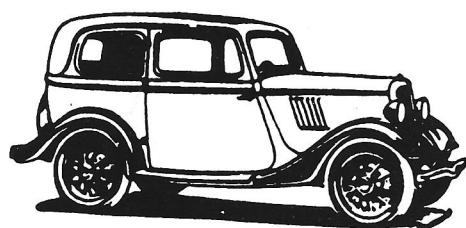


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 66 Aug./Sept. 1990

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# THE FORD Y & C MODEL REGISTER

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EDITORIAL

One of the interesting aspects of being involved in any activity over a period of years is the repeat pattern which begins to emerge. In work terms a period of cut back usually follows a more generous boom period and many of you will be familiar with the well worn reasons given to justify the boom/cut backs. They are generally euphemisms like 'greater efficiency' (cut to the bone) or 'state of the art' (I want to buy the latest incredibly expensive management toy).

Of course, in the Club situation we have a much steadier pattern with nothing of the serious conflicts which develop at work. We do, however, have a recurring voltage theme which John Gilroy has quite legitimately mentioned. Suffice it to say there is a divided opinion in the Club as to whether or not 6 volts is quite adequate.

I am always interested to read of members culture shocks when they first drive a newly restored old car. I find their horror at the steering and suspension very reassuring, since I suffer the same culture shock every time I drive my car. It is impossible for me to believe I used to drive it as an every day car without being aware of those deficiencies and at speeds up to 70 m.p.h. (downhill with a following wind). Very dodgy on a tramping beam axle and writhing chassis.

Speaking of chassis, we are pleased at last to include a fascinating article which Sam wrote about a year ago on the display chassis built by Ford and several of which are still in existence, some indeed owned by members.

From the civilised haven rather than the 'wilds of' North Yorkshire, I am amazed to read of an Australian with 24 vehicles. This beats even the Yorkshire excesses around Pollington and Sherburn in Elmet.

John Guy

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MEMBERSHIP REPORT

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

B0516	Rodney Booth, 30 New Road, Rye, E. Sussex, TN31 7LT.
D1303	Peter Dobbs, 2 Tuns Road, Necton, Swaffham, Norfolk, PE37 8EH.
F1612	Jim Fryer, The Oast House, Brampton on Swale, Richmond, N. Yorks., DL10 7HE.
H1409	Martin Howard, 86 Lammack Road, Blackburn, Lancs., BB1 8LA.
H0642	Henry Humphries, Castle House, Usk, Gwent, NP5 1AA.
L1601	Garth Litchfield, 49 Ringwood Way, Hemsworth, Pontefract, W. Yorks., WF9 4SP.
M1439	H. E. Moncur, 36 Ludford Grove, Sale, Cheshire, M33 4DG.
P1019	Alan Porter, 232 Burrage Road, London, SE18 7JU.
P1424	Eddie Partington, 4 Adswold Old Hall Road, Cheadle Hume, Cheshire, SK8 5QZ.
S0902	Des and Ron Stephens, 49 Coronation Road, Bishops Stortford, Herts., CM23 3RS.
S0406	Chris Smallman, 48 Saltings Way, Upper Beeding, Steyning, West Sussex, BN44 3JH.
W0814	Mike Walder, Home Farm, 44 High Street, Chalgrove, Oxford, OX9 7SS.

As always, I ask 'old hands' to make contact with new members in their area and, of course, new members to make contact with their Regional Co-ordinator.

- - - - -

NEW MEMBERS

Eddie Partington joined us at G Mex and is keen to buy one of our models - preferably one which is usable, to be further restored whilst in regular use. I'm sure we will soon have you on 4 spoked wheels, Eddie.

Our new members with cars are as usual divided into restoration projects and runners.

The first 'restoration' new member is unusual in being a 13 year old schoolboy! Martin Howard, of Blackburn (no relation to our friend in Abingdon) with his dad is working on his 1937 2 door Y - one of the last ones produced (Y196710) - and no doubt, after a rewire and work on the interior, will be on the road next year. Sadly the previous owner had sold the original registration but Martin is hoping to purchase a period number in due course.

Peter Dobbs in Swaffham has a massive restoration on hand with his 2 door long rad saloon. Garth Litchfield, too, has plenty to do over the next year(?) with his 1937 2 door Y. He writes:

The Y was stored in a garage in Huddersfield for some years. The body is completely dismantled but the main body tub left fixed to the chassis, all unpainted. The mechanical parts are mostly packed in boxes. A project for the winter nights.

Henry Humphreys in Gwent is not quite on the road yet with his 1936 Y. It was a one owner car until he bought it about 10 years ago. He has replaced the engine but needs details of how to restore/reconstruct a sliding roof as originally fitted to his car. (I seem to remember talking with a member at Stanford Hall 2 years ago, who had all these details. Will someone be prepared to draw relevant diagrams and let me have a copy - for Newsletter as well as for reference. I get many requests for these for both Ys and Cs. - Bob W.)

Don't forget to let me have your chassis number, Henry - I have the body number already.

Rodney Booth hopes to have his 1937 Y on the road for next season after some minor body renovation to running boards and a retrim. He is already an active visitor to events. He writes:

I recently attended a meet at Bentley Wildfowl Estate (with my A30) and had the great pleasure to meet Owen Baldock and about 12 other members from the region. This was the best and friendly part of the day. Owen had a Club display including brochures and bulletins. I spent a long while with the group listening to stories of how problems can be overcome. Great bunch of chaps!

Thanks for those observations, Rodney. Our Club does have a good reputation for welcoming and supporting members.

Des and Ron Stephens in Bishop Stortford also need details of the workings of a sliding roof for their 1934 4 door Y. The car is on the road but needs a retrim.

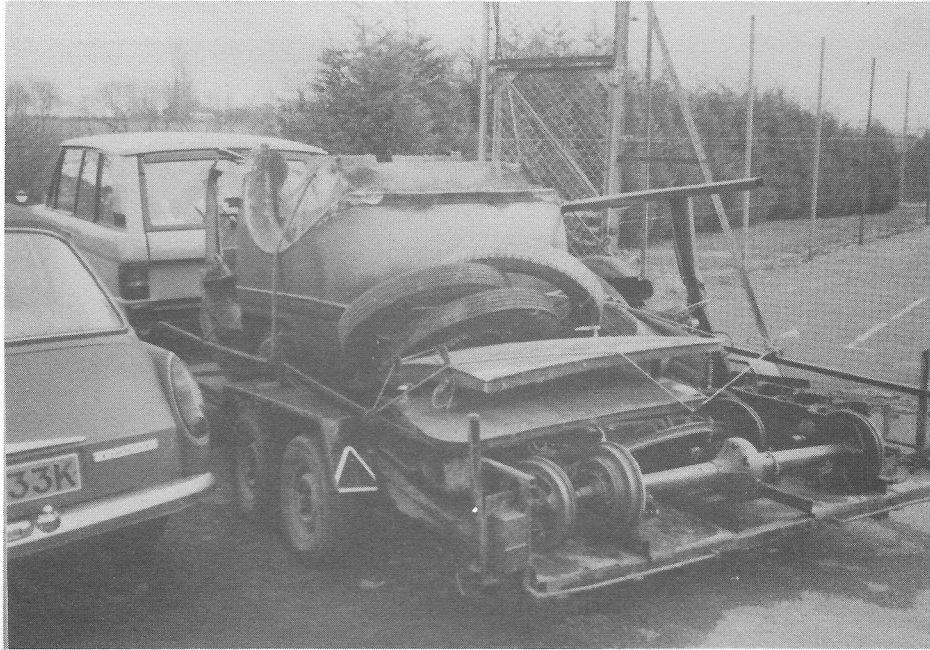
Jim Fryer in Richmond has bought the Y from John Hutchinson in Carlisle. It is one of the first long rad models (registered November, 1933) and has been superbly restored in all respects. Jim is delighted with his purchase and intends to use the car regularly and will be attending our show. We look forward to this, Jim.

Chris Smallman in West Sussex has his early 1933 short rad 4 door in regular use. The car needs a retrim and respray.

Mike Walder of Oxford bought his 1936 Y from Mick Moran. The car is on the road, but needs retrimming and a new carburettor. Mike writes:

Mick Moran bought the car in a totally dismantled state (1989) and did a lot of work before selling it to me.

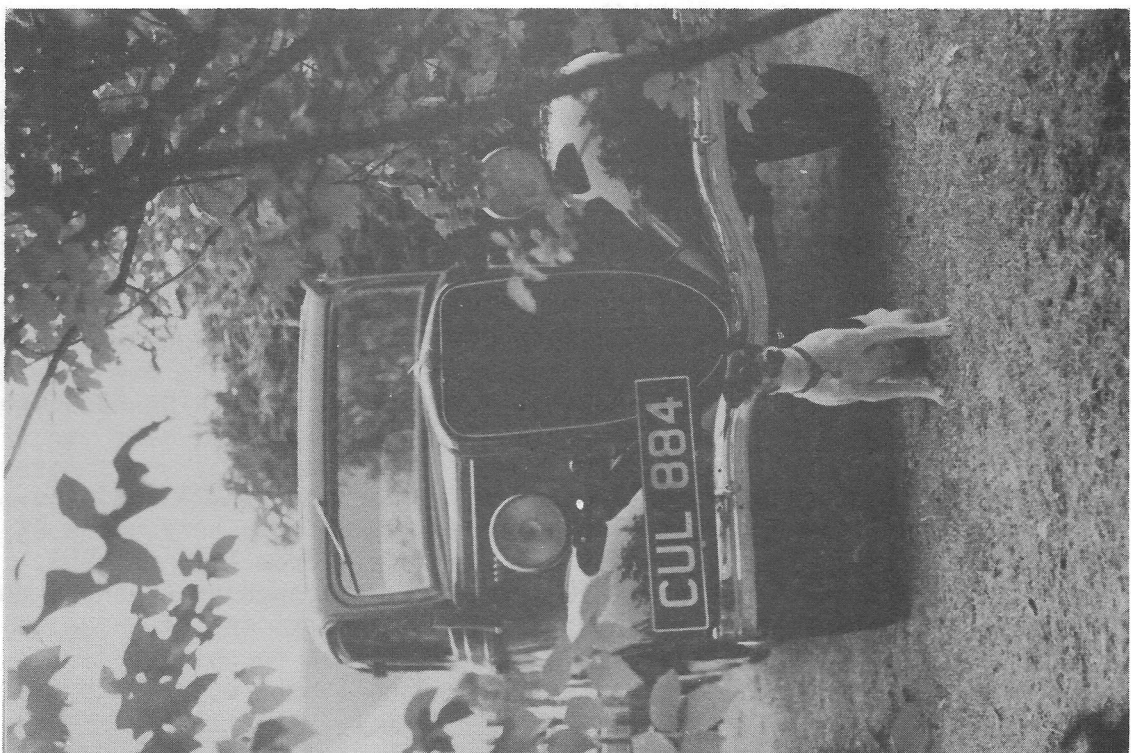
On Trailer, 1989 - BEFORE



The car has immediately found a place in the family, with my daughter naming it Murphy for no explainable reason. Judy the Jack Russell uses it and refuses to budge once inside. I am looking forward to meeting with members in my area.

(Body no. 167/12196 also indicates another car with sliding roof - Bob W.)

Y with Dog, 1990 - AFTER



Alan Porter's 1937 Y used to be owned by ex-member Simon Oldfield and is well known to us. The car is on the road but needs an interior retrim. Once again, this is a sliding roof model, but a 4 door this time.

H. E. Moncur is our final new member, but I have no car details.

Once again several 'new' cars have turned up but as last time, all are Model Ys.

Bob Wilkinson

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### CONTACT WITH PREVIOUS OWNERS

By sheer good luck, I was able to put Paul Dickinson of Bristol (1936 Y, BYL 276) in touch with the pre-war owner's widow. Her daughter had contacted me as she had some Y parts to dispose of on moving house, and included in her letter her late father's Y registration number.

Paul was able to learn a good deal about his restored Y's history and intends letting us have some information.

Have you a 'tale to tell' about a meeting with an 'old' owner. Any photos? Why not write in with the story?

Bob Wilkinson

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### MEMBERSHIP CHAT

Quite a number of letters this month again, we start off with Bob Hamilton from Irvine:

I was reading a book called 'Classic Cars' by George Bishop, printed in 1979, and noticed the following statement:

"Ford followed the indefatigable Model T with their 24 hp saloon glorying in the name of the Fordor, even worse there was a Tudor".

Ref the foregoing, does this mean that Fordor and Tudor were popular names with Ford, and do not only apply to our Ys?

I very much look forward to the magazine, as far as my C is concerned, I am building up courage to take the body off, it's got to be done.

Alan Stevens, of Epsom, Victoria, Australia, wrote to Bob asking for details of the Y & C Register:

I have a collection of Ford 10 and 8 hp numbering some 24 vehicles. They range in condition from a fully restored 1936 CX to a very rusty CX roadster utility. I cover nearly all the models from 1935 to 1954. Variations include 5 cwt vans, 10 cwt vans, utes, sedans (2 and 4 door), tourers, roadsters and a couple of 'plumbers utes' one of which is a Ford Popular with a genuine 38 miles (that's right) on the clock. I'm collecting them in the hope of restoring when I retire. 12 are shedded at present and most of them go.

Hopefully Alan will be joining the Register with his amazing collection.

More progress from Stornoway, Isle of Lewis, with Roddy Murray, who has sent a picture showing the present stage of his Model Y, with the chassis and running gear finished (see Issue 50 for how Roddy found and purchased his 1933 S.R. Y):

I am also pleased to inform you that DVLC Swansea have let me retain the existing number of the Model Y. Many thanks for your help.



Praise from Donald Firth, of Halifax:

I find the 'Bulletin' very interesting and informative and look forward to receiving it.

Mark Slack from Derby writes in about his 1937 Model Y:

My car is a 1937 Model Y Long Rad, which I have owned for a surprising 18 months, doesn't time fly? I bought the car from Lincolnshire and drove it back home in pouring rain, discovering several leaks on the way. I must admit that never having driven an 'old' car before, it was quite a revelation. Thankfully I'm a lot more competent now. It has provided me with a lot of fun and some problems.

Help from Bob Wilkinson and Peter Ketchell enabled me to refit the windscreen after I had taken it out to repair the metal frame and install a new rubber. I have now sworn never to remove it again for many years! FPG 39 has been to a few events, including last year's Tatton Park event and several events at the Crich Tramway Museum in Derbyshire. This is an excellent museum and the driver and one passenger in 'our' type of cars can get in free if they park in the museum's main street for a couple of hours.

My car is now fighting fit after new piston rings and windscreen seal plus improved sealing to the rear windows. I am hoping to remain dry for the rest of the year! On the subject of events, I notice we have a Road Run down in Andover, what about an equivalent for the more Northerly members? If members are interested, I would be quite willing to try and organise something if our Events Co-ordinator okayed it. My apologies to Peter

Ketchell for having let him down on the Chester Vintage Show and Tatton Park events this year, due to the car not being ready and then my Father being taken ill. I promise to redeem myself next year, Peter.

Thank you for an interesting and well produced Newsletter.

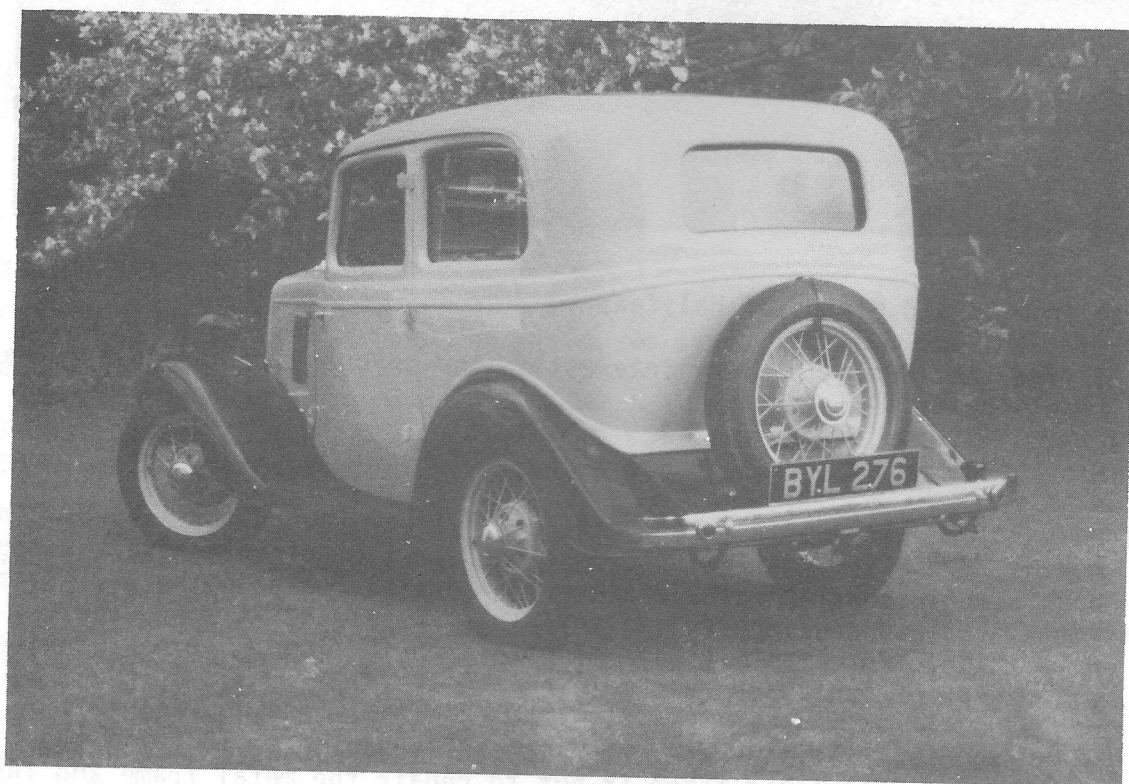
Paul Dickinson of Bristol has sent in a photograph of his restored 1936 Model Y, BYL 276 (see item from Bob W. on page 4):

At last I have finished the restoration of BYL 276, three years one month from purchase. To be fair there are still some small jobs to be done and as yet I have no carpets but the car passed its M.O.T. on 1st June and the following weekend, after only 30 miles of testing, successfully completed the Bristol to Bournemouth classic car run!

Never having driven a pre-war car of any type before 1st June, my first impression is how awful a car it is. The performance is better than I expected, as are the brakes, but the steering and suspension are something else. However, I'm sure I will get used to it as time goes on. I hope to get the car to some events in the late summer.

Does anybody have any patterns for carpets or photographs of what they should look like?

Anyone able to help Paul with the carpet patterns?



John Gilroy from Hull has recently acquired a Model Y and tells us:

Now I am the proud owner of a 1936 Y reg. no. 9767 WF my 30 year search is at an end.

The story began when I was 16 and had just left school. A friend of mine also having just left school worked in a local garage and knew I was looking for a cheap car to practice my very basic mechanical skills on. He told me his boss had just taken an old banger in part exchange for a new Rover and wanted rid for whatever he could get for it.



I shot round there, post haste and there in the corner of the compound was a 4 door Y in gleaming maroon. I parted with my first week's wages of £6 and became its new owner. My brother and I ran the car until the chassis snapped in half. Luckily, Ys were pretty commonplace cars in those halcyon days and I soon acquired another, a 2 door this time, in black with green interior. After 2 years of enjoyable motoring, it finished its days where most cars in those days did, in a stock car race at Great Yarmouth stadium.

After brief flirtations with other old cars over the next few years, I started taking my motoring a little more seriously, owning Hillmans, Fords, Rover. etc. The story then leaps to 13 years ago when I bought the most beautiful Mark two Cortina 1600 E. I became so interested in the Marque that I started a local branch of the Owners Club, eventually becoming the East Yorkshire Branch Chairman. Over all these years, I was still looking for a Y. Occasionally one would be advertised in the E. & M. and I've chased all over Britain wasting time and money looking at basket cases that were being asked showroom condition money for.

I have a friend who, like myself, has a love of old cars. His favourites are Jaguars, but knowing my liking for Ys, he said he would keep his ear to the ground for me. In due course, his ear started twitching - he had got to know of a Y that just might be for sale, but he kept the owner's name and address a secret. He knew that if I got to know of the car's whereabouts, I would probably blow the deal by making a pest of myself in trying to get the owner to part with it.

I was assured by my mate that the car was in pristine condition and had done only 46, yes, FORTY SIX miles in the last six years. His careful negotiations had paid off. A meeting was arranged with the owner and I was absolutely speechless when I saw the car. Having been let down so many times, I had gone expecting another basket case. But when I saw this little black gleaming Y sitting snugly in its garage, I tried to remain calm and not show too much enthusiasm, but it was a waste of time, I think the owner saw me drooling! We talked for about an hour and the owner kept saying he wasn't bothered whether he sold it or not. However, when I told him that the car would be kept in the manner to which it had been accustomed, and that I was a Y devotee, then the deal was struck and the car was mine!!



This was in November, 1988. The car was put under wraps over winter, but was in regular use during the summer months of 1989. Due to pressure of work I was unable to attend many meetings last year, but I hope to try and put that matter right this year.

Apart from cosmetic work, the exterior needs no work at all, but I think the interior dcould do to be re-lined as it looks as if someone has done a D.I.Y. job on it.

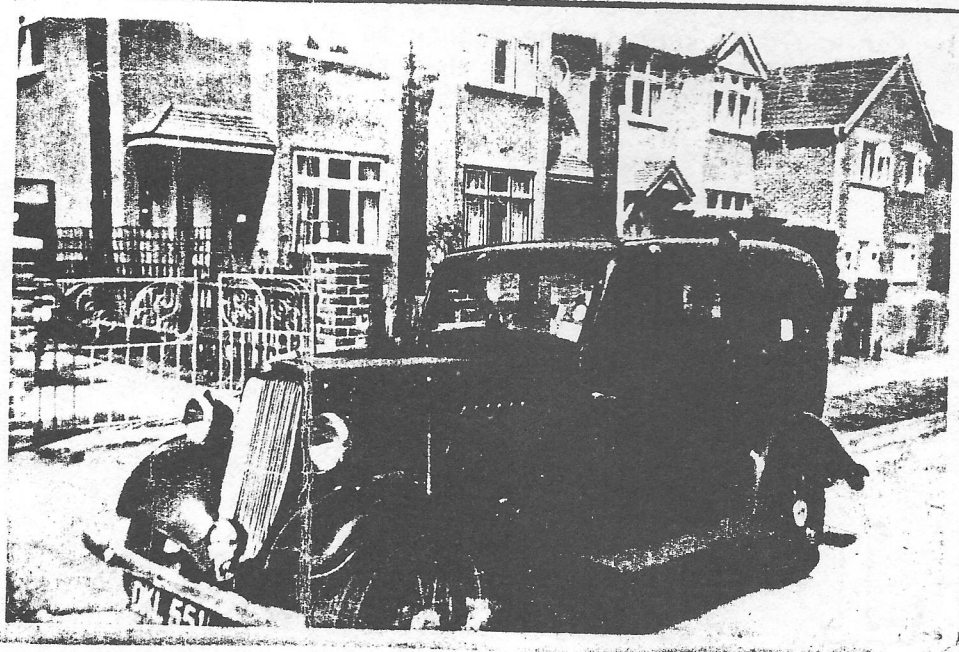
The only drastic modification I have made is to convert the 6 volt system to 12 for ease of starting. This was achieved by taking out some of the windings in the dynamo which allows the car to start on 12 volts, but only gives out 6, thereby permitting the car to retain its 6 volt lighting system!

It has passed all its M.O.T.s so far, needing only a number plate bulb. I contacted Bob Wilkinson with regard to joining the Y register and later paid him a visit at Castle Farm. He and his family made me very welcome and I promised Bob that I would run the car round to Castle Farm when time permitted.

I now look forward to many years of ownership of my long looked for Y, and to meeting other proud owners at rallies and shows.

Some purists may be offended by John's 12 volt conversion, but it has made his car more useable apparently. Do our technical experts have any comments on the details of this conversion?

Mr. R. Fleming, of Poole, Dorset, has written in to the Register enquiring about his father's Model Y. The registration number was DKL 551, and was registered in Kent, September, 1936. In the picture below, notice the 'wrong' front bumper, sliding roof, car width indicator and Noddy's ears flashing indicators. The car is not on the Register, but can any member help?



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**CHRISTMAS CARDS** - now available from Bob Wilkinson, see advertisement on back of Parts Order Form.

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THIRD YORKSHIRE 'DO' - JULY, 1990

Well I tell'd yer last year to book yersel' a place cos it wa' bahn't to be another reet good do - an it wa!

They kem from all o'er t'place - as far as Newcastle, Hull, Cheshire, as well we had locals from 20-30 miles away. Even t'editor gorris awd motor out put t'family in and drove down 60 miles to join in.

There wa' 8 Ys, 3 Cs, an Austin 7, an' a Morris 8 tourer joined in to mek t'numbers up.

T'owd cars and t'owd owners and passengers went on a 5 mile treasure 'unt. All went according to plan 'till clue 8 (a sign advertising bedding plants) wa' found to be covered over for t'day cos t'owner wanted sum peace it being a Sunday tha sees. Anyroad Jean and Reg Hunt thort it 'ad better be uncovered for t'main event and did just that.

Jean wa' right worried later when I tell'd 'er that t'bloke wa' on t'phone asking which silly b..... caused him to be serving customers wi' plants all afternoon! Anyroad, Jean won t'prize which wa' a week at Tebb's working on t'awd Y tug 'e's just bought - she didn't want that and seemed reet pleased to 'ave a bottle o' wine instead. Reet sensible!

While everybody wa' out on t'treasure 'unt, Gordon got t'barbecue goin'. T'ause wa' safe from being burned to a cinder this year cos Dave 'ad shifted 'im next to t'garage where 'e keeps 'is owd cars instead! Only t'burgers got done to a cinder this year.

Everybody 'ad a reet good chinwag and swapped yarns and some spares an' all and some watched t'owd films in t'owd marquee.

Anyroad, everybody 'ad a reet good day out and thanked Dave Tebb and Carol for puttin' on such a good barbecue (at Yorkshire prices!) and makin' everybody reet welcome. They even organised a fair bit o' sunshine too!

See thi' there next year.

Bob Wilkinson



SWANSEA REGISTRATIONS AND DVLC

Non-U.K. members may wonder from time to time why there are repeated references to Swansea registrations in our Newsletter. A recent letter from an overseas member prompts me to clarify the meaning of all this - hopefully briefly.

D.V.L.C. - Driver and Vehicle Licensing Centre: the Government Department responsible for all vehicles and all licenses in the U.K.

Swansea - the location of D.V.L.C.

V5 - the log book or, more properly, a Vehicle Registration Document. Without this, you are unable to legally obtain a road fund license and travel on the U.K. roads. The V5 replaced the old style log books for new vehicles about 1970 and older vehicles in use were issued with a V5 as replacement.

The problem came in 1983 when DVLC issued V5 documents to owners of old cars not in use only on application. Many owners of old cars not in regular use were unaware of the change and consequently lost the vehicle's original registration mark. This group, and all those gently rusting away in forgotten barns over the years, now have great difficulty in retaining the original registration mark.

The Swansea bureaucrats only relent when a good case is presented including aspects of historical interest and vehicle rarity. Our Club record in retaining original registrations over the past few years has been good. Those failing have been issued with an 'age related' registration mark usually, MSV 123 being typical. These were unused registrations from Kinross in Scotland.

DVLC/Swansea are, however, on the point of changing their policy which hopefully will be good news for old car owners without a V5 (are you keeping up with the jargon?).

The new rules will mean that Swansea will allow retention of the old registration mark on a non-transferable basis given proof of (a) the authenticity of the vehicle by a club such as ours and (b) evidence that the number was issued to that particular vehicle (old tax disc/MOT certificate/insurance certificate, etc.).

At the time of writing (1st September) I have no evidence that Swansea has changed its policy but U.K. members who want a letter supporting their application to DVLC should write to me giving all possible vehicle details, photo and history (with S.A.E., please).

Now I said I would be brief, but the machinations of Swansea are very complex and relating the full story is like saying 'Hamlet is a play about a prince who contemplated suicide'!!

Bob Wilkinson

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FORD SIDEVALVES IN PRINT

Classic and Sportscar October edition published a lengthy article on sidevalve Fords.

Jon Pressnell of C and S (he did the splendid article on Terry King's CX with 2 other 1930's cars in 1988) asked me for 2 members willing to make their cars available at Brooklands in mid August.

Kevin Brigginshaw (short rad Y) and Dave Curtis (CX tourer) were able to respond and join the line up with Prefects, Populars and other later sidevalves. I understand it was a fascinating day for all concerned and some good publicity for our Club.

Bob Wilkinson

## TO REMOVE GEARBOX FROM CHASSIS

Carry out in sequence the following operations:—

### Operation

1. Place drain pan 127 under gearbox and remove drain plug Y-24452 using creeper 76 and wrench B-17021.
2. Remove locking wire from universal joint housing cap bolt heads using pliers B-17025. 9A
3. Remove split pins from the two nuts at the engine rear support strap Y-5103 using pliers B-17025. 9B
4. Remove split pin and clevis pin from the clutch release shaft arm Y-7511 using pliers B-17025. 9C
5. At this point we must support gearbox from underneath using jack assembly YE-17080, before proceeding to release nuts and bolts holding it in position.
6. Remove two nuts from engine rear support strap Y-5103 using wrench 2242 adapter 2291 and socket 2120. 9B
7. Remove strap Y-5103. This may need easing off the two bolts passing through ends of strap; if so, a smart tap with copper hammer 83 will generally allow strap to spring off. 9D
8. Remove three upper bolts from universal joint housing cap using wrench 2263, bar 2256 and socket 2118. 9E
9. Remove two bolts which are screwed in chassis centre cross member from rear end of engine radius rods Y-6028 using wrench B-17015. 9F
10. From underneath chassis using creeper 76 remove remaining bolt from universal joint housing cap using wrench 2263, bar 2256, extension 2298 and socket 2118.

### Operation

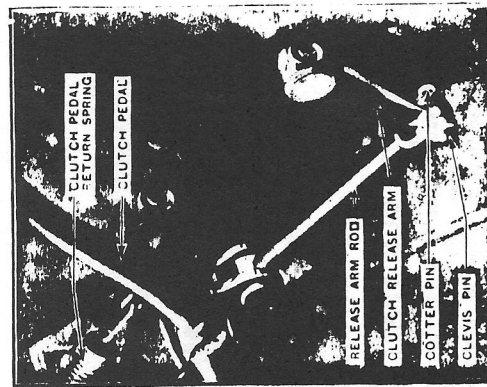
11. The gearbox is now free in chassis and it should be eased forward so as to clear splines on drive shaft Y-4605-B from splines in universal joint Y-7090 and lifted out of chassis.
12. Place gearbox on engine stand AB-35 by means of adapter Y-416.

### Illustration

### ILLUSTRATIONS AND MEMORANDA



FIG. 9.



TO DISMANTLE GEARBOX

Special Tools and Equipment Required

*Tools from Standard Tool Kit*

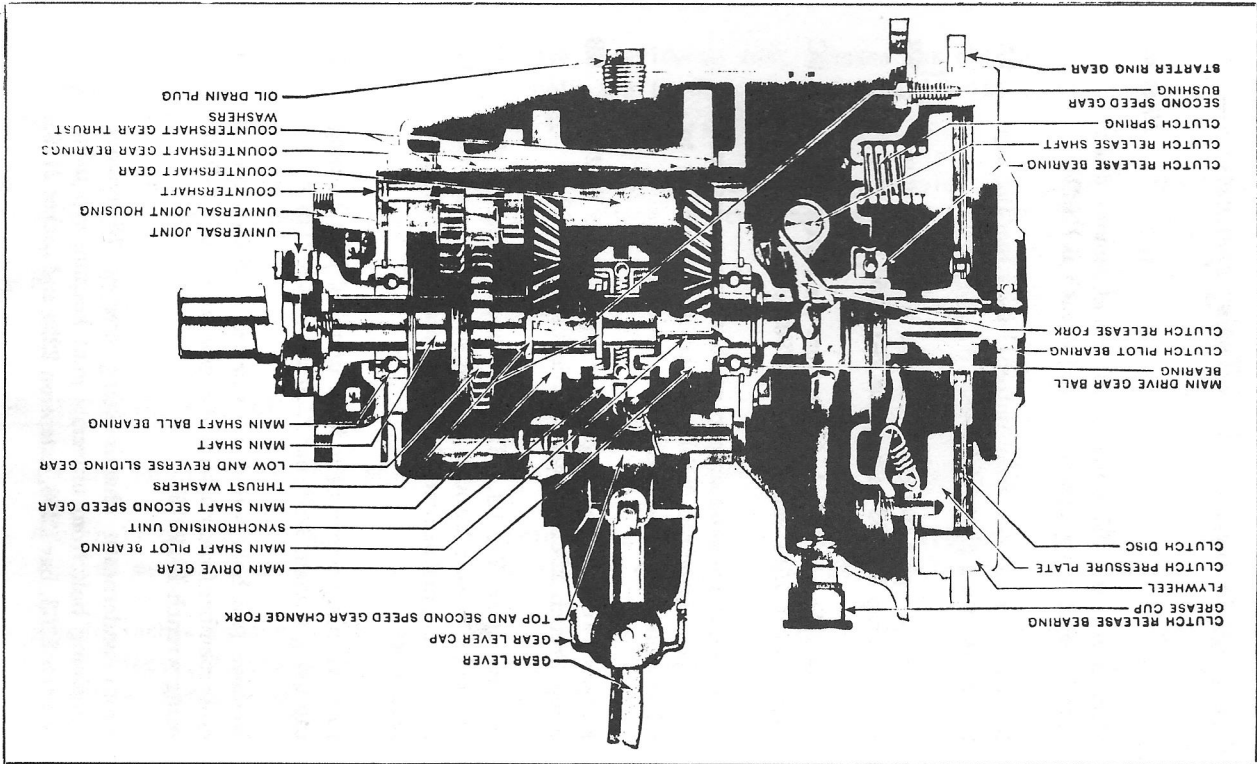
Wrench $\frac{7}{8}$ " and $\frac{1}{2}$ "	..	..	..	B-17015
" $\frac{3}{8}$ " and $\frac{5}{8}$ "	..	..	..	B-17016
Pliers	..	..	..	B-17025

*Special Tools and Equipment previously used*

Engine stand	..	..	..	AB-35
Copper hammer	..	..	..	83
Partition tray	..	..	..	344
Parts carrier	..	..	..	398
Engine stand adapter	..	..	..	Y-416
Wrench	..	..	..	1616
Socket	..	..	..	2118
Wrench	..	..	..	2242

*Special Tools and Equipment not previously used*

Snap ring remover	..	..	..	AAATA-8
Brass drift	..	..	..	382
Wrench : clutch grease lock nut	..	..	..	Y-811



## TO DISMANTLE GEARBOX

Carry out in sequence the following operations:—

### Operation

1. Remove two engine radius rods Y-6028 using pliers B-17025 and wrench B-17016.
2. Remove four bolts in gear change housing Y-7222 using wrench 1616, 10A

### Illustration

*SPECIAL NOTE.—At no time when gear change housing has been removed must outer member of synchronising unit be moved in relation to the inner member. This is extremely important.*

3. First remove clutch release bearing grease connections Y-7557 by unscrewing lock nut with wrench Y-811 then unscrew connection from clutch release bearing Y-7580 using wrench B-17015. 11A
4. Remove clutch release bearing hub spring Y-7562 from hub Y-7561 using pliers B-17025. 11B
5. Remove clutch release bearing Y-7580 and hub Y-7561 assembly by sliding forward on transmission main drive shaft. 11C
6. Remove pin 72257-S which passes through centre of shaft YR-7510 and through centre of clutch release fork Y-7515 using copper hammer 83 to drift out pin. 11D
7. Remove clutch release bearing shaft YR-7510 by drawing it out of gearbox case from off-side. 11E
8. Remove three bolts in main drive bearing retainer Y-7050 using wrench 1616. 11F
9. Remove snap ring Y-7070 from main shaft bearing using tool AATA-8.
10. Remove universal joint Y-7090. To carry out this operation use wrench 1616 and unscrew bolt located in rear end of main shaft Y-7061. When this bolt is withdrawn note that retainer Y-7095 is not dropped or mislaid as it can easily be overlooked. 10B

### Operation

11. Remove locking wire from four bolt heads at main shaft bearing retainer Y-7085 using pliers B-17025. 10C
12. Remove the four main shaft bearing retainer bolts using wrench 2242 and socket 2118.
13. Remove bearing retainer Y-7085 and retainer Y-7165 now released by operation 12.
14. Remove main shaft ball bearing assembly Y-7065 from main shaft Y-7061 taking care of main shaft oil baffle Y-7080. This bearing should come out quite easily now retainer Y-7085 has been removed.
15. Remove transmission main drive bearing assembly Y-7065 from shaft Y-7015 taking care not to damage baffle Y-7040. This bearing should come out quite easily now retainer Y-7050 and snap ring Y-7070 have been removed.
16. Remove synchronising unit Y-7106 and Y-7108 by pulling two ends of shafts Y-7015 and Y-7061 apart. This action will enable synchronising unit to be drawn off main shaft Y-7061 and so lifted out through top of gearbox. 12
17. Lift main shaft Y-7061 assembly out through top of gearbox.
18. Lift transmission main driving gear and shaft Y-7015 assembly out through top of gearbox.
19. Remove counter-shaft Y-7111 by drifting it out with brass drift 382 and copper hammer 83 from the front end of the gearbox. The retainer Y-7155 which locks this shaft in position was removed in operation 13.
20. Remove counter-shaft gear assembly Y-7114 by lifting out through top of gearbox.

*SPECIAL NOTE.—In carrying out operation 20, careful note should be made of two bronze thrust washers Y-7119 which will have fallen into bottom of gearbox. These washers should be retrieved and placed with small miscellaneous parts in partitioned tray 344.*

Operation

- 21. Remove reverse idler shaft Y-7140 by drifting out with brass drift 382 and copper hammer 83 from inside of gearbox.
- 22. Remove the reverse idler gear Y-7141 by lifting it out through top of gearbox.

Illustration

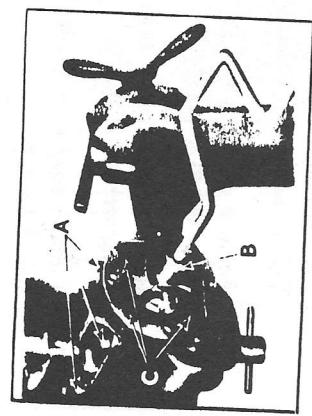


FIG. 10.

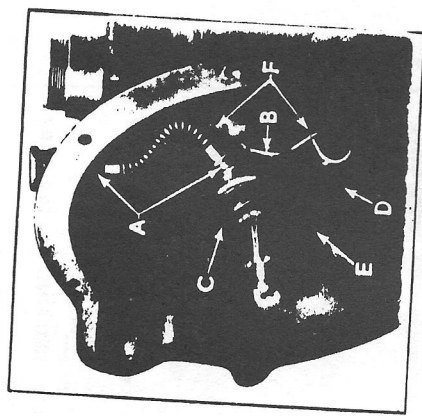


FIG. 11.

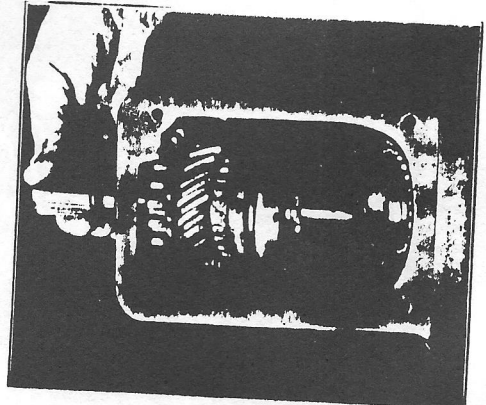


FIG. 12

TO RE-ASSEMBLE GEARBOX

Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench $\frac{3}{8}$ " and $\frac{1}{2}$ " ..	..	..	..	B-17015
" adjustable ..	..	..	..	B-17021
Pliers ..	..	..	..	B-17025

Special Tools and Equipment previously used

Snap ring remover ..	..	..	..	AATA-8
Engine stand ..	..	..	..	AB-35
Copper hammer ..	..	..	..	83
Partition tray ..	..	..	..	344
Parts carrier ..	..	..	..	398
Engine stand adapter ..	..	..	..	Y-416
Wrench clutch greaser lock-nut ..	..	..	..	Y-811
Wrench ..	..	..	..	1616
Socket ..	..	..	..	2118
Wrench ..	..	..	..	2242

Special Tools and Equipment not previously used

Second gear lock plunger press ..	..	..	..	BV-3
Main drive gear bearing press ..	..	..	..	Y-8-A
Main shaft bearing press ..	..	..	..	Y-8-B
Synchromesh gear ball ring ..	..	..	..	Y-8-J
Counter shaft gear assembly tool ..	..	..	..	Y-8-K



CHAIRMAN'S NEWSLETTER

One of life's big problems is that of "progress" or rather, what is carried out in the name of progress. As in most other countries, Government bodies in the UK are being privatised, producing slimmer and more cost-effective organisations. Mine is no exception, but it has resulted in the Register losing the use of my secretary Janet, and her computer. During her lunch hours that combination kept the membership and vehicle registers up to date and typed out various articles and these newsletters. Thanks to a proposal at the A.G.M., I now have a computer and printer and, with luck, this newsletter will spew forth from them in a package which is compatible with John and Siobhan's computer at the editing desk in the wilds of North Yorkshire. At the moment, it will be "with luck", as I am still trying to get to grips with the machines and their single-mindedness. I would much rather be playing with a half-inch AF spanner on my Terrier! I'm sure you will wish me to thank Janet for all her efforts for the Register over the past two years or so.

Thanks are also due to Jeff Hancock who is standing down as the Regional Co-ordinator for South Wales. The ubiquitous Mike Samuel has jumped at the chance of taking up the appointment. So, South Wales members please make a note of his telephone number until such time as we can change the inside cover of the magazine. The number is Pontypool (0495)755219.

Congratulations are in order for Julian Janiki, Owen Baldock and assistants who put on a superb show at Ardingly in Sussex in July. Although the officials failed to appreciate the beauty of the Register stand in the awards, it was one of the best presentations of Model Ys I have seen. Again, regrettably, no Model Cs, which are in pretty short supply south of the Thames. I also called in at the Lover Show in CNN. This is run annually by Bert and Dave Hopkins just outside Fordingbridge in Hampshire. Bert had his Coventry Climax powered Model Y on display, keeping his nice Fordor shortrad in its garage for some inexplicable reason. Also at the show were Mike and Jane Lee in their recently completed intermediate 1934 Tudor with its original number plate JL 1367, coincidentally personalised for Jane. And yes, there was a C, the nicely restored 1934 blue and cream Fordor of Andy Aldridge. Unfortunately it had previously been in the hands of Collectors Cars in Bournemouth who have stripped it of its original number, CMD 205, and replaced it with a 1960's A registered number. Some people have no soul when there is a fast buck to be made! Hopefully the new Swansea regulations will allow Andy to obtain a 1934 registration in due course without too much bother.

The Andover Road Run brought David and Valerie Leach to my home town in their Ford Pilot. He promises me that he is going to work on his Model C over the next year! Pigs might fly! CNN won her second trophy at that event for being the best "used and original" car. You can read into that what you like! At least the trophy was pleasing to the eye, unlike the monstrosity she won last time, which spent the year hidden at the back of the top shelf of my bookcase! David's Ford Pilot had won it for the previous two years and they referred to it as the Jolly Green Giant - it was really naff!

Yesterday, I visited the Northern Classic Car Show at G Mex in Manchester. The Register stand, titled "CandY" Hire Co., displayed Graham Miles' van, driven up from Watford by Bob Wilkinson, as a haulage hire vehicle; Ken and Kath Devine's Model C, beautifully rigged as a wedding hire vehicle, and Jean Hunt's Fordor Model Y dressed as a taxi. Kath and Jean were dressed in period costume and had prepared a reception area for potential customers. It all looked very attractive. Once again Jean had iced a super cake, this time with marzipan bits on top ranging from a chassis to a battery! I enjoyed the Candy Hire Company's excellent tea, provided by Sue Griffiths as well as Kath and Jean when not attending to customers! The stand was stage-managed by Peter Ketchell, also attired appropriately in a stiff collar and suit, with John Griffiths and Reg Hunt giving assistance when needed. All in all, a great display which certainly

turned the heads of passers-by. Well done team!

Away from the shows. There is good news on the spares front. Following their success with the manufacture of hub caps, Graham Miles and Peter Ketchell are actively chasing a source of bumper bars. These really have proved to be difficult items to remanufacture. I've even written to as far afield as Taiwan and the U.S.A. to find a source which is within reach of the average member's pocket. Let's hope this new source produces the goods. It will inevitably mean a heavy outlay of Register capital to set up the tooling and to produce an economic batch. To help the coffers, why don't you Model Y members ask Father Christmas for a set of the super new hub caps, which will convert capital tied up in spares into liquid assets - good thinking, yes? Kevin Briggins awaits your orders. Whilst on the spares front, we are all sorry to hear that Bert Thomas is still not too good, but is carrying on his good works on three cylinders. We all wish you a successful recovery Bert.

I managed to take a week off work in August and Paula and I drove down to Munich in Bavaria to see our daughter (not in CNN I hasten to add - 1,650 miles!). Whilst there, I poked around the "stadt" library and found some fascinating details on the German Model Y Koln and the Model C Eifel cars. I have also subscribed to a copy of the History of the Australian Fords mentioned by Bob Wilkinson in the last magazine and am heading for Madrid on business in October, so will see what the libraries there have on the Ford Motor Iberica Company in Barcelona, which also manufactured Models Y and C. Once consolidated, I hope to pull together an article or three on our foreign sisters for the magazine. If any members have any articles on the French or other foreign versions of the "little Fords of Europe", I would much appreciate photocopies or a loan of the articles.

I regret I must end on a sad note. Many of you will have met Frank Dallimore at shows in the Midlands. He regularly attended the All Ford Rally in Abingdon in his very original green 1936 Tudor CWL 848, which has only 8,500 genuine miles on the clock. Last year we learnt from his son, who brought the car to Abingdon, that Frank was ill. I have since heard that he has died of cancer and have written to Mrs. Dallimore passing on the condolences of all members of the Register. It was Frank, who in the late '70's, sent me brown paper carpet patterns, from which I had CNN's carpets made. He was a very supportive member of the Register and we mourn his loss.

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**STANFORD HALL PLAQUES**

I am grateful to Peter Ketchell for printing some Stanford Hall 1990 plaques. If anyone who was present wants one for their collection, please write to me and I will despatch one by return. I also have a very limited number of 1989 plaques. First come, first served on these.

Sam Roberts

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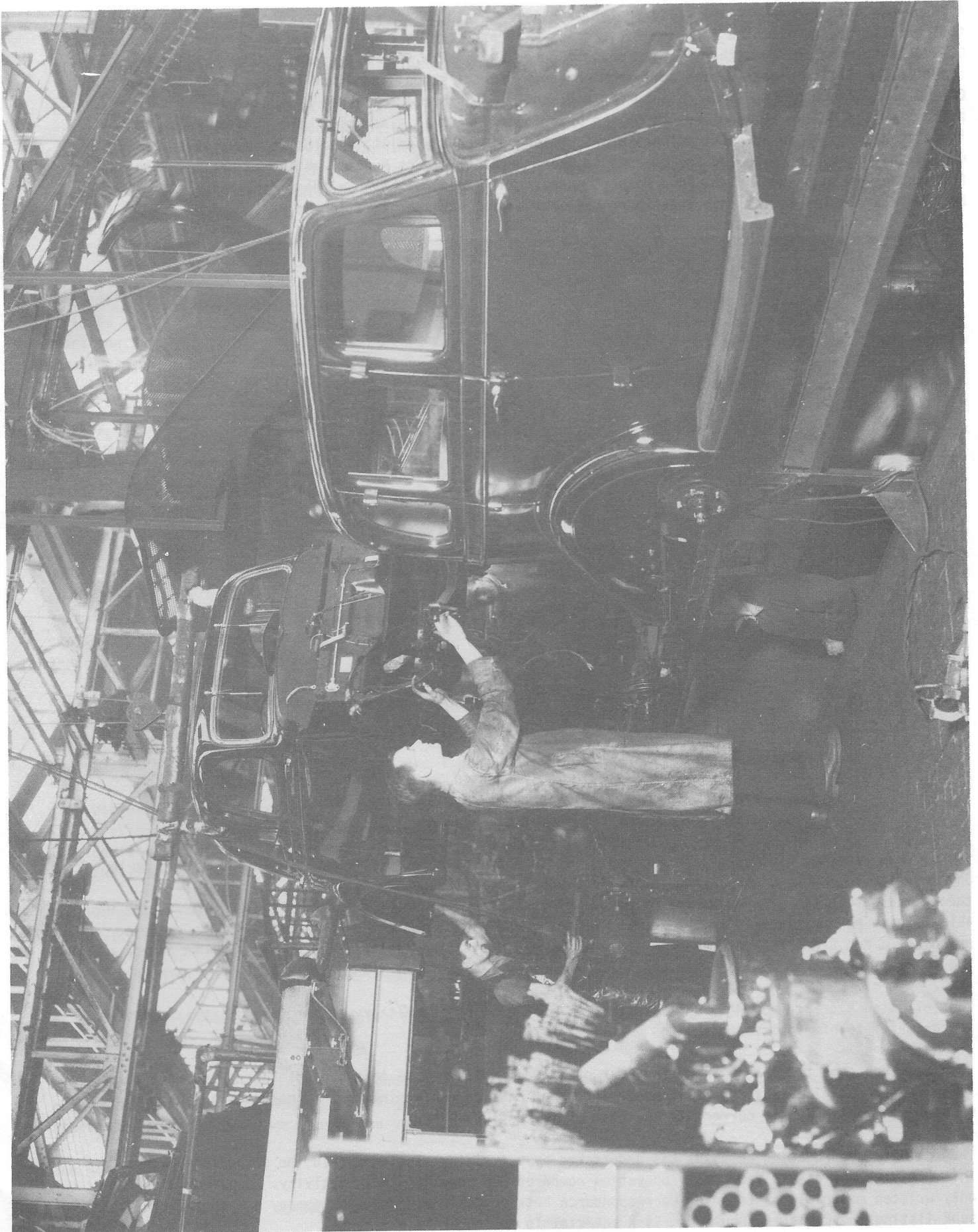
**BRIGGS BODIES**

See photograph opposite - bodies from Briggs Bodies Ltd. joining the production line from the 'high line' at right angles. (Note pair of front wings joining production line on gantry behind the Fordor.)

Sam Roberts

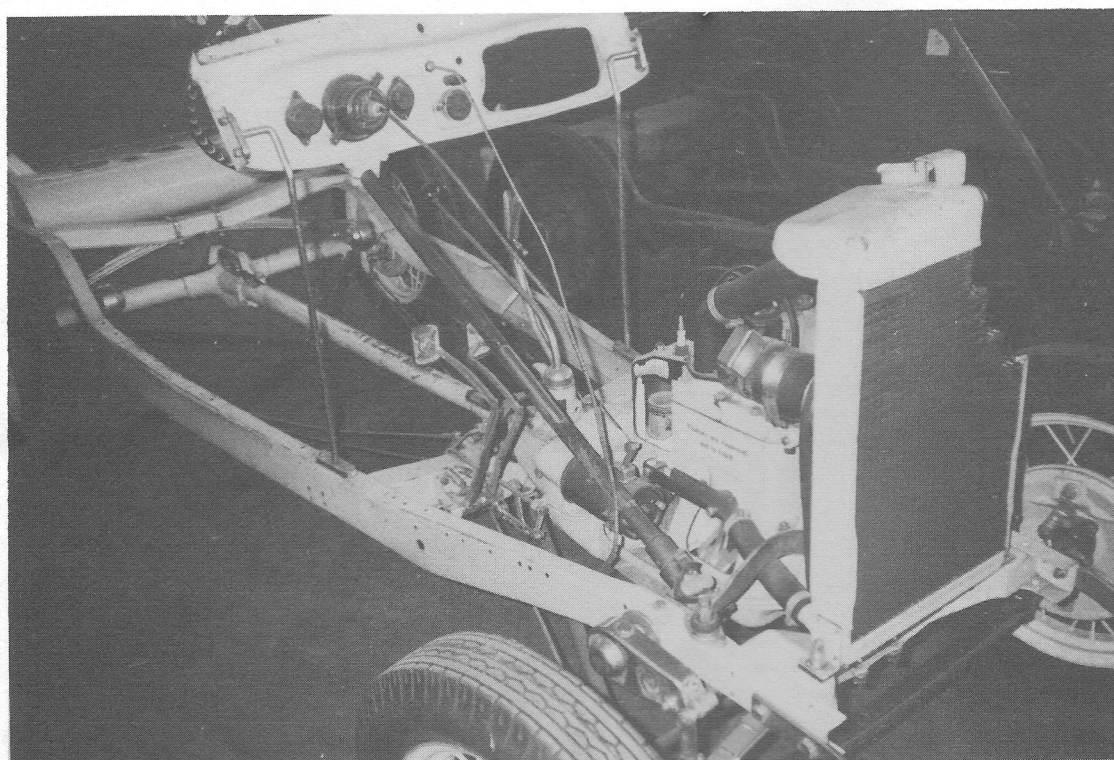
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BRIGGS BODIES FROM THE "HIGH LINE" BEING MATED WITH THEIR CHASSIS AT DAGENHAM.



### MODEL Y CUT-AWAY DISPLAY CHASSIS

Over the past two years much mention has been made in the magazine of the Model Y display chassis owned and superbly restored by Dave Tebb. Many of you will have seen the chassis at any one of numerous shows and noticed that it has a brass plate on the right rear of the middle chassis cross member, behind the foot pedals. Apart from the Ford motif there is an identification code engraved on the plate which reads CC/SMD 17. There are two other display chassis owned by members of the Register. Graham Miles has one coded CC/SMD 32, in pieces, which came from Christs Hospital school and Jim Miles has recently acquired CC/SMD 3, again in pieces, from Enfield Girls School. A further chassis has been restored by the National Motor Museum at Beaulieu, it having been found buried in a sandpit. The Curator tells me that there is no sign of an identification plate on this one, nor any telltale holes in the chassis cross member. I have also inspected the chassis in the Wroughton Science Museum, which was presented to the Science Museum in London by the Ford Motor Company. This does not have an identification plate either, but there are holes to indicate that there has been a plate at some time in the past.



The cutaway chassis in the Wroughton Science Museum presented by the Ford Motor Company in January, 1970 after it had been returned from a Technical College

There is no recorded history of these chassis, so to find out more about them, I wrote initially to Mr. Charles Attwood, M.B.E., who joined the Boy's Trade School at Dagenham in 1934 as a teacher of theoretical subjects. He became the principal of the school and retired to North Wales in 1973. He was able to give me some interesting background on the Trade School and put me in touch with his successor as principal, Mr. Ernie Webb, who was an apprentice when Mr. Attwood joined Ford and who was in charge of the cutaway section of the workshop until all non-essential activities were replaced by war work in 1939.

The following extract from Mr. Webb's letter tells us much of the history of the display chassis and we are grateful to him for recording it:-

"I have given some thought to answering your questions, which relate to the events occurring more than fifty years ago. I am sure you will appreciate that casting one's mind back so many years is not easy. However, the following is correct to the best of my knowledge.

The activity of producing cutaways was undertaken by a training section within the school's workshop. This activity was also a very small operation compared the Company's main activity. Consequently, the only written material consisted of correspondence between Colleges, and the Company and an exercise book listing the Colleges supplied. Such material is no longer in existence.

Around 1935/36 a "Works Order" was issued for the production of cutaway chassis (Model Y) to be loaned to Technical Colleges. The order covered the cost of fifty units all to be of similar specification i.e. green in colour, fixed handle to turn engine and transmission demonstrating mechanical features of a car. The object of supplying these was twofold:

- (a) To provide an instructional unit for students undertaking automotive engineering courses
- (b) To publicise the Company's product
- (c) To interest students in a possible career with the Company

It appears that much interest is being shown in the identity plate ("Brass Tag"). They were attached merely to provide for Company accounting and to assist in keeping a record. The chassis were not given away but loaned to colleges for an indefinite period. Officially they remained the property of the Company. CC/SMD merely referred to the unit (cutaway chassis) and, I believe, the Company Department concerned (Sales Marketing Department) where this was part of the overall sales area. It was their project and they footed the bill.

Other chassis were made, fewer in number, and produced solely for exhibition purposes, mainly at motor shows and dealers showrooms. These were not numbered being directly controlled by Sales (Exhibitions). These differed in so far as they were of a different colour, with electric drive - the starter motor was stripped and rewound as a 50v D.C. conventional motor. A rotary converter was supplied with these, operating from the mains and capable of variable speed. Hidden lighting was installed to demonstrate the Otto cycle, blue for intake, white for spark and red for exhaust, and the distributor was modified to time this.

Cutaway chassis would not have frame or engine numbers. The materials used would have been supplied either as individual parts, i.e. frame, silencer etc or defective parts i.e. reject engine, reject gear box, or reject engine block, reject pistons, reject crown wheel and pinion. Reject parts were used as available and as often as possible. Consequently, the chassis were not included in the vehicle recording system.

To my knowledge very few Model "C" chassis were produced. The reason, I believe, was that they differed very little from the "Y". Apart from a different body, the engine was of a larger bore and other components modified accordingly. In fact, I can only recollect being involved in one. It was especially made to exhibit at the Motor Show when the vehicle was launched. This exhibit not only had the cutaway chassis as a base, but included half the body cut longitudinally so that when viewed from one side it appeared as a normal car and when viewed from the other a cutaway including seats etc.

With regard to the building of cutaways as an aid to training, you need to appreciate the system used in the Trade School. Based on its American counterpart, only useful work was used as exercises. Apart from extra time allowance, greater than that estimated from skilled men, the conditions were the same. Works orders were issued, job cards filled in, time taken and recorded. Cutaways, therefore were:-

- (a) Useful to the Company
- (b) Provided workshop training, i.e. machining, fitting, welding, assembling etc.
- (c) Familiarity with automobile parts and their functions
- (d) Familiarity with the product

Finally a few comments that might prove helpful. It is unlikely that you will be able to find many "Y" cutaways. In many cases they were returned to the Company by Colleges where they were no longer considered to be of value. These were disposed of as obsolete and of little value. The Company made no effort to call them in and, no doubt, some, such as the one you have come across are still around.

It may be interesting to know that apart from whole chassis, a number of cutaway engines and gearboxes were produced for use in schools.

The fifty chassis were produced on production flow basis, one being commenced, one half built and one nearing completion. One went to a College approximately every fortnight. As one went out another was started. The programme took nearly two years."

Sam Roberts

## EVENTS

We had a Club stand at the Stratford upon Avon vintage show on 22nd July, where we had 3 model Ys and 3 Model Cs - a good mix. This was the first time the magazine 'Popular Classics' had sponsored this event, and most of us thought it was very good and would get better. The only problem was getting in - when will these show organisers realise they must get old cars in and parked up quickly before they all boil?

Next do in my neck of the woods is the Malvern Motoring Event on 30th September. We already have 6 or 7 cars booked, so if anyone else wants to come, please ring me now.

Look out for the October issue of Classic and Sportscar magazine, when you should see an article on Sidevalve Fords when several of us went to Brooklands for photographs and test drives by their features editor, Jon Pressnell.

Dave Curtis



The Club lineup  
at Stratford  
on 22nd July



Dave Curtis'  
CX tourer  
and  
Kevin  
Brigginshaw's  
model Y  
at  
Brooklands

SPARES REPORT

As you will see, a number of items on the Spares List have been cut out since the last issue. These are principally items that are old stock, presumably manufactured by Ford Motor Company, which are no longer available. Therefore, I am obliged to remove them from the list, leaving me to concentrate principally on reconditioned items and repro items where it is practical to make them. I feel that this is our future as I find it increasingly difficult to get old stock parts as indeed do our other suppliers from around the country. We are facing something of a problem as the model was principally for the U.K., and although various examples found their way round the world, it wasn't produced elsewhere in the world but sourced all its parts in the U.K. So, mechanical parts will be a problem in the future.

Low end gaskets have now dried up on me, so I am attempting to find supplies of gasket cork and the seals from which people can cut out their own gaskets. It is possible for companies to manufacture them but on the limited value that we are looking at this is rather impractical. How often do you need a sump gasket for a Y model, anyway? An hour or two, and you can cut one out for yourself from a cork sheet.

Speedo cables are now deleted, and they can be obtained direct from a supplier in London, address on parts page.

Brake shoes - I do require your old brake shoes in, as there are as many as four types of shoes fitted to our vehicles. Over the years the axles have been muddled (I think is the best way of describing it) because people obviously went to the breaker's yard when an axle went and bought themselves a second hand axle and away they went. Therefore, many of us have got odd shoes on the front and odd shoes on the back, and in fact, in some cases, completely the wrong axle for the wrong year. So it is possible just to know by the chassis number the shoes that you have. It is more a case of not so much the shoes you should have, as the shoes you now have. We have had a run of people asking for the pull off spring for the actual brake shoe. There are two springs, actually three springs on our vehicles, one spring suitable for the long rad and model C and two types on the short rads. We are attempting to have these springs remanufactured and will offer these in the future. I just don't have any brake pull off springs for short rads at all, and I've very skimpy sets for the long rads and Cs.

I have removed from the list the inner wheel arches as I am frustrated in people trying to make for me and when I've got them I'll re-instate them.

The running boards we have can be adapted to fit a short rad although the bright metal is still required from your old running board, as the S.R. running boards have metal front and rear, stainless and trim along the edge. The number of short rad running boards required is minimal so it is not practical to attempt to tool up for them on their own. I have now run out of the pyramid rubber that I have had for some years (I had three rolls as a job lot from a company). It can be obtained from other suppliers, I believe. I am now left with just the running board complete.

We make all rubber parts ourselves and of course stocks are not great. I can get a run on any one particular part and go out of stock, so although you order them and they are shown on the parts list, from time to time I do run out of various items. They are dispatched to you as soon as we have made a new batch.

The chassis carpet rails are all made as 4 doors, and when sent out as 2 doors I simply put a nick in them where you have to cut them off and finish them to suit a 2 door car. It does, of course, make stocking items easier if I can carry uniform parts.

We hope to obtain more parts, if at all possible, at Beaulieu. We go there soon

and if like last year, will collect very little in the way of parts.

Side lights - we are having a problem on the cover tooling, so we cannot supply the covers at the moment, and we are still looking at manufacturing a base so that we can offer in the future a complete light.

Clevis pin sets are being sent out with the main pin only for the long rad but I am having difficulty in obtaining the rear long pin. The supplier was going to let me have 1,000, but now it's a case of remanufacturing, the minimum run will be 5,000, which I haven't taken him up on (5,000 is obviously 2,500 cars worth, which is nonsense when we are looking at most 5 - 600 long rads in the world). I will now have to find them elsewhere.

Packing and Dispatching of Parts

Kevin and myself try to pack spare parts and meet at least once a week in order to draft out the orders and leave each other packing and dispatching to do, to which is devoted at least another evening of our week. But when we go on our summer holidays, the whole procedure comes to a standstill. So in the months of July and August when we take our holidays with the children you can expect a slower service than usual. We have had the comment that someone had to wait 3 weeks, it may even have been 5 weeks - we are not doing this for a living, we are doing it for a hobby.

Graham Miles

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Alfred Daley's 1930's second hand car lot at Enfield, 1990



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## 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).
- 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).
- 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)
- Stuart Wragg, W1504. Two L.R. Model Ys, 1934 and 1936, for restoration/spares. Will split. Both Swansea registered. Offers. Tel. 0742 395901 (Sheffield).
- M. J. Chivers, C1731. Engine for C, offers; pair of rear wings for 1934 Y, 1 good, 1 needs repair. Tel. 0287 37708. (1)
- 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)
- 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)
- Car for sale: Offers around £1,500. Model C 2 door saloon. Sound bodily & mechanically but not on road.
- Mr. J. D. Best, 34 East Holme, North Heath, Kent, DA8 3NR. (Bob W. has more details)
- Car for sale: Best offer. Model Y 1936 2 door. Unfinished restoration - much work done. Tel. 091 492 0773.
- Parts: 8 & 10hp head gaskets, £9.50 inc. p&p., 8hp piston sets +30, +40. Tel. 0254 772372. (1.2.3)
- Mathew Baker, B1254. Car for sale: fair offer required from person able to offer good home. 1934 roadworthy Model C de luxe 10 hp. 80,251 miles, original throughout but requires a little interior tidying. Paintwork and mechanics in good condition. MOT until January, 1991. Tel. 048 087 434 (home), 0480 213638 (office) (Cambridgeshire)
- K. Briggshaw. Car for sale: price £2,100. 1937 2 door Y, in running order.
- Ian Schofield, S1426. Y type dash, no dials - good condition, 30. Tel. 0706 214784 (Lancs.)(1.2.3)
- Steve Minns, M1305. Headlinings made for upright Fords, all models. Tel. 0473 780818 after 6 p.m. (1.2.3)

## MEMBERS PARTS WANTED

- 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)
- M. J. Chivers, C1731. For 1934 L.R. Model Y: passenger side door handle, will swop for a driver's side; bumper bolts; distributor; shock absorbers; rear off side linkage. Tel. 0287 637708 (Guisborough). (1)
- 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)
- David Gatenby, G1719. For 1935 Model C, windscreen and surround. Tel. 0325 486781 (Darlington) (1)
- Andy Stanley, S0919. One bumper bolt; starting handle; period sun visor. Tel. 0934 521462 (Weston-s-Mare) (1.2)
- 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)
- K. Briggshaw. Front seat; gear box floor tunnel; engine 8 hp; L.R. hand brake. 102 Hadrian Ave, Dunstable.
- Malcolm Clark, C0732. For 1936 Y; spare wheel securing strap; badge mount; 4 shock absorbers, links and bushes. Tel. 021 477 3838 (Birmingham) (1.2.3)
- T. Thomas. For 1936 L.R. Y; 2 front shock absorbers; 1 rear brake rod support bracket. Tel. 0977 554551 (Castleford) (1.2.3)
- Antony Pattison, P0920. For 1932/33 S.R. Y: crown wheel and pinion; brake rods; any interior trim; starting handle; windscreen. Tel. 0279 726010 (Herts.) (1.2.3)
- Steve Minns, M1305. Any Y parts to help with restoration of 1935 Tudor. Tel. 0473 780818 after 6 p.m. (1.2.3)

CLUB PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Kevin Briggingshaw. The order will be handled as soon as possible. Payment is then to be made to Deborah Briggingshaw (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 seals (large - outer) Y1175	1.50 each
Engine valves - send pattern, exhaust or int.	3.00
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	per set 22.50
Engine pistons, various sizes - send pattern, non-returnable	per set from 20.00
Headlamp bulbs (wattage not stated)	2.00 each
Bulbs, various (if rear lamp, state straight or of set pins)	0.50 each
Late type distributor points (not early type)	2.00 each
Early distributor caps	2.50 each
Rotor Arms, late types	2.00 each
Gaskets - price on application, upper engine only	2.00 each
C exhaust, with tail pipe - stainless	2.50 each
Y exhaust, stainless	64.50 each
Floor board screws	57.00 each
Engine top water outlet (head to hose)	0.05 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	6.00 each
Please note the Club does not stock moulded hoses.	2.25 each
Oil can transfers, black only	3.00 each
Oil cans	10.00 each
Oil can bracket	16.00 each
Y front side light lenses	2.60 each
Y front side light covers	3.00 each
6 volt coils - not Ford	7.00 each
Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION	23.00 each
Rear brake rod support bracket for L.R. Y, with double holes	24.00 each
Front road springs, Y & C	15.00 each
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)	2.50 each
Y2096 Front brake lever return spring - Right Hand	2.50 each
Y2097 Front brake lever return spring - Left Hand	2.50 each
Y2220 Rear brake cam shaft lever spring - Right Hand	2.50 each
Y2221 Rear brake cam shaft lever spring - Left Hand	2.50 each
Fan belts - please specify whether 3in. or 4in. dynamo pulley	4.50 each

Battery fixing bolts

Front inner and outer wheel bearings  
Exchange brake shoes, rollers removed  
send old in first (set of 4)

L.R. Y model rear wings, in fibreglass

Chassis to carpet rails inside door (state 2 or 4 door) in stock  
Running board draft trims - adjacent to chassis - finished black  
Patch repair kits for 2 door Ys front doors - n/s only  
\* outer panel (2 door) n/s  
inner panel

inner front curved section of door frame

angle bracket to rear of skin to pillar  
S.R. front valance below grille (external part only) (fibreglass)

Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets, adaptable for S.R. fitting

Y Hub caps - to original specification

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

Front radius ball	3.00 each
Brake and clutch pedals - exchange (send your old one first) non-exchange	4.00 each
Gear box mounts	5.00 each
Door stop buffers	12.50 each
C front axle beam stop rubber (metal not included)	1.30 each
Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R. - depends on linkage design	5.00 each
S.R. side lights - base mats	0.70 each
Body Fittings	2.75 each

Late L.R. 4 door Y hinge centre bolts

Brass balls door hinge	0.75 each
Enamel rad. badge - dark blue	0.60 each
S.R. radiator badge mount Y8215B - not suitable for L.R. or C	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
	25.00 each

Service Castro poster - reprinted

	10.00
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SPEEDO CABLES FROM: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402.  
Prices on application. K27, 5ft 8in long for Y; K28, 5ft 1in long for C.

REMEMBER: Send exchange items with order for new or reconditioned parts.

## 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

### 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

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

