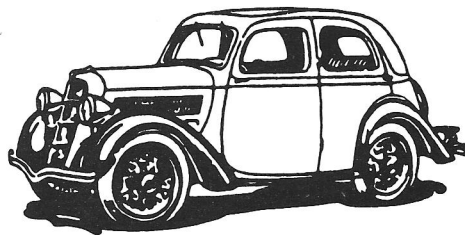
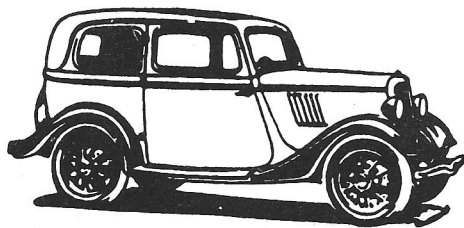


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 68 Dec. 90/Jan. 91

NEWSLETTER EDITOR:-

JOHN GUY
GARTH BARN
MAIN STREET
GILLAMOOR
YORKSHIRE YO6 6HX

REGISTER CHAIRMAN:-

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE SP10 3AF

THE FORD Y & C MODEL REGISTER

REGISTER OFFICERS

Chairman	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX
Newsletter Editor	John Guy	Garth Barn, Main Street, Gillamoor, Yorkshire YO6 6HX
Membership Secretary, Treasurer & Registrar	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside DN14 6DJ
Asst. Treasurer to Spares Secretary	Deb Brigginsshaw	102 Hadrian Avenue, Dunstable LU5 4SP
Librarian	Alan Oakes	15 Wilson Street, Hyde, Cheshire SK14 1PP
Technical Adviser Model C	Paul Bainbridge,	100 Bagnall Road, Basford, Notts. NG16 0LB
Model Y	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
Events Coordinator	Dave Curtis	3 Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Bill Williams	30 Station Road, Cogenhoe, Northampton NN7 1LT

<u>REGIONAL</u> <u>COORDINATORS</u>	01. Devon, Cornwall	02. Somerset, Avon, Wiltshire	03. Dorset, Hants, IoW Channel Isles
	David Ramon 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	Robin Prebble Conduit Cottage Batcombe Nr Shepton Mallet Somerset BA4 6HF Tel: 074985 667	Sam Roberts 16 Croye Close Andover SP10 3AF Tel: 0264 365662
04. Surrey, W.Sussex Julian Janiki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 51184	05. E.Sussex, Kent Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	06. S. Wales Mike Samuel "Bryn-Gomer" 20 Greenhill Road Griffithstown Pontypool Gwent NP4 5BE Tel: 0495 755219	07. Hereford & Worcs, Gloucs, Warwicks Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel: 0432 356302
08. Oxon, Bucks, Berks. Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0990 21800	09. Beds, Herts Kevin Brigginsshaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not 'phone	10. London, Essex, Middx. Dave Ball Gatesby West Hanningfield Essex CM2 8UJ Tel: 0245 400560	11. Salop, Staffs, W. Midlands Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel: 021 459 6100
12. Leics, Northants, Cambs. VOLUNTEER REQUIRED	13. Norfolk, Suffolk Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 45558	14. N. Wales, Cheshire, Lancs, Manch, Mersey Peter Ketchell 2 Manor Road Westminster Park Chester CH4 7QW Tel: 0244 676856	15. Notts, Derby, Lincs, S. Yorks Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417
16. N. Yorks, W. Yorks, Humberside Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 6DJ Tel: 0405 860836	17. IoM, Cumbria, Durham, T & Wear N'umberland, Clvld. Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	18. Scotland John Hudson 43 Acredales Linlithgow West Lothian Tel: 0506 845935	19. Ireland Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin Eire

EDITORIAL

Happy New Year!

This, the first issue of the New Year, is, I am pleased to say, packed with relevant and interesting information for members of this Register.

An earlier Editor of this magazine once expressed the view to me that it was difficult to hold interest in a one make car club for any length of time. However, it has been my fortunate experience that the format developed for this Newsletter continues to break fresh ground and to always provide new interest.

This issue is no exception. We range from the precious time capsule of Bert Hopkins' recollections to exciting news from the Vehicle Registration achievement of Bob Wilkinson. Jeff Cole is again in print with his inimitable precise style. There is also news of the year's events.

A stream of information about your own vehicles provides continuous interest. In this issue, we publish photographs of some very rare and fascinating vehicles, one of which, the CX coupe, I have never seen before. It certainly is an interesting shape. As someone involved in design as a profession, I am always intrigued by design in other fields. Old car values and, therefore, interest shown by collectors will often reflect good visual design in the more expensive type of vehicle. This is not the case in cheaper vehicles. As in the fine arts world, general acknowledgement is important, people usually lack confidence in making their own assessment of an artefact's merit.

The work of Eugene T. Gregorie in the Y & C series is, I believe, an important marker in the history of automobile design. The design broke new ground in moving from the 'perpendicular' of the 20s to the 'modern', rakish look of the 30s. The competence with which this is achieved is all the more remarkable for being achieved on such small vehicles, never the easiest of tasks, and one which had not been achieved by Ford again until perhaps the Escort of the last few years.

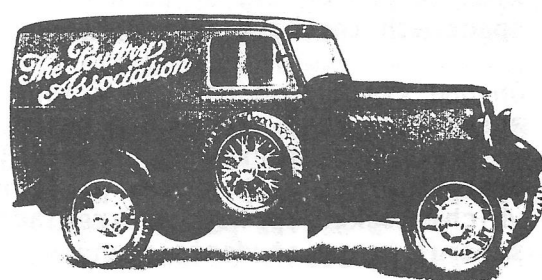
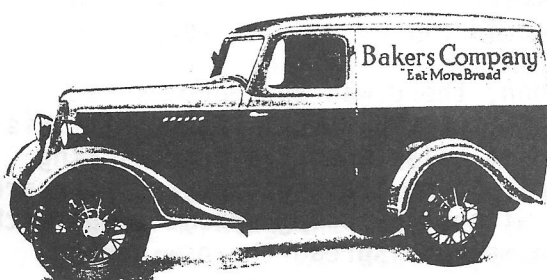
As the years reduce the snobbery attached to original vehicle values, I believe the true merits of the design will be more generally recognised.

Unfortunately, I cannot similarly praise some of the vehicle's mechanics. A method of setting the brakes is quoted herein. This method cannot be recommended on today's busy roads. In my experience, the repeated screeching of tyres does not help make friends with your neighbours!

Finally, a personal thank you to Colin Ault, who has sold his vehicle. Thank you, Colin, not just for your kind words, but also for the support you have given the Club over the years.

John Guy

-0-0-0-0-0-0-0-0-0-0-0-0-



MEMBERSHIP CHAT

Our first letter this month must be from Colin Ault, who wrote in to Bob Wilkinson:

I have sold my Model Y, reg. no. KG 7310, together with my spare parts collection. I have not lost interest in the vintage car movement and, in fact, have just started a new project, the total restoration of a Sunbeam 16, which I have very recently acquired. I am going to be off the road for a couple of years, but it should be an interesting car when it is finished.

Very many thanks to yourself (Bob) and all the other officers and members who have helped to make the Ford Y & C Register the excellent Club that it is. I have had many years of fun in both looking after and driving 'King George', as we called our little car. I will miss the meetings and shows where we have had many happy hours. But I am sure I will bump into you and other members when I start my search for Sunbeam bits.

I would particularly like to thank Graham Miles for starting it all and keeping his interest over so many years, to Sam Roberts for adding his very professional touch to the Club and the highest praise of all to John Guy and his wife for producing a first class professional magazine, that I am sure every Club member looks forward to receiving. Lastly, Bob, thanks to you for keeping your end all together. I shall miss your Yorkshire, or is it Humberside? sense of humour.

What a lovely letter. Colin has been a valued active member of our Club for many years. His 1935 Y has graced our displays at several shows and is a prize winner in every sense. We hope the new owner will take up membership.

Meanwhile, good luck with the Sunbeam and many thanks, Colin, from all of us.

David Hague, of Sheffield, has sent in some details of his car's history:

Back in 1961, I bought DOH 838 at a party. With Frank Sinatra singing in the background, I looked at the car outside, gleaming under a sodium lamp. At the time, an asking price of £45 seemed to be astronomical for a 17 year old junior clerk. Still, it was in good condition and after some 'umming and erring', I decided to raid my humble bank account. I bought it from an engineering student who had replaced the front bucket seats with a bench seat which conveniently lifted back to form a type of bed. With this you could go off in the Ford for the weekend and sleep in it (although it wasn't quite up to Hilton standards - especially if you had the steering wheel side).

Whilst the Ford 8 engine was a good workhorse, wouldn't it be nice to have a bit more 'go'? I bought a Ford 10 van engine from a scrap yard and put this into the car, but with the Ford 8 cylinder head (a better compression ratio, you see). It purred along very well until, when returning from a Senior Scout climbing holiday in North Wales, there was a sudden rattling of a big end as we sped into Macclesfield. We crept back to Sheffield clanking nicely over the 'Cat and Fiddle' road. The Ford became as good as a Scout Troop vehicle, carrying equipment and boys all over the place. With canoes on top or as a camp food carrier (there's an amazing amount of space with the back seat taken out), it certainly earned its keep.

On one visit to a college friend in London, there was an enormous rut across the road at the beginning of the Chiswick Flyover. As we hit this with a thump, there was a horrible grinding noise when the front spring broke. Armed with a copy of 'Car Mechanics', we tracked down a firm nearby which stocked springs and replaced this without a spring spreader but with several heavy students standing on the bumper to spread the new spring

along a piece of wood balanced on the front axle.

Since 1968 the poor old thing has been locked away from the world. I was working in Canada for just over a year and then I was away from Sheffield for another four years and, as often seems to happen, you never quite found the time to do anything with it. And that was the situation until last year (1989). The garage in which the Ford was sheltering still had an earth floor and whilst the rent was very low, I don't suppose it was ideal for storing a car. A new owner took over the row of garages and did me a favour by asking for the car to be moved so that renovations to the garages could take place. Easier said than done - the garage hinges were rusted solid. So, armed with crowbars, penetrating oil and heavy hammers, we managed to gain entrance after a struggle. Thank goodness, it was still there - and with one tyre still up after twenty-two years. And, would you believe it, the other three pumped up and stayed up. With a bit of jiggling with a brake rod, the one wheel which would not turn was freed and we could pull the car out. With the garage refurbished, the asking rent shot up, so the Ford 8 had to find a new home. It now shares a double garage with a friend - a Morris 8 which belongs to a man who remembers the Ford 8 from Scout Troop days. But, of course, I still haven't quite found time to start working on the car. To say it's been hidden away all that time, the old girl is in quite reasonable fare. (P.S. got any front bucket seats to sell?)

Keep up the good work.

Mike Bell has written in telling about his car's involvement with his wedding. Mike's car is YY 7475, the 1932 green/black Abbey Tourer formerly owned by Eve and Mike Chapman.

When Sonja and I bought our gorgeous car, back in November, 1989, I hadn't even proposed. But when she said yes, what follows must have been inevitable. YY 7475 is not everybody's image of the ideal wedding conveyance. For a start it has no hard top - it's small and it lives in England and the wedding was in IJmuiden, Holland.

However, we bought this beautiful car to use and it seemed a good idea at the time. So we started planning. Firstly getting there - driving would be fun, but we didn't have the time and it was critical that we didn't break down en route. Advertisements for car transportation produced quotes that would make Bentley owners grumble audibly, but one friendly company suggested hiring a trailer. Brilliant - it was very cheap and easy to tow, but the Y's wheelbase is so narrow that driving onto the trailer is a very tense affair.

Tip 1 - use the winch supplied, it could save a heart attack.

Next problem, how to protect the car from rain (Holland didn't have a hot dry summer like the South of England), dirt, flies, etc., whilst towing the trailer. We bought a 'tailored' cover, 'strong, resistant to everything, etc., etc.'

Tip 2 - don't bother with tailored covers, or at least not from 'Blank Blank Covers' because they don't deliver on time, don't fit and they fall apart in winds of 50 m.p.h. (towing speed). Instead, make your own from old sheets and then cover that with sail cloth, and if wet, with canvas.

All plain sailing across to Calais except the expensive MK1 purchased cover began to tear and flap on the road to Dover and when we returned to our ensemble on the car deck approaching Calais we heard in the quiet of the early morning the sound of an electric wiper moving across a dry windscreen. You lucky guys with the vacuum powered wipers on the saloon

don't have this problem, but our 'cover' had flipped the wiper switch.

Tip 3 - take the starting handle.

Fortunately, the resulting flat battery was just an opportunity to show off to the assembled Dutch crowd how British cars start on the first swing, but driving off the ramp in front of the crowd was even more tense than getting on, but the resulting applause was some reward.

A quick check showed no other cause for concern, except a mark made on the bonnet by the spring catch - (we wrapped it on the return journey) so we toured the town to charge the battery.

Tip 4 - when driving on the right with no trafficator, take a passenger who can understand instructions like 'Rechts' and 'Links' when approaching corners.

The night before was decoration time and Jan the florist came to create his art form. He applied a suction device to the wing which caused great anxiety until removed two days later - but the painting had been done superbly and not a mark was left.



It rained on the day, but by the appointed time it was dry and almost sunny. However, the drive round the town had not been sufficient and the handle was needed again - but this time with full wedding gear on including top hat - the atmosphere was tense when it didn't fire first or second time (wedding nerves), but on the third swing the crowd went wild when the engine burst into life.

Round the corner and over a kerb to collect the bride and on to the town square - two laps for effect and photo opportunities then parked in the middle of the square.

The ceremony was magic and as if to celebrate, the 58 year old motor started without recourse to the handle (a great omen) and off we went to dice with traffic on the way to more photo settings and then to a reception in the dunes.

YY continued to behave immaculately and was safely brought back the next day.

Was all the planning, worry and tenseness worth it? Yes, it was, having YY with us turned a fabulous day into an adventure and wedding pictures into a story worth repeating.

Sounds wonderful, Mike, a day to remember.

Dave Gatenby, of Darlington, has written in with a plea for help:

During last summer, I took part in a local club run called 'The Herriot Dales Run' which, as the name suggests, involved driving my Ford C around some beautiful countryside in the Yorkshire Dales where the Herriot vet series is filmed, approximately 100 mile round trip.

Unfortunately, this involved some rather steep hill climbs, real bottom gear stuff, in fact I had to order the wife, son and dog to abandon ship, to get up one of them (the wife was not very pleased at having to walk up the steep hill and would not believe the way the car flew up the hill without them). Whilst climbing a similar steep hill towards the end of the run, there was a loud bang from under the bonnet and scalding hot water shot through gaps in the bulkhead onto our feet and ankles, not a pleasant feeling. Fearing the worst, I lifted the bonnet to find that all that had happened was that the bottom hose had blown off the engine block. I was able to cut away the badly worn rubber edge of the hose and push it further on to remake the joint. Another car in the rally stopped and supplied me with additional water, so we were able to return home safely.

The point of the story is that I have been trying without any success to obtain new top and bottom shaped type hoses for my car for about two years. I rebored the engine and fitted new pistons, reground valves, etc., only to put all this work at risk for the sake of new top and bottom hoses. Is there anyone in the Club who could help me, I understand that the F.S.O.C. stock them, could the Y & C obtain an agreement to sell each other difficult to get parts? There must be plenty of members whose cars have reconditioned engines fitted, the same as my own, and require the shaped type hoses. The Club only keeps straight types. Can anyone help?

On a different subject, something I found out while working under the front end of my C may help some other member who may come across the same problem. I noticed that the new front tyres that I had bought were rubbing the paint off the chassis when full lock was applied on the steering. I was more concerned for my new tyres than anything else, so I looked to see what could be done.

On close examination I could see that where the lock stops contacted the stub axle, the stub axle was badly indented due to years of knocking up against the stop. The correct way to remedy the problem would be to strip down the stub axle and build it up with weld, quite a bit of work. Trying to think of an easier solution, I looked at the lock stop. This is, in fact, really a large domed nut which tightens the cotter pin, which in turn holds the king pin in position. In a sudden flash of inspiration, I realised that if I unscrewed the nut off and added one extra flat washer and tightened the nut back on, this had the effect of moving the lock stop out by about 25 thou; this small amount multiplied by the distance the wheel travelled from lock to lock was enough to stop the road wheel before the tyre started to rub on the chassis (which is a M.O.T. failure offence, also).

I did the other side in the same way, but it needed two washers. There was ample thread available on the cotter pin to allow the washers to be added, the whole job took about a quarter of an hour, and I felt quite pleased to have overcome the problem so quickly, easily and at no extra cost. I hope my experience and solution may be of some help to other members.

Thanks, Dave, for the tip, and can any member help with the hoses?

Ray Stevens, of Guildford, has a 1935 Model Y, CLK 317. He writes:

My car, CLK 317, is beige coloured. It is listed in the old green log book as Golden Beige, and is faded beige behind the trim. So I wondered if it could be one of the 200 cream coloured Y models on the streets of Blackpool. (See issue 63) At pretty well every rally or fete I take it to, someone always suggests it is the wrong colour and should be black. Many thanks for your excellent magazine.



Finally, Ivor Bryant, also a member of the F.S.O.C., Bristol group, invites members of the Y & C Register in that area to attend the F.S.O.C. meetings, held at 'The Fox', Easter Compton on the last Friday of alternate months of April, June, etc. The meetings are not members only meetings. The February meeting will be on Saturday, 22nd February, for a skittles match against the South Wales group, to which all are welcome.

A PUSH START

Our Chairman poses a few questions. The engine in his Model Y has now completed 30,000 miles since restoration and during last summer was displaying a lack of power when climbing hills, and unable to start the engine on the starter or the starting handle. A push start was all that would bring the engine to life, so the electrics were checked over, that is the distributor points and plugs were cleaned and regapped to spec as in the instruction book, all to no avail, so Sam came to the conclusion that the engine lacked compression, and therefore he raises a number of questions.

Firstly, what is lack of compression caused by? Is it wear on the piston rings or wear on the liners? If it is the former, then presumably new pistons and rings will cure. If it is the latter, then I will need to fit oversize pistons (i.e. plus 10 thou as I have 'standard' fitted at the moment).

Secondly, what should the compression readings be on the compression tester gauge? Obviously, before I remove the engine I need to confirm that that is the problem.

Thirdly, are there any other tests and checks to be made, other than compression tests, to confirm that the piston rings are performing incorrectly/correctly? i.e. feeler gauges down bores, etc.

Fourthly, assuming the compressions are O.K., is it feasible to suggest that a top overhaul and decoke might solve the problem?

These were my answers to the four questions:

1. Lack of compression can be caused by a number of faulty conditions caused by wear or fatigue of components, worn pistons and/or rings, worn bores, faulty head gasket or cracked head or warped head, worn or burned valves or seats or simply loose sparking plugs.
2. Using a compression gauge, the ideal reading should be 107 lbs. P.S.I. plus or minus 10 lb. P.S.I. and the variation between cylinders not more than 10 lb. P.S.I.
3. A compression test is a good indication that the pistons, piston rings and bore are in good condition.

Feeler gauges are used to check piston to bore, piston ring to groove, and ring gapping upon assembly of new parts, but if you wish to check condition of worn pistons/bores, firstly remove piston from bore, remove rings, place a piece of feeler steel, 9 in. long x one half inch wide, and 0.003 in. thick, down the thrust side of the bore, invert the piston and push it into the bore with the side opposite the split against the feeler gauge. It should take a pull of 9 - 12 lb. to remove the feeler strip.

4. The compression readings would not be O.K. if a top overhaul and decoke were necessary.

To obtain a good compression, the inlet and exhaust valves must make a gas tight seal between their faces and seats in the block, and the piston rings must be making a good seal to the bore, also the head and head gasket must be in good condition.

Carrying out compression testing: you will need pencil and paper to record your findings, and, of course, a compression gauge.

First, remove all dust and grit from around the base of the sparking plugs, this is important, as grit entering the cylinders will score the bores, and could be

responsible for ring breakage.

Before removing the sparking plugs, it is prudent to mark the leads from the distributor, or at least the No. 1 which is nearest the radiator. Having marked the number one, you can count ANTICLOCKWISE around the distributor, the firing order being 1-2-4-3. Now remove the spark plugs.

Place the compression tester gauge into the No. 1 spark plug hole, make sure the ignition switch is in the off position, as you may receive a nasty shock from one of the now hanging plug leads. Now lean across the engine and pull back the lever which operates the switch mounted upon the starter motor. Hold this back for 5-10 seconds and observe the readings on the gauge dial, record this reading on paper. Remove gauge from No. 1 and place it into cylinder No. 2 and repeat the aforesaid operation, recording the reading. Carry on until you have all four compression readings recorded.

Having completed the four tests, place a teaspoonful of engine oil into each cylinder via the spark plug hole, repeat the above tests and record the readings, alongside your first. If the latter readings are greater than the former, suspect ring and/or bore wear, if only minor improvement is recorded, suspect valve and seating wear, or a combination of valve and head gasket being in a poor condition.

If any two adjacent cylinders show a lower, but identical reading, suspect cylinder head gasket blown between these two bores.

Further to Sam's first question, second part, oversize pistons. If the wear in the bore was 0.010 in. it would be pointless trying to fit 10 thou oversize pistons because pistons and/or bores often become oval and tapered, they never wear evenly, the answer is then, if you do need to fit new pistons because of excessive wear you will need to have the cylinders rebored, and fit new pistons to the rebored size. Owing to ovality and tapering of the bores, they may not clean up at 0.010 in. so the borer will go out to the next size e.g. 0.020 in.

Maybe at Sam's mileage, a set of 'Cord' or similar type rings, and a careful grinding in of the valves, would go for another 5-10,000 miles. Usually, the Model Y engine needs boring around 40,000 and the ends remetalting.

Jeff Cole

-0-0-0-0-0-0-0-0-0-0-0-0-0-

EVENTS

My appeal for information and dates of shows published in the last Newsletter brought no response, so the following list is mostly guesswork. One of the most important dates is our A.G.M., on 7th April. It would be nice to see as many members there as possible.

<u>Venue</u>	<u>Date</u>	<u>Organiser</u>
Bristol Classic Car Show	16th-17th March	Dave Curtis
Y & C Register A.G.M.	7th April	Sam Roberts
Y & C at Stanford Hall	15th-16th June	David Space
Chester Vintage Show	19th May	Peter Ketchell
Enfield Pageant of Motoring	25th-26th-27th May	Jim Miles?
Tatton Park	1st-2nd June	Peter Ketchell

Incidentally, I'm still trying to work out the one about the leather offcuts!

Dave Curtis

-0-0-0-0-0-0-0-0-0-0-0-0-0-

MEMBERSHIP REPORT

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

A0206 Nigel Anstis, 79 Anchor Road, Coleford, Nr. Bath, Somerset, BA3 5PL.
 D0812 Colin Dallimore, Mill View Farm, Ladder Hill, Wheatley, Oxon.
 G1827 Bob Gebbie, 16 Burnbank Street, Darvel, Ayrshire, KA17 ODY.
 O-G101 Tim Grant, 11 Victor Court, Devonport, Tasmania, Australia.
 J0812 Mervyn Jenkins, 'Pippins', Chacombe Road, Middleton Cheney, Banbury, Oxon, OX17 2QU.
 M0540 Paddy McCaffrey, 88A Old Road East, Gravesend, Kent, DA12 1PE.
 O-R102 Dr. Morten Reimer, Friedweg 2, CH3800 Interlaken, Switzerland.
 S0928 Kevin Silvester, 86 Newton Road, Bletchley, Milton Keynes, Bucks., MK3 5BY.
 S0831 Joe Sandell, 22 Moores Place, Hungerford, Berks.
 W1502 Terry Wilson, Meadow View, Maylodge Drive, Rufford Park, Newark, Notts., NG22 9DC.

We trust you will enjoy being active club members. As always, I ask existing members to make contact with our new colleagues.

Bob Wilkinson

NEW MEMBERS

Terry Wilson has joined the Club whilst looking for a suitable Y. His colleague at work, Barry Godfrey (new member issue 67) has a 1934 Y as a running restoration project and Terry has been bitten by the bug. I don't doubt we shall be seeing you in a Y before the season is over, Terry. Contact Terry if you know of a suitable car.

Colin Dallimore has taken over his late father's very original, low mileage Model Y. Many of us have fond memories of Frank and hope the car gives you a great deal of pleasure, Colin. Good to see CWL stay in the family.

Bob Gebbie is another old friend, having been a member up to 1988. His wife has given him his orders to 'get on with it', so he is busy doing a total restoration on his Y. He writes:

I have owned CDK 333 since 1968 when I bought her in Chorley, Lancs., for £15.00 in a very bad state: mice in the seats, seized up engine, nil paintwork and flaking chrome.



After an engine rebuild and a quick paint job, we moved back to Scotland in 1970 and used the car regularly for 2 or 3 years. She was last on the road in 1984 when I visited Culzean Castle Car Show.

As you will see from the photo, I have started a complete strip down again - I'm hoping to finish about April. [Which April, Bob?]

Another old friend is JX 5070, a 1937 Y which has been bought from our 'spares man' Kevin Briggshaw by Mervyn Jenkins, in Bletchley. He writes:

I have stripped down to the bare body tub and repaired as necessary, welded in new inner wings and floor sections. I also repaired the roof channels as they were breaking away from the body. The front wings were in a bit of a mess under the paintwork and needed new metal welding in extensively. The rear wings were new but required a bit of fiddling to refit.

I have painted the body cream and the wings black. I am currently working on the doors whilst awaiting the return of the seats from the upholsterer.

We won't recognise the old car, Mervyn, but we look forward to seeing the results.

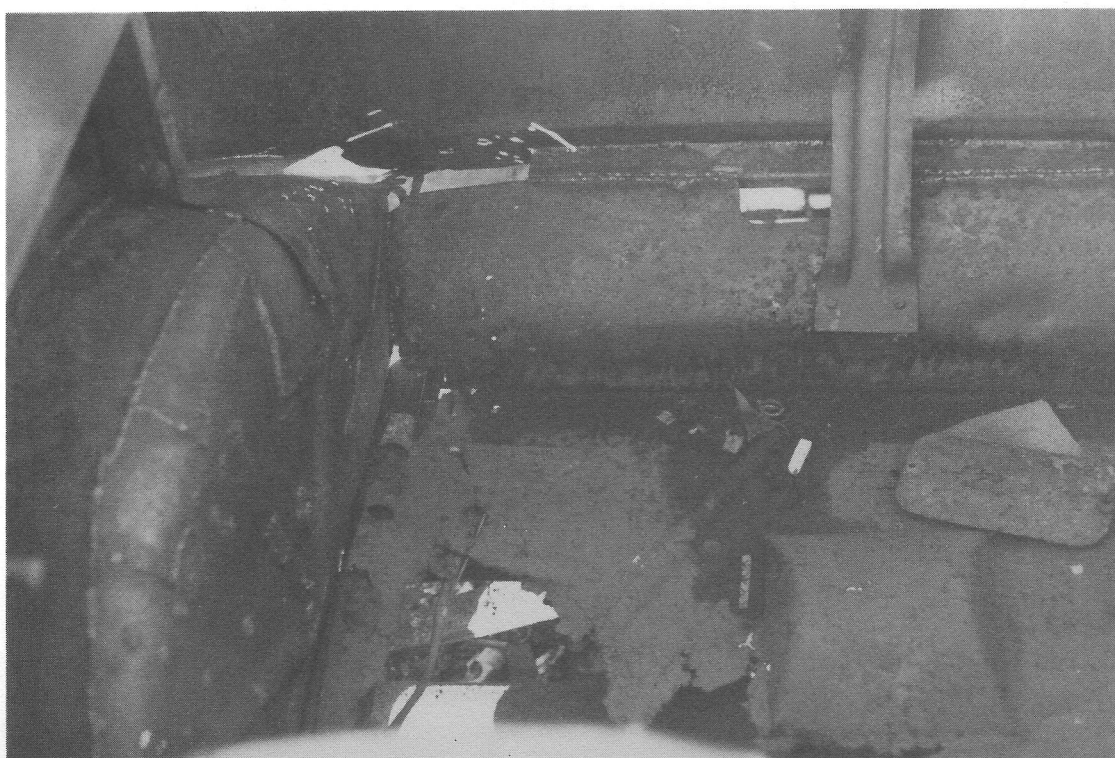
Paddy McCaffrey now owns the 1935 Y, CGF 922, once owned by ex-member Ron Mudge (an excellent trimmer if I recall). Paddy says:

The car is in very good condition, but the steering needs improving.

Don't they all! We look forward to seeing you at some events this season.

Kevin Silvester must have a stout constitution to tackle the rebuild of CUR 516, his 1937 Y, judging from the photographs! He has the ability to weld metal to fresh air, it seems from one photo of the rear inner wings and floor section! But the car has known history as he writes:

The car was sold to a Mr. Selby-Lowndes of Bow Brickhill in 1940. This gentleman used the car until May, 1967, when it was driven into an open barn suffering from 'rust moth'.



In 1989, the gentleman contacted my father seeking advice on what to do with the 'old Ford'. In short, for a modest sum, I am the half owner, with Dad, of CUR 516.

The car is virtually complete, not having been touched for 23 years. Additions found inside included one dead rat and a field mouse's nest. The engine is the third from new, this one having been collected from Dagenham on the back seat of an MG for £10.00

The rebuild is well under way and will, hopefully, be on the road by 1992.



Joe Sandell was nearly a vandal - well, 25 years ago, as a lad, he drove his Y around his father's farm emulating his stock car heroes! He writes:

This may answer the question of why there are so few Ys and Cs left! Anyway, I kept my £12 buy intact to the present day, never having driven it on the road! The engine has now been rebuilt, the body removed and the chassis repaired. I am always looking for spares, particularly at Beaulieu, which is where I picked up your card.

Incidentally, I have only seen one Y in the district, CNN 125. Unfortunately I wasn't able to speak to the driver, but perhaps he is a Club member.

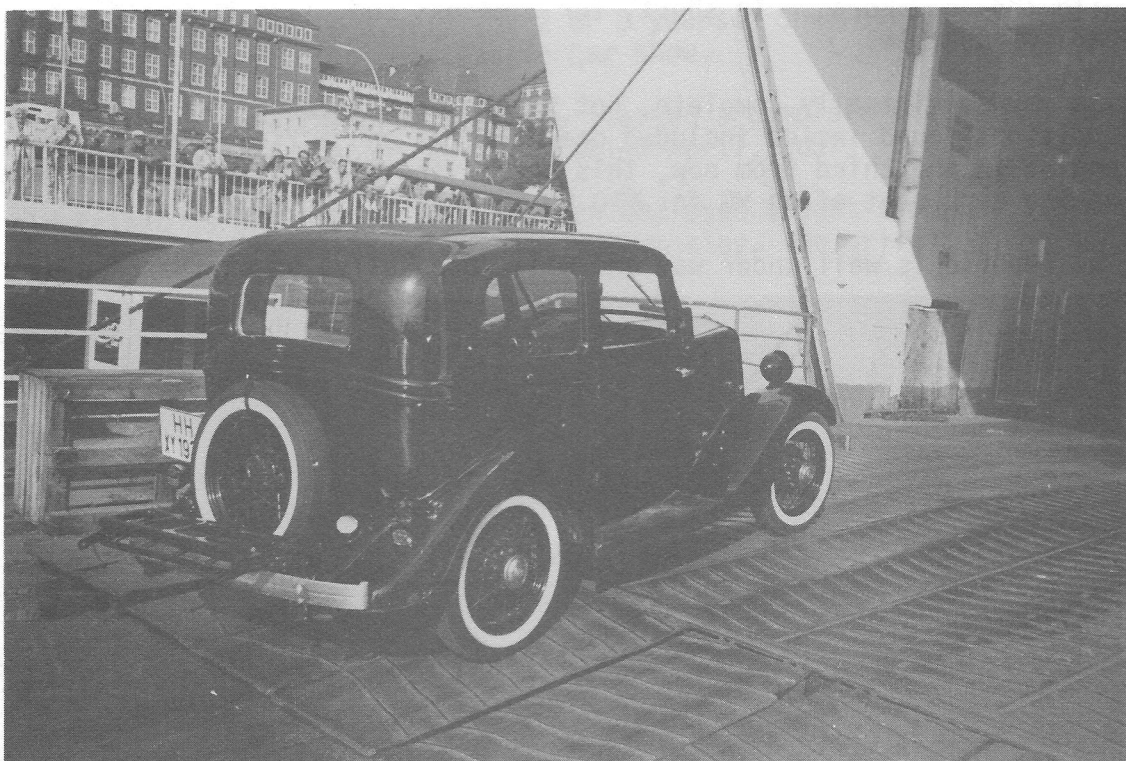
Well, actually CNN belongs to Sam Roberts, our Club Chairman - he would be delighted to speak to you!

Morten Reimer is the proud owner of a 1937 left hand drive Y. He writes:

The car was produced in Dagenham as a LHD export model and shipped to Copenhagen. The first owner, a grocer, owned the car until 1980 - his first and only car. His children did not wish to keep the car and it was sold to a dealer from whom I purchased the car. It was transported to Kolding where I picked it up and drove it to Hamburg. The car is now in England undergoing professional restoration.

Will we have a chance to see the car whilst you are in England?

Morten Reimer's 1937 Model Y



It's good to have two Cs joining us this time.

Nigel Anstis is restoring a 1936 CX 4 door saloon, JY 8212. The work needed is mainly welding and a respray. Send us some photos, showing progress, Nigel.

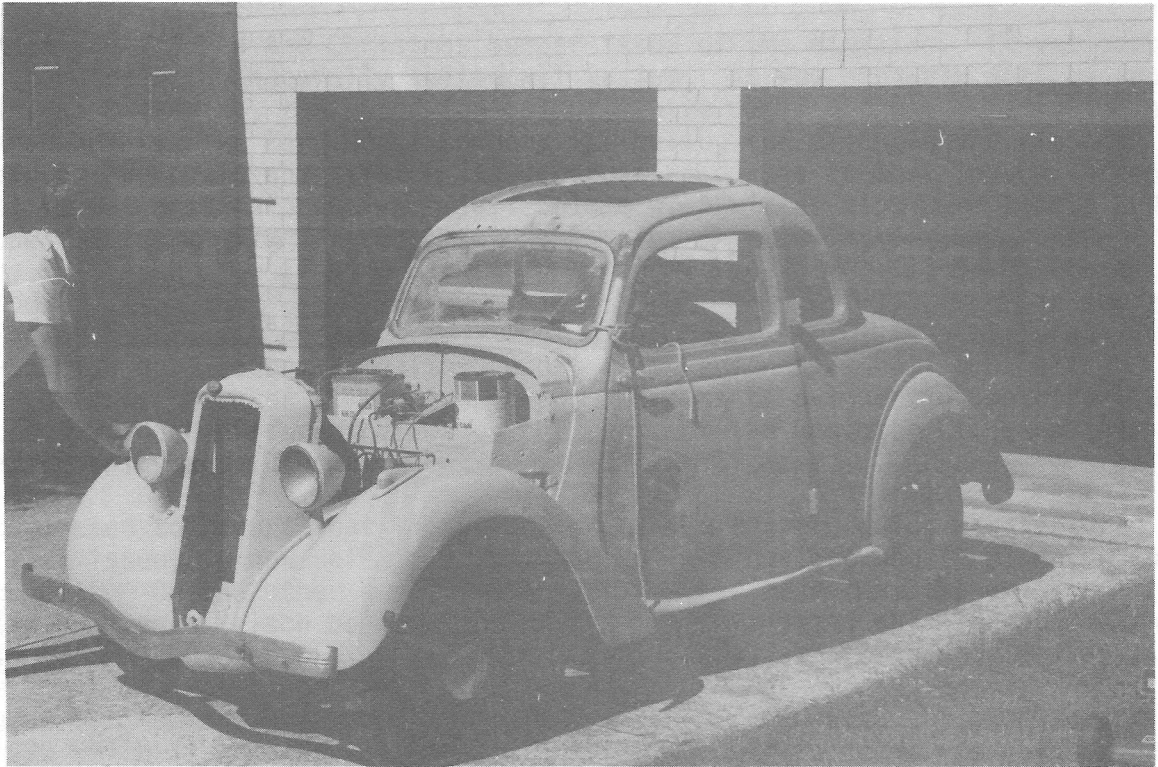
Tim Grant in Tasmania has a good deal of work in hand, restoring a 1936 CX roadster and a CX coupe. Actually Tim may use the parts from the roadster for the coupe. Both these models were not available in England and this makes us envious of the body variations available 'down under'. Tim writes:

I have had both cars for a number of years, but have made limited progress apart from chassis and suspension. I am looking for early engines as both were fitted with later types.

Keep us informed on progress, Tim.



Tim Grant's CX coupe

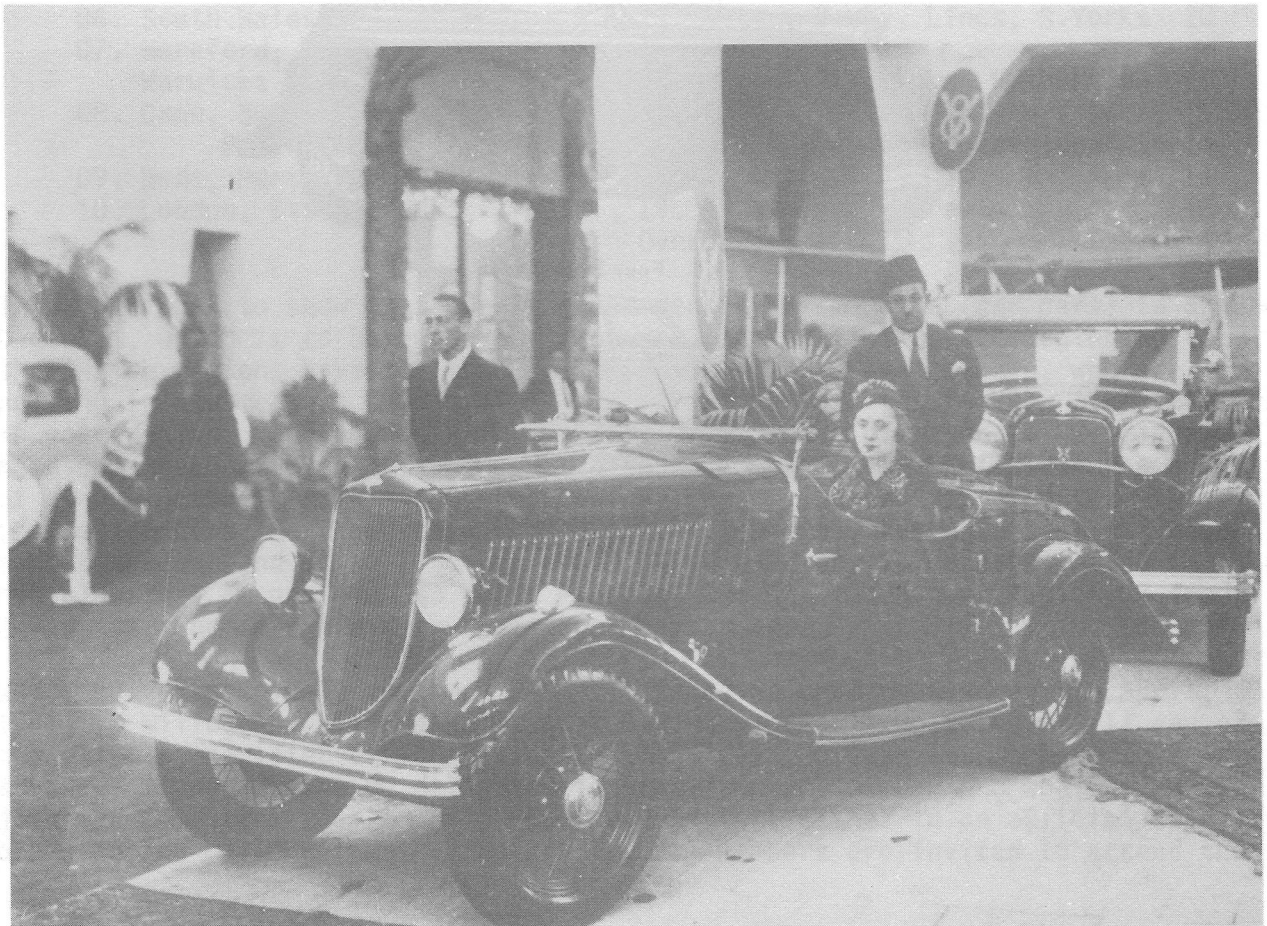


Welcome, gentlemen - I hope you enjoy becoming involved in Club activities.

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-

A Dagenham Motors Ltd. DM Sports 2 seater
at the 1933 Ciaro Motor Show

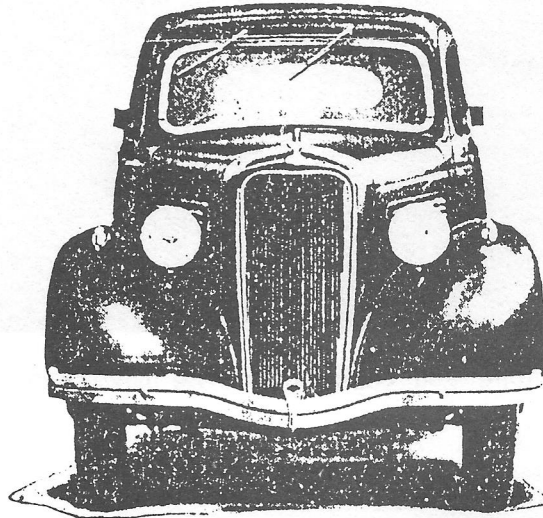


These Australian versions are via Steve Austin in Sydney, Australia.

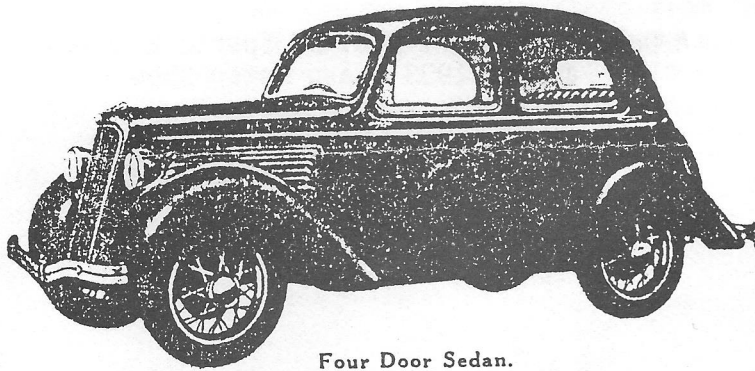
IDENTIFICATION MANUAL

Ford Motor Company of Australia Pty. Ltd.

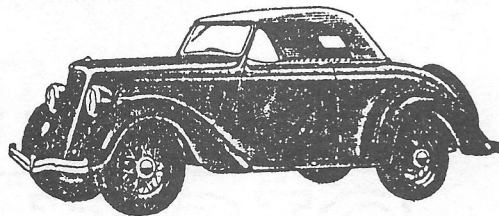
1935 Model "C"



Front End.



Four Door Sedan.



De Luxe Roadster.

BODY MODELS.

Type.	Body No. Prefix
Roadster	20R
Coupe	20C
Sedan	20S
Van	20PD
Utility	20LD

Body No. is located on L.H. end of tool box.

CHAIRMAN'S NEWSLETTER

We hope you enjoyed the Christmas bumper issue of the magazine. It was packed with goodies which hopefully suited all tastes. As you probably noticed from my PS in the Editorial, the hoped-for colour centre pages did not materialize as, understandably, the Ford Motor Company is feeling the pinch in the present recession and could not stretch its generous resources to that luxury. Despite that, it was most informative. Jeff Cole's wise winter tips were timely and the snippet in John Guy's introduction, explaining why the Terrier was renamed Kerry, answered a question I have been asking various pundits over quite a period of time. Jim Miles's description of Eugene T. Gregorie's flair for yacht designing certainly made me look at the bow of the Model Y in a different light! It was also good to see a healthy report from Region 14. Well done all contributors. Perhaps it might spur more members to put pen to paper for future issues. We need different views on our cars, or the Register, to keep the magazine spicy and informative. So, how about it?

I am pleased to report that the unique KP bodied tourer, which was featured in the last issue, is now safely in the hands of Ken Devine, who is planning to restore it. On the other hand, I was horrified to read that the ex-Graham Tomlinson French Kelsch bodied Model Y cabriolet is being sold for offers in the region of £30,000, according to Classic Car Weekly. The mind boggles!

A number of members were pretty slow at coming forward with their subscriptions in 1990 which is why the mail shot with your membership cards was late in being sent out. Please pay your subscriptions on time in 1991. I thought you might be interested in a few membership statistics:-

Total paid-up membership stands at 353. The regional breakdown is as follows:-

01. Devon, Cornwall	8	11. Salop, Staffs, W. Midlands	8
02. Somerset, Avon, Wiltshire	23	12. Leics, Northants, Cambr.	16
03. Dorset, Hants, I.O.W.	24	13. Norfolk, Suffolk	13
04. Surrey, W. Sussex	17	14. N. Wales, Cheshire, Mersey-	
05. E. Sussex, Kent	25	side, Lancs, Manchester	29
06. South Wales	9	15. Notts, Derby, Lincs, S.Yorks	20
07. Hereford, Worcs, Glos, Warwicks	14	16. N.Yorks, W.Yorks, Humberside	20
08. Oxon, Bucks, Berks	19	17. I.O.M., Cumbria, Tyne & Wear, Northumberland, Cleveland	14
09. Beds, Herts	15	18. Scotland	14
10. London, Essex, Mddx	33	19. N. Ireland, Eire	18
		Overseas	14

This continues to show that the greatest density of members (and cars) is around Dagenham, which is to be expected. However, the statistics are beginning to show which regions have the more active co-ordinators and members, who are pulling in new members at local shows. If you want to get to know other members in your region, your Regional Co-ordinator has a list of members. He may also need some support with attendance at a show in your area. Whilst on the subject of co-ordinators, Craig Ainge, the Regional Co-ordinator of Region 12 (Leicestershire, Northamptonshire and Cambridgeshire), has unfortunately been made redundant and is selling his car. Do we have any volunteers please to take his place? I am grateful to Robin Prebble, who has taken over Region 02 from Ray Smith, who sold his Kerry well over a year ago.

Which brings me nicely to the A.G.M. It is being held on Sunday, 7th April, 1991, in Willoughby Village Hall, near Daventry, starting at 1 p.m. If any of the existing Register officers wish to stand down, please let me know well in advance. I would also be delighted to hear from any member who would like to join the Committee team to help run the Register, either in an official capacity or as an "on call" helpmate. Naturally, all members are invited to attend the

A.G.M., with or without their cars, wives, husbands and other best friends.

The Committee will be meeting on the morning of the A.G.M.; a decision taken at an excellent gathering of those involved in spares supply to members during November. At the November meeting, we looked at the state of the Register funds, discussed the priorities for manufacture, and decided to commit ourselves to the manufacture of bumper bars. This is going to tie up much of our capital in tooling costs and, unless we take some contingency measures, we will not be able to take on any other projects - and there are plenty of other projects needed, as spares are becoming less obtainable from autojumbles and the like.

There are three measures which we considered reasonable:-

1. Increase the profit margin on spares from 15% to 25%. This was considered necessary anyway, as the shelf life of most spares is such that inflation more than eats away the 15%. Hence we make a nett loss in real terms.
2. Introduce a handling charge of £3 per spares order. This will cover expenses and hidden costs currently absorbed by the spares team and some of which rebounds off them into the Register accounts.
3. Increase the membership subscription from £12 to £15 per annum. The subscription has remained at £12 for two years and has not kept pace with inflation over the past five years.

The first two measures are being introduced immediately, but the third measure will require your endorsement at the A.G.M., when the state of the Register funds and the planned spares production programme will be open for your scrutiny.

As we plan to move into the production and refurbishment of spares which affect the safety of our vehicles, we have also taken out product liability insurance cover. Regrettably, this is not world wide cover and is limited only to countries in the European Community. So although we can now expand our spares service to many European countries, some overseas members will have to continue using the buddy buddy system of supply.

Whilst on the subject of spares, there are a few debts owed by some members which have been outstanding for a considerable length of time. Would those concerned please help with the cash flow in the spares account (and Graham Miles' Building Society account which takes the strain on occasions)! Also could I please remind the newer members that we are a bunch of enthusiastic amateurs who carry out the Register work in what little free time we have outside working hours. Please do not expect the sort of turnaround on your spares orders that you would receive from a Ford agent! (A misconception held by at least one member).

Another point on spares, which Graham may well be covering in his submission for this issue; if you have any drag links, track rod ends, engine mounts, king pins, shackles etc standing idle in your garages or attics, please don't hoard them. Bring them along to the A.G.M., or give them to someone coming to the A.G.M., to swell our dwindling stocks, or to be refurbished and then put into stock.

Now for some good news. I'm sure Bob will be broadcasting it elsewhere in the magazine but I'm delighted to report that our meticulous records on the register of Model Y & C vehicles convinced the RAC and DVLA that we are a worthy entrant on the DVLA list of "clubs" approved to authenticate applications for re-registration of our cars. So, those members who have been waiting for this to happen, please contact Bob Wilkinson with your applications. Hopefully, all members will soon be receiving the January 1991 list of known surviving Y & C vehicles. Please note that I am now in control of my computer.

I hope this newsletter doesn't come over as a collection of whinges as we are at the start of what is hopefully going to be another great year for the Register. However, I have a bête noir, which appeared in the last issue of the magazine, and that is the reference to our cars as either "Y types" or "C types". It's a corruption which is prevalent in our sister Sidevalve Club, probably due to Dave Turner's book. I have no record in my archives of them being called Y or C types, but always either Model 19 or 20, or Model Y or Model C (or CX), or 8hp or 10hp Fords, or Popular or De Luxe. You never hear Model Ts, Model As or Model Bs being referred to as "T types", "A types" or "B types", so let's stick to owning Model Ys and Model Cs (or CXs).

I regret that my letter to the "Ministerio de Industria y Energia" in Madrid fell on stony ground, if David Burgess-Wise will excuse me. You will recall that I was hoping to find out production figures and details on the Spanish Modelo 8 and Modelo 10 in Barcelona. The Ministerio obviously has no records as they sent my letter back to Headquarters Ford Europe in Brentwood. David kindly sent me what information he has to hand but it is insufficient for gleaning useful statistics.

One of our new members, Morten Reimer, based in Switzerland, has an L.H.D. Dagenham produced Model Y which was originally exported to Denmark. To my knowledge this is the only one on the Register. Does anyone else know of one?

I will close. Many thanks to all of you who sent Christmas cards. I wish you all every happiness with your cars in 1991. On the show side, we start with the Bristol Classic Car Show on 16th and 17th March. If I don't see you there, I hope to see many of you at the A.G.M.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

BRAKE ADJUSTMENT - Ford 8hp and 10hp

(Extract from "The New Motoring Encyclopedia" - 1937)

"The Ford Company recommends a good road test as being the best means of checking brake adjustment, the best setting being when the least possible pedal pressure locks all four wheels simultaneously with the car travelling at about 25 miles an hour on a dry road. At speeds above this the rear wheels only will lock with this adjustment; while below 25 miles an hour the front wheels only will lock. This is recommended as the best adjustment for the brakes.

If, when this test is applied, the brakes are found to be out of adjustment, the wheels must be jacked up in turn and the adjusting wedges at the back of the brake housing plate screwed in until the brake shoe starts to drag on the drum. Then one or two notches in the reverse direction will free the wheel and set the adjustment".

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

LOOKING FOR SUITABLE REAR LAMPS?

Bob Griffin in Swindon has found a useful contact for the pork pie original type lamps. Why not contact: Yorkshire Street Rods, 'Cross Pipes', Penistone Road, Birdsedge, Huddersfield, W. Yorks. HD8 8XW. Tel. 0484 606207.

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

A.G.M. CONVENING NOTICE

The Thirteenth Annual General Meeting of the Ford Y & C Model Register will be held in Willoughby Village Hall on Sunday, 7th April, 1991, commencing at 1 p.m. (Willoughby village is 4 miles north west of Daventry on the A45.)

A G E N D A

1. Apologies
2. Minutes of the 1990 A.G.M.
3. Matters arising
4. Chairman's Report
5. Report by Membership Secretary
6. Report by Treasurer
7. Report by Spares Secretary
8. Report by Events Organiser
9. Report by Editor
10. Election of Officers for 1991/92
11. Any Other Business

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-

David Hind, of Preston, and his Model Y, as it arrived home.
One day he hopes to stick it all together.



CLAIMING 'LOST' REGISTRATION MARKS

Good news for 1991!

Our Club has been recognised as an authenticating body under the new system devised by DVLA at Swansea. The original list of recognised clubs, published in November, 1990, included only two for Ford owners - the 1600E and the Ford Executive Clubs! With due respect, and by their own admission, they were not in a position to authenticate 'our' cars.

The belated recognition of our Club (we had to apply by early December) is due to the detailed vehicle records kept on register and to our previous good 'track record' with Swansea under the old system.

Under the new system, owners do not have to prove any historical interest for the vehicle but simply proof is required, supported by a recognised club, that the vehicle is authentic in terms of make/model and that the original registration mark being reclaimed was issued to the particular vehicle in question.

How to proceed

At the time of writing, full details of procedures have not been provided, but I suggest we operate as follows:-

1. Send form V55/5 (obtainable from your local vehicle licencing office) duly completed to me, Bob Wilkinson.
2. Enclose the old style log book (not a photocopy), a recent photograph of the vehicle, and a good sized S.A.E. for return.
3. Also enclose a cheque payable to the Club. Our Club charges members £5.00 (non-members £15.00) for the service.
4. Assuming that all is in order, I will then authenticate the vehicle and sign the necessary section of V55/5 to support your application. I will return the forms to you to present to your local Vehicle Registration Office.

Notes

- (a) The above procedures will only apply to complete vehicles and preferably vehicles which are virtually ready for the road.
- (b) If you do not possess the old style log book, Swansea may accept an old tax disc, old MOT certificate, old insurance certificate, etc. as proof that the number does belong to the vehicle in question. Failing this, an age related number will probably be allocated.
- (c) If an inspection of the vehicle is deemed necessary, this will be at the expense of the applicant. To facilitate this, the Club will call upon the services of a Club official living within travelling distance of the applicant.
- (d) The new DVLA arrangements will continue only if clubs are scrupulous in carrying out their procedures. DVLA will carry out random checks. Our Club will only support genuine applications and reserves the right to refuse to support any applications unless completely satisfied with the evidence provided.
- (e) Applications to recover 'lost' registrations will also be invited from owners of vehicles already allocated age related numbers. Please write to me (S.A.E. please) or telephone for details of procedure.

(f) All successful applications will result in DVLA allocating original registration marks on a non-transferable basis.

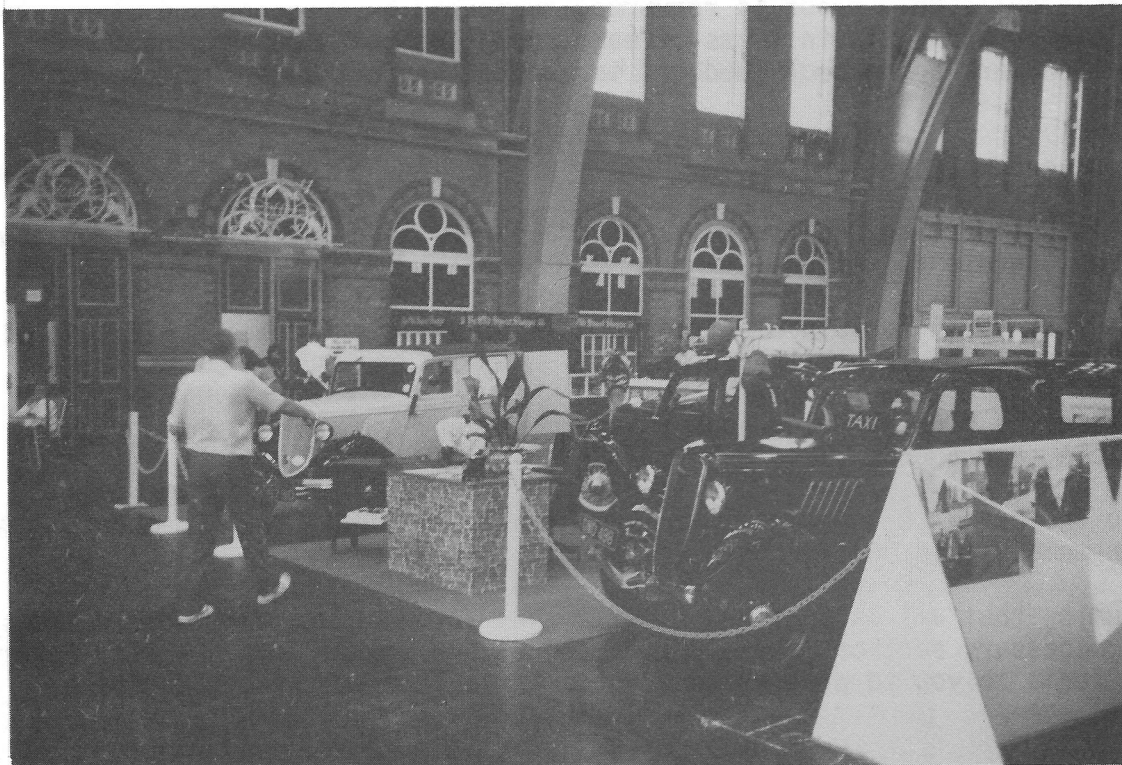
I hope all this is clear but please contact me if you need further details before sending your application.

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

Y & C REGISTER STAND AT G-MEX, 1990

These photographs were sent in by member Jean Hunt (see report in Issue 67).



TALES FROM BERT HOPKINS - NUMBER 2

The first tale from Bert culminated in him passing his driving test in October, 1935, in a Sarum Motor Company's 10 hp Model C. As a 17 years old apprentice, this made him the ideal person in the boss' eye to collect the new cars from Dagenham and to drive them back to Salisbury, allowing the more experienced drivers to work in the workshop.

The Dagenham round trip was completed in a day with 5p per hour being paid for overtime. (You will recall that, as an apprentice, Bert was being paid 25 shillings per week for 8 a.m. to 6 p.m. working.) For each collection from Dagenham, he was given one pound for expenses, which was quite generous really as the third class train fare to Waterloo was only eleven shillings. Off he would go in his flannel trousers, tweed jacket and large scarf (the reason for which will soon become obvious). Under his arm he would be carrying a set of "limited" trade plates from Sarum Motor Company. They were identified as "limited" by the diamond at the top of the plates, above the red lettering and numbers. "Limited" plates were only to be used for special purposes and could not be used on Bank Holidays. Bert tells the story of him driving a Ford V8 demonstration model for Lord Radnor. This was on a bank holiday and Bert was stopped in London by a Bobby for displaying "limited" trade plates. He was allowed to carry on however as the car was licensed and had normal registration plates in addition to the trade plates. Unlimited trade plates, according to Bert, were square, rather than oblong and were discontinued some 15 years ago as they were being abused.

Having reach Waterloo on the train, Bert would then catch the Underground to Barking and the bus to Dagenham. The bus did not go all the way to the Ford works. He would have to walk the last three quarters of a mile down Ford Road, at the bottom of which, Briggs Bodies Ltd was on the right hand side and the Ford Motor Company Ltd on the left.

So far so good. Bearing in mind the lack of traffic on the road and the fact that he was driving a new car, there should be little to be concerned about. This was so in the summer, but for the remainder of the year in the 1930s there was a major hazard - fog; thick peasouper fog; rolling off the Thames and absorbing the pollutant exhausts from chimneys and stacks in and around London.

On a good day he would get away from Dagenham by 4.30 p.m., which would give him little daylight to get through London in the winter months. If the fog was not too bad he would go through the centre; otherwise he would go round the North Circular Road. When the fog was particularly bad: when you could feel the heat from the 40 gallon oil drums before you could see them as you walked along Ford Road, the only way to drive was with the windscreen wide open, following the rear lights of the car in front - if there was one! It was on these occasions that the large scarf was invaluable. Often Bert and another driver, who he had met in the waiting room at Dagenham and who was also driving to the west country, would reach Staines bridge to the west of London and stop for a cup of tea from the mobile cafe under clear skies. Yet ten miles to the east they were unable to see the lights on the top deck of the trams through the thick fog.

Another favourite stopping place was the "Better 'ole Cafe" halfway down the Great West Road out of London. It was on a cross roads with the Gillette factory on one corner, Bakers Soldering Fluids on another, a scent factory on the third and the Better 'ole Cafe on the fourth. In there you could get two eggs, two rashers, two chips, two teas and two hunks of bread for the princely sum of one and three ha'pence!

The main snag with stopping, was starting again! For the first 30 miles, once warmed up, the engine bearings were so tight that the starter motor couldn't turn the engine over. The knack was to lift up the nearside bonnet and, with your left hand on the crank handle, turn over the engine at the same time as you

reach over the engine and pull the starter cable. The combination was usually sufficient to restart the car.

And so the young Bert would drive down the A30, keeping strictly to the 30 m.p.h. running in speed. He was very aware that the boss frequently drove down from London and it was more than his life's worth to be caught speeding. Anyway, what was the hurry if you are on 5d per hour for overtime!?

Although he collected both Ys and Cs, he only ever had one mechanical problem, which was a slipping clutch and which he quickly overcame by adjusting the clutch pedal connecting rod. He had one embarrassing moment: he had collected two cars for some reason on the same day; had parked the first one in Silcock's garage along Ford Road; driven the second one back to Salisbury and returned the following day to collect the first one from Silcock's. Unbeknown to him, someone had siphoned most of the petrol from the first one overnight. Bert failed to notice the gauge reading until he reached Oxford Circus, where the policeman on point duty stopped his stream of traffic. The car would not start again and he and the policeman had to push the car over the tramlines to the side of the road to allow Bert to find a garage.

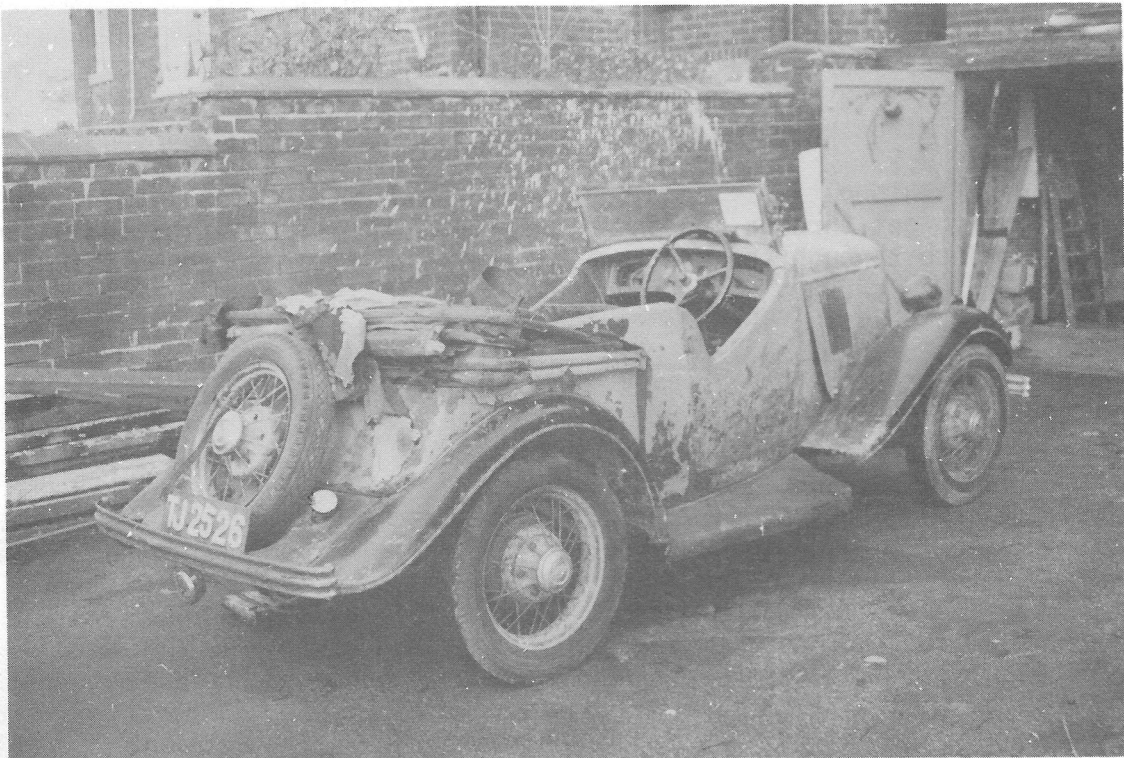
In the next tale, Bert tells of the procedures for collecting the cars at the Ford Motor Company.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-

THE KNOBBS AND PARKYN Y TOURER

Following Sam's article on the unique KP tourer (issue 67) I am delighted to report that this car has now been bought by member Ken Devine in Oldham. It is within a few miles of its Manchester birthplace again.



Actually, it looked quite good before Ken got at it! No doubt by next season Ken will be proudly showing off TJ, and having seen the CX he restored for Kath, then it will be another prize winner. All the best, Ken.

Bob Wilkinson

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).

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. 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.

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)

Ian Schofield, S1426. Y type dash, no dials - good condition, £30. Tel. 0706 214784 (Lancs.)(1)

Steve Minns, M1305. Headlinings made for upright Fords, all models. Tel. 0473 780818 after 6 p.m. (1)

A. Stanley, S0919. Car for sale: price £3,250. 1933 Model Y, S.R., 4 door de luxe. Very good condition. 'Best S.R. in 1989 at Stanford'. Some spares. Tel. 0934 521462 (Weston super Mare)

Eric Butcher, B1625. Bearings for Y & C gearbox, £5.50 inc. post. Tel. 0924 376999. (1.2)

David Ball. Car for sale. Model Y, 1936, last taxed 1956. Good running order and good overall condition. Telephone 0245 400560 for more details.

Pair Y front wings (not sure if L.R. or S.R.). Offers. Non-member. Tel. 0268 766657. (1.2.3)

Piston sets, 8 h.p. and 10 h.p. Reasonable prices or exchange for Standard Vanguard parts. Tel. 0285 653424. (1.2.3)

8 h.p. engine and gearbox. Runs. £50.00 ono. Tel. 0283 550020. (1.2.3)

John Mawhinney, M1921. Wheel centres (2) for a Model Y recently shot blasted and primed. Tel. 0232 864258 (Carrickfergus) (1.2.3)

MEMBERS PARTS WANTED

K. Brigginsshaw. Front seat; gear box floor tunnel; engine 8 hp; L.R. hand brake. 102 Hadrian Ave, Dunstable. (1)

Malcolm Clark, C0732. For 1936 Y; spare wheel securing strap; badge mount; 4 shock absorbers, links and bushes. Tel. 021 477 3838 (Birmingham) (1)

T. Thomas. For 1936 L.R. Y; 2 front shock absorbers; 1 rear brake rod support bracket. Tel. 0977 554551 (Castleford) (1)

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)

Steve Minns, M1305. Any Y parts to help with restoration of 1935 Tudor. Tel. 0473 780818 after 6 p.m. (1)

Eric Butcher, B1625. 21in. and 19in. wheels for Model A Ford. Tel. 0924 376999. (1.2)

Bob Gebbie. 2 front wings for L.R. 1937 Y. I have 2 S.R. wings for exchange. Tel. 0560 21959. (1.2.3)

Kevin Silvester. Set of shock absorbers for L.R. Y. Tel. 0908 640586. (1.2.3)

Steve Minns, M1305. Any spares for Model Y restoration - may consider complete car, condition immaterial. Tel. 0473 780818. (Suffolk) (1.2.3)

Raymond MacDonald, M1827. 1 x pear shaped shock absorber (Armstrong?) (front) for 1936 Y; D shaped nuts that are fitted to the chassis for attaching floorboards to. Tel. 03403 449 (Banffshire) (1.2.3)

Brian Baxter, B1510. Parts for a 1933 S.R. Fordor Y: 4 shock absorbers; 2 door handles (exterior); windscreen frame and hinge; wiper motor, arm and blade; speedometer; side lights; interior mirror; or w.h.y. Tel. 0205 (Boston) 367122. (1.2.3)

Ivan Ford, F1913. Badge mount for 1936 L.R. Y. Tel. 0846 (Lisburn) 673561. (1.2.3)

Dave Curtis. Anyone got a good rear axle for sale? Will travel. Tel. 0432 (Hereford) 356302. (1.2.3)

-0-0-0-0-0-0-0-0-0-0-0-

DEADLINE FOR COPY FOR NEXT ISSUE is Thursday, 28th February, 1991.

-0-0-0-0-0-0-0-0-0-0-0-

DON'T FORGET THE ANNUAL GENERAL MEETING ON SUNDAY, 7TH APRIL, 1991, IN WILLOUGHBY VILLAGE HALL

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 Briggshaw. The order will be handled as soon as possible. Payment is then to be made to Deborah Briggshaw (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
Rear hub seals (large - outer) Y1175 1.50 each
Engine valves - early engines, send pattern, exhaust or int. 3.00 each
Engine valves, long 4.00 each
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting per set from 22.50
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 offset pins) 2.00 each
Late type distributor points (not early type) 2.50 each
Early distributor caps 2.50 each
Rotor Arms, late types 2.00 each
Gaskets - price on application, upper engine only
C exhaust, with tail pipe - stainless
Y exhaust, stainless
Floor board screws
Engine top water outlet (head to hose)
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"
Please note the Club does not stock moulded hoses.
Oil can transfers, black only
Oil cans
Oil can bracket
Y front side light lenses) send orders
Y front side light covers)
6 volt coils - not Ford
Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION
Rear brake rod support bracket for L.R. Y, with double holes
Front road springs, Y & C
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)
Y2096 Front brake lever return spring - Right Hand
Y2097 Front brake lever return spring - Left Hand
Y2220 Rear brake cam shaft lever spring - Right Hand
Y2221 Rear brake cam shaft lever spring - Left Hand
Fan belts - please specify whether 3in. or 4in. dynamo pulley
Clutch rod ends, male
Clutch thrust bearings
Clutch refacing kits

- Battery fixing bolts 1.30 per pair
Front inner and outer wheel bearings 22.00 per hub
Exchange brake shoes, rollers removed 18.00 per axle
send old in first (set of 4)
L.R. Y model rear wings, in fibreglass 52.00 each
Chassis to carpet rails inside door (state 2 or 4 door) in stock 28.00
Running board draft trims - adjacent to chassis - finished black 25.00 each
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)
Cam shaft - one, for late type engine
Oil pump - one
Distributor - new, mint condition

Rubber Parts

- Front radius ball 3.00 each
Brake and clutch pedals - exchange (send your old one first) 4.00 each
non-exchange 5.00 each
Gear box mounts 12.50 each
Door stop buffers 1.30 each
C front axle beam stop rubber (metal not included) 5.00 each
Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R. - depends on linkage design
S.R. side lights - base mats 0.70 each
L.R. rear brake rod support rubbers 2.75 each
Y under bonnet kit 3.50 each
8.50

Body Fittings

- Late L.R. 4 door Y hinge centre bolts 0.75 each
Brass balls door hinge 0.60 each
Enamel rad. badge - dark blue 10.00 each
S.R. radiator badge mount Y8215B - not suitable for L.R. or C 20.00 each
Y fixed timber roof stick kits in hardwood - on order
Rear luggage carriers Y model only - kits (unpainted) only, on order, change of supplier
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 Castro poster - reprinted

10.00

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.

PERMITTED. Send exchange form with order. For more information, please contact the Club Secretary, Kevin Briggshaw, 111, The Green, London, W1.

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 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**
K.A. Developments, Lockshill Works, Lockshill, Frome, Somerset
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 Minorities,
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.

