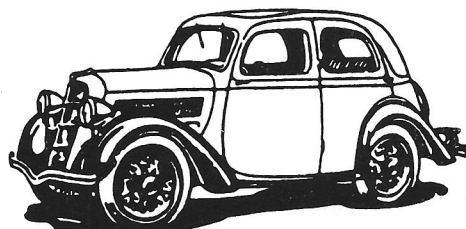
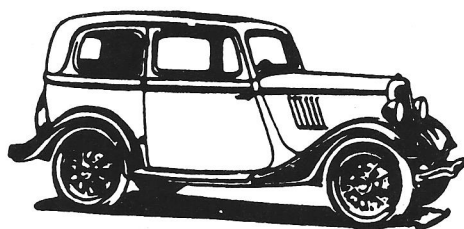


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 69 Feb./March 91

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EDITORIAL

Since our last Newsletter, I have not had time to even think about my own car let alone drive it. I have, however, had the opportunity to drive an even older machine and one which, despite its near 70 years, was still able to develop several hundred horsepower. Not only that, but I was also personally involved in its very early fuel injection system. The fuel was coal and it was, in fact, a steam railway engine.

I had often wondered how a steam engine from a similar era handled by comparison with a Model Y. To my surprise, it was very smooth and nowhere near as 'crude' as I had expected. Perhaps after nearly a hundred years of refinement the steam engine was more advanced than the car, but then I have never driven a 'refined' machine of the same period, which may give an entirely different impression. Does a Bentley steer and brake better than a Y? Perhaps those with experience would let us have the benefit of their experience.

Sorry to inject steam into all you internal combustion addicts, but then I'm sure some of you will also be steam addicts, so I couldn't resist mentioning this very rare and enjoyable experience.

So, back to this issue, where we have yet another version of the Y. See if you can pick this one out! Following Sam's previous recordings of Bert Hopkins' early experiences, we have more of the same and a similar period piece from Steve Minns. All lovely nostalgic glimpses of the previous life of our vehicles.

Graham Miles has news of some very necessary spares price adjustments and also contemporary instructions on changing gearboxes, etc. Seeing the view down into the gearbox reminded me of the time I replaced mine, but didn't replace the selector cover until everything else was bolted into place. I then proceeded to drop a cover nut into the open box. Following a few minutes of frozen disbelief, I had to take the box out all over again, just to turn it upside down and shake out the nut.

After a long absence, Bert Thomas reappears in print with a timely reminder of the amazing range of spares he has available. This was followed by another reminder of who provides what, so take care if you are looking for water hoses.

John Guy

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MEMBERSHIP CHAT

A photograph in Issue 50 starts off a few observations from Dave Turner of Melton:

Going back to Issue 50 I see the photo of John Fellow's Y 'Saloon/estate' which I am sure would, in the terms of the period, have been called a 'Sedan Delivery' assuming that Transatlantic Fordspeak had reached the U.K.

Although it is generally accepted that the first Ford 'commercial' was produced in the U.K. by the adaptation of a 1903 Model A, as usually happens, it took another country to perfect the adaptation. If we move forward to 1928, Ford adapted a Tudor Model A into a 'De Luxe Delivery Car' by fitting a single rear door and blanking out the rear side windows - the spare was moved to a well in the left side front wing. By 1929 it was in production, the rear door being hinged on its left side, the load area lined with cardboard and by 1931 the body had become somewhat longer than the corresponding sedan.

For 1932 and the new Model B, the term Sedan Delivery arrived and consisted of a Le Baron conversion on the De Luxe Tudor shell, a practice continued for the extremely handsome 1933 Model 40 version (like a big Y!), Siebert of Toledo chopping and stretching some to a wheelbase of no less than 148in. - pre-dating stretched limos by many years! From then, however, Ford produced many thousands of these attractive light commercials in the U.S.A. but by 1940 there were not such a lot of similarities between it and the corresponding saloon cars.

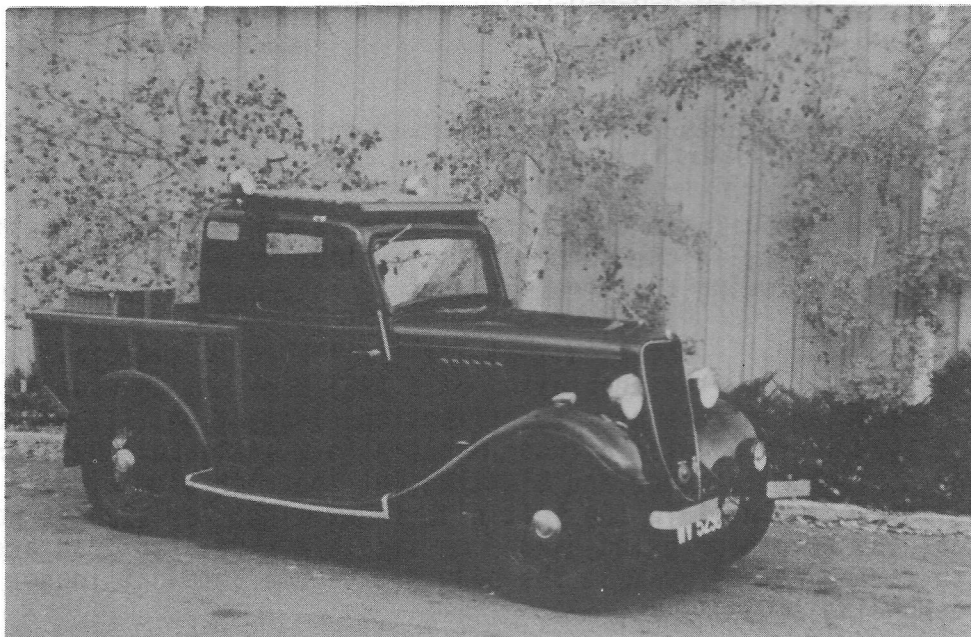
With such a background, it is likely that in the U.K. there were many commercial versions of the Model Y - albeit not genuine Ford products and it would appear that the Y in question is one of many that could have been seen in the U.K. as well as Europe during the 1930s.

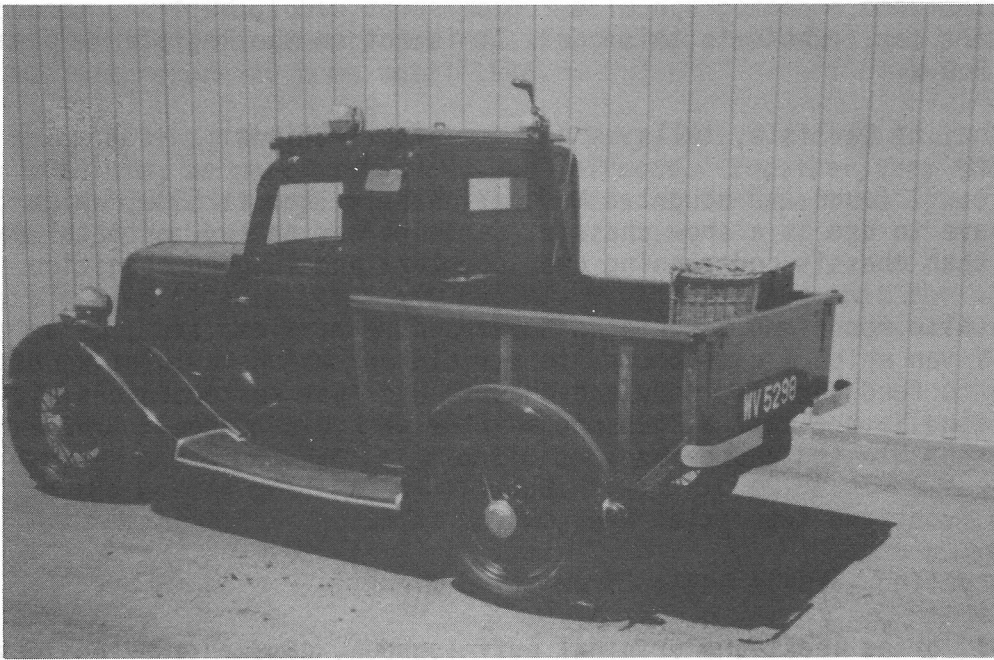
In issue 51, on page 19, is a picture of a Model A Tudor, but the caption mistakes its year - should have said 1931 (admittedly it says circa 1930!), and coming right up to date with Bob Hamilton's question in issue 66 about Tudor and Fordor being a 'Ford' term for other than Model Ys. I wonder how many schoolboys of the late 1940s first heard the term 'Fordor' when they eagerly bought the new Dinky Toy Ford Fordor Sedan, and couldn't quite put their finger on the exact meaning of the name, even though the fact that the toy was of a 4 door saloon and was a Ford had obviously cryptic significance? I remember it well

Coined by the great Henry Ford himself to identify the much modified Model T for 1923, the name Fordor meant - as we now all know - 4 doors and naturally a name had to be applied to the corresponding 2 door model, equally apt was Tudor. Prior to the 1923 Model Ts, the sedan examples had a single centre door either side and were rather obviously known as Centre Door sedans. Getting to front or rear seats via the one door was never very easy and the added convenience of the more conventionally designed new models for 1923 had to draw attention to the door layout and so the Fordor and Tudor was used with great emphasis, continuing right through to the 1960s by Ford in all its promotional and advertising.

In the U.K., the terms were not used with anything like the same enthusiasm, in fact double and single entrance was more often to be found describing 2 and 4 door saloons than the almost universal Ford term from across the Atlantic.

Trevor Walker of Newcastle has sent in the following photographs of a Model Y pickup:





I couldn't find any details of it in the list of Ys known to the Register. The advert was in an American magazine, 'Old Cars News & Marketplace', last November. I wrote to Western Classics asking if they could send photos or engine/chassis numbers. According to Western, it was built for the Earl of Suffolk's gamekeeper, but they didn't say when or who by. They didn't send any serial numbers.

The plaque above the doors reads 'F.G.F. Sporting Equipment, Game, Fishing Tackle, Shotguns, Antique Shotguns our Speciality. Cirencester 3183'. Perhaps someone may remember seeing this vehicle before it went 'Stateside'.

Cliff Hall managed to have his Model Y, NG 7227, ready just in the nick of time:

I just managed to have NG 7227 ready for my daughter's wedding on 16th September, 1989. I had the M.O.T. on Friday, and the wedding was on the Saturday - a bit too close. I had worked on it every night and weekends since the end of March. I have only been out with it one weekend this year (1990) to the Veteran Car Rally at Rickingham, Suffolk. There were three other Ys there on show: GV 4128 I knew about, from Bury St. Edmunds (owned by D. Jarman).



Cliff also included a photograph of a 2 door short rad Y, NG 4737, maroon/black - a very smart car. Whose is this car? It is not on the Register - please send details to Bob W.

Mr. G. Watson, of Carlisle, tells us of some of his 'finds':

Last year I found and bought a Model Y chassis, no. Y125588, which I will just have to use as a show chassis, as there was no body or metal parts other than chassis and running gear complete and in good condition.

I have also found and bought the front and rear axles, etc., of a Fordson Model Y van which I came across in a field and which had been used to store hay in to feed horses. Body and chassis had just rusted into a big heap. I did find in the rust a Fordson radiator dark blue badge. I have had the axles shot blasted and primed.

The Fordson front and rear axles are now for sale.

Finally, Recycling - 1940s Style, from Steve Minns:

JG 3241, or at least the original buff logbook, came into my possession a few weeks ago and started me on the trail of the rest of the car! A series of letters between myself and JG 3241's last registered owner produced the pieces of an interesting puzzle.

The tale starts back on 6th March, 1933, when JG 3241, a Ford Model Y Fordor, resplendent in black coachwork, was put on the road by Northfield Garages of Tankerton, Kent. Northfield Garages, a Ford dealer, ran JG 3241 for some three and a half years, selling her on 10th November, 1937, to a Reg Harris (of cycle racing fame?) who lived in Swalecliffe, Kent. Reg held onto JG 3241 for two years and then sold her to Percy Sweetman on 5th May, 1939. Percy decided to undertake a degree of improvement to JG 3241, and in July, 1939, her wings were painted cream, to contrast with the black body.

Not long after the outbreak of war, in fact on 6th May, 1940, Percy was called up, and sold JG 3241 to her last owner, who we'll call Mr. Wye (he wishes not to be named) for the princely sum of £14.

According to Mr. Wye, JG 3241 was in excellent condition, but the low purchase price was not unusual for cars and houses in the Mewday Ports area, due to the high risk of air raids by the Luftwaffe.

During the next year, JG 3241 spent her life either travelling around the Rochester area or garaged in her 2/- a week lock-up.

JG 3241 was in daily use, transporting Mr. Wye to his workplace, at the Medway Ports, where he was employed on defence work in the naval base and aircraft factory.

Due to Mr. Wye working long hours on the war effort, he was allowed a petrol ration as well as headlamp hoods for use during the blackout. Evidently, they were very effective and made it almost impossible to see! On top of that, Mr. Wye was supplied with gas mask, tin helmet and metal driving goggles to make his travel that bit more comfortable!

Unfortunately, I've been unable to trace any photos of JG 3241, mainly because photography by the general public was not allowed in the Rochester area, in case the photographs should fall into enemy hands. On top of this, photographic materials were very scarce.

During a night air raid in early 1941, disaster struck and JG 3241 suffered

bomb damage. Fortunately, the damage was not too severe, but whilst Mr. Wye was making arrangements for repairs, he was called up and posted abroad, not returning home until 1946.

Whilst on active service with the Royal Navy, Mr. Wye carried JG 3241's log book with him, as part of his personal effects. Together they took part in several Atlantic convoys and visited places as far apart as Egypt, Italy, the West Indies and North America.

On his return to Rochester in 1946, Mr. Wye discovered that during his absence, JG 3241 had been appropriated by the War Department as war scrap, and to this day, no compensation was forthcoming.

The missing piece to this puzzle is where did JG 3241 actually end up? Was she part of one of Mr. Wye's Atlantic convoy escorts, or maybe she took part in the Battle of Britain - I wonder!

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ERIC BUTTLE

Eric Buttle, our oldest member, died after a short illness in December, in his 90th year. He had retired some years ago after running an ironmonger's shop in Pocklington, near York, from just after the First World War. He was a well known, colourful character in the district.

In 1936 he bought a new CX saloon, paying extra for leather seats, and only ran the car during summer months (and only when it wasn't raining!), clocking up 54,000 miles until the car was laid up still sporting the original spare tyre!

Eric joined us about 4 years ago, looking for a suitable buyer for his first car. I bought it from him in 1989, after passing his scrutiny. He stayed on in membership and always enjoyed reading his Newsletter. I was pleased to be able to take him and his wife, Ruth, for a few local runs in the old Ford, the last one being just a few months before his death.

We extend our sympathy to Ruth, his widow.

Bob Wilkinson

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SUBSCRIPTIONS, 1991-92

The date for renewal is 1st June, 1991, for the coming Club year. Sam Roberts indicated in the last Newsletter that this was to be reviewed at the Annual General Meeting, and if aproved, to increase to £15.00 (£10.00 retired/unwaged, £18.00 overseas). I don't mind you sending yours now at the higher rate, which if not passed at the A.G.M., will result in a credit in your favour for next year. Don't forget to include your membership number which is always on your address label for each Newsletter.

Bob Wilkinson

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MEMBERSHIP REPORT

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

D1518 Roy Daft, Fairgame, Fishtoft Drove, Frithville, Boston, Lincs., PE22 7ES.
O-F101 Werner Fuhr, 17487 Ampuriasrava, Granreserva 26, Appt 73, Spain.
K1909 Patrick Kilhair (Address not known - contact via Jim Fitzgerald, Eire)
L1015 Nick Lawrence, Brook Lodge, Plains Road, Little Totham, Essex, CM9 8NA.
L1016 Ron Lee, 16 Bilsby Grove, Eltham, London, SE9 4BS.
M1141 Mike Murphy, 4 Westgrove Avenue, Monkspath, Shirley, Solihull, West Midlands, B90 4XN.
P0227 Dave Plant, Moor Farm, Oaksey, Wilts., SN16 9TW.
S0832 John Simkin, 30 All Hallows Road, Caversham, Reading, RG4 0LP, Berks.

As always, I ask existing members to contact new members locally.

Bob Wilkinson

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NEW MEMBERS

Winter is always a quiet period for recruitment but our group this time has some interesting 'new' vehicles for the Register.

Dave Plant in Wiltshire has recently bought AMR 110, a 1936 2 door Model Y, and hopes to be mobile before long. I don't have body colour or trim details, Dave - please let me know too when you are 'on the road'.

Mike Murphy's Model Y is well known to us, having been well restored and lovingly used by Colin Ault (see last Newsletter) and viewed by many visitors to shows over recent years.

Another car known to us but not seen for some years is the 1936 Y belonging to Nick Lawrence in Essex. The car was owned by G. Morgan in Norwich and Nick is undertaking the restoration work. The number is not Swansea registered and so Nick will need Club support in due course on this matter (see Newsletter 68).

Werner Fuhr in Spain is restoring a 1933 short rad Model Y, chassis Y25698. The car was in very poor condition and Werner must be very brave to undertake so much work. The Ford Bulletins he purchased will no doubt be of great help particularly when you don't have any other cars locally to refer to. Send us some photographs of the progress, Werner.

Patrick Kilhair in Eire now owns the 1937 2 door Model Y previously owned by Michael Dowd. The car, as I recall, was in 'on the road' condition but I don't have Patrick's address at present and have contacted him via Jim Fitzgerald. Hopefully, by the time this is published, I will have full details. If not, please contact me, Patrick.

John Simpin has uncovered a 1936 Model Y with some known history. He writes:

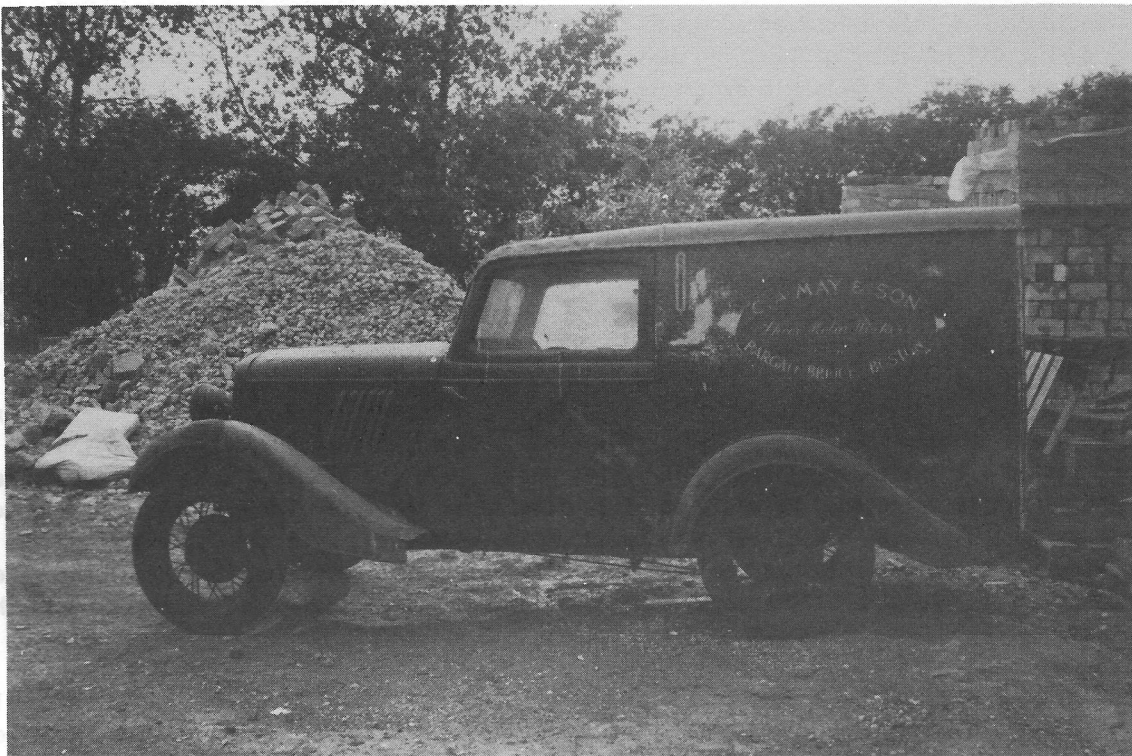
The car was previously owned by a member of the Perry family (main Ford dealers in Harrow and closely connected with Ford Motor Co.) and was garaged about 10 years ago. I bought it in June, 1990, complete and basically sound but not running. CYK has since undergone a body-off restoration (the first I have attempted!) and is now in the early stages of re-assembly.

The body number 167/ prefix indicates that it had a sliding roof originally.

Send some photos of the progress, John. We look forward to seeing the car.

Another left hand drive 2 door Model Y has come to light. Ron Lee owns a short rad and is anxious to trace the history. All we know currently is that it was first registered in June, 1933, and this is consistent with the chassis number, Y25655. Co-incidentally, this is only 43 cars different from Werner Fuhr's Y mentioned in this article. It seems likely that both were produced at the same Ford assembly plant in Europe and Ron's car brought into the U.K. in more recent years. Further information would be welcome. Meanwhile, Ron is completing some restoration work.

Roy Daft in Boston is looking forward to seeing his 1937 Model Y van completed this season. Again, we would welcome some history on this vehicle. AET 491 (body number 165/65391, chassis number unreadable) probably started life as a 2 door saloon and was no doubt converted after the war when commercial vehicles were very difficult to obtain due to steel shortages. The van signwriting indicated 'C. A. May & Son, Sheet Metal Workers, Bargate Bridge, Boston'.



It could have well been converted by Mr. May! Does anyone in the district remember this van? Please let us know. Meanwhile, Roy is planning to use the van in connection with his game bird business when the extensive restoration work is complete. Send some photos of the progress, Roy.

Bob Wilkinson

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AN APOLOGY - DVLA DETAILS

In Newsletter 68, I omitted to include that applicants need to complete forms V765 and form V55/5 and send these to me when applying for 'lost' registration numbers. I have now produced detailed procedures to be followed by applicants and these are available from me (S.A.E. please).

Bob Wilkinson

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TALES FROM BERT HOPKINS - NUMBER 3

In tale number two we heard of the 1935 exploits of this 17 years old apprentice from the Sarum Motor Company on his journeys to and from the Ford Motor Company, collecting new cars for the Salisbury Ford agency. We read of how he would catch the bus from Barking to Dagenham and then walk the three quarters of a mile down Ford Road to the Motor Company on the left hand side, opposite Briggs Bodies Ltd. With his trade plates under his arm, he would pass through the narrow gate, which was the width of a Model Y with a foot to spare either side, and walk across to the office at the end of the production line. Here he would present the paperwork from the Sarum Motor Company, plus a cheque. As from 1936 the cheque was made out for the sum of £87 10s for the standard Model Y Tudor, which then retailed at £100 back in Salisbury. The internal mail at Dagenham was dispatched using those fascinating cylinders and vacuum tubes. The paperwork and cheque were placed in the cylinder and the cylinder put through a flap, into a chest at the base of a vertical tube about six inches in diameter. As the flap opened you would hear the sound of rushing air sucking the cylinder up the tube, rattling it round corners and off into the far distance, presumably to the centre of some vast spider's web.

That having been done, it was left only for young Bert to wait with the other drivers in the waiting room. It would not be long before boredom and the natural inquisitiveness of the young apprentice would take over. Off he would go, walking down the production line, looking for the car he was to drive back to Salisbury; recognisable by the notification on the windscreen. It usually took one hour from the dispatch of the vacuum cylinder to the car appearing on the line. Presumably, in that time, the correct bodywork and colours were being selected and brought together. Body styles available were Tudor and Fordor, each with either Fixed Roof or Sliding Roof. You could have ordered a van or even a rolling chassis on which to put your own body. Whatever, it appeared remarkably quickly at the start of the assembly line. Sometimes it would take longer than normal for the young Bert's car to reach the end of the line as the older and wiser dealers' drivers would slip the chargehand on the line thruppence (3d) and swap Bert's windscreen ticket for theirs at the back of the production line!

Bert was fascinated by the line. He recalls a huge man who fitted the doors using a piece of 4 x 2 and brute strength to make them hang perfectly and close properly. Perhaps most fascinating was the one man who fitted all the tyres by hand! The tyres would arrive by him with the inner tube already inserted and partially inflated. He would paint the inside of the tyre with a white soapy liquid from a pail using a whitewash brush; put both beads on the wheel rim, with the valve through the hole, and with two blows with his hand on each side of the tyre (occasionally three) the tyre would be on the rim. The air hose, once placed on the valve, automatically filled the tyre to the correct pressure.

At the end of the line, tools were the last bits to be added. One jack, one large yank, one small yank and a combined starter handle and wheel brace. Then came the final checker. He reminded Bert of an ice cream man with his smock and box of goodies. In the box were dollies, hammers and touch up paints to encourage minor dents to disappear and to remove unwanted scratches. Finally, to the petrol pump where the tank was filled up. The cars were driven from the end of the line to the pump, so there must have been some petrol in the tank on the line. Whilst the tank was being filled, Bert would be strapping on his trade plates front and rear. Then, into the driver's seat; the engine was already running. He would drive out through the hot air jets, which blew down over the exit door in winter, and across the half mile stretch to the narrow exit where he had entered about four and a half to five hours beforehand. There the man on the gate would take yet more paperwork from Bert and note the chassis number before waving him on his way.

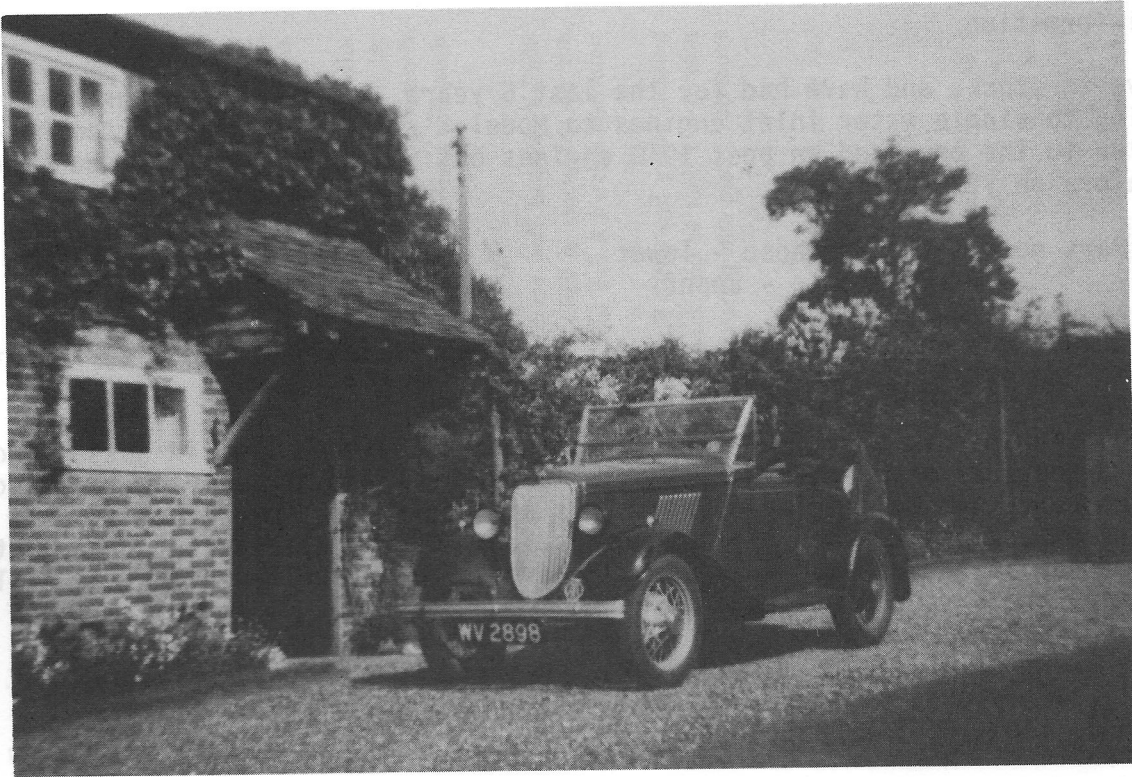
Although Bert collected mainly Model Ys from Dagenham, he occasionally was asked to collect a Model C. He recalls only collecting one Model C Tourer, which was subsequently bought by an RAF pilot, who ran all the big ends on it after only one month! Sarum Motor Company replaced the engine under warranty, only to have to repeat the performance after another month. When the third engine ran its big ends the pilot was asked why this should be. He then let on that he had been fitting a Shorrock's blower to the engines to get greater power and speeds! He rolled the car shortly after that which spelt its end.

Sam Roberts

PERIOD SHOTS

We are always seeking 'old' photos of our cars. The one below was sent in by Robin DeI Mar and shows his 1933 Y tourer in a superb rural setting about 1956.

Please send in your old photos with any details known.



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Does anybody know the owner of this smart Model CX seen in the Beaulieu car park?



SHAPED WATER HOSES AND OTHER MATTERS

The following letter has been received from Bert Thomas in response to Dave Gatenby's plea for hoses in Issue 68. As many longer serving members will know, Bert is a wonderful source of spares for old Fords of all ages. His address is on the inside cover under Useful Contacts. P.S. He knows one or two things about our cars also!

For information

I have in stock, and have had for the last 5 years, new moulded water hose for fitting to single water inlet engines to Model Y's and C's. The bottom hose is similar to the one used on post 1940 engines but is made longer to reach the radiators on Y's and C's.

Part no. is YE 8286 hose - lower £6.50 including postage
E93A hose - upper £6.50 including postage

I also have top and bottom hoses to fit Anglias, Prefects and E83W's, also top moulded and straight lower hoses for Pilots.

For your further information, there is an old established firm in Sussex who can rebuild the ends of rear axle casings with hard surface arc welding rods and then regrind them to original size. This applies to all Ford types of axle cases from 1928 to the end of 100E production. The process is not cheap but it is good and is not as dear as you would have to pay for a new axle case - always presuming that you could find a new one.

I have known of this firm for 40 years, so their work is obviously of high quality. They are: Blaker (SWR) Ltd., Dial Post, Nr. Horsham, Sussex, RH13 8NJ. Tel. 0403 710333.

Finally, I do have other articles for Y's and C's and other Ford 8's and 10's, A's, B's and V/8's - no lists but either phone call or SAE and you might be surprised. Plus probably the largest literature collection in existence for any technical or service enquiry.

Bert Thomas

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A winter trip to Arundel in CNN - Sam Roberts



ILLUSTRATIONS AND MEMORANDA

Illustration

Operation

10. Replace transmission main drive gear Y-7015 in gearbox.
11. The synchronesh assembly having been previously assembled on main shaft Y-7061—the whole is now replaced in gear box.
12. Replace main-shaft ball bearing Y-7065 noting that thick oil baffle Y-7080 is assembled on inside of bearing. Press tool Y-8-B is used for replacement of bearing which is carried out in following manner :—
Centre screw of press Y-8-B is first screwed into the threaded hole in centre of main shaft Y-7061 then by screwing down the large hexagon nut, using wrench B-17021 for this, the outer sleeve of the press will push the bearing home.

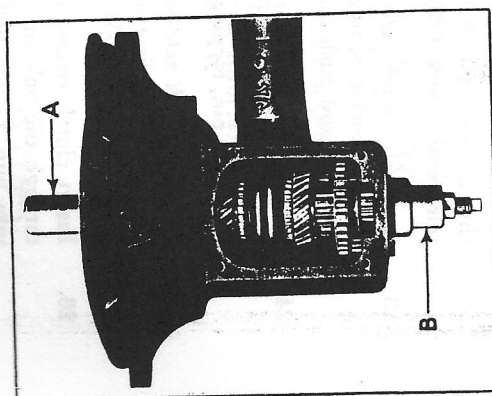


FIG. 14.

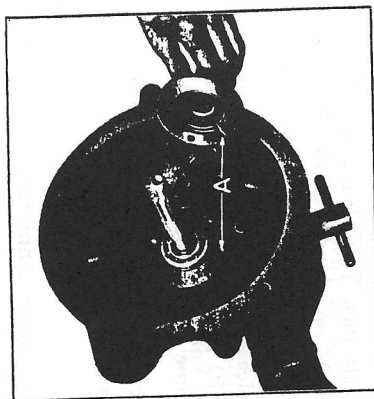


FIG. 15.

13. Replace transmission main drive ball bearing Y-7065 noting that thin oil baffle Y-7040 is assembled on the inside of the bearing. Use tool Y-8-A for this operation in the following manner :—
Place tool Y-8-A over shaft Y-7015 and guide bearing Y-7065 into line tapping back end of tool Y-8-A with copper hammer 83 to push bearing into place. Remove tool Y-8-A.
14. Replace main shaft retainer snap ring Y-7070 using tool AATA-8 for this operation.
15. Remove press Y-8-B.
16. Replace countershaft Y-7111 and remove idler shaft Y-7140 and retainer Y-7155 making sure that it engages in the slots at the rear ends of the shafts Y-7140 and Y-7111 which project from the rear face of the gearbox.
17. Replace the main shaft bearing retainer Y-7085 and bolts using wrench 2242 and socket 2118 to tighten screws. These should be locked by threading a length of wire through hole in each screw head and locking ends together.

TO INSTALL GEARBOX INTO CHASSIS

2C

Operation

18. Replace the universal joint Y-7090 on the splines of the main shaft Y-7061.

19. Insert retainer Y-7095 in universal joint, replace screw and tighten up using wrench 1616.

20. Replace gear change housing Y-7222 taking care to see that selector forks Y-7230 and Y-7231 are engaged correctly in grooves provided for them on outer member of synchronesh unit and low and reverse sliding gear. Insert housing screws and tighten them using wrench 1616.

21. Replace main drive gear bearing retainer Y-7050 and bolts using wrench 1616.

NOTE:—In carrying out this operation it is essential that the oil return slot registers with the hole in the gearbox casing.

22. Replace clutch release shaft YR-7510 from off-side of box but do not push this shaft into its final position—If this is done it will be impossible to assemble clutch release shaft fork Y-7515.

23. Assemble clutch release shaft fork Y-7515 and clutch release bearing spring Y-7502 on clutch release shaft YR-7510 and push shaft home into near-side bearing.

24. Line up holes in clutch release shaft fork Y-7515 and clutch release shaft YR-7510 and insert clutch release shaft fork pin, tapping it home with copper hammer 83.

25. Replace clutch release bearing hub assembly and with pliers B-17025 slip long arm of spring Y-7562 in position on ear of hub Y-7561.

26. Insert clutch release bearing grease connection Y-7557 through the hole in top of clutch housing and screw it into hub Y-7561 first, then tighten up lock nut using wrenches B-17015 and Y-811.

27. Replace two engine radius rods Y-6028 and run nuts on finger tight only.

28. Replace drain plug Y-24452 using wrench B-17021.

Illustration

Special Tools and Equipment Required

Tools from Standard Tool Kit

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

Special Tools and Equipment previously used

Engine stand	AB-35
" " adapter	Y-416
Socket	2118
"	2120
Wrench	2242
Bar handle	2256
" T" wrench	2263
Adapter	2291
Extension	2298

Special Tools and Equipment not previously used

Rear engine support strap jig	5M-359
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2D

TO INSTALL GEARBOX INTO CHASSIS

2D

Carry out in sequence the following operations:—

Operation

Illustration
16

10. Replace off-side engine rear support strap nut, running it down far enough to obtain good grip of threads, then insert jig 5M-359 to give necessary leverage to enable other nut to be run on. Finally remove jig 5M-359 tighten two nuts down evenly and split pin them using wrench 2242, adapter 2291, socket 2120 and pliers B-17025.

11. From underneath chassis using creeper 76 replace gearbox drain plug Y-24452 and tighten it up using wrench B-17021.

12. Remove gearbox filler plug and pour in sufficient gear oil to bring it up to level of filler hole. Replace filler plug.

SPECIAL NOTE.—Gearbox cannot be further progressed until engine is installed in the chassis. It is, therefore, necessary at this point to proceed with installing engine and clutch (Section 11, Operation 1).



Fig. 16.

Illustration

Operation

1. Remove gearbox from engine stand adapter Y-416 by unscrewing special plug holding gearbox in position.

2. Replace inner universal joint housing cap Y-4513 and gasket Y-4515 and hold them in position.

NOTE.—Universal joint should be liberally packed with good grade grease.

3. Offer gearbox into position in chassis taking care to engage splines of drive shaft Y-4605-B into corresponding splines of universal joint assembly Y-7090.

4. Replace three upper screws in universal joint housing cap and tighten them up evenly using wrench 2263, bar handle 2256 and socket 2118.

5. From underneath chassis using creeper 76 replace one remaining universal joint housing cap screw and tighten it up using wrench 2263, bar handle 2256, extension 2298 and socket 2118.

6. While still under chassis place jack assembly YE-17080 under gearbox and screw jack up enough to take weight of box.

7. Thread length of wire through holes in four screw heads of universal joint housing cap screws, locking ends of wire together.

8. Replace two screws through rear end of engine radius rods into chassis centre cross member but do not tighten them.

9. Offer into position engine rear support strap Y-5103.

TO REMOVE REAR AXLE FROM CHASSIS

Special Tools and Equipment Required

Tools from Standard Tool Kit

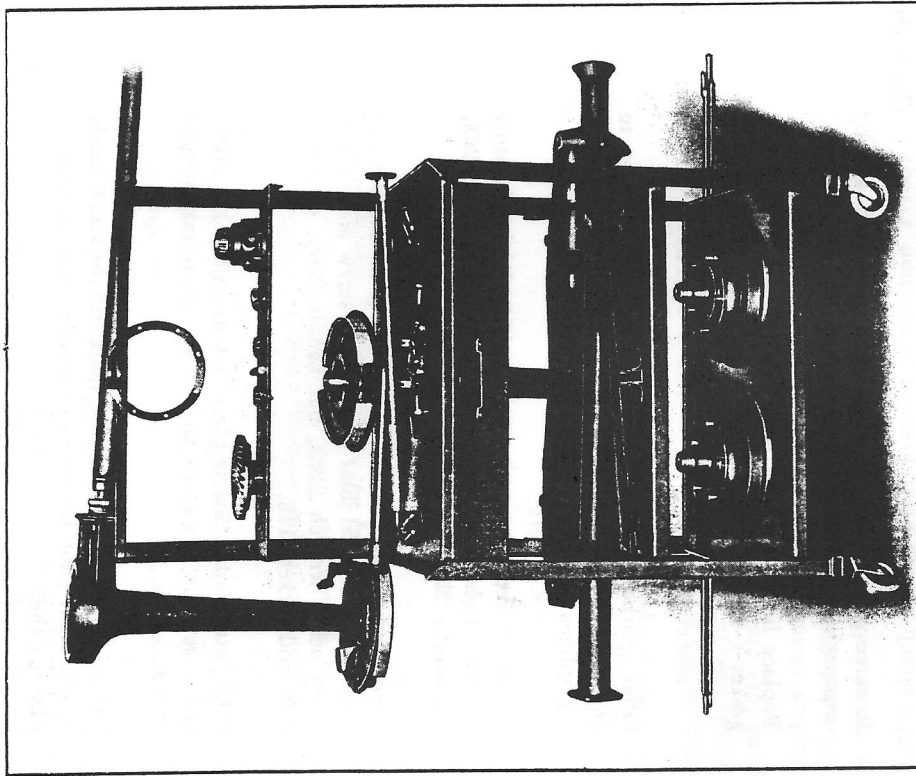
Wrench $\frac{1}{16}$ " and $\frac{1}{2}$" ..	..	..	..	B-17015
" $\frac{9}{16}$ " and $\frac{5}{8}$" ..	..	..	..	B-17016
Screw-driver ..	..	..	..	B-17020
Pliers ..	..	..	..	B-17025

Special Tools and Equipment previously used

Hoist ..	..	..	..	73
Creoper ..	..	..	..	76
Copper hammer ..	..	..	..	83
Partition tray ..	..	..	..	344
Parts carrier ..	..	..	..	398
Socket ..	..	..	..	2118
" ..	..	..	..	2120
Wrench ..	..	..	..	2242
Bar handle ..	..	..	..	2256
"T" wrench ..	..	..	..	2263
Extension ..	..	..	..	2297
Cap for gear box cover ..	..	..	..	—
One drain pan ..	..	..	..	127

Special Tools and Equipment not previously used

Rear axle stand ..	..	..	..	50
Two rear axle stand adapters ..	..	..	..	Y-50-A
Two axle stands ..	..	..	..	161
Socket ..	..	..	..	2124



CHAIRMAN'S NEWSLETTER

It's that preparation time of year again. From a Register point of view, Bob Wilkinson and Debbie Brigginsshaw are preparing the accounts for audit at the close of the 1990/91 financial year and a number of key members are preparing for our presence at various prestigious shows and rallies during the summer months. Dave Curtis kicks us off at Bristol, which will be history by the time this newsletter is printed and distributed. From a personal point of view, many of us are preparing our cars for the season. I have set a target to get CNN fit for the A.G.M. and to get Kerry roadworthy by Stanford Hall - we will see!

Once again I must apologise for the late delivery of Issue 68 of the magazine. As many of you realise, the motor industry is in recession, and Ford is no exception. This time round the magazine took its turn in the Company's priority list, which is understandable. We are grateful and indebted to them for their generous assistance, without which we would not have been able to embark on the expensive bumper manufacturing programme.

I hope you have all had an opportunity to glance at the listing of your cars in the second edition of the register of surviving vehicles. If there is a mistake or a gap in your entry under any of the column headings, please forward the details to Bob Wilkinson or myself so that we can keep the records as comprehensive and as accurate as possible. If your car appears on the lists without a chassis number, under "others", we are particularly keen to know the details. I have already had a call from Bjorn Anderson in Sweden asking why his 1933 German Koln had not been included (see Issue 61, page 10).

I am grateful to Jeff Cole for his technical tip in the last issue re. low compression. For those of you interested, these are the readings I obtained from CNN:

Cylinder	1	2	3	4
Compression (dry)	47 psi	78 psi	61 psi	90 psi
Compression (with oil)	53 psi	90 psi	95 psi	110 psi

Verdict: Basically a clapped engine with symptoms of both valve seat wear and bore wear. Mind you, it is the original engine with 122,000 on the clock! She had a rebore at about 90,000 and new big end shells at about 100,000. Today I have had a frustrating day in my small 1930's garage, removing the original engine and replacing it with one I had stripped and re-assembled. Two of us spent three valuable daylight hours trying to get the gearbox spiggot into the clutch (having lined the centre plate up with a dummy spiggot), only to realise that I had the clutch pedal depressed (in order to get at the gearbox bolt at one o'clock) and hence we were trying to force the engine and clutch against the thrust bearing pressure!

I visited Bob Wilkinson last week in Yorkshire. How I envy him his acres of covered space, even equipped with a second-hand powered garage ramp.

I am also grateful to Luis Cascante Davila in Barcelona who, prompted by my quest for the Spanish connection, is digging up some interesting information on the production of our cars at Ford Iberica in Barcelona. Perhaps one of our Irish members would like to find out more about the Ford production plant in Cork.

I hope to have a mailshot ready for distribution in the near future. Apart from useful advertisements from companies who have helped to offset the postage costs, there will be a useful guide to members and non-members on applying for original registration numbers from DVLC Swansea.

After phoning round a number of committee members, we have accepted an offer to sponsor the major Ford event of the year, the "All Ford Rally" at Abingdon on

Sunday, 29th September. It will require a goodly amount of effort on our part; setting up on the Saturday, running the show on the Sunday and, of course, clearing up on the Monday. We will require marshalls, car park attendants, traffic police, autojumble attendants, litter clearers and others. So those of you within striking distance of Abingdon, please blank off your diaries for the Sunday and the Saturday and/or Monday if you can. With the M40 and M42/A42 open, Abingdon is but a short distance for many. The good news is that the Register will benefit from a major percentage of the gate money, which will set us up for some further worthwhile manufacturing and other projects in the future.

Finally, a rallying call for Enfield. We usually manage a good turnout for this major late spring bank holiday event, concentrating our efforts on the Sunday. Sunday and Monday, 26th and 27th May are the dates of the pageant. We have a site and the day is usually full of interest. For those of you who wish to gain a printed entry in the programme for either day please apply to:-
The Rally Secretary, The Enfield Pageant of Motoring, EDVVT, Whitewebbs Museum, Whitewebbs Road, Enfield, Middlesex.

On behalf of the Committee may I wish you all an enjoyable year with your cars.

Sam Roberts

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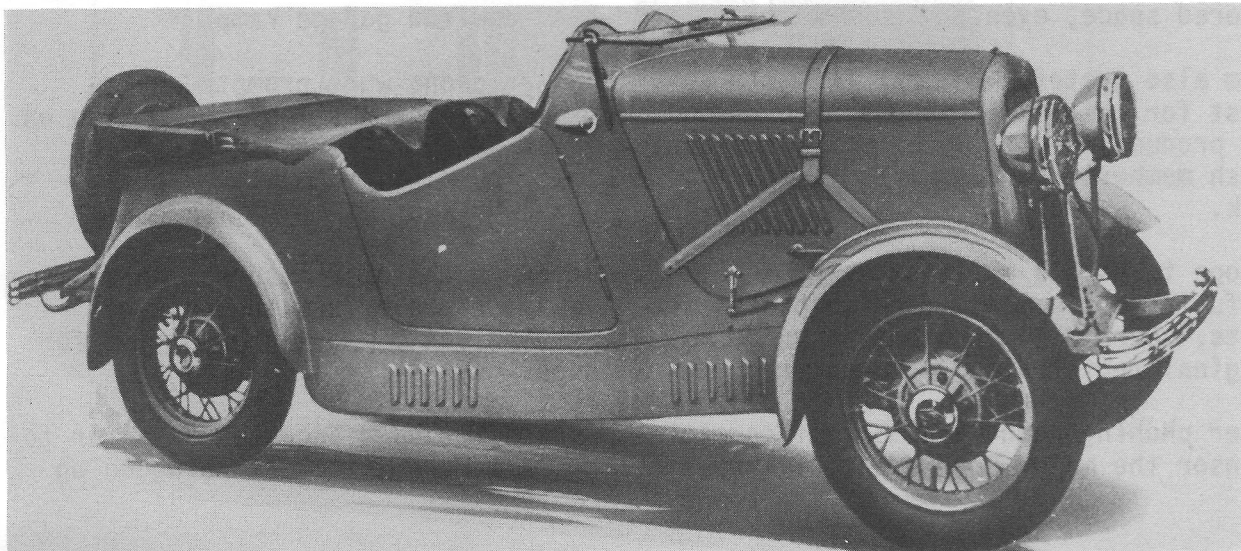
A LITTLE WHITE ELEPHANT - THE PUTTOCK SPECIAL

It was the done thing in the early thirties to be seen in a sporty little number with lots of go faster louvres, big headlamps and a strap across the bonnet to keep the car together at speed.

A car which seems to have incorporated all the right ingredients of the time in the design was the "Puttock Special", the brain child of Mr. S. E. Puttock of Craven Motors, 43-47 Stoke Newington Road, London N16. His advertisement boasts:-

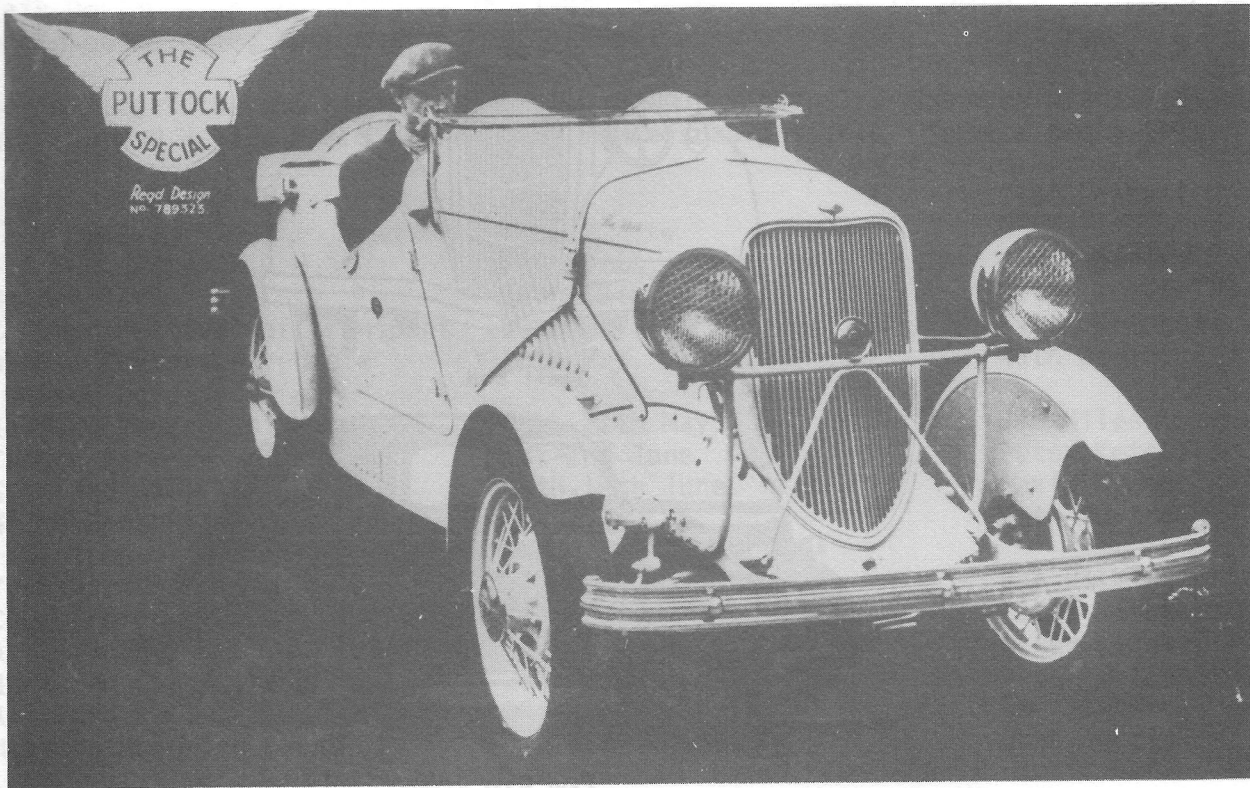
"CRAVEN MOTORS. If it's Sports, see the Puttock Special mounted on Ford 8hp chassis, with cowled dash, Brooklands steering, cycle wings, large head lamps, with grills, Brooklands hub caps, folding windscreen with twin wipers etc. Demonstration anywhere. Terms and exchange."

However, with a £175 price tag, he does not seem to have attracted many customers, despite having a second outlet through Janeshore Motors Ltd. in Kingsland Road, E.2, who added "Roomy body to accommodate 4 passengers" in their advert in the November 1933 issue of the Ford Times.



I have not seen any period pictures of these cars on the road, nor have I come across any second hand car advertisements in period magazines for this model. Perhaps it was not as pretty as the write-ups suggest. If any member has additional references to this car I would appreciate a copy.

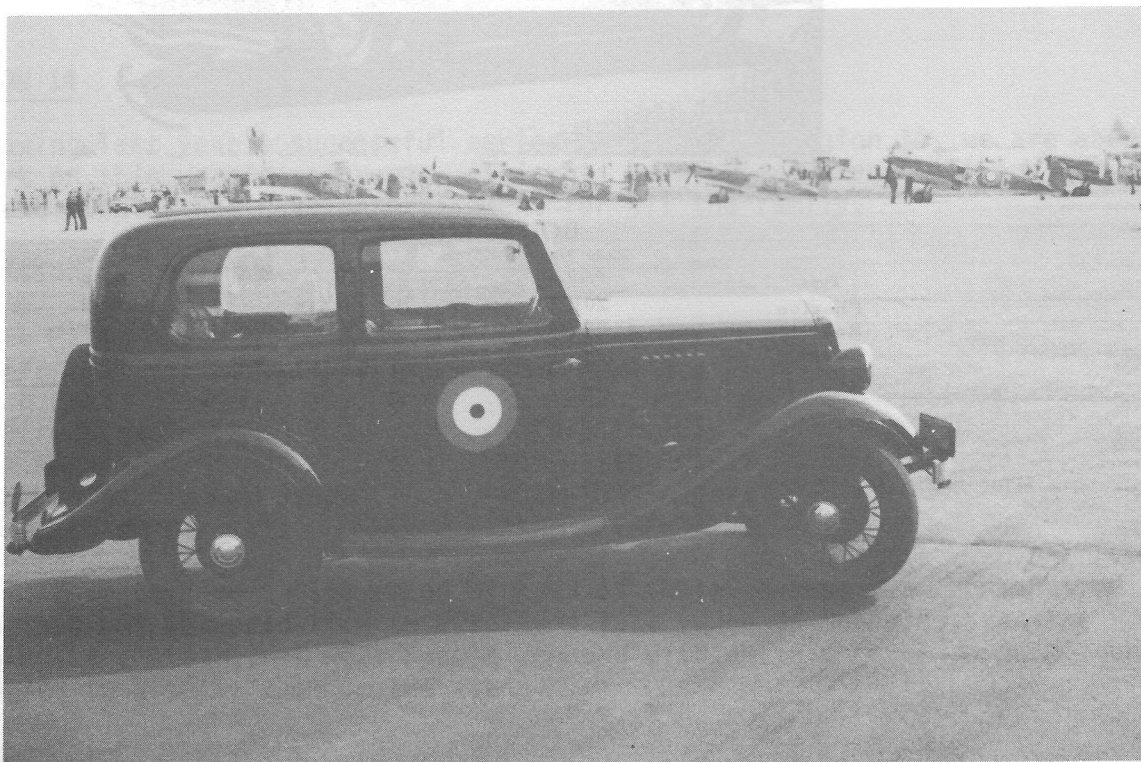
Sam Roberts



Photographs: Courtesy Ford Motor Company Archives.
Note: Neither photograph showing Brooklands hub cap.

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CNN with 'roundels', Spitfires and Hurricanes
at the 50th Anniversary of the Battle of Britain, Boscombe Down

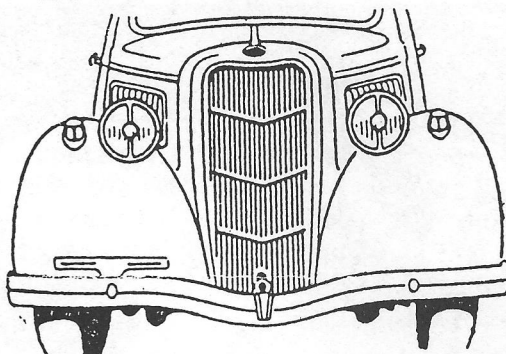


More models from Australia, sent by Steve Austin in Sydney.

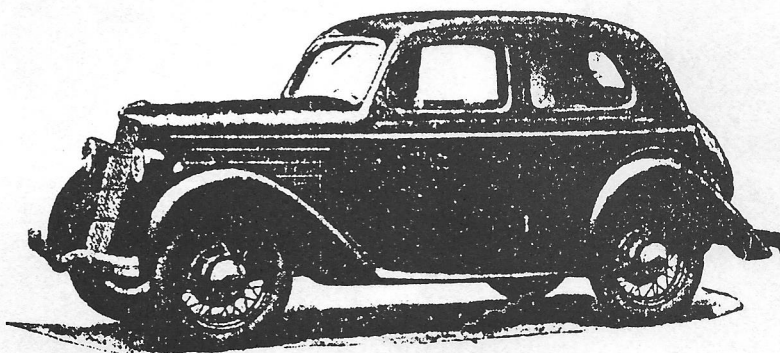
IDENTIFICATION MANUAL

Ford Motor Company of Australia Pty. Ltd.

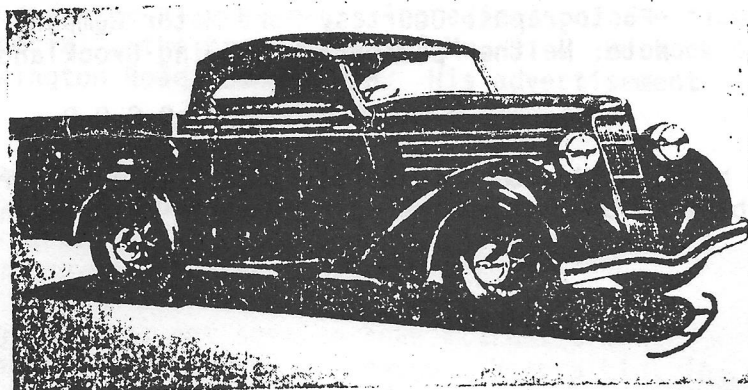
1936 Model "CX"



Front End.



Four Door Sedan.



Roadster Utility.

BODY MODELS.

Type.	Body No.	Type	Body No.
Phaeton	Prefix	Sedan	Prefix
Roadster	20BP	Van	20BS
Coupe	20BR	Utility	20BPD
	20BC		20BLD

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

Page 257.

EVENTS

By the time you read this, Bristol Classic Car show will have been and gone, a report on that will be in the next issue. Peter Ketchell has written to me with a list of shows at which he would like to organise a Y & C Register stand and this is included after this article.

Kath Devine also contacted me about another three shows at which Y & C members would be welcome, they are in the list below.

Don't forget the A.G.M. on 7th April, and our National Weekend on 15th/16th June at Stanford Hall. Let's see as many members as possible at these two events.

<u>Event</u>	<u>Date</u>	<u>Club Contact</u>
Y & C Register A.G.M.	7th April,	Sam Roberts
Oulton Park	11th-12th May	Peter Ketchell
Chester Festival of Transport	19th May	Peter Ketchell
Oldham Preserved Vehicle Gathering	19th May	Kath Devine
Enfield Pageant of Motoring	25th-27th May	Jim Miles
Tatton Park	1st-2nd June	Peter Ketchell
Stanford Hall	15th-16th June	David Grace
North West Sidevalve Day, Glossop	7th July	Kath Devine
Yorkshire Do	14th July	Bob Wilkinson
Cheshire Steam Fair	13th-14th July	Peter Ketchell
Astle Park	10th-11th August	Peter Ketchell
Northern Classic Car Show	25th-26th August	Peter Ketchell
All Ford Rally, Abingdon	29th September	Sam Roberts
Malvern Motoring Event	5th-6th October	Dave Curtis

Peter Ketchell gets a gold star for effort.

I was very sad to read that Colin Ault has sold his Model Y. Colin was one of the handful of members I could ring, and know that he and Di would turn out in any weather to support the Register.

Dave Curtis

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REGION 14

Following last year's successful series of events in Region 14, we are about to embark on this year's programme. This has been extended and will include more weekend events that have entertainment for all the family.

Provisional Programme:

Oulton Park	11th-12th May
Chester Festival of Transport	19th May
Tatton Park	1st-2nd June
Cheshire Steam Fair	13th-14th July
Astle Park	10th-11th August
Northern Classic Car Show	25th-26th August
Malpas Yesteryear Rally	7th-8th September

The idea is to have a Club stand at each of these venues, the theme has not been finalised but we would like to display a full range of vehicles. As the displays are static, it will enable members with unfinished or as just found vehicles to display them on the stand.

The success of the events is dependent on Club members' support. Club members from all Regions will be warmly welcomed. If you are interested in attending any of the above events, please contact me,

Peter Ketchell, Region 14 Co-ordinator

PLEASE DO TRY TO SUPPORT US, THANK YOU

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'YORKSHIRE DO', SUNDAY, 14TH JULY, 1991 - BEVERLEY

I am currently making arrangements to hold our annual meet at The Museum of Army Transport at Beverley. Naturally, cars and passengers will have free entry to the Museum and coffee and biscuits will be provided on arrival. Full details of activities will be available in due course, but why not book the date for this family outing in historic Beverley.

Bob Wilkinson

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Y & C CLUB WEEKEND, STANFORD HALL, LUTTERWORTH
15TH-16TH JUNE, 1991

As the regulars to this enjoyable event will tell you, this is the one occasion when all members should make an effort to attend. Last year, we had members from Norfolk, Kent, Haverford West, Lancashire, N. Yorkshire and all places in between. So if you haven't experienced a Stanford Hall weekend, this is the year for it. It's a family weekend, so wives, girlfriends and children are all welcome.

Stanford Hall is an interesting country house, dating back to the 1690's, set amid parkland and standing on the bank of the upper reaches of the River Avon. The Hall is open to visitors and also has a museum, cafeteria, crafts exhibition and other attractions.

There is a camping field in the grounds, approx. one mile from the Hall, and this is the venue for Saturday. Everyone who arrives has at least ONE common interest, so friendly conversation soon materialises. Come along and enjoy the company of friendly members, sample the evening barbecue with wine or ale, cooked to perfection by our volunteer cooks and all at very reasonable prices.

On Sunday, we parade the cars at approx. 10.30 a.m. to the same site as last year, a beautiful spot by the river, beyond the Hall. Here we display our cars to the public (Stanford Hall attracts many Sunday visitors) and any other interested persons. During the afternoon, enjoy the friendly atmosphere, put a few more faces to the names you read of in the magazine, test your skill on the gymkhana course, enter the raffle and competitions, and find out what a grand crowd you are involved with.

Admission to the grounds is ~~£~~1.10 adults, 50p children. If you are camping, your entry fee is included in your camping fee of ~~£~~2.20 per night. Barbecue will be ~~£~~4.00, children ~~£~~2.00. Bed and breakfast is available locally.

To enable us to make the weekend run as smoothly as in previous years, please fill in the enclosed slip and return to me. Fees will be collected on the field on arrival.

David Grace

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SPARES REPORT

The situation with sourcing of spare parts continues to be desperate. During the winter months, I have attended several indoor autojumbles, and frankly, I usually spend more money on petrol and entrance fee than in the autojumble. One that I attended last Sunday, I walked out having purchased absolutely nothing. Admittedly, these indoor autojumbles are never quite as efficient, from my point of view, as those held in fields, one can expect to find a lot more clutter - but the fact is that the items are just not showing up any longer. Such things as 8 h.p. head gaskets have virtually disappeared now, I do not know anyone who is reproducing them although 10 h.p. gaskets are being reproduced. Perhaps our friends living in Australia and New Zealand who get the Newsletter could possibly look for me out there, I believe that Paynes produced 8 h.p. gaskets a lot later in Australia and New Zealand than here in the U.K. It may be that sources of them can be found out there. But it seems that the 8 h.p. members will have to settle for using the 10 h.p. gasket in the future, as these can still be purchased at a reasonable price. Our friends in the Morris 8 Register, for instance, are paying 30 odd pounds now for a head gasket, which admittedly is new and reproduced. I haven't reached that level yet, but I am beginning to think that we are looking at £10 - £15 for a head gasket. This is really an example of what is happening to all aspects of the vehicle, and you will notice that the prices on my spares list are dramatically increased for the new financial year of the Club. It is a fact that when I go to get something re-manufactured (the majority of the stuff that we now carry is re-manufactured), I am actually having to pay more for it than I was selling it for last week, and obviously this is a terrible situation that can't be allowed to continue, so on a regular basis I must re-cost the parts and update the price list to reflect the present purchase price.

One of our members in the last edition complained that I didn't carry moulded hoses. I can't carry everything, and I don't intend to. If these hoses can be located with other organisations, that's fine, there is no point in both of us tying up capital to carry exactly the same thing. David didn't really have to go very far to find his hoses - the back cover lists various useful suppliers, one of whom is Bert Thomas. If David wrote to Bert, he would find that he carries not only moulded hoses, but also special moulded hoses which lend themselves to fitting to our vehicles. (See Bert Thomas' note elsewhere in Newsletter.) When the post war engine was fitted to our vehicles with its single inlet return on the water hose, the radiator was too far forward for the standard moulded hose to reach, so Bert has had these hoses specially made and they are a couple of inches longer. This enables them to fit our vehicles without the need to cut and fit a piece of steel tube in the middle. These hoses are obtainable from Bert, Nos. YE 8286 at £6.50 (lower hose) and E93A, £6.50 (upper hose). I don't really think that is too much of a challenge to pick up the telephone and ring up Bert for them, or for that matter send him a stamped addressed envelope for an enquiry of what else he may be holding. Bert holds a lot of parts that I don't hold, and can't hold because I can't find them, and have no intention of holding because they are available from him. The purpose of the organisation is to source the parts, not try to mimic your local Ford dealer and stock everything that is available for our vehicles, desirable as that may be.

Now on the principle that there must be some good news, we are progressing steadily with the manufacture of our BUMPER BARS. They are proving to be quite a costly item to even get to the basic form. I have already invested some £3,500 and have got little more than strips of drawn metal. The next stage is to form them and to get them chromium plated. Hopefully, for the A.G.M., we will have a pair of samples, prototypes, which we can show to the members there present. I don't expect to have them readily available until at least the middle part of the year. We will then have to turn our attention to such things as BUMPER BAR BOLTS, as they will become in demand and the need for CAPS.

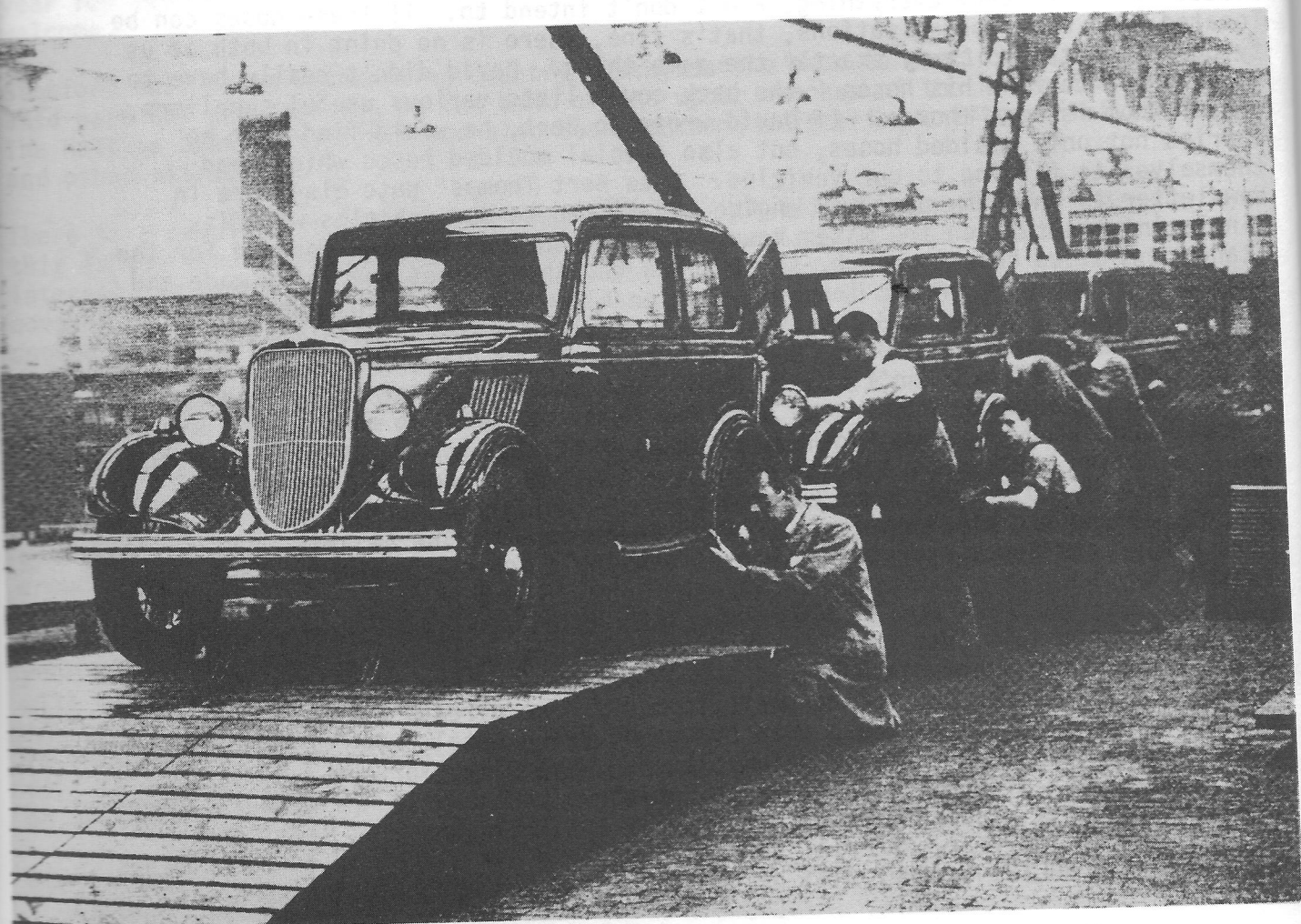
Turning from bumper bar bolts to SHEET METAL WORK, one or two people have asked for that in recent times. I no longer attempt to carry sheet metal, as quite frankly, it is far too costly for me to hold. The deterioration is, of course, difficult to check as it quickly attracts surface rust. You will need a pattern - we may be able to help you with a pattern if you haven't got one, or your present item is too badly deteriorated. One or two of the people I have used in the past are still holding patterns, so it may be possible to get what you want in sheet metal work. But bear in mind the costs are no longer cheap: a set of Model Y wings is probably in excess of £500. That applies even more so with the Model C, with a lot more shaping involved.

I think that is about me for the present time, until after the A.G.M. I look forward to seeing a number of you there. Hopefully this Newsletter will arrive before then. Once we have cleared this hurdle of costing on bumpers I hope to be able to re-invest in certain items that have now run out of stock e.g. roof stick kits, badge bar mounts, etc., good old friends that we sell quite a lot of if we've got them. However, I can't begin as yet to start investing money in them until I am over this present financial hurdle. I have had tooling made for long rad badge bar mounts for the radiator, but I haven't progressed further until there is more money in the bank. I am not going to bankrupt us for a single item, and that is what I am coming close to doing just now.

Graham Miles

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The end of the production line at Dagenham in 1933



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.
- 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)
- 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)
- Piston sets, 8 h.p. and 10 h.p. Reasonable prices or exchange for Standard Vanguard parts. Tel. 0285 653424. (1.2)
- 8 h.p. engine and gearbox. Runs. £50.00 ono. Tel. 0283 550020. (1.2)
- John Mawhinney, M1921. Wheel centres (2) for a Model Y recently shot blasted and primed. Tel. 0232 864258 (Carrickfergus) (1.2)
- G. Watson, W1716. Front and rear axles, both complete with springs, hubs, etc., for Fordson Model Y van, year not known. Both axles shot blasted and in primer paint. Offers, please. Telephone (after 6.30 p.m.) 0228 76285 (Carlisle). (1.2.3)
- Colin Webber, W0117. Car for sale: Model C, 2 door, 1936. Unable to complete restoration. Lots of mechanical parts overhauled and renewed. Offers over £800. Telephone 0752 851610.
- Steve Minns, M1305. Headlinings for upright Fords and other classics, e.g. Ford Pop 103E £79.95. Tel. 0473 780818. (Suffolk). (1.2.3)

MEMBERS PARTS WANTED

- Eric Butcher, B1625. 21in. and 19in. wheels for Model A Ford. Tel. 0924 376999. (1)
- Bob Gebbie. 2 front wings for L.R. 1937 Y. I have 2 S.R. wings for exchange. Tel. 0560 21959. (1.2)
- Kevin Silvester. Set of shock absorbers for L.R. Y. Tel. 0908 640586. (1.2)
- Steve Minns, M1305. Any spares for Model Y restoration - may consider complete car, condition immaterial. Tel. 0473 780818. (Suffolk) (1.2)
- 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)
- 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)
- Ivan Ford, F1913. Badge mount for 1936 L.R. Y. Tel. 0846 (Lisburn) 673561. (1.2)
- Dave Curtis. Anyone got a good rear axle for sale? Will travel. Tel. 0432 (Hereford) 356302. (1.2)
- D. Jaggard, J1403. For 1937 L.R. Y, 1 set of standard 8 h.p. pistons and radiator. Tel. 0624 880 721 (Isle of Man). (1.2.3)

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DEADLINE FOR COPY FOR NEXT ISSUE is Tuesday, 30th April, 1991.

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DON'T FORGET THE CLUB WEEKEND, 15TH-16TH JUNE, 1991, AT STANFORD HALL

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 Briggfinshaw. The order will be handled as soon as possible. Payment is then to be made to Deborah Briggfinshaw (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. A handling charge of £3.00 will be made for each order.

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.

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, small size only	CLUB PRICE	
Rear shackles (pattern part)	2.70 per set	
Front shackles (pattern part)	5.00 each	
Bushes for shackles, front or rear	5.00 each	
Wheel nuts - set of 20	1.50 each	
Rear hub seals (large - outer) Y1175	34.00 per set	
Engine valves - early engines, send pattern, exhaust or int.	2.50 each	
Engine valves, Tong	3.50 each	
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	5.00 each	per set 27.00
Engine pistons, various sizes - send pattern, non-returnable		per set from 25.00
Headlamp bulbs (wattage not stated)	2.50 each	
Bulbs, various (if rear lamp, state straight or of set pins)	0.75 each	
Late type distributor points (not early type)	3.00 each	
Early distributor caps	3.00 each	
Rotor Arms, late types	2.50 each	
Gaskets - price on application, upper engine only		
C exhaust, with tail pipe - stainless	70.00 each	
Floor board screws	63.00 each	
Engine top water outlet (head to hose)	0.08 each	
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	7.50 each	
Please note the Club does not stock moulded hoses.	2.50 each	
O11 can transfers, black only		
O11 cans	3.50 each	
O11 can bracket	10.00 each	
Y front side light lenses) send orders	17.50 each	NO STOCK AT PRESENT
Y front side light covers)		
6 volt coils - not Ford		
Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION	9.00 each	
(I will now pay 5.00 for each old front drum that can be repaired)	32.00 each	
Rear brake rod support bracket for L.R. Y, with double holes		
Y25028 Front brake rod support (part that mounts on A frame and looks like ?) To order	26.00 each	
Front road springs, Y & C	5.00 each	
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)	20.00 each	
Y2096 Front brake lever return spring - Right Hand	2.75 each	
Y2097 Front brake lever return spring - Left Hand	2.75 each	
Y2220 Rear brake cam shaft lever spring - Right Hand	2.75 each	
Y2221 Rear brake cam shaft lever spring - Left Hand	2.75 each	
Fan belts - please specify whether 3in. or 4in. dynamo pulley	5.00 each	
Track rod ends, male	30.00 per pair	

Clutch thrust bearings	11.00 each
Clutch refacing kits	12.00 each
Battery fixing bolts	2.00 per pair
Exchange brake shoes, rollers removed	24.00 per hub
Send old in first	20.00 per axle
L.R. Y model rear wings, in fibreglass	
Chassis to carpet rails inside door (state 2 or 4 door) in stock	58.00 each
Running board draft trims - adjacent to chassis - finished black	30.00 per pair
Patch repair kits for 2 door Ys front doors - n/s only	28.00 each
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	20.00 each
Y Hub caps - to original specification	83.00 each
Available set of Y model used floorboards for use as pattern by members (if any member has C floorboards which I could keep for the same purpose, I would be obliged if they could let me know)	11.00 each

Rubber Parts

Front radius ball	4.00 each
Brake and clutch pedals - exchange (send your old one first) non-exchange	5.00 each
Gear box mounts	6.00 each
Door stop buffers	18.50 each
C front axle beam stop rubber (metal not included)	2.00 each
Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R. - depends on linkage design	7.00 each
S.R. side lights - base mats	1.00 each
L.R. rear brake rod support rubbers	4.00 each
Y under bonnet kit	4.00 each
Steering joint dust covers	10.00
Engine mounts - exchange	1.00
	5.00 each

Body Fittings

Late L.R. 4 door Y hinge centre bolts	1.00 each
Brass balls door hinge	0.75 each
Enamel rad. badge - dark blue	
S.R. radiator badge mount Y8215B - not suitable for L.R. or C) no stock at present	
Y fixed timber roof stick kits in hardwood - on order	
Rear luggage carriers Y model only - kits (unpainted) only, on order, change of supplier	8.00 each
Headlamp lenses (flat type) round centres (used) for early L.R. cars	28.00 each
Rear lamp mounting bracket - finished black with fixing bolts	
Service Castrol poster - reprinted	11.00

SPEED CABLES FROM: Thomas Ritchfield & 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 to be sent to you.

NOTICES

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

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

USEFUL CONTACTS

STOCKISTS, EARLY FORD PARTS

Mr Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey
Tel: 0252 543840

Mr Tony Butterfield, 2 Cockers Lance, Leyland, Lancs
PR5 3SU Tel: 0772 424032

Mr Phillip Daintree, Whitefield, Manchester, M25 7PQ
Tel: 061-766 4487

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SHOCK ABSORBER RECON, RADIATOR REPAIRS

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

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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

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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

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