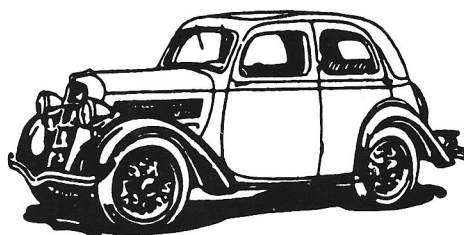
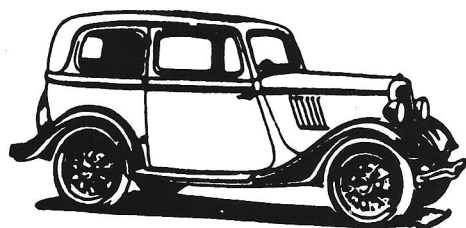


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 70 April/May 91

NEWSLETTER EDITOR:-

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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 | John Griffiths | 77 Circular Drive, Ewloe, Dee Side, Clywd CH5 3DA |
| 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 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. Bill Williams 30 Station Road Cogenhoe Northampton NN7 1LT Tel: 0604 891421 | 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

Regular readers may recall that we are building our own home and as with all activities of this sort, the doubling up rule applies. You know the one: thinks, 'I'll use this weekend to decoke the Y'. Of course, two or three weekends later, you are still waiting for the gaskets, head skimming, new head or whatever.

It's exactly the same with a house. I allowed two months this winter to build the internal walls up to first floor. I got so fascinated by fireplace construction (carving a traditional stone one, for example) that it took the whole of the winter.

All that is by way of saying two things. One, we have little or no time for hobbies and second, we only have room in our temporary mobile home for a small number of books. Most of our books, and this includes hobby books, are stored in other people's attics, but this weekend I have recovered one of my favourites, Odhams Practical Automobile Engineering Illustrated. It is a favourite because my father bought a copy before I was born and I grew up with its wonders of automobile engineering.

Perhaps you know the book. On the flysheet is a photograph of a mechanic (suitably attired in the humble working man's flat cap of the period) whilst he adjusts the points of a Ford V8 engine. In the chassis section is a photo of the wondrous new chassis cum body construction of a pre-war Hillman Minx.

If you do not own a copy, it is worth searching a good second hand stall or bookshop for one. The book gives a thorough grounding in the design principles and maintenance of cars of the 30s and early 40s. A thoroughly enjoyable time capsule in its own right. The book shows manufacturers' lubrication charts for most of the popular makes (all British, of course) and one page wiring diagrams. Most cars now require a book on wiring alone.

Much of our recent correspondence has concerned hose, in several of its guises, so I looked it up in the cooling section and there it is, a full cut away period air brush diagram of a Ford Thermo-syphon system, two hoses only and a metal down section to the two block entry points. On flushing out the system, the book says do it in reverse to the normal water flow to dislodge the sediment compressed by the usual flow.

More on the subject will be found elsewhere. Sam reckons a regular flush can cure fuel evaporation problems, so I will have to try that as I suffer this problem, even with the tin foil guard.

Sam also reckons to have usually achieved his destination in the Y. I think this is also my experience apart from one dreadful occasion, although at times I did resort to carrying a spare crown wheel and pinion already set up with half shafts. They always appear to have been a weakness.

The one time I did come to an unequivocal full stop was when 'accelerating' in first gear: a too slick change into second produced locked rear wheels and smoke both from the road and the gearbox. I had engaged second whilst leaving the drive train still in first. Those of you with worn gear levers and selectors, beware!

John Guy

MEMBERSHIP CHAT

We commence this issue with two letters following on from David Gatenby's comments about water hoses in Issue 68. The first letter comes from John Jardine, of Shepherdswell:

When my car was recommissioned I fitted a new top hose obtained, I think, from the FSOC. The bottom hose I used again. The 'new' top hose soon started to craze and show every sign of perishing. The bottom one was two rubber lengths with a metal hose in the middle so it must have been used originally with a two outlet engine. The metal section of this hose started to ooze water and upon investigation it had corroded through and the bore had been reduced to practically nothing.

Early in my married life, I had managed to keep a twin-tub washing machine running long after the manufacturer's date of planned obsolescence and my wife's wishes for an automatic, by replacing the moulded hoses with 'convoluted' pipe from the local garage. In fact, I found that similar hose works equally well on a model Y. Even as he reads this, I am sure Graham Miles must be cringing, but as Dave Gatenby says, a lot of cars have been fitted with replacement engines. Mine dates from about 1950, as far as I can tell, and if the 'originality' has already been compromised I see little harm in going this stage further. At least the car is on the road.

For the record, the hose I am using has an internal bore of 1.3/4" and fits perfectly on three of the connections, the exception being the bottom radiator outlet where the rubber hose has to be squeezed up a bit. I am sure that some modern production car must be fitted with identical moulded hoses, but as yet I have not pinned it down.

I enclose some photographs of our local enthusiasts monthly meeting on 3rd February. The meetings are held on the first Sunday of each month at the Griffin's Head, Chillenden, nr. Canterbury. All marques welcome but no 'modern metal', please. The first photograph shows my Ford (with a member of the Lagonda Owner's Club in front). The second photograph is of Colin Bunn's car, which has a passenger compartment system fitted. This heater is contemporaneous and was offered by a firm of accessory makers.

Thanks, John, for an admirable magazine. I have just taken on the editorship of a similar publication so I know how much work goes into it.





Thank you, John, for your praise. We love hearing how much members like the Newsletter.

Jim Robertson writes from Edinburgh, on the same topic:

Re Dave Gatenby's comments on some sort of bilateral spares agreement with the Ford Sidevalve Owners Club, I must say I heartily agree.

Having recently written to Graham on the general subject of spares and pricing and recognising his well-taken comments on the increasing difficulty of saving new parts, surely it makes great sense to explore all avenues.

Clearly there is not a great spares overlap with sidevalves, the engine is the obvious exception. It was entirely normal for reconditioned engines of the later type to be fitted after the War. My own has suffered this 'indignity' as well. A spares agreement with FSOC might be a considerable help. I admit I do not know how many members' cars have the later engines but I'm guessing quite a few. It also occurs to me that with the complete unavailability of pear shaped shocks, we might need to consider converting to the later shockers, though I don't know how difficult this is (I still have pear shaped shockers). Again, FSOC might be able to help.

Possibly the Club should consider the economies of scale of a spares agreement with FSOC. Have other members any views?

If you do have any views, or comments you wish to make, write in.

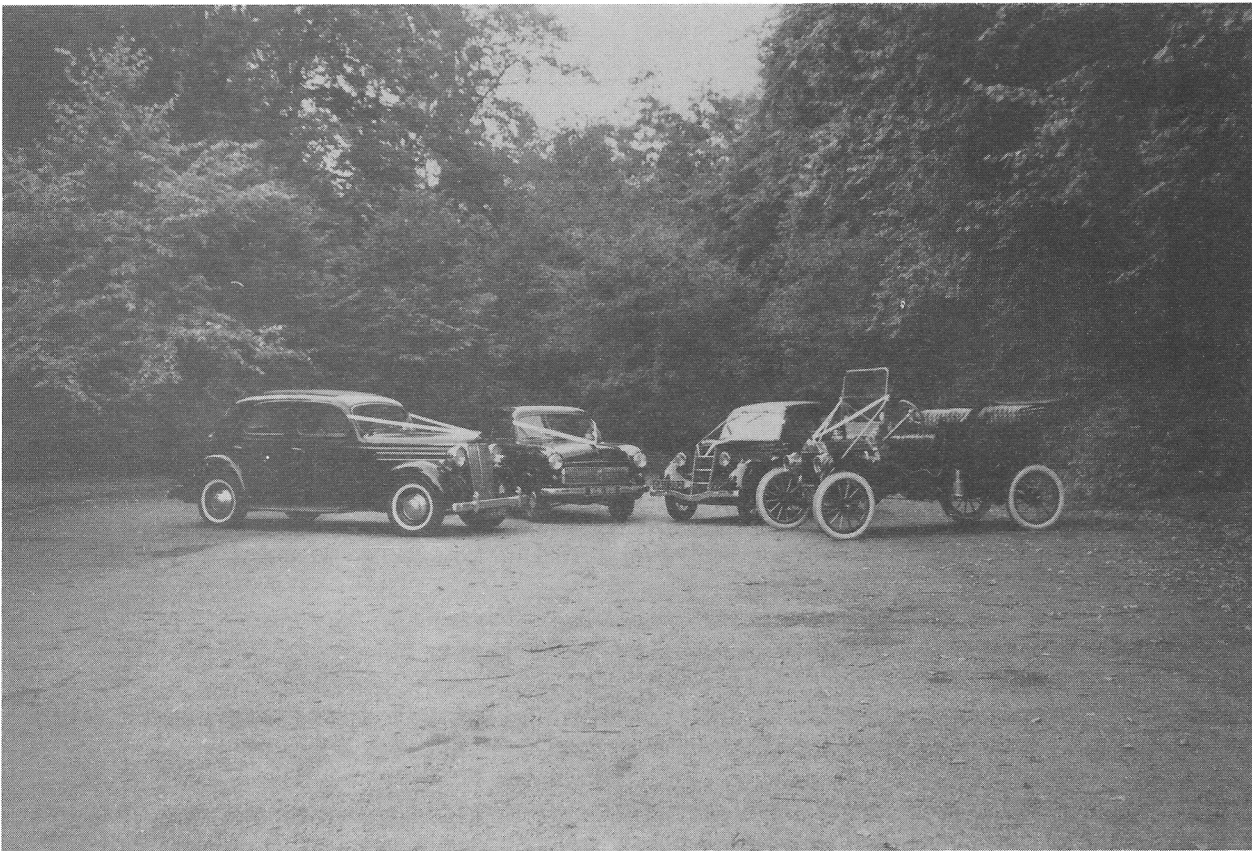
Eddie Partington, of Cheadle Hulme, has managed to retain his old registration number:

I have recently received confirmation from the DVLA that they have accepted my application for retention of the registration number BKP 33 on my Ford Model C. Please accept my thanks for all your help (Bob Wilkinson).

I am at present carrying out mechanical restoration on the vehicle but I have so far been pleasantly surprised by the mechanical condition.

The magazine is great and I look forward each month to its arrival.

The company I worked for (a Ford dealer in Manchester) owned the vehicles in the photograph below, from left to right: Ford V8 Pilot, Ford Consul, Model CX, Model T.



Andy Aldridge, of Southampton, is seeking to purchase a Model C or Cx Tourer, (see page 23 advertisements):

preferably in reasonable to good/excellent condition, but I would be prepared to take on any original car from needing restoration to concours condition (and pay a good price). I have at present a 1935 Model C 4 door, which I enjoy very much.

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DATA PROTECTION ACT

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

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

Sam Roberts

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SYLVESTER HVID
ADVERTISING AGENCY
COPENHAGEN

DENMARK
Ad. No. 66B
COMPANY
FORD JUNIOR

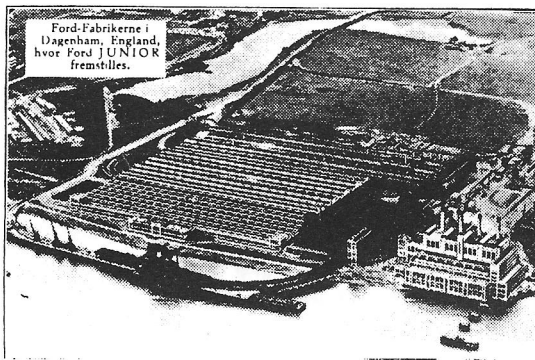
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| Auto | } November 1934. |
| Motor | |
| Motorfolket | |
| Jydsk Motor | |
| Tidens Kvinder | |
| Vore Damer | |

Finished proof.

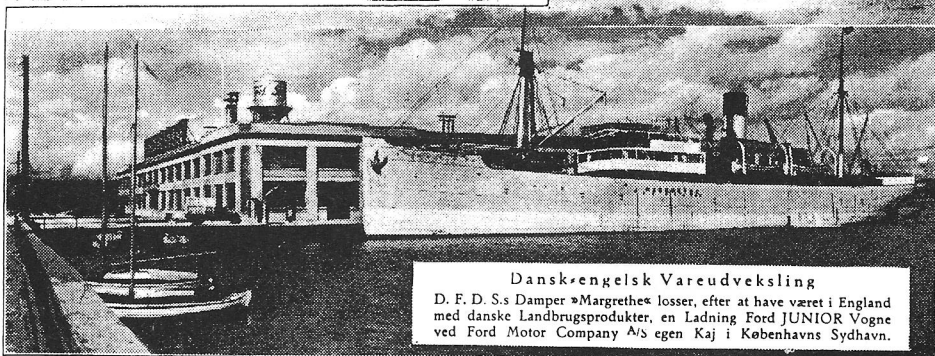
Ford JUNIOR

DEN ØKONOMISKE VOGN



Ford-Fabrikkerne i Dagenham, England, hvor Ford JUNIOR fremstilles.

Fremstillet paa Europas største og mest moderne Automobilfabrik.

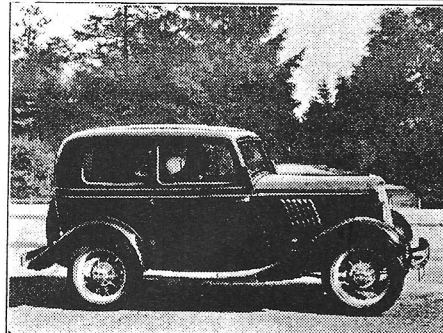


Dansk-englisk Vareudveksling
D. F. D. S.s Damper »Margrethe« lossers, efter at have været i England med danske Landbrugsprodukter, en Ladning Ford JUNIOR Vogne ved Ford Motor Company A/S egen Kaj i Københavns Sydhavn.

Englændernes mangeaarige Erfaringer med Hensyn til økonomisk Automobilkørsel i Forbindelse med Fords anerkendte Produktionsmetoder har i Forening skabt den virkelige økonomiske Vogn — Ford JUNIOR.

Ford Junior Vognens fremragende Økonomi blev fastslaaet ved det store her i Danmark fornylig afholdte 50 Timers Økonomiløb, hvor det viste sig at Gennemsnits-Benzinforbruget for de 23 i Løbet deltagende Standard Ford Junior Vogne var 16,7⁵⁸ km pr. Liter Benzin — et overbevisende Resultat.

Ford Junior er meget let og hurtig at manøvrere gennem Færdselen. En medvirkende Aarsag hertil er det synkroniserede helt lydløse Gear. Ford Junior er yderst nem at parkere, har en smidig, kraftig og paalidelig Motor, og der er god Plads i Vognen til 4 Voksne.



FORD MOTOR COMPANY A/S



SYDHAVNEN, KØBENHAVN V.

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

SUNDAY, 7TH APRIL, 1991, AT WILLOUGHBY

The meeting began at 1.40 p.m., with Sam Roberts in the Chair. He opened the meeting by thanking all members present for their attendance.

1. Apologies for Absence

Apologies for absence were received from Paul Bainbridge, Chris and Owen Baldock, David Ball, Peter Ketchell and T. Wilson.

2. Members attending

Fred Barber - Brighton; Derek Birch - Kings Norton; Kevin Briggins - Dunstable; Jeff Cole - Old Harlow; Dave Curtis - Hereford; Ken and Kath Devine - Oldham; Barry Godfrey; David and Wendy Grace - Boston Spa; Stan Green - Dartford; John Griffiths and family - Ewloe; John Guy - Gillamoor; Rob Hale - New Bradwell; Reg and Jean Hunt - Sandbach; Brian Mace - Norwich; Graham Miles - Kings Langley; Jim Miles - France; Robin Prebble - Somerset; Sam Roberts - Andover; Kath and Mike Samuel - Pontypool; Kevin Silvester; Mark Slack - Derby; Dave Tebb - Little Fenton; Bob Wilkinson - Pollington; Bill Williams - Cogenhoe.

3. Minutes of A.G.M. held 8th April, 1990

It was pointed out that the last A.G.M. was in fact the Eleventh, and that it had been misnamed. The minutes were approved. The approval was proposed by Derek Birch and seconded by Mike Samuel.

4. Matters arising from Minutes of the Eleventh A.G.M. - 8th April, 1990

The only matter arising was that of Advertising (item 12 (a)). It was reported that about £70 had been spent in the last year on Advertising.

5. Chairman's Report

The Chairman's Report opened with comments on petrol. Members are still advised to use full leaded petrol, although many of the early sidevalves had hardened valves and so could use unleaded petrol. David Burgess-Wise would be in contact with the Chairman with further details.

The Chairman thanked David Burgess-Wise, on behalf of the Register, for his archive material. Mr. Burgess-Wise, the Corporate Historian of Ford Motor Company, has written a book of Ford history, which is a good source of information. He has produced a list of the approximate chassis numbers and the dates of production.

The Chairman thanked the Register for the financial support of £1,200 for the purchase of a computer and printer.

The Chairman reminded members that the hubcaps are now on sale.

The Chairman asked members to help to keep track of rarer cars on the Register. He asked members with cars on the Register, but with details missing, to forward these to the Registrar to enable him to maintain comprehensive records. He particularly mentioned Ray Smith's Terrier in Sussex and Graham Tomlinson's Ketch Tourer, which is now for sale at a price of £30,000!

The Chairman commented on the events during the past year, and thanked all members who organised and arranged the Register's attendance at these events.

(a) Enfield was a good success, and the Register won 2nd Best Stand, being beaten by the Mini stand. The prize was £150. The theme was 'Daly's Car Lot'. Thanks to Graham Miles and Jim Miles.

(b) Stanford Hall was another success, thanks to David and Wendy Grace (who were overworked with the barbecue on the Sunday). The Maurice Billings' Trophy was awarded to Bob Wilkinson for his hard work.

(c) G-Mex was an excellent show, for the Candy Hire Co., with thanks to Reg and Jean Hunt, Peter Ketchell and John and Sue Griffiths.

- (d) Beaulieu had three stalls run by Dave Tebb, Jim Miles and Graham Tomlinson, and a Club stall.
- (e) The Club stand at Ardingley was good but unfortunately did not win a prize. Thanks to Julian Janiki and Owen Baldock.
- (f) The All Ford Rally, notwithstanding very wet weather, had a good turnout.
- (g) Other events which the Register attended were Stoneleigh (Dave Curtis and Peter Ketchell), Yorkshire Do (Dave Tebb and Bob Wilkinson) and Bristol Classic Car Show (Dave Curtis, Mike Samuel, Robin Prebble and Paul Dickinson).

Dave Curtis and Kevin Brigginshaw and their vehicles were in a Spectacular at Brooklands. Thanks were extended to Dave Curtis for his work in co-ordinating the attendance of the Register at all the events.

The Ford Sidevalve Club and other clubs were forming an Association of Classic Car Clubs to present the case for their treatment at indoor events to the organisers of such events. Although the Register is not dis-satisfied with its treatment, it will join the Association. The Cortina Club wished to form an Association of Ford Clubs, but the Chairman of the Register has declined to join this as he felt the Register had not much in common with post-war Fords. The Federation of British Historic Vehicles Clubs, of which the Register is a member, looks after European interests of the Register.

The Chairman mentioned DVLA in Swansea. As members know, the authentication of original numbers can now be done through the Register, via the Registrar (Bob Wilkinson).

The Register has two new Regional Co-ordinators: Mike Samuel for Region 6, replacing Jeff Hancock and Robin Prebble for Region 2. A volunteer is still required for Region 12, Leics., Northants., Cambs. Peter Ketchell, for Region 14 which covers N. Wales, Cheshire, Lancs., Manchester and Mersey, has gained many new members through organising local events.

It had been agreed by the Chairman and Committee members that a more professional approach to spares manufacture was required, as it was draining the Register funds. The priority of spares had already been discussed, and it was agreed that Bumpers were critical and most members need them. The tooling and manufacture are very expensive (a bit too expensive) but that is being worked on. If the range of spares is being increased, the income must be increased, and the profit margin will be raised to 25%. An Overheads Charge has been brought in of £3.00, which offsets the Spares Secretary's expenses. Another proposed way of increasing the income was to increase the subscriptions. The Committee had agreed to take out public and produce liability cover.

The accounts are audited yearly, and this is being undertaken by John Griffiths' brother, Jeff.

The Club Archivist, Jim Miles, has finally sold his house and is moving to France. He will not be able to do as much at Enfield, and Dave Ball of Essex is now the main organiser for the Register for this event. It was pointed out that more people are needed particularly on the Monday (in 1990, there were only 3 for the Monday).

The Register is committed to running the All Ford Rally at Abingdon. A good percentage of the profit will be for the Register (approx 2 - £3,000) But assistance is needed from the membership to help, particularly on the Saturday and Monday.

The Chairman reported that the Club had had another good year. The Ford Motor Company was thanked for continuing to print and dispatch the Newsletter, despite the recession: Mike Perry has looked after the printing and distribution. The Committee members were thanked for helping to make the Club as successful as it is. Thanks also were given to the members, the Chairman was pleased with the response they gave.

Finally, the Regalia Officer, Bill Williams, was thanked, together with Sarah Williams.

5. Report by Membership Secretary

The Membership Secretary reported that at 28th February, 1991, the membership figure was 365. During the year, 59 members were lost, 71 gained, making a net gain of 12. The Membership Secretary repeated his request to members to let him know if they were selling their car.

The charge for the administration work for authentication of original numbers through the Register is £5.00 for members and £15.00 for non-members. The fee recommended by the DVLA is £20.00 maximum. The Membership Secretary will welcome any comments. 10-12 applicants have been heard from so far.

Car details are still awaited from some members, to enable the Register to be kept up to date.

It was suggested that for members with more than one car, a family membership might be suitable. It was also suggested that membership could be transferred if the car was sold. This would be mentioned by the Membership Secretary in the Newsletter.

6. Report by Treasurer

The Balance Sheet of the Model Y & C Register at 28th February, 1991, was presented. Its approval was proposed and seconded by Dave Curtis and John Griffiths.

It was proposed to increase the subscriptions from 1st June, 1991. The new rates would be: £18.00 Overseas, £10.00 retired/unwaged, £15.00 others. The members present agreed with this, and Bob Wilkinson and Ken Devine proposed and seconded the motion's approval.

7. Report by Spares Secretary

The Spares Secretary had brought with him an example of the Bumper Bars at the current stage (straight rolled strip, no bends on end). There were 300 of these, the tooling was £1,900 + VAT, and plus the metal costs. The bars will cost a minimum of £250, plus profit. Income will need to be derived from small items, as the bumper bars are a very expensive item.

The reconditioned parts are now running out. There are about 400 brake rod pull off springs in stock. Over the last 2 years, 200 hub caps have been sold, but the costs have still not broken even. The Spares Secretary commented that the cars are now starting to cost more to keep on the road.

The Chairman, on behalf of the members, thanked Graham Miles, Kevin and Debbie Briggingshaw, Peter Ketchell, John Griffiths, Ken Devine and all involved in the Spares, for their efforts.

8. Report by Events Co-ordinator

The Events Co-ordinator only reported that £50.00 had been spent for trophies at Stanford Hall, as all the other events had been covered in the Chairman's statement.

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

9. Report by Editor

The Editor thanked all contributors to the Newsletter, the last year had contained a good variety of material. Concerning the complaints on the timing of the magazine, he said that the deadlines were being met by the contributors and the magazine production team. The Editor was at present looking at improvements in technology to improve the quality of the magazine.

The Chairman thanked the Editorial team for its work.

10. Election of Officers for 1991/92

The following members were elected as Committee members:

| <u>Post</u> | <u>Name</u> | <u>Proposer</u> | <u>Second</u> |
|---|--------------------|-----------------|--------------------|
| Chairman | Sam Roberts | Graham Miles | Bob Wilkinson |
| Spares Secretary | Graham Miles | Jeff Cole | Kevin Briggingshaw |
| Asst. Spares Secretary | Kevin Briggingshaw | Jim Miles | Kath Devine |
| Editor | John Guy | Mike Samuel | Dave Curtis |
| Membership Secretary and Register Treasurer and Registrar | Bob Wilkinson | Dave Curtis | David Grace |

Librarian
Technical Adviser (C)
Technical Adviser (Y)
Events Co-ordinator
Regalia Officer

John Griffiths
Paul Bainbridge
Jeff Cole
Dave Curtis
Bill Williams

Dave Tebb
Dave Curtis
Jim Miles
Jeff Cole
David Grace

Derek Birch
Kath Devine
Kevin Briggshaw
Mike Samuel
Dave Curtis

11. Library

Contributions to the library were welcomed as stocks were very low. One member asked if a budget was available. It was suggested that Ford videos be kept in the library.

12. Any Other Business

Concern was expressed over bad debts; although these were less than 10 per cent of all orders, they can cause cash flow problems. The procedure now for ordering spares is: send the order to Kevin Briggshaw, who will then check with Graham Miles; an invoice will be sent to the member; the members pays the invoice; the goods are dispatched.

Kath Devine proposed a vote of thanks to the Chairman and the Committee for their work and for the events.

Paula Roberts produced sandwiches, tea and coffee for the members, aided by Kathy Samuel. Thanks to them.

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SELLING/SOLD YOUR CAR?

The Club will now transfer, without charge, the unexpired portion of your years membership to the buyer of your car. All you have to do is advise me of the name and address of the new owner.

Bob Wilkinson

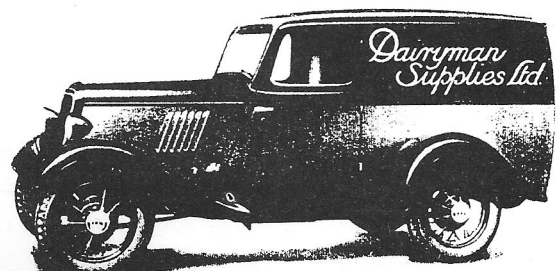
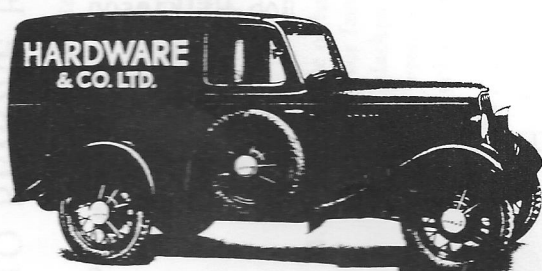
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SNIPPETS FROM PERIOD MAGAZINES

'The Light Car' 5th July, 1935

'The Ford Motor Co. Ltd. inform us that the accident rate for their Dagenham works is 0.79 per 100,000 hours worked, which, they claim, is one of the lowest in the whole of the motor industry.'

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1991-92 SUBSCRIPTION

Subs are due now for year 1st June, 1991, to 31st May, 1992.

The new rates are:

- £15.00 U.K. members including Eire
- £10.00 U.K. retired/unwaged
- £18.00 Overseas (Please pay in English pounds)

Please send your cheque payable to Ford Y & C Model Register, with the reply slip (or copy) to:

Bob Wilkinson, Castle Farm, Main Street, Pollington, Nr. Goole, Humberside, DN14 6DJ.

Name Membership No.

Address

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

Model Y or C On Road Condition Yes / No

Please note:

1. Membership cards will be enclosed with future Newsletter or mail-shot unless s.a.e. enclosed.
2. Membership will lapse if subscription not paid by end of August, 1991.

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EVENTS

| <u>Event</u> | <u>Date</u> | <u>Club Contact</u> |
|--------------------------------------|------------------|---------------------|
| 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 |
| Stoneleigh Restoration Show | 17th November | Bob Wilkinson |

Dave Curtis

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*Carry out in sequence the following operations:—**Operation**Illustration*

1. Place drain pan 127 under rear axle and remove axle housing drain plug 353053-S using rear end of adjustable wrench B-17021 which has been ground square in order to fit squared recess formed in plug body.
2. Lift off-side of bonnet and disconnect battery by removing two cover fastening nuts Y-110932 with screw-driver B-17020, slackening off battery negative terminal clamp nut with wrench B-17015 and lifting terminal off battery post. Replace battery cover and nuts loosely.
3. Remove eight screws holding off-side No. 1 sloping floor board YF-940130-B in position with screw-driver B-17020. Slacken lock nut holding accelerator pedal pad YE-11471 in position with wrench B-17015, screw off pedal pad and lift out No. 1 floor board.
4. Remove three screws holding off-side No. 2 horizontal floor board YF-940132-B in position and lift out floor board.
5. Remove six screws holding near-side No. 1 sloping floor board YF-940131-B in position and lift out floor board.
6. Remove three screws holding near-side No. 2 horizontal floor board YF-940133-B in position and lift out floor board.
7. Remove two screws holding foot dimmer switch Y-110378 to floor board plate YF-940016 with screw-driver B-17020, and push switch down. Remove two screws holding front of floor board plate to dash with screw-driver B-17020.
Remove three screws holding rear of floor board plate to cross member with screw-driver B-17020. Slacken off locking ring Y-7228 below gear change lever cap Y-7220

97

D

by tapping with screw-driver B-17020 in slot in ring. Screw off cap Y-7220 and lift out gear change lever. Fit dummy cap on gear change housing in place of Y-7220 to prevent foreign matter entering gearbox. Lift off floor board plate YF-940016.

8. Remove locking wire from universal joint housing cap screw heads using pliers B-17025. 17A
 9. From underneath chassis, using creeper 76, remove eight split pins and clevis pins from front end of four rear brake rods Y-2499 and YE-2500-B, rear end of two front brake rods Y-2495, rear end of pedal shaft lever to cross shaft rod Y-2465 and hand brake lever to cross shaft rod YE-2853 using pliers B-17025. 17B
- NOTE.—The eight clevis pins will be found by frame brake shaft bracket Y-110990 which is located beneath centre frame cross member YR-5025.*
10. From underneath chassis, using creeper 76, remove four split pins, nuts and screws from frame brake shaft bracket Y-110990 to frame centre cross member YR-5025 using wrench 2263, bar 2256, extension 2297 and socket 2118. To release frame brake shaft bracket Y-110990 from frame centre cross member, ease bracket back from flange of cross member which action will free bracket. 17C
 11. From underneath chassis, using creeper 76, remove speedometer gear and cap assembly, which is located at front end of torque tube Y-4505-A, using wrench B-17015.
 12. From underneath chassis, using creeper 76, remove remaining bolt from universal joint housing cap using wrench 2263, bar 2256, extension 2298 and socket 2120.
 13. Remove three upper bolts from universal joint housing cap using wrench 2263, bar 2256 and socket 2120.
 - 13A. Replace drain plug 353053-S in rear axle housing and tighten.

99

Operation

18A

14. From underneath chassis, using creeper 76, remove nut from bolt which passes through rubber bushed joint of shock absorber body. Wrench B-17016 should be used for this purpose. Links may now be eased off bolt and allowed to hang loose. Other shock absorber should be treated in similar manner.

18B

15. From underneath chassis, using creeper 76, remove four split pins, four nuts and two bars from rear spring clips Y-5705, using pliers B-17025, wrench 2263, bar handle 2256, extension 2297 and socket 2120.

16. Raise chassis at rear end using hoist 73 so as to allow rear axle to be wheeled out.

17. Wheel rear axle out from under chassis and lower chassis down on two axle stands 161 previously placed in position, remove hoist 73.

18. Raise rear axle by means of hoist 73 and place on rear axle stand 50 using adapters 50-A to clamp axle to stand 50.

19. Remove both road wheels using wrench 2242 and socket 2124.

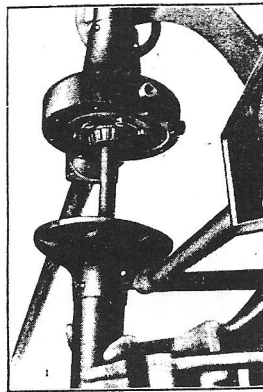


FIG. 23.

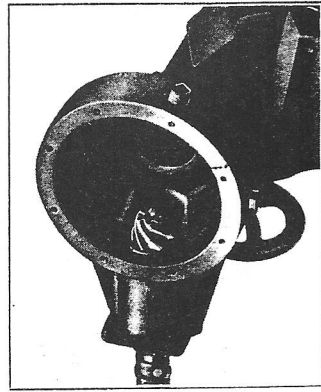


FIG. 24.

Illustration

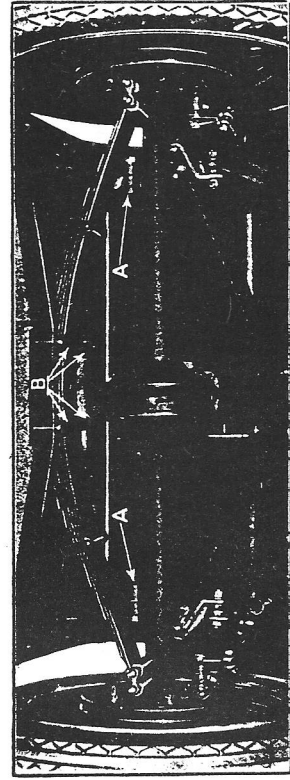


FIG. 18.

TO DISMANTLE REAR AXLE

Special Tools and Equipment Required

Tools from Standard Tool Kit

| | | | | |
|--|----|----|----|---------|
| Wrench $\frac{1}{8}$ " and $\frac{1}{2}$ " | .. | .. | .. | B-17015 |
| " $\frac{1}{8}$ " and $\frac{5}{8}$ " | .. | .. | .. | B-17016 |
| " adjustable | .. | .. | .. | B-17021 |
| Pliers | .. | .. | .. | B-17025 |

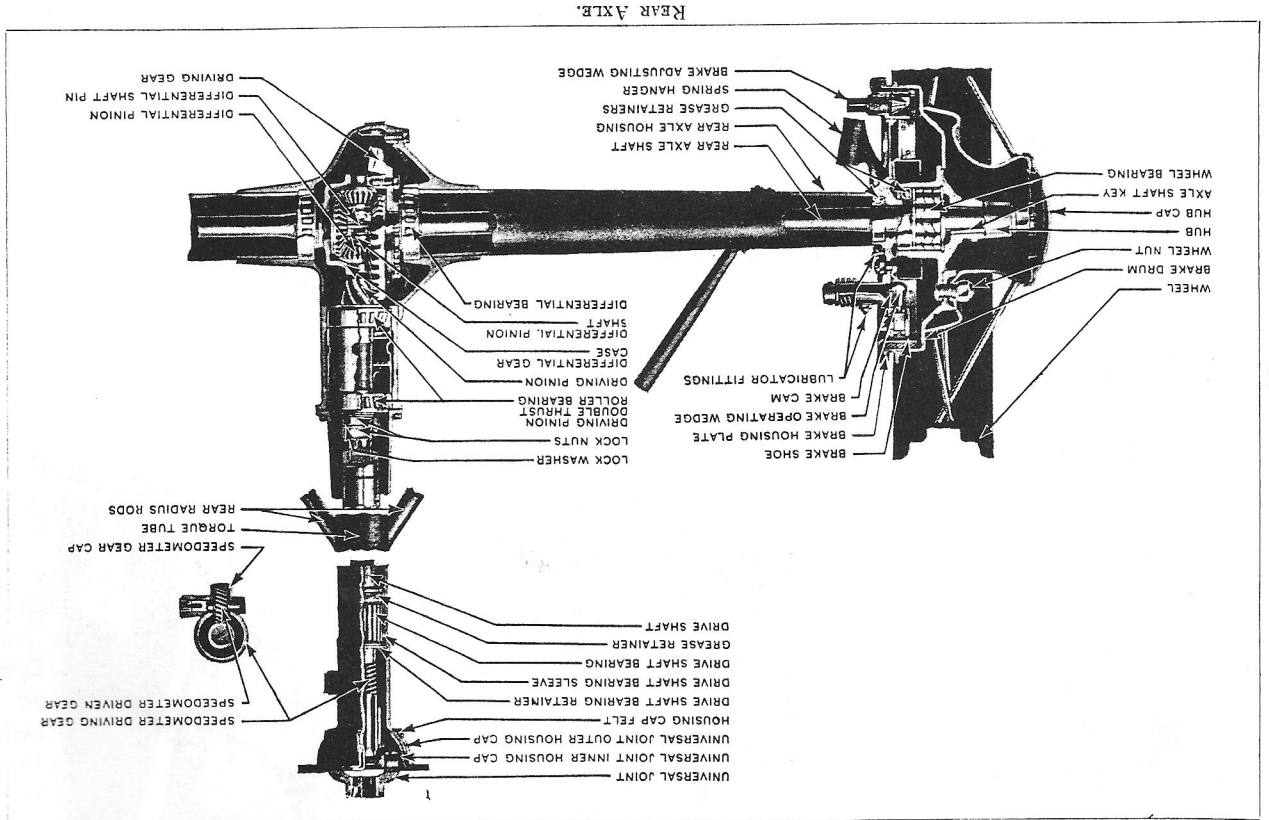
Special Tools and Equipment previously used

| | | | | |
|------------------------------|----|----|----|--------|
| Rear axle stand | .. | .. | .. | 50 |
| Two rear axle stand adapters | .. | .. | .. | Y-50-A |
| Copper hammer | .. | .. | .. | 83 |
| Partition tray | .. | .. | .. | 344 |
| Brass drift | .. | .. | .. | 382 |
| Parts carrier | .. | .. | .. | 398 |
| Wrench | .. | .. | .. | 1616 |
| Socket | .. | .. | .. | 2118 |
| " | .. | .. | .. | 2120 |
| Wrench | .. | .. | .. | 2242 |

Special Tools and Equipment not previously used

| | | | | |
|--------------------------------|----|----|----|---------|
| Rear hub and brake drum puller | .. | .. | .. | Y-115 |
| Rear axle shaft nut wrench | .. | .. | .. | Y-115-N |
| " spring expander | .. | .. | .. | Y-321 |
| Differential housing holder | .. | .. | .. | ABV-394 |
| " " adapter plate | .. | .. | .. | Y-394 |

ILLUSTRATIONS AND MEMORANDA



TO DISMANTLE REAR AXLE

Carry out in sequence the following operations:—

| | |
|---|---------------------|
| Operation | Illustration |
| 1. Expand rear spring Y-5560 using spring expander Y-321. | 19 |

NOTE.—In carrying out this operation care must be exercised that expander Y-321 is assembled correctly to the rear spring before expanding it. Spring should not be expanded more than necessary to take tension off shackles.

2. Remove split pins, nuts and bars Y-5718 from shackles using pliers B-17025, wrench 2242 and socket 2120.

3. Remove shackles from spring, holding spring to prevent it from falling. 20A

NOTE.—Shackles should pull out by hand, if operation 2 has been carefully carried out.

4. Remove split pins from outer ends of axle shafts Y-4235 using pliers B-17025.

5. Remove nuts from outer ends of axle shafts Y-4235 using wrench Y-115-N.

6. Remove hub and brake drum assemblies Y-1115 using puller Y-115. 21

7. Remove keys Y-4243 from keyways in axle shafts Y-4235.

8. Remove split pin from bolt securing front ends of rear radius rods Y-4750 and Y-4751 using pliers B-17025.

9. Remove locking wire from four bolt heads at rear end of torque tube Y-4505-A using pliers B-17025. 22'

ILLUSTRATIONS AND MEMORANDA

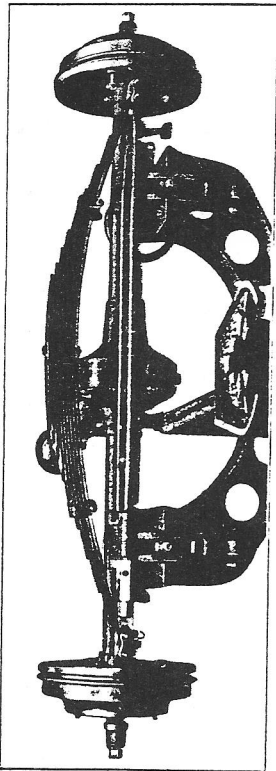


FIG. 19.

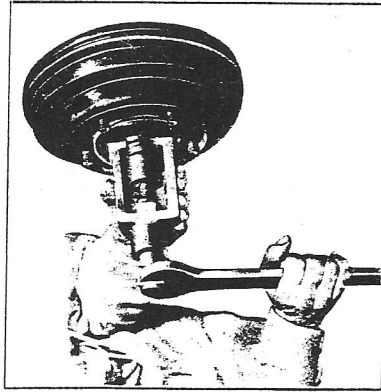


FIG. 20.

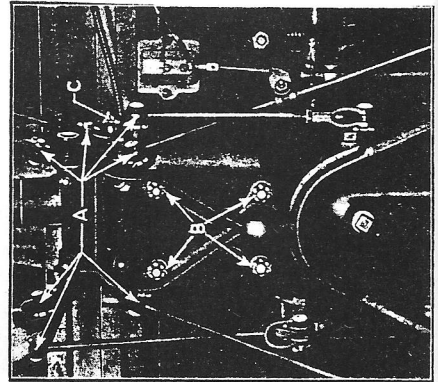


FIG. 21.

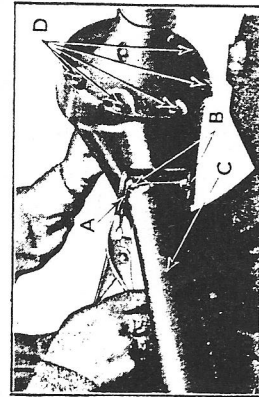


FIG. 22.

CHAIRMAN'S NEWSLETTER

It has been a hectic couple of months, Y & C wise. I seem to have spent most evenings writing letters, articles, advertisements or minutes of meetings. What daylight hours there have been have been spent working on Kerry, getting her ready for Stanford Hall, or sorting out CNN. The long suffering Paula has complained very little - bless her!

I had a flurry of letters and telephone calls from members in March. John Folan telephoned from Jersey, reporting progress on the rebuild of his 'Threedor' Model Y with the J. H. Jennings rear door conversion. If the rear door had opened upwards, it would have been the world's first hatchback. As it opens conventionally, it's more of a hutchback!

Sam Salmons, a new member and manager of one or three ^{spares} hostelrys in the Portsmouth area, has a restoration project and a surplus, which Graham Miles has since added to the Register's stock. I also contacted Bill Jones, a new member on my doorstep, here in Andover. Bill is an avid Model Y fan and is looking for a not-too-difficult restoration project. As it happens, Julian Janiki had sent me a photo of a neglected but rather nice looking Fordor he had seen in a garage in Doublebois in Cornwall last year. Bill did a remarkable bit of detective work through BT and the police force and traced the garage. Regrettably, the car, ARL 962, had already been sold to a Cornish man. Are there any members down there who know its whereabouts and new owner?

I also did a bit of research for Bjorn Anderson in Sweden through his English speaking brother, Stefan. It would seem that his Model Y is a Dagenham-built export to Denmark, where they sold under the model name Ford Junior. Dick Sterett wrote to me from Las Vegas where he, Kathy and their Fordor, Betsy, are now stationed. I had supplied him with a spare petrol pump at the end of last year and Betsy is now being proudly paraded around Nevada State, fully mobile again. Closer to home, James Brown in Ulster is keen to gather the Irish contingent of members together for a rally in the summer, and Raymond MacDonald, on the banks of the River Spey in the wilds of Banffshire, has been tripping over a Model C and a clutch of Model Ys throughout the northern reaches of Scotland.

April has been spent initially preparing for the A.G.M. and then launching the All Ford Rally. The A.G.M. was an enjoyable occasion, as always; spent mainly on catching up on winter gossip with members you have not seen since last year. It was a pleasure to see three or four new members present. I remember the first A.G.M. I attended in Tom Morgan's glass factory on the North Circular Road in Brent in the early '80s. The faces and names from those days, which were only faces and names at the meeting, in the main are still around today and very close friends within the Register. Anyway, back to 1991. Jean Hunt produced yet another super cake and John Griffiths brought along the first pair of prototype bumpers, which, I must say, I would be delighted to put on CNN or Kerry. However, the experts felt there are still improvements to be made, so hang in there, we should soon have Model Y and Model C (single groove) bumpers on the spares list.

Bill and Sarah Williams set up stall with the Regalia and made a few bob for the Register selling sweat shirts, T shirts, Y & C mugs, key fobs and a number of other goodies. The meeting started three quarters of an hour late due partly to a Register Committee meeting which over-ran in the morning, but also to there not being too many members there at the earlier starting time of 1 p.m., most arriving for the traditional 2 p.m. start. The proceedings went well with no surprises and last year's Committee being re-elected (other than Alan Oakes, the Librarian, who stood down: John Griffiths has been elected in his place). My thanks to Alan and all the Committee members for a very supportive 1990. Here's to another successful year in 1991. Siobhan has hopefully included the minutes of the A.G.M. elsewhere in this issue. Thanks, Siobhan.

Stanford Hall is well into the planning stage. I hope that those of you who are able, have completed your entry slip, which was enclosed with the last magazine, and sent it into David Grace. I gather from the Sidevalve magazine that the Sidevalve Club have decided to hold their National Sidevalve Day at Stanford Hall on Sunday, 16th June, so we should have some like minded enthusiasts looking over our cars.

The preparations for the All Ford Rally, just outside Abingdon, on Sunday, 29th September, are also going well. I've had a good response from most of the other pre-1965 Ford owner's Clubs. A few have yet to reply. The autojumbies are signing up and entry forms are winging their way nationwide. I would ask you again to keep that weekend free in your diaries if you are within striking distance of Abingdon (i.e. within 100 miles!) as we will need a good deal of assistance from members to help with the preparation and running of the Show. Those who can come along on the Friday and the Monday morning are also welcome - but more about that in the July mail-shot.

Talking of the mail-shot, I don't want it to be delayed this year. This is the mail-shot which includes your new membership cards and hence cannot be sent out until the majority have renewed their subs. Therefore, please pay your subs now, if you have not done so already. Our eager Treasurer, Bob Wilkinson, awaits your cheques.

The MG Owners' Club and the Ford Sidevalve Owners' Club have started a movement to improve the lot of classic and sports car clubs at indoor shows. The Register did not join the movement with too much enthusiasm at first, as we have been satisfied with the treatment we have received. However, the movement has now developed into an Association of Classic Car Clubs and as we inevitably benefit from any improvements achieved by the Association, we have latterly lent them our support.

The Spares Section has been busy over the last couple of months. Graham Miles has had to give up the council lockups in which the bulk of the spares have been stored (amassed is a better word). A more spacious location has been found and with the weekend help of Kevin Briggshaw, Jeff Cole and Jim Miles, this has been properly racked out and the spares transferred. Well done, guys.

It is with regret that we learn that David Burgess-Wise has given up his post as Corporate Historian for the Ford Motor Company. David has been of tremendous help to the Register. He has gathered together what little has survived of the Ford archives and has passed on information unreservedly to any enquirer. We will sorely miss that useful contact in the big HQ. We wish him every success with his writing from his home base.

I must also mention Jim Bailey who retired from Ford headquarters last year. Many of the period photographs which appear in the magazine were gathered together by him and presented to the Register on his retirement.

Finally, by the time this is received, the Enfield Pageant will have been and gone. Dave Ball is masterminding the display this year, now that Jim Miles has gone absent across the Channel. I look forward to seeing many of you there, but also and more especially, at Stanford Hall on 15th and 16th June.

Happy motoring,

Sam Roberts

MEMBERSHIP REPORT

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

- B1622 Peter Brooks, 40 High Street, Rawcliffe, Nr. Goole, Humberside, DN14 8QW.
 B1426 Ken Brindle, The Cotswolds, Goughs Lane, Knutsford, Cheshire, WA16 8QL.
 D1806 Graeme Duncan, 14 Sanderson Place, Newbigging, Angus, DD5 3RQ.
 E1609 David Edwardes, Kirkgill Manor, Hubberholme, Skipton, N. Yorks., BD23 5JE.
 G0923 Bob Garner, 143 Great Elms Road, Hemel Hempstead, Herts., HP3 9UJ.
 H0823 Peter Hart, 26 Yardley, Great Hollands, Bracknell, Berks., RG12 4QS.
 J0313 Bill Jones, 17 Springfield Close, Andover, Hants., SP10 2QR.
 K1909 Patrick Killion, Grove House, Dubber Cross, St. Margaret's Road, Finglas, Dublin 11.
 S0305 R. P. Salmons, Halekai, 2 Wittering Road, Sandy Point, Hayling Island, Hants., PO11 9SP.
 T1005 Kevin Taylor, 13B Deane Way, Eastcote, Ruislip, Middlesex, HA4 8SU.

As usual, I ask 'old hands' to contact new members in their region.

Also, our old friend and long-time member, Jim Miles - Club Archivist and general clever chap - has moved to live in France. His address is:
 Le Briel, 59470 Herzeele, Wormhout, Nord France.

Jim and Yvonne carry our best wishes in their new home - write in and report on driving your old Fords on the wrong side of the road, Jim!

- - - - -

NEW MEMBERS

Bill Jones retired recently and is looking for a suitable car to restore, being skilled in motor vehicle restoration. A recent visit to Chairman Sam, a near neighbour, will probably have increased his enthusiasm. I'm sure we will have you mobile before long, Bill.

Graeme Duncan has rejoined us, being the owner of a rare CX model tourer. The car is on the road but needs a new grille, paint job and attention to the hood and sidescreens. This is the only tourer known to us living in Scotland.

Ken Brindle in Knutsford deals in collectors cars and is currently having fun using CTV 201, a 1936 Y, which only needs cosmetic work to bring it up to standard.

Patrick Killion joined us recently, adding to our Eire group with his 1937 2 door Y, which I understand is in regular use.

Peter Hart has a 1934 Y of which you will probably only see the rear end as he overtakes you! It is equipped with an aquaplane head, twin carbs, etc., which were popular 'goodies' to add in the 1950s. I hope the steering and brakes are equally good, Peter.

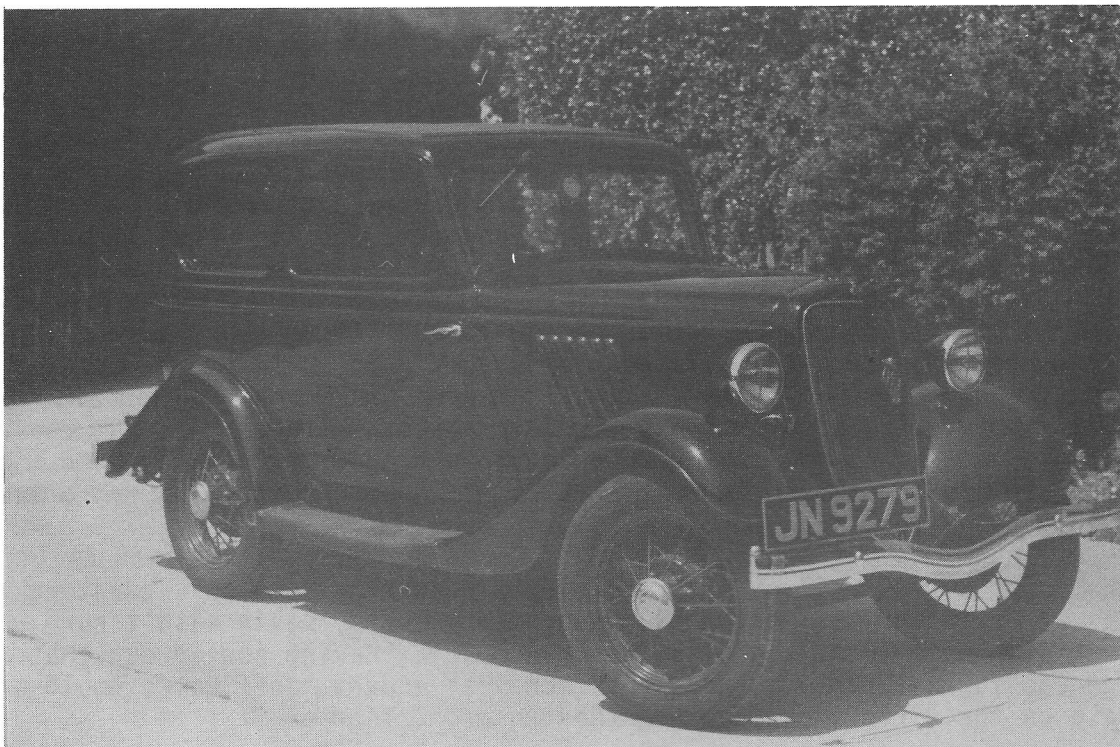
Kevin Taylor's 1936 Y is on the road simply requiring some adjustment to the brakes prior to the MOT test. Like many new members, Kevin wasn't sure whether his vehicle was a short rad or a long rad model. Having sorted out that the change was in late 1933, perhaps our technical expert, Jeff Cole, would write an article on the differences between the two models?

David Edwardes sensibly left the south to take up residence in our largest county! He is busy running his guest house in the Yorkshire Dales and using any

spare time to restore his 1936 2 door Model Y. The photo shows that David will be an early purchaser of our new bumper bars, no doubt.



'Sam' Salmons, on Hayling Island, is the proud owner of a 1937 Y, which, judging from the photograph, is in super condition. JN 9279 is in regular use alongside an Armstrong Siddeley Star Sapphire, also in Sam's fleet. Very similar cars!



Dave Plant is halfway through a total restoration on AMR 110, his 1936 Y.

I must have passed Peter Brookes' front door very regularly without realising that he was giving tender loving care to Emily! To explain - Emily, EML 150, is his 1936 2 door Y which he has owned for about 25 years, but is now under full restoration - a body off job - in capable hands. Peter also owns a 1937 Austin Ascot which he hopes to get round to restoring in 19.. . Strange how cars turn up almost on your doorstep.

Bob Garner is a glutton for punishment! He has 2 model Ys requiring restoration. His first, a 1937 Y, DYU 188, was bought a while ago for full restoration and to help with this he bought parts of another car. Some while even later he was offered the rest of the second car by a chap who had changed his mind about customising it! Only when Bob took delivery of the second car and documents did he realise that he had owned CPP 925 some years ago!

Bob is enlisting the help of his wife, Sue, and hopes to have one car mobile by July this year. Good luck!

Please keep us informed of progress, gentlemen and lady.

Bob Wilkinson

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★ NOW AVAILABLE ★

BOUND COPIES OF BULLETINS
(VIRTUALLY, WORKSHOP MANUALS)

REPRINTS FROM FORD MOTOR COMPANY LIMITED

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Vol. 1 No. 1 to Vol. 3 No. 7

£10.00 + £1.50 postage

'POPULAR and DELUXE, EIGHT and TEN BULLETIN'

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Note: Model Y covered in both bulletins. Model C in second only.

Postage for overseas members £5.00.

Please make cheques or postal orders payable to 'Ford Y & C Model Register'
and send order to Bob Wilkinson (address inside front cover).

SPARES REPORT

You will note that I have found it necessary to change the ordering procedure a little and it is now the case that we issue an invoice on receipt of your order and await payment for the goods specified on it. Unfortunately, this became necessary as some members were taking an extremely long time to pay for the goods they had received. It seemed to be the case that once they had them, the priority to pay for them was not so paramount as actually receiving them. With Kevin Briggishaw finding it necessary to write to some people three or four times in order to get the payment some six or nine months or even a year after receipt of the goods, I consider this to be an impertinence on the part of the member. So I proposed at the A.G.M. that we stop this credit arrangement, unsecured loan, or whatever you wish to call it, and ask for the money up front of dispatching the goods. To date this has worked very well, I have now been doing this for some two months and in fact it will be another two months before you read this letter, because as is often the case, the spares listing is out of date by as much as two months, as that is the amount of lead time that we need to give to the construction of the newsletter. I hope that people understand the need to work in this manner. It is easier for Kevin and myself to do it this way round.

This month's additions are very small, just a couple of small springs. These are the S.R. brake pull off springs - the system on the C and the late Y had a different pull off spring. It had two springs but they were identical. The earlier brakes were pulled off by three springs, two of the same design and one oddball. I had a great demand at one time for S.R. brake pull off springs, and so it seemed worthwhile to have them manufactured. As soon as I have got more spare cash I will be making the L.R. and C pull off springs.

We are now looking at quite a few little things, as well as the famous **Bumper Bars**. The situation with those is that the extrusions have been cut to length, the back bars aren't a difficult thing to manufacture as soon as we have settled on a blacksmith we will probably have some back ones made, plated and made available. The fronts, of course, with their dip section, are more complicated to manufacture. It looks like being a few more months before we can begin to offer those for sale. Hopefully, by the time the next newsletter comes out, (issue 71) we will be able to offer at least rear bumper bars, if not the pair.

Away from the subject of spare parts to that of storing the old ones. As many of you know, for a number of years since the club started, I have been using local authority lock-up garages. However, I have signed a form which says I don't intend to keep anything in there except a bicycle or a car and the contents that I had were not acceptable to the local authority. I have been feeling that sooner or later they were bound to throw me out of the lock-ups. Not that they have actually done this, but they have asked on two occasions to inspect the inside of the lock-up. This will be the end of mine once they do that. So, add to this the price of a lock-up garage, in excess of £6.00 a week, about £600 a year to store, I decided to look round, and we managed to find some space in a friend's barn on a local farm. Kevin with his carpenter's skills is busy closing off the end of this barn and Jeff Cole and I have been labouring in the form of hammer holders. We have managed to build a wall, put a first floor in it and increase our overall floor area. At the same time I decided to lay out the tool stores at work in a new way so I had all this obsolete dexian shelving, which of course was just what we needed in the barn. You know how these things work out. The result is that we now have quite a respectable store of second hand rubbish, and everything is at long last grouped together. The added advantage to this is that we can work in the remainder of the barn, if dismantling parts, or it is raining. We don't have to stand around in the snow, as we have done in the past. A third advantage is that of price. The barn is costing us approximately half what we were paying the local authority, and I don't have to worry about somebody coming to throw me out. Added to this, at long last we can see what we are doing because we have electric lights. All in

all, a considerable step forward from the previous storage arrangements. I just hope my friend doesn't retire as quickly as he says he is, as the new owner of the farm may not want me. I shall cross that bridge when I come to it.

You may have noticed in the last Newsletter that Bert Thomas was speaking of Blakers, who could recondition the actual casings. This is £50.00 per casing, plus VAT. Prior to this price, we had some done, and I can offer these, inclusive of VAT, at £45.00 each half. None of this, of course, includes carriage, but it does include the to-ing and fro-ing to Blakers for the ones I have in stock. They also come with rebuilt reconditioned spring hanger area, and that has been rebushed. This was really a prototype I did to see how it took off. Although I am not stocking hub bearings, Bert Thomas has still got some left, and he and I can offer between us, therefore, the availability of a refurbished half casing. Remember, members, when you take your hub off, ideally you do need a puller for this (incidentally, if anybody needs to purchase such a puller, I may be able to find one or two, as I seem to have an abundance of them). When you pull off your hub and look at the casing, it isn't the top you want to look at, it is the underside where the weight of the car bears. It is this area of the casing that wears quite badly. The top always looks as though it has just come out of the factory. You can easily see that the weight is underneath and not on the top. So that is another safety feature, which is necessary on these old vehicles, and it a hardened reground end, not just a built up reground end that looks pretty. However, we are continuing our researches into bearings and trying to make this job easier. We are hoping to come up with a bearing which we can just fit on the worn casing eventually, do away with the need for the original bearings which are virtually impossible to obtain nowadays and sleeve the hub of the drum which will take up the wear on that as well. This is something that we have done some experimental work on and we have managed to locate a bearing at a reasonable price and we are still trying to make a conversion kit. In the meantime, those of you who want to do it by the book, as I say, I do have these actual casings, available for two complete casings.

Added also to the Spares list, you will note that David Tebb has jiggged himself up for the repair of chasses, both Y and C. He can make complete side sections or parts of, or whatever is necessary for you on your chassis. He can either repair your chassis or do an exchange service. Although I cannot quote Dave's prices, I think that you will be looking at complete sides on the chassis, Y, in the region of £300. Contact Dave, on the given telephone number and he can let you know.

It is nice to hear from the members from time to time, and by and large most of you are praising the efforts Kevin and I are putting in to helping you keep your car on the road. We do spend a great deal of time on this, not wishing to blow our own trumpet, but we never get away with less than an evening a week, and recently we have put three days into altering the barn mentioned earlier and we have at least another three days to go before we are finished, that's three men and some other guys coming along odd days. That's six working days, so we feel we put in quite a lot of effort. It's nice to have letters from members, therefore, praising our efforts, and thanking us for all we have done. But unfortunately we get the odd letter which isn't quite so pleasing. One letter from one of our Edinburgh members recently complained that an oil can sent to him had been damaged in the post. I have been packing these spares for some ten years now and in that time, from memory, only three items have been returned to me damaged in the post, namely two oil cans and one hub cap. I take as much care as I can with these things and in the case of oil cans we have sent out 75 of them and I have only had the two returned. By and large we try and send those out letter post in the forlorn hope, it may appear, that they don't get mixed up with sacks of parcels and get squashed. It would appear that two of them did get damaged in transit. One I received some years ago was easily put right; however, this one is more damaged and we have resorted to the idea of filling it with water and putting it in the fridge to see if the ice would do

the job. But more disturbingly, the member went on to complain that it wasn't the first time he had received something damaged from us, which is a little difficult to understand because the only things that are easily damaged that we send out are such things as bulbs and the oil cans, although the problem could be in the area of running boards, which I have to wrap very carefully. But if people don't tell me that they are receiving things in a damaged condition, I don't know, and continue therefore to use the methods of packing that I have devised over the years. It is pretty pointless to tell me after the event that you have previously received goods damaged if the comment was not made at the time. So if you do receive goods damaged in the post, I would like to hear from you, so that I can try and alter/improve the methods of packing. Another obvious one that is difficult is gaskets, and here I try to find a piece of board to strap them with. So I am sorry to hear about our friend's oil can, particularly more so as it is the last one I had. If anyone knows of somebody who could make these oil cans, I would be pleased to hear from them. The gentleman who made this last lot for us about 8 years ago was in his 80s then, so I don't think he will be making oil cans any more. So, an oil can maker is needed, and if you do get trouble with receiving damaged goods, please let me know, courteously, if at all possible. Thank you.

Graham Miles

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MODEL Y SEATS

The Bristol Upholstery Spring Company Ltd., 79a Grove Road, Fishponds, Bristol, BS16 2BP, Tel. 0272 583995, are able to manufacture seats for Model Ys.

| | | | |
|---------------------|---|-------------------------------|-------|
| Current prices are: | 1 | Rear seat unit | 35.00 |
| | 1 | Rear seat back unit | 20.00 |
| | 2 | Front seat units @ 25.00 each | 50.00 |
| | | Plus VAT | |

The firm uses a reliable carrier whose charge is 6.50 plus VAT for three day nationwide service. Goods will be charged at the price ruling at date of dispatch.

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STRAW POLL - WINDSCREENS AND RUNNING BOARDS

Dave Tebb is looking to extending his Model Y spares manufacturing capability to windscreens and running boards. An estimate for the manufacture of a windscreen is £275, although this would be reduced if there were sufficient orders to 'batch' produce. The running boards (less rubbers) would probably cost £110 each. (Graham Miles is presently looking into the provision of original design rubbers).

Would any members interested in purchasing either a windscreen or running boards (state quantity and SR/LR), please let Graham Miles know before the end of August, when the feasibility of manufacturing will be decided.

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, carburetors, 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)
- 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)
- Piston sets, 8 h.p. and 10 h.p. Reasonable prices or exchange for Standard Vanguard parts. Tel. 0285 653424. (1)
- 8 h.p. engine and gearbox. Runs. 50.00 ono. Tel. 0283 550020. (1)
- John Mawhinney, M1921. Wheel centres (2) for a Model Y recently shot blasted and primed. Tel. 0232 864258 (Carrickfergus) (1)
- 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)
- 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)
- P. R. Pocklington. 1936 complete front and rear axles inc. spring, hubs, shocks, etc.: rear fott wells: st. column: pedals; chassis cross members; all as they come off the car. Also, 5 S.R. wheels, all very good. Offers please. Tel. 0553 672472 (Kings Lynn) evenings. (1.2.3)
- Piston sets for early 8 h.p. 12.00 each + p&p. Tel. 0202 894261. (1.2.3)
- Car for sale. Short rad Y (Y13221) 4 door model for restoration. Engine and gearbox sorted. Has V5. 800 ono or part exchange for restored model. Tel. 0656 650929. (1.2.3)
- 8 h.p. engine and gearbox, 40.00. New valve sets and springs. Tel. 0222 842940. (1.2.3)
- Paul Bainbridge. Model C 2 door for restoration. For the brave! 300 or WHY exchange. Tel. 0602 782413. (1.2.3)
- Paul Bainbridge. 10 h.p. grasscutter. Groundsman's type with 4 foot blade, C model engine. Running, little work needed. 150. Tel. 0602 782413. (1.2.3)
- Mechanical spares for sale (unused). Piston and valves, gearbox and rear axle parts, king pins, track rod ends, electrical items. Too many items to list. Tel. 0793 525802. (1.2.3)

MEMBERS PARTS WANTED

- Bob Gebbie. 2 front wings for L.R. 1937 Y. I have 2 S.R. wings for exchange. Tel. 0560 21959. (1)
- Kevin Silvester. Set of shock abosrbers for L.R. Y. Tel. 0908 640586. (1)
- Steve Minns, M1305. Any spares for Model Y restoration - may consider complete car, condition immaterial. Tel. 0473 780818. (Suffolk) (1)
- 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)
- 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)
- Ivan Ford, F1913. Badge mount for 1936 L.R. Y. Tel. 0846 (Lisburn) 673561. (1)
- Dave Curtis. Anyone got a good rear axle for sale? Will travel. Tel. 0432 (Hereford) 356302. (1)
- 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)
- P. R. Pocklington. L.R. front bumper; badge mount; front screen frame; starter handle. Tel. 0553 672472 (Kings Lynn) evenings. (1.2.3)
- P.S. Andy Aldridge - C or CX tower. -0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-
tel. 0703 283652

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 Brigginshaw. Payment is then to be made to Deborah Brigginshaw (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. An invoice will be dispatched. Upon payment, the goods will be dispatched as soon as possible. Postage will be added to the invoices as at its value and a modest charge will be made for packaging where materials are needed. An overhead 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 change 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 - SUSPENSION, BRAKES AND STEERING

- Clevis pins (20 thou oversize) with split pins, small size only 2.70 per set
- Rear shackles (pattern part) 5.00 each
- Front shackles (pattern part) 5.00 each
- Bushes for shackles, front or rear 1.50 each
- Rear hub seals (large - outer) Y1175 2.50 each
- Y & C King pins - 4 bushes, 2 thrusts - exchange, stocks permitting per set 27.00
- Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION 32.00 each
- (I will now pay 5.00 for each old front drum that can be repaired)
- Rear brake rod support bracket for L.R. Y, with double holes 26.00 each
- YE25028 Front brake rod support (part that mounts on A frame and looks like ?) To order 5.00 each
- Front road springs, Y & C 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
- Front inner and outer wheel bearings 24.00 per hub
- Exchange brake shoes, rollers removed, send old in first (set of 4) 20.00 per axle
- Brake shoe pull off springs, S.R. and early 34 model (Double shoe) set of 12 30.00 per pair
- Track rod ends, male 30.00 per pair

MECHANICAL - ENGINE AND TRANSMISSION

- Fan belts - please specify whether 3in. or 4in. dynamo pulley 5.00 each
- 1973/7 Accelerator return spring (on cross rod or accelerator rod assembly) 2.75 each
- Gaskets - price on application, upper engine only
- C exhaust, with tail pipe - stainless 70.00 each
- Y exhaust, stainless 63.00 each
- Engine top water outlet (head to hose) 7.50 each
- Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4" 2.50 each
- Please note the Club does not stock moulded hoses.
- Engine pistons, various sizes - send pattern, non-returnable 3.50 each
- Engine valves - early engines, send pattern, exhaust or int. 5.00 each
- Engine valves, long 11.00 each
- Clutch thrust bearings 12.00 each
- Clutch refacing kits 45.00 per side
- Exchange rear axle castings (Y2035, Y2036) (see Newsletter 70)

RUBBER PARTS

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

ELECTRICAL

- Headlamp lenses (flat type) round centres (used) for early L.R. cars 8.00 each
- Rear lamp mounting bracket - finished black with fixing bolts 28.00 each
- Battery fixing bolts 2.00 per pair
- Y front side light lenses) send orders
- Y front side light covers) NO STOCK AT PRESENT
- 6 volt coils - not Ford
- Headlamp bulbs (wattage not stated) 9.00 each
- Bulbs, various (if rear lamp, state straight or of set pins) 2.50 each
- Late type distributor points (not early type) 0.75 each
- Early distributor caps 3.00 each
- Rotor Arms, late types 3.00 each
- 2.50 each

FITTINGS - BODY

- L.R. Y model rear wings, in fibreglass 58.00 each 30.00 per pair
- Chassis to carpet rails inside door (state 2 or 4 door) in stock 28.00 each
- Running board draft trims - adjacent to chassis - finished black 83.00 each
- Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets, adaptable for S.R. fitting
- S.R. front valance below grille (external part only) (fibreglass) 20.00 each
- Floor board screws 0.08 each
- Late L.R. 4 door Y hinge centre bolts 1.00 each
- Brass balls door hinge 0.75 each
- Y fixed timber roof stick kits in hardwood 65.00

FITTINGS - BODY OR DRESS UP

- Rear luggage carriers Y model only - kits (unpainted) only, on order, change of supplier 11.00 each
- Enamel rad. badge - dark blue 3.50 each
- Hub caps - to original specification 17.50 each
- Oil can transfers, black only 34.00 per set
- Oil can bracket
- Wheel nuts - set of 20 11.00
- Service Castrol poster - reprinted

Chassis Repairs undertaken by David Tebb. Tel. 0937 557610

SPEEDO 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 and Eire £15, overseas £18, OAPs and unemployed £10. 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 Lane, Leyland, Lancs
PR5 3SU Tel: 0772 424032

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.

SEAT SPRING UNITS (ready for trimming)

The Bristol Upholstery Spring Company Ltd., 79a Grove Road,
Fishponds, Bristol BS16 2BP Tel: 0272 583995

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 RESTORATION, PANEL REPAIR AND MFR.

K.A. Developments, Lockshill Works, Lockshill, Frome, Somerset
Tel: 0373 63441

BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,
Powys LD3 8LA
Tel: 0874 4085

CHASSIS RESTORATION/EXCHANGE, STEEL RUNNING BOARDS

Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet,
Leeds LS25 6HQ
Tel: 0937 557410

TYRES, TUBES AND RIM TAPES

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

— Callers to above address by appointment only

Longstone Garage, Great Longstone, Bakewell, Derbyshire
DE4 1TA
Tel: 062 987 227

INSURANCE QUOTATIONS

Bain Clarkson Ltd., PO Box 27, Falcon House, The Minories,
Dudley DY2 8PF Tel: 0384 455011

Footman James and Company Ltd., Waterfall Industrial Estate,
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU
Tel: 021 561 4196/2847/2848

David R. Melleney & Son, 217a Dock Road, Tilbury, Essex RM18 7BJ
Tel: 0375 850146 or 03752 2239

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

Advertising rates:

Members — no charge: Non-members — £20.00 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.

