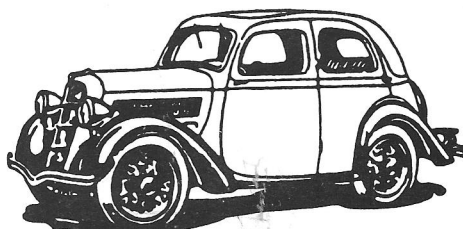
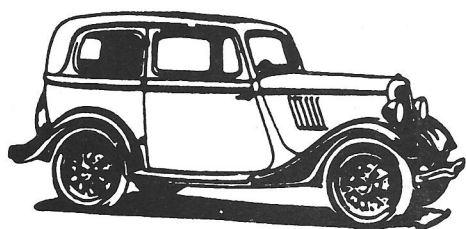


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 71 June/July 91

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EDITORIAL

Summer is with us at last, Fetes, Galas, Rallies, Shows, B.B.Q.s and all the rest. In this issue, we have the Stanford Hall report. Transport Museums seem to make good backgrounds for meetings. In addition to Stanford, the Yorkshire gathering was held in the Army Museum of Transport, Beverley, in itself an attractive historic market town. The transport ranged from tanks to trains, to planes and, for the day, a splendid row of Ys and Cs, together with some friendly period vehicles.

Also in this edition is included our admirable Chairman's article 'You'll never get to Heaven', for which we did not in the end have enough space last time. Lots of parts information, Graham Miles, Jeff Cole and Kevin Briginshaw continuing the mammoth task of keeping spares efforts going whilst kitting out the barn for parts storage from the lock-ups.

Spot the mystery item. We include a couple of pages of a Ford Souvenir Brochure sent in by Ken Edwards. Was this brochure issued at the special Traders' 'White' car gathering at Blackpool? Anybody know the answer? Is Bob Wilkinson older than he lets on? Not only is he in the first of our Spotlight on Members features but managed to put in an earlier appearance!

John Guy

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STANFORD HALL CLUB WEEKEND, 1991

Many thanks to the members who braved the weather and turned up to make a wet weekend enjoyable. Over the past three years the marquee has hardly been used, but this year it was invaluable.

The highlight of a rather damp Saturday afternoon was the distant sighting of the Chairman's ivory white Kerry Tourer picking its way along the track on its maiden voyage since restoration. Sam and Paula had achieved their target of having the Kerry at Stanford Hall this year, despite the weather and the fact that it only had 9 miles on the clock at the outset. I only wish more members showed the same determination to come along and meet your fellow members for spares, chat, information, regalia or whatever. Please make a note in your diary for next year - 21st June, 1992, Stanford Hall.

A temporary polythene cooking annexe attached to the marquee provided a barbeque area where Messrs. Ketchell, Wilkinson and Batchelor displayed cooking skills the like of which have never been witnessed before, to provide everyone with a tasty meal and once again followed by a piece of Jean Hunt's delicious iced fruit cake. With everyone suitable nourished, the rain eased sufficiently to allow a choice of evening activities of either looking over the cars or staying indoors and watching the Old Ford videos.

The rain continued on the Sunday until after lunch but didn't dampen anyone's spirits. Purchases on Bill and Sarah William's regalia stall and Tony Butterfield's spares stall seemed brisk and members took the opportunity to look around the other Ford Clubs who now share our day at Stanford. Many thanks to Peter Ketchell for arranging and setting out the driving tests which produced skills of the highest standard. These ingenious tests, marshalled to the highest standards, were attempted by most, unfortunately not all, of the members, and promoted interesting discussion throughout the afternoon.

At four o'clock, members and their families gathered for the Chairman's address, the raffle and presentations. The Eric Bufton Trophy, presented for restoration work, went to Sam Roberts for his work on the Kerry. The Maurice Billing Trophy for work and effort on behalf of the Club to Peter Ketchell. Both recipients were popular choices.

The children's colouring competition attracted four entries, all very carefully done, with Joseph Griffiths coming out the winner.

The two other competitions were monopolised by the Hunt family. In the driving tests, Reg Hunt was first and Jean Hunt and Terry King tied for second, and in the Most Mileage in the Year competition, Jean Hunt was first with 5,500 miles, Jeff Cole second with 4,900 miles and Dave Curtis third with 3,000 miles.

The Club awards were as follows:

- Group 1 Best Short Rad
AGH 237 - Kevin Briggins, Dunstable
- Group 2 Best Intermediate Model
EW 8625 - Jeff Cole, Old Harlow
- Group 3 Best 100 Popular Model
JL 4086 - John Pullman, Coventry
- Group 4 BEst C Model
HV 5918 - Terry King, Leicester
- Group 5 Best Restored Model
AGH 237 - Kevin Briggins, Dunstable
- Group 6 Best Original Car
VY 8085 - Bob Wilkinson, Goole

Many thanks to everyone who donated the many prizes and to Chris Baldock for her salesmanship with the tickets in making the Raffle a success. The weekend ended with the Chairman thanking everyone for coming and wishing a safe journey home, his own turning out to be quite eventful.

David Grace

STOP PRESS - The Capri Club will not be there next year, so it should be quieter.

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MEMBERSHIP CHAT

Included elsewhere in this Newsletter are photocopies extracted from a copy Brochure sent in by Ken Edwards, who writes:-

My curiosity insists that I write with a question 'Does anyone know what it was issued for?' Enclosed please find a photocopy of a 'Souvenir' Brochure for the 8 HP Ford. This has an embossed cover of black, grey and silver depicting eight horses, inside the pictures are in colour, the small Tudor and the o/s door pictures are in red, the Tudor large car is green, with the Fordor in a very modern blue. The other pictures are in various suitable colours. The script is quite quaint with phrases such as 'Class and up to dateness' and 'Detail Nicety'. Was this a Launch Brochure, I ask myself?

You may be asking where did I get it. Well, a ring on the door bell (while I was in the bath, of course) proved to be a contact from the trade, from years back. If I was interested he had some Y spares which he had found whilst clearing a friend's garage. I returned the call the next day to be given an old wooden fruit basket with one or two parts in. But the prize surely must be this brochure, the copy of which does not really do it justice.

As the book is full of 'Quotable Quotes' I thought the magazine editor may find a use for some, and if anybody knows when and why it was issued, I would be most interested to find out.

Many thanks for the enjoyable, interesting, informative magazine, also to the Club officers and committee for all their hard work.

The photocopy itself has been painstakingly done and the brochure is quite fascinating.

Member John Cull, of Fareham, wonders if anybody has an engineering drawing of the Y model chassis, or if any member has actually built a chassis from scratch. Don't forget, John, that Dave Tebb offers a chassis restoration service (fully jiggled to original). (see inside back cover)

Donald Firth, of Halifax, upon renewing his membership subscription, tells us:

I do enjoy reading 'Transverse Torque', I find it very interesting.

Thanks, Donald, it's very satisfying to receive praise for the Newsletter.

A progress report has been received from John Simkin, of Reading, on CYK 365:

The body, having been removed from the chassis in order to effect some minor but awkwardly placed repairs, was stripped to bare metal and correctly resprayed in Black cellulose. Re-assembly has now begun with the rear panel, wings, fuel tank, rear windows, etc., being replaced to date. I was fortunate to be given free of charge a brand new original offside running board which still bears the part number YE16450D written in white paint on the leading edge.

I found, hidden under black paint on the nearside of the dashboard, a small red enamel badge bearing the legend 'Automobile Agents, RICKARDS, 11 Stanhope Terrace, London, W2, Tel. Paddington 1820, Paddington 8686, 10 lines'. Presumably they supplied the vehicle when new. Having ten telephone lines in the 1930s, Rickards may have been a fairly large and well known establishment.

My car still has the original sliding roof which is not watertight but is complete and in working order. It, too, has now been stripped and in the process I found, under black bitumen, on the leading edge, a small engraved brass badge marked 'PYTCHLEY SLIDING ROOF. Patent Nos. 267173 268258 295408 341100 REGD DESIGN NOS. 708488 710688 720263'. Being new to the restoration bug, I've not heard of Pytchley's either.

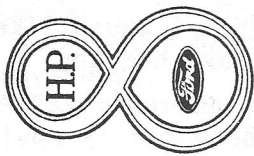
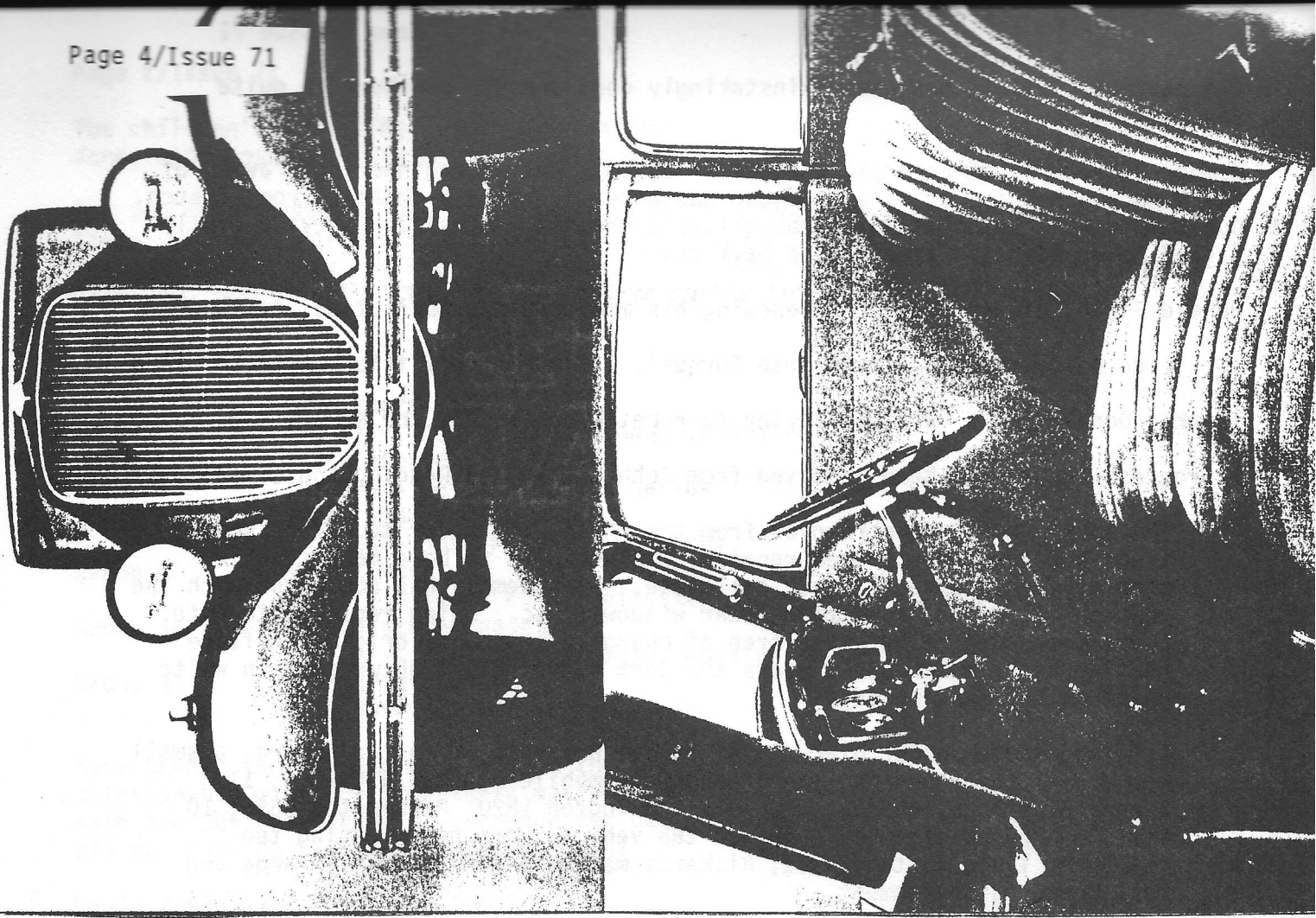
Design Drawing Records held at Kew PRO Under N^{os} BT42 53 81
If anyone has heard of these names and knows anything about them, let us know.

Nick Smith, from Kings Lynn, writes in with a query:

I wonder if any members have had any experience de-rusting parts in a dilute hydrochloric acid. I recently immersed a few nuts and bolts and other rusty bits and pieces in such a solution, and within half an hour or less, they were as bright as a new pin, without any sign of erosion on the base metal. I first tried this after reading an article in a motoring magazine. Obviously one has to take care with such materials, but it is a lot less messy than sand blasting for small items. After washing in warm water, it may be a good idea to give them a rinse in washing soda or the like to neutralise any remaining acid. Zinc base materials react violently giving off hydrogen gas, so door handles quickly disappear! I would like to have any comments on this or similar processes if you have had any experience in these matters.

Anybody else tried this method?

Robin Del Mar took his Model Y tourer on the London-Brighton Classic Car Run in June of this year. His description and photograph will be included in the next issue of the Newsletter.

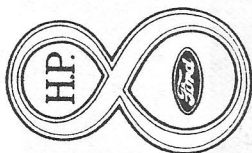


Much in Little

Marvelous, that in a car of so restrained overall dimensions, so low running-weight, there should be so much of space, of elbow-room, leg-room!

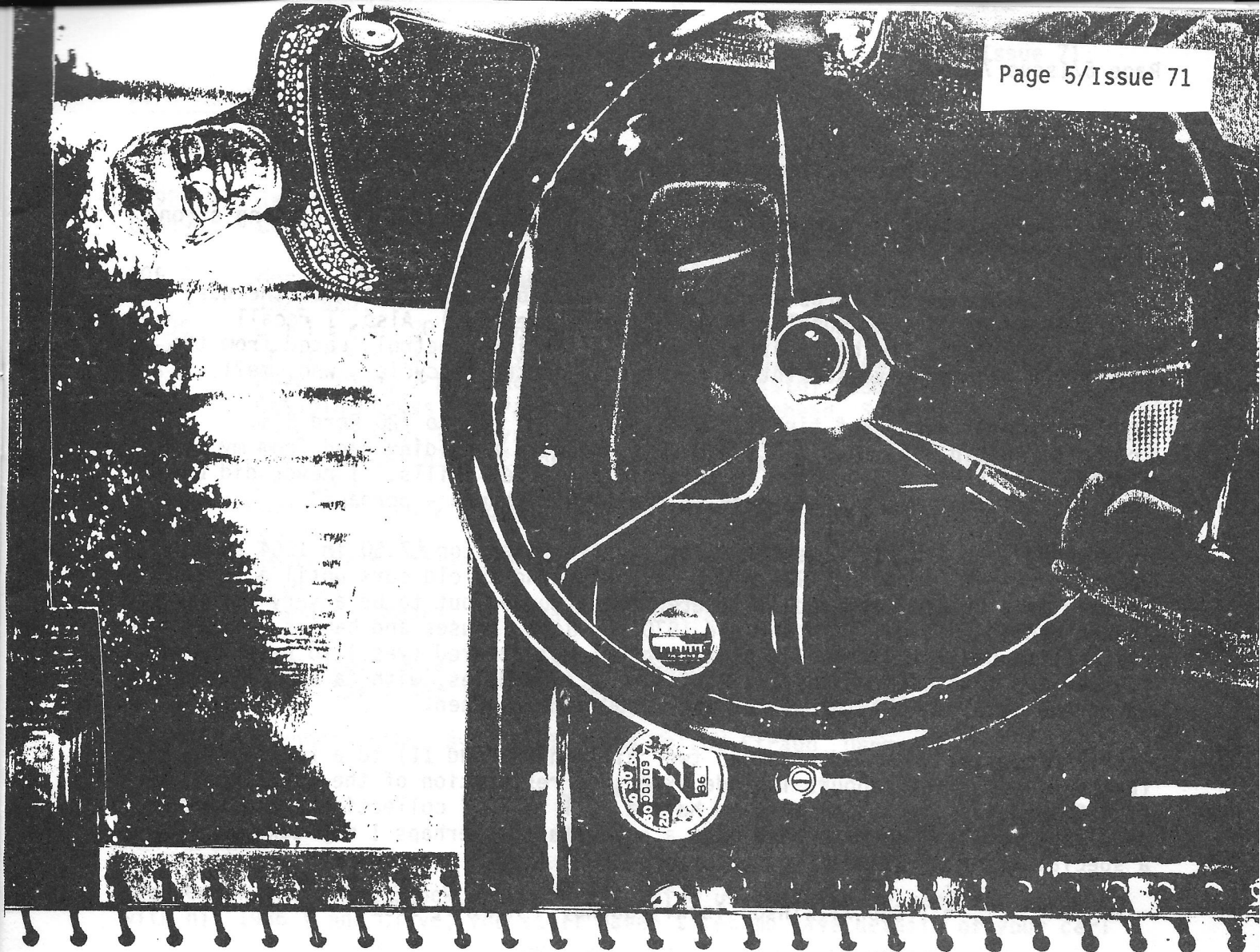
An inch or two will make all the difference between comfort, roominess and a condition of affairs justifiably described as purgatorial, a condition of affairs in which driver and passengers are equally "on edge", from entrance to exit.

None of that, in the 8 H.P. FORD! Mechanical excellence avails little if creature comfort is the price of it. The best of good cars, on performance, will not satisfy its owner while one of his passengers, his guests, lacks anything of real comfort!



Visibility

A victors gave us this new word; but we all understand it. Driver and passengers can see the world from the 8 H.P. FORD. Forward or on either hand, astern, when they wish to take a last glance at some more than usually arresting vista, they have greater freedom, wealth of vision from an 8 H.P. FORD than from any other car of comparable cost, because it was created, designed, intended from the outset to be a super-car among the smaller, lighter of cars — “as big as a small car can be made”.



Spotlight on Members

BOB WILKINSON - Secretary/Treasurer/Registrar

I could be described as now around the half century mark and still going strong after some minor treatment to all original parts!

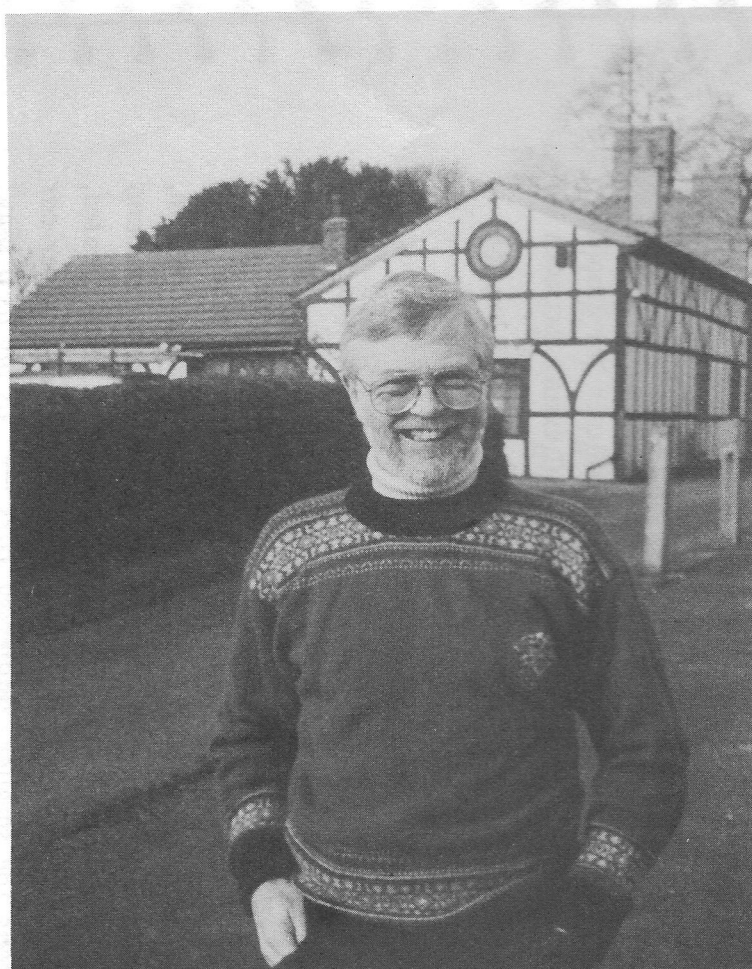
My first memory of old Fords was as a very young boy, at the end of the war, riding in my Dad's 1934 Model Y (AAT 447 where are you?) Also, I recall disappearing for a few hours after gallons of rationed petrol leaked from the tank after Dad had reversed into a carelessly parked tricycle - who, me?!

As a teenager I owned and tinkered with a range of £10 to £20 Ford 8's, Prefects, Austin 7's, Morris 8's and 10's and with a guiding hand from my electrician father I developed an interest and a few skills. I never did build that special that was all the rage in the 1950's though - perhaps?

As a young school master I sold my last Austin Seven for £7.50 in 1964 and bought my first "modern" (1956 A40), not returning to old cars until a friend offered me a basket case model Y tourer (what turned out to be a very rare Jensen bodied "Mistral") in the mid 1970's. Jobs, houses and babies delayed the restoration until 1983 a few months before I volunteered (yes!) to help the founder and then Chairman of the Register, Graham Miles, with "a bit of admin. work" (he said!). I think we had about 100 members then.

Fairly recently, we moved with our two children (16 and 11) to a run down old farm and my current labours include extensive restoration of the buildings (Y & C sheds!). My ambition is to have a full "Y & C" collection and with an indulgent family I seem to have made a good start. Perhaps I may take on making a special after I retire!

Bob Wilkinson in Willoughby - A.G.M., 1991



MEMBERSHIP REPORT

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

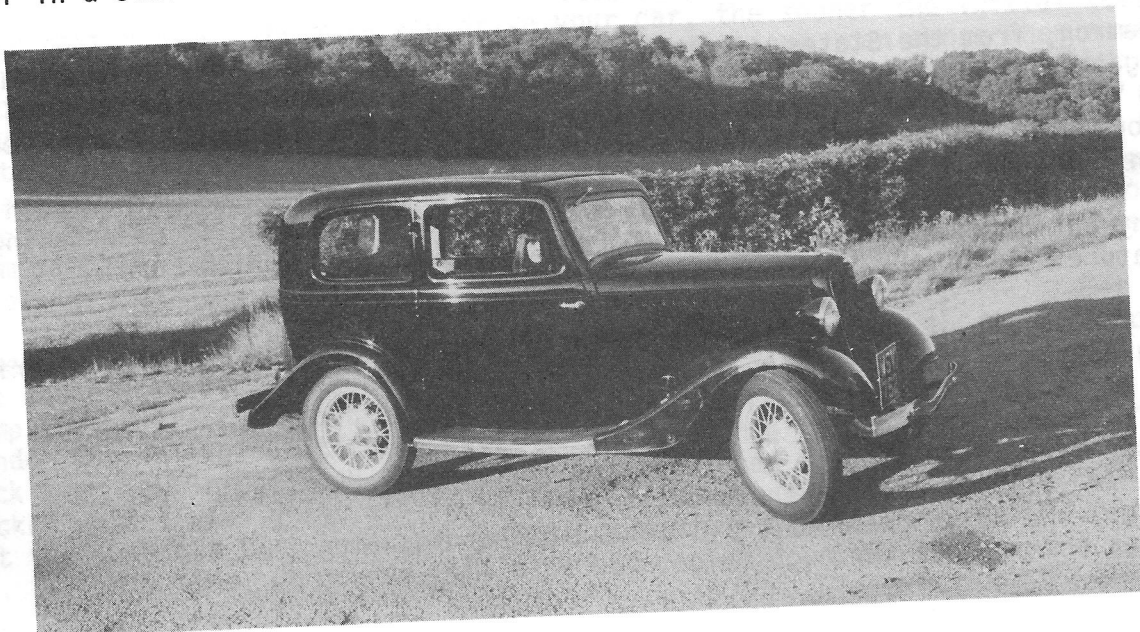
- B1927 James Binchy, Knights Lodge, Charleville, Co. Cork, Eire.
B1549 Clive Brook, 4 Whitwell Crescent, Stocksbridge, Sheffield, S30 5GD, S. Yorks.
- C0517 Mervyn Cullimore, High Chemins, Vine Cross, Heathfield, E. Sussex, TN21 9EU.
- D1205 Jim Damron, 30 Kensington Close, Towcester, Northants., NN12 7JL.
F0309 Chris Felstead, 9 Fay Close, Stubbington, Fareham, Hants., PO14 2RS.
F0210 Dave Freed, 7 Norland Road, Clifton, Bristol, BS8 3LP.
H0224 Crispin Hodges, 18 Parkhouse Street, Minehead, Somerset., TA24 8AB.
J1514 Ralph Jarvis, 2 Greystones Close, Sheffield, S. Yorks., S11 7JU.
L1005 Clive Litchfield, 22 Church Road, Ramsden Heath, Billericay, Essex, CM11 1PA.
- M1716 David and Wendy Megson, Ballakaighen House, Baldrine Road, Onchan, I.O.M.
- M1418 Geoff Mair, Village Car Centre, Molesworth Street, Rochdale, Lancs., OL16 1TS.
- 01902 Flannan O'Meara, St. Ruadhan, Castle Redmond, Midleton, Co. Cork, Eire.
- 01603 Alan Ogden, Flat C, 2 Wetherby Road, Leeds, LS8 2Q0.
S1608 Chris Sparling, 5 High Street, South Milford, Leeds, LS25 5AA.
- 0-T101 Stephen Tribe, Bybjerg 1, 2680 Solrod Strand, Denmark.

NEW MEMBERS

Alan Ogden and Clive Brook are both rejoining us, Alan was a very early member with his 1936 Y and Clive, you still haven't let me have details of your car!

Other 'old' friends - that is, the cars - have now moved to new owners. Mervyn Cullimore has bought the 1934 Kerry (Y) tourer from Ray Smith and is engaged in some minor 'sorting out' before making full use of our excellent summer weather (!) for some fresh air motoring.

Crispin Hodges has recently bought the Y from Martin Uren and is carrying the Y & C banner to increase our numbers in the West Country. By the way, Crispin, your car is a 1936 (not 1934) and we should be able now, under new Swansea rules, to obtain your 'old' registration number BFJ 885 instead of WSV 752. Any member in a similar situation can write to me (s.a.e. please) for details.



James Binchy is almost on the road in Charleville, Co. Cork, with his 1936 Y. His purchase of the Ford Bulletins will no doubt help with the remaining jobs. As yet, many members may not realise that these publications are the nearest we have to a full workshop manual and are excellent for either maintenance or restoration of our cars.

James has a near neighbour, Flannan O'Meara, with a 1934 Y which is under restoration. It is good to see more of 'our' cars turning up in Ireland, as many were actually assembled in 'the Emerald Isle'.

David and Wendy Megson, Yorkshire folk no less, have recently bought a 1934 Y 4 door with sliding roof, to restore. David was once an RAC patrolman and is enjoying the prospect of restoring his car with no modern electronic wizardry to go wrong.

Chris Sparling is in the process of fully restoring a 1935 2 door Y (again with sliding roof) and has the fortune (or is it misfortune) of living within a mile or so of restorer and general clever chap, Dave Tebb. I dare say Chris will have his Y on the road before Tebb though!

Clive Litchfield and David Freed have also turned up cars previously unknown to the Register - a 1934 and 1936 respectively.

Chris Felstead has a massive restoration project on his hands, but he is not the sort to be easily daunted - particularly when he has turned up a 1935 tourer! At the time of writing, we do not know who the coachbuilder was but Sam is going to investigate and report back.

Chris restored a very rare 1922 Benjamin, having to manufacture his own pistons. Even so despite the tourer being in 5,000 pieces, he will have little problem. Keep us advised of progress and send in some photos.

For a change some C models have come to light, too. Ralph Jarvis is busy sorting out his 1936 2 door CX but has experience of older cars with woodburning technology. In a recent telephone conversation, we were both baffled by the way the starter motor was so positioned as to virtually flatten the water inlet hose. Any ideas?

Geoff Mair deals in modern 'tinware' and has recently discovered a 1936 CX saloon in premises recently acquired, according to Ken and Kath Devine who told him of the Club. The car is quite sound throughout and Geoff hopes to have the car on the road soon when the exhaust, carb and some minor trim work are undertaken. Don't forget, Geoff, that the Club can help you obtain the original (Huddersfield) registration mark ACX 259.

Jim Damron, from the States, visited our stand at Stanford Hall from the nearby FSOC gathering. he owns a 103E Popular and is keen, with his wife, to obtain a Model Y. At the time of writing, Jim was pursuing a car in Kent. I hope you find one soon, Jim.

Steven Tribe has a Danish-produced Ford similar to a model C but with a Koln rad front similar to late 1930's V8 and easy clean wheels. Steven is undertaking a lengthy but detailed restoration helped by a good deal of Danish Ford literature.

Good luck to all of you - don't forget to send in those restoration or motoring photographs.

Bob Wilkinson

OH, YOU'LL NEVER GET TO HEAVEN ...

One of the less vulgar songs we used to sing after rigger matches had a verse which went:

Oh, you'll never get to heaven
in an old Ford car,
'cos an old Ford car
won't go that far.

We would be pretty oiled by the time we got to this particular ditty and really only sang it as it lent itself to harmony in the chorus, which was a repeat of the verse but to a different tune. By that time of the evening, we were convinced that our harmony was superb! However, it does beg the question of the reliability of the 'old Ford car' to actually get you from A to B (even if B is heaven!). I've been driving Model Y Fords for a total of 15 years of my life, covering about 50,000 miles in all and have yet not to arrive at B in the Car(s). I know that there are many members of the Register who suck their teeth at the thought of driving what they consider to be a long distance to a gathering. Rest assured that as long as you keep your oil levels topped up, carry out your routine maintenance tasks, and carry a pretty basic first aid kit, you should get to your destination without having to leave the car at the wayside, unless you are very unlucky. I would suggest a good first aid kit consists of:-

Jack (puncture)
AF socket set (wheel nuts, spark plugs, most other nuts)
1/2 inch and 5/8 inch open ended spanner and an adjustable
Small and large screwdrivers (float chamber screws)
String, length of wire, length of rubber
Round-ended penknife (to cut string, adjust third brush, etc.)
Mole wrench

Optional extras include:-

A foot pump and tyre pressure gauge
Tin foil and clothes pegs
Puncture repair kit (in case of second puncture!)

The only spare part I carry is a replacement diaphragm for the fuel pump - but don't ask my why, as I have never had one fail on me! Other members may wish to add to the list of essential items and also to the optional extras or spare parts to be carried.

After restoration, the more you drive your car, the sooner the initial teething problems disappear and you get to know her limitations, can sense when a new knock, rattle or squeak appears and you can feel at one and in harmony with her peculiarities. You blend together as a team and find yourself talking to her, patting the steering wheel when she's running well and generally treating her as a human partner. It's silly, really! Many cars on the Register have given names: Betsie and Agatha are two which have been referred to in letters to me from members. My first Model Y was Arabella, but I refer to my present one simply as CNN.

However, like human partners, they do sometimes misbehave. Before I discovered the cause, CNN used to suffer from fuel evaporation in the feed pipe from the pump to the float chamber on hot days. I recall returning from the Y and C London Run in 1982 or thereabouts. We had ended up in Syon Park and driving back over Kew Bridge, CNN stopped. I was convinced that the fuel pump had packed up and with great difficulty in the Sunday pedestrian traffic, managed to get the pump off (1/2 inch open ended spanner), found it to be OK and replaced it. By this time, of course, the pipe had cooled down and she started again. I

soon twigged that if I left her standing for half an hour with the bonnet up, she cooled down and started. It was a long journey back home - but we made it. The cause was, of course, a fairly gunged up radiator and cooling system. Each Spring now, I drain off the anti-freeze and flush out with Holts 3-phase cooling system cleanser - problem solved. The Bob Wilkinson modification of tin foil and clothes pegs, which I included as an optional extra in the first aid kit, allows you to shield the feed pipe from the exhaust manifold, which is the heat source which causes the evaporation.

To demonstrate the resistance of our cars to misfortune, I was driving to London one day to the Y & C A.G.M., which used to be held in Tom Morgan's glass factory at Brent Cross. I was passing Mecca (Twickenham) on the A316, when suddenly there was a fantastic rattling of metal against metal from under the bonnet; which focussed the mind pretty quickly away from my inglorious rugby past to matters more immediate. On inspection, I found that the crankshaft pulley had split in two (the two halves are spot welded together). The front half, still on the spindle, was clattering against the front chassis cross member. Of course, what was more worrying was that it is an impossible fault to cure without major surgery and I was left with no fan belt drive: hence no fan or generator! Fortunately, it was not a hot day and the battery was well charged and we rattled on for another eighty miles with no problem. Mind you, if I had had to use headlights, it might have been a different story!

On another occasion - in midwinter - I had driven about half a mile from cold and had obviously let in the choke too soon as she cut out on the approach to a roundabout. Never mind, thought I, we'll bump start. So I changed from top to second, let out the clutch, to be greeted with the most horrendous noise from the back axle. I drove on home with a noisy rear end, realised that things were serious, and in slower time, removed the back axle, split it and discovered that I had sheared three teeth off the half shaft. Of course, what had happened, I realised then, was that I had engaged reverse instead of second! However, despite the minimal sump space under the crown wheel, she had motored home with three dead teeth lying in the base of the differential casing!

I suffered a nasty a few months ago when suddenly the return spring on the accelerator linkage snapped (the one under the horn). That caused a temporary heart attack condition as the accelerator pedal crashed to the floor and stayed there; the engine revved away like mad as I automatically declutched and applied the handbrake. I switched off, found the cause and rigged up a bungie from the pedal to the steering column to replace the spring (hence length of rubber in first aid kit). We motored home that way.

On two or three occasions over the years, I've had dirt in the carburettor jets which causes the engine to splutter or even to cut out completely. I remember it first happening crossing the busy A29 near Petworth in Sussex, which was rather embarrassing. Whenever she starts spluttering now or if she cuts out while motoring, I pull the choke out. This bypasses the fuel jets and restores the situation. With luck the jets will clear themselves. If not, and in any event, at the next opportunity, you should unscrew the float chamber, take out the float and remove the gunge in the chamber. Rinse out with petrol and blow through from the inlet manifold side before replacing float and chamber onto the carburettor.

That's enough of my tales. Suffice it to say that 'old Ford cars' are far more resilient than the rigger song suggests. I'm sure that other members have had similar experiences to mine. We would all benefit from reading how you overcame the problems, so please put pen to paper and let John Guy have some hints for us all - especially for those whose faith in their cars is not as strong as it ought to be!

Sam Roberts

Operation Illustration

10. Remove split pins and clevis pins from rear end of four brake rods using pliers B-17025.
11. Remove nut and bolt from front end of rear radius rods Y-4750 and Y-4751 using wrench 2242, socket 2120 and wrench B-17016.
NOTE.—This operation will release the rear brake rod support assembly Y-110346 which with the four rear brake rods may now be placed on the parts carrier 398.
12. Remove four screws from rear end of torque tube Y-4505-A using wrench 2242 and socket 2118. 22B
13. Remove torque tube Y-4505-A by drawing it away from rear axle housings Y-4010-B and Y-4011. 22C
14. Remove eight screws from rear axle housings Y-4010 and Y-4011 using wrench 1616. 22D
15. Release adapters Y-50-A clamping rear axle housings Y-4010 and Y-4011 to stand 50. 23
16. Raise left hand housing Y-4011 sufficient to clear adapter Y-50-A and draw off housing Y-4011. This operation will leave exposed axle shaft Y-4235 and differential gear case Y-4205-B.
17. Differential gear case Y-4205-B assembly together with two axle shafts Y-4235 can now be withdrawn from axle housing Y-4010-B leaving exposed helical bevel pinion YE-4209-D. 24
18. Remove the right hand housing Y-4010-B and drive shaft Y-4605-B assembly from stand 50.

NOTE.—Driving pinion bearing Y-4615-B and spacer Y-4611 are assembled in long throat of axle housing Y-4010-B by a shrinking process of the housing Y-4010-B which is uniformly heated. When this has expanded a predetermined amount the driving pinion and bearing assembly is inserted and is gripped tightly by subsequent contraction. Drive shaft Y-4605-B is secured against endwise movement on pinion shaft splines by means of a rivet which is properly headed. It is not desirable to dismantle further these two sub-assemblies for reasons stated.

Operation Illustration

19. Place axle shaft Y-4235 and differential gear case Y-4205-B assembly on adapter plate Y-394 with six differential gear case screw heads uppermost.
NOTE.—Differential housing holder A.B.V. 394 will be found bolted to rear axle stand 50 and adapter plate Y-394 should be laid on holder A.B.V. 394.
20. Remove locking wire from six differential gear case screw heads using pliers B-17025. 25B
21. Remove six differential gear case screws using wrench 1616. 25C
22. Lift off axle shaft Y-4235 and gear YE-4209-D now released by operation 22. 25D
23. Remove gear YE-4209-D from axle shaft Y-4235 by sliding gear towards tapered end of shaft. 25E
24. Remove differential gear case Y-4205-B assembly from adapter plate Y-394 by taking hold of remaining axle shaft Y-4235 and inverting assembly. Pin Y-4218 is retained in position by plain central portion of axle shaft bevel gears. It is not secured in any other way. When axle shaft is removed and the assembly inverted this pin should fall out of bushing Y-4212. If it does not do so it is permissible to tap tapered end of axle shaft Y-4235 which will dislodge pin from its position. Copper hammer 83 should be used in this operation.
25. Replace differential gear case Y-4205-B assembly on adapter plate Y-394 with pinions Y-4215 uppermost. 26B
26. Remove differential pinion shaft Y-4211 by pushing it out of differential gear case Y-4205-B. 26C

3C

TO RE-ASSEMBLE REAR AXLE

Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench $\frac{7}{16}$ " and $\frac{1}{2}$ "	B-17015
" $\frac{9}{16}$ " and $\frac{5}{8}$ "	B-17016
" adjustable	B-17021
Pliers	B-17025

Special Tools and Equipment previously used

Rear axle stand	50
" " adapters	Y-50-A
Hoist	73
Rear axle shaft nut wrench	Y-115-N
Rear spring expander	Y-321
Partition tray	344
Differential housing holder	ABV-394
" " adapter plate	Y-394
Parts carrier	398
Wrench	1616
Socket	2118
"	2120
"	2124
Wrench	2242

3B

Illustration

27. Remove two differential pinions Y-4215 and bushing 26D Y-4212 released by operation 27.

28. Remove differential gear case Y-4205-B from axle shaft Y-4235 by sliding case towards tapered end of shaft.

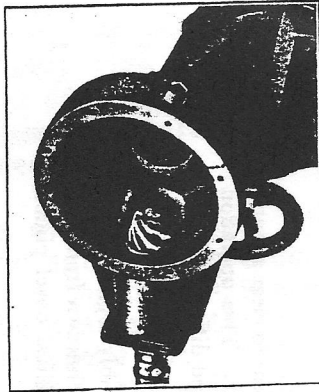


FIG. 23.

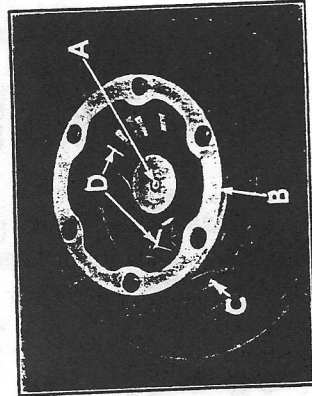


FIG. 24.

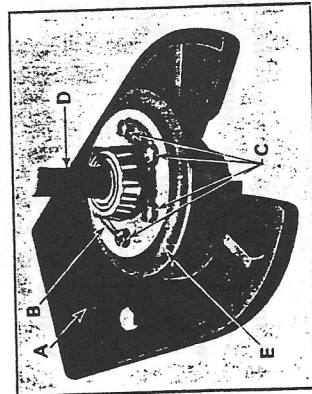


FIG. 25.

FIG. 26.

TO RE-ASSEMBLE REAR AXLE

Carry out in sequence the following operations :—

ILLUSTRATIONS AND MEMORANDA

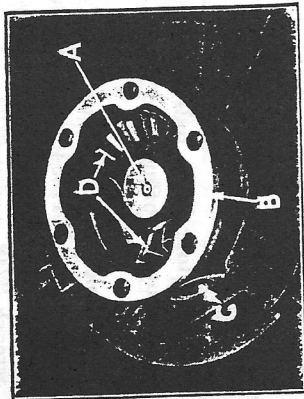


FIG. 26.

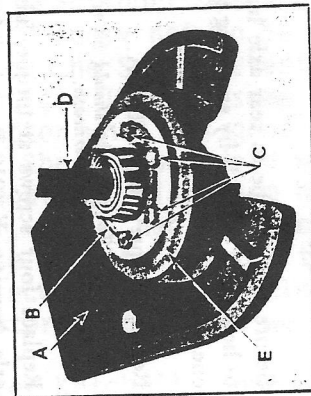


FIG. 25.

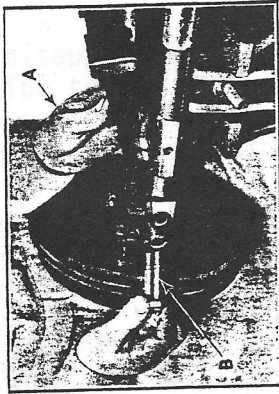


FIG. 20.

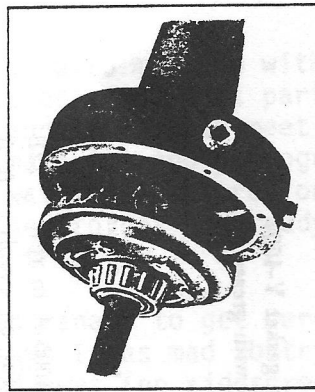


FIG. 27.

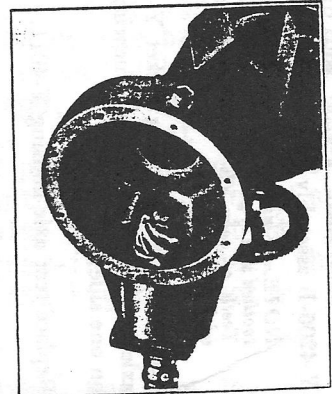


FIG. 24.

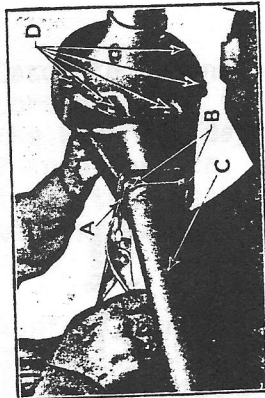


FIG. 22.

Operation

Illustration

1. Place differential gear case Y-4205-B on adapter plate Y-394 with six screw holes uppermost. 26B
2. Insert axle shaft Y-4235 tapered end first into differential gear case Y-4205-B.
NOTE.—The two axle shafts Y-4235 are identical and interchangeable.
3. Replace two differential pinions Y-4215 and bushing Y-4212 with differential gear case Y-4205-B. 26D
4. Replace differential pinion shaft Y-4211, this shaft is a push fit. 26C
NOTE.—In assembling pinion shaft Y-4211 note that small hole drilled in centre comes in line with corresponding small hole in bushing Y-4212.
5. Replace differential pinion shaft pin Y-4218. 26A
6. Insert axle shaft Y-4235 tapered end first into gear YE-4209-D.
7. Offer up axle shaft Y-4235 and gear YE-4209-D assembly on differential gear case Y-4205-B.
8. Replace six screws through gear Y-4209-D into differential gear case Y-4205-B and tighten them up evenly using wrench 1616. These screws should be locked by threading a length of wire through each hole in screw heads locking ends of wire together. 25C & B
9. Remove axle shaft Y-4235 and differential gear case Y-4205-B assembly from adapter plate Y-394.
10. Replace rear axle housing Y-4010-B and drive shaft Y-4605-B assembly on stand 50 leaving clamp Y-50-A loose. 24

BC

Illustration

Operation

21. Replace four clevis pins in rear ends of brake rods and split pin them using pliers B-17025.
22. Replace rear axle shaft keys Y-4243 in their keyways.
23. Replace rear hub and brake drum Y-1115 assemblies on rear axle shafts Y-4235 making quite certain that keyways in drums are in line with keys in shafts.
24. Check carefully to ensure that rear hub gasket B-1183 has not fallen out from outer end of taper on rear hub and brake drum Y-1115 assembly.
25. Replace plain washer 351505-S and rear axle shaft nut 34034-S18 and tighten up nut using wrench Y-115-N. This nut should be split pinned in position using pliers B-17025.
26. Offer up rear spring Y-5560 assembly and insert shackles Y-5715, 20B

27. Replace shackle bars Y-5718 and run on nuts tightening them up using wrench 2242 and socket 2120. These nuts should be split-pinned in position using pliers B-17025.
28. Remove rear spring expander Y-321.
29. Replace rear axle housing drain plug using wrench B-17021.
30. Replace both rear wheels and nuts using wrench 2242 and socket 2124.
31. Raise rear axle by means of hoist 73 from stand 50 and lower axle to floor.
32. Check rear wheel nuts for tightness using wrench 2242 and socket 2124.

BC

Illustration

Operation

11. Insert axle shaft Y-4235 and differential gear case Y-4205-B assembly into rear axle housing Y-4010-B. 27
- NOTE.—This assembly should be inserted into case so that toothed side of gear YE-4209-D is towards housing Y-4010-B. Teeth of gear YE-4209-D will then automatically engage with teeth of pinion.*
12. Secure rear axle housing gasket Y-4035 to face of rear axle housing Y-4010-B by smearing gasket with grease on one side.
 13. Replace rear axle housing Y-4011. 22D
 14. Replace eight screws through housing Y-4011 into housing Y-4010-B and tighten them up evenly using wrench 1616.
 15. Secure torque tube to rear axle housing gasket Y-4507 to housing Y-4010-B by smearing gasket with grease on one side.
 16. Replace torque tube Y-4505-A. 22B & A

NOTE.—Torque tube should be replaced with rear radius rod Y-4750 lug underneath.

17. Replace four screws at torque tube Y-4505-A to rear axle housing Y-4010-B and tighten them up evenly using wrench 2242 and socket 2118. These screws should be locked by threading length of wire through hole in each screw head, locking ends of wire together.
18. Tighten up clamps Y-50-A.
19. Offer up four brake rods and support assembly to lug located under torque tube Y-4505-A.
20. Align holes of rear radius rods Y-4750 and rear brake rod support Y-110346 with hole in lug on torque tube Y-4505-A, replace bolt and run on nut, tighten by using wrench 2242, socket 2120 and wrench B-17016. This nut should be split pinned in position using pliers B-17025.

CHAIRMAN'S NEWSLETTER

Despite the weather, the last two months have been very active ones for the Register. As always at this time the highlight of the calendar was Stanford Hall and the annual reunion. The drive to the Hall on the Saturday was wet! Fortunately the Gods smiled on the excellent barbecue, accompanied by yet another delicious cake from innovative Jean Hunt. On the Sunday morning we ploughed through the mud and a sea of Capris to our usual site by the lake, which remained rain-free throughout the day. The drive home in the evening was wet! David Grace has written up the event elsewhere so I shall say no more, other than to thank David and Wendy once again for overcoming all difficulties and providing us with a well organised "do". It was a great pleasure for me to present the Maurice Billing's trophy to Peter Ketchell this year. Apart from being the superstar in the very active number 14 Region, (Lancashire, Cheshire, Manchester, Merseyside, N.Wales), Peter has for many years procured, refurbished and manufactured spare parts for the Register. He prefers that his efforts go unsung on the grounds that he thoroughly enjoys doing it, but, this year, I felt that his efforts should be officially recognised. So, Peter, a small token of our appreciation for your work on our behalf!

Enfield was also a pretty miserable day weatherwise but the hard core were there. Dave Ball brought both his ex Brighton Fordor Model Y taxis and with Graham Miles' and John Hampton's latest beautifully restored van (green this time), we were honoured with two Model Y vans. The ubiquitous Jim Miles came over from France for the occasion but apart from "bonjour" and "comment ça va" did not strike me as being yet submerged into the peculiarities of the French language! Graham Miles and Jeff Cole managed to find a couple of goodies in the autojumble.

Speaking of spares, Graham, Jeff and Kevin Briggins have been doing some fantastic work on the new barn, which now has a second floor and is being racked out. I understand one of the lockups has been cleared and the spares labelled and pigeon-holed. One more lock-up and Graham's garden shed and garage to go! Eat your heart out Bert! We'll be as well organised as the Thomas bungalow before long.

I was very disappointed not to be able to meet up with Luis Cascante on one of his rare trips to the UK from Barcelona. He took part with Lord Montague in the London to Brighton commercial run and offered to meet me on the Bank holiday Monday to give me some historical material and photographs of Ford Iberica. I was in a terrible dilemma as that was the only precious day I had that weekend to work on Kerry and I was determined to get her ready for Stanford Hall. I'm sorry, Luis. Perhaps on your next trip.

As no doubt others will tell, I did manage to get Kerry to Stanford, but it was a damned close run thing. Paula says I was mad to try it. She spent the journey through the rains in a cold, wet (no sidescreens), miserable and petrified state (no windscreen wipers, as the new canvas hood had shrunk onto the wiper spiggots, and there was a dead short somewhere in the sidelight circuit!). I must say we were damned lucky not to be shunted up the back end on a very busy A34 full of road spray on the Sunday evening. I expect John Guy, our admirable editor will publish an article I wrote some time ago, saying how I've always got home in a Model Y, no matter what has gone wrong. Kerry let me down 12 miles from home, - in the rain! She stopped dead with a pool of petrol under the pump on the splash pan. I thought the diaphragm had ruptured and gave up as the weather conditions were so foul. If I had had the stamina to stick at it, I would have discovered that the cause was the loss of the screw-in plug under the inlet pipe. All it needed was a piece of wood whittled to the right diameter and screwed in and we could have motored home - ah well!

Returning to the Northwest, the Peter Ketchell, John Griffiths, Reg and Jean Hunt and Ken and Kath Devine team, aided by Bob Wilkinson from across the

border, pulled off some spectacular prizes at Tatton Park (4th prize for the Register stand) and at Chester where they won first prize - great news.

You should note the new list of 'Useful Contacts' in the back of the Bulletin. The range of services has increased. Also, please note on the front inside cover that Bill Williams has had his arm twisted by Sarah and has volunteered to be the Regional Coordinator for Leicestershire, Northamptonshire and Cambridgeshire, in addition to his excellent Regalia Officer activities - thanks Bill.

Many of you will have seen the article in Autoclassic Weekly concerning the shortage of Y & C spares. Samantha Street, the Club Editor, had spotted Graham Miles's concern in our magazine and suggested the article. It brought forth a number of sources of spares but also alerted the autojumble dealers to our plight, who raised the stakes on what little they had. That's life! The article was accompanied by a photo of Terry King's beautiful CX, wrongly captioned as a Model Y!

The preparations for the All Ford Rally on 29th September are moving on a pace. Probably before this arrives on your doormat you will have received the mailshot asking for your help at the Rally. If you have not offered your services and are in striking distance of Abingdon, please reconsider and give me a ring on 0264-365662. Remember the Register's spares funds will be boosted as a result of a successful day.

I wish you all an enjoyable second half of the year's pleasant motoring or restoration. Bob Wilkinson has a good Yorkshire "do" arranged later this month, Peter Ketchell is masterminding G-MEX; Dave Curtis, Malvern and Bob is taking on Stoneleigh again. With the other events listed and not listed in the magazine, there is plenty to keep the enthusiast active on most weekends.

Hopefully in the next newsletter, I will be able to report a couple of new discoveries of interesting vehicles.

Sam Roberts

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SNIPPETS FROM PERIOD MAGAZINES

A SNIPPET FROM

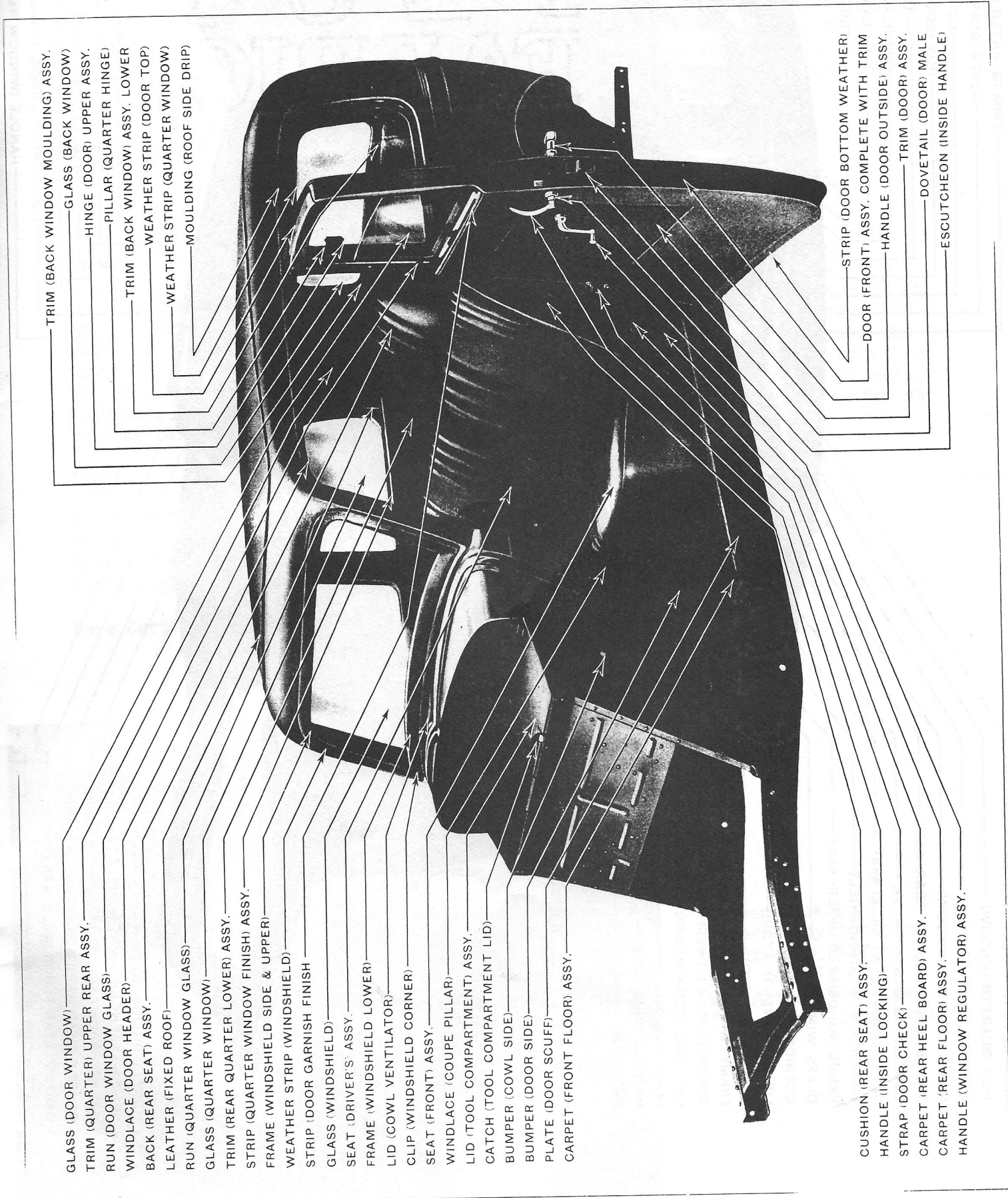
"The Light Car" 11th January, 1935.

"Sir Percival Perry, Chairman of Ford's, holds the view that if the Chancellor of the Exchequer, with the example of the beer tax in his mind, would follow up the present optimistic outlook by reducing the horse-power tax to 10 shillings, not only would the motorcar industry benefit, but the Exchequer as well. Sir Percival urges that another five shillings off the tax would change the British people from a car-per-family nation to that of two cars per family. He thinks that at the present rate of increase we shall soon reach saturation point in our present one-car-per-family category. The British ratio of cars per capita has increased, but we have lost ground in proportion (per capita) to countries like the USA."

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BRIGGS BODIES

In Issue 66 we published a photograph of the production line at Dagenham at the point where the bodies from Briggs Bodies Ltd. left the "High line", were turned through ninety degrees and lowered onto the production line. Those with keen eyes will have noticed that the production line consisted of moving rails with indentations into which the front and rear axles had been located.
 (continued on page 19)



- GLASS (DOOR WINDOW)
- TRIM (DOOR WINDOW)
- RUN (DOOR WINDOW GLASS)
- WINDLACE (DOOR HEADER)
- BACK (REAR SEAT) ASSY.
- LEATHER (FIXED ROOF)
- RUN (QUARTER WINDOW GLASS)
- GLASS (QUARTER WINDOW)
- TRIM (REAR QUARTER LOWER) ASSY.
- STRIP (QUARTER WINDOW FINISH) ASSY.
- FRAME (WINDSHIELD SIDE & UPPER)
- WEATHER STRIP (WINDSHIELD)
- STRIP (DOOR GARNISH FINISH)
- GLASS (WINDSHIELD)
- SEAT (DRIVER'S) ASSY.
- FRAME (WINDSHIELD LOWER)
- LID (COWL VENTILATOR)
- CLIP (WINDSHIELD CORNER)
- SEAT (FRONT) ASSY.
- WINDLACE (COUPE PILLAR)
- LID (TOOL COMPARTMENT) ASSY.
- CATCH (TOOL COMPARTMENT LID)
- BUMPER (COWL SIDE)
- BUMPER (DOOR SIDE)
- PLATE (DOOR SOUFF)
- CARPET (FRONT FLOOR) ASSY.
- CUSHION (REAR SEAT) ASSY.
- HANDLE (INSIDE LOCKING)
- STRAP (DOOR CHECK)
- CARPET (REAR HEEL BOARD) ASSY.
- CARPET (REAR FLOOR) ASSY.
- HANDLE (WINDOW REGULATOR) ASSY.
- TRIM (BACK WINDOW MOULDING) ASSY.
- GLASS (BACK WINDOW)
- HINGE (DOOR) UPPER ASSY.
- PILLAR (QUARTER HINGE)
- TRIM (BACK WINDOW) ASSY.
- LOWER WEATHER STRIP (DOOR TOP)
- WEATHER STRIP (QUARTER WINDOW)
- MOULDING (ROOF SIDE DRIP)
- STRIP (DOOR BOTTOM WEATHER)
- DOOR (FRONT) ASSY. COMPLETE WITH TRIM
- HANDLE (DOOR OUTSIDE) ASSY.
- TRIM (DOOR) ASSY.
- DOVETAIL (DOOR) MALE
- ESCUTCHEON (INSIDE HANDLE)

BRIGGS BODIES - MODEL C



TRIM (QUARTER UPPER REAR) ASSY.
 COVER (REAR SEAT BACK) ASSY.
 CORD (CURTAIN) ASSY.
 RUN (DOOR WINDOW GLASS)
 GLASS (BACK WINDOW)
 WINDLACE (DOOR HEADER)
 GLASS (DOOR WINDOW)
 TRIM (DOOR TOP) ASSY.

WEATHER STRIP (DOOR HEADER OPENING)
 RUN (QUARTER WINDOW)
 LEATHER (FIXED ROOF)
 GLASS (QUARTER WINDOW)
 TRIM (QUARTER LOWER REAR) ASSY.
 CUSHION (REAR SEAT) ASSY.
 COVER (FRONT SEAT BACK) ASSY
 WEATHER STRIP (WINDSHIELD)
 FRAME (WINDSHIELD UPPER) ASSY.
 GLASS (WINDSHIELD)
 CUSHION (FRONT SEAT) ASSY.
 LID (COWL VENTILATOR)
 CLIP (WINDSHIELD)
 FRAME (WINDSHIELD LOWER) ASSY.
 BUMPER (DOOR LOWER)
 LID (TOOL COMPARTMENT) ASSY.
 CLIP (TOOL BOX)
 BUMPER (COWL SIDE)
 PAD (COWL)

DOOR ASSY. COMPLETE
 COVER (DOOR TRIM)
 HANDLE ASSY. CYLINDER & KEYS ASSY.
 DOVETAIL (DOOR) MALE
 ESCUTCHEON (INSIDE HANDLE & REGULATOR)

HANDLE (INSIDE DOOR)
 SEAT (PASSENGER) ASSY. COMPLETE
 CARPET (FRONT FLOOR) ASSY.
 CARPET (REAR HEEL BOARD) ASSY.
 CARPET (REAR FLOOR WELL) ASSY

The chassis cross members were lowered onto the axles. Again, the keen eyed will have noticed that the sunshine roofed Tudor Model Y and the Fordor Model C bodies in the picture were complete on arrival from the Briggs factory on the Dagenham site up to and including the bulkhead, which has all its attachments (coil, accelerator linkage, battery earth strap etc.). The front wings are missing, presumably to allow the bodies to be rivetted to the chassis before fitting.

The two pictures accompanying this article show the bodies without the bulkhead attachments and at long last give us the correct names for the body parts. (It's called a door scuff, Graham!). I am grateful to Bob Wilkinson for loaning me his Ford Master Parts list, which includes the body parts. He tripped over this valuable document in superb condition at an autojumble.

Sam Roberts

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EVENTS

Can I start with an appeal. At Bristol Classic Car Show, someone volunteered to bring a Model Y next year and I have unfortunately lost that person's name and address. Could the person concerned please ring me. Also, could anyone who wants to go to the Malvern Motoring Event let me know. And a further appeal - for help at the All Ford Rally at Abingdon: we are going to need a lot of help, much more than we have ever had before. We shall probably have a rota system so that we can all have a few hours off to enjoy the show.

Event

Date

Club Contact

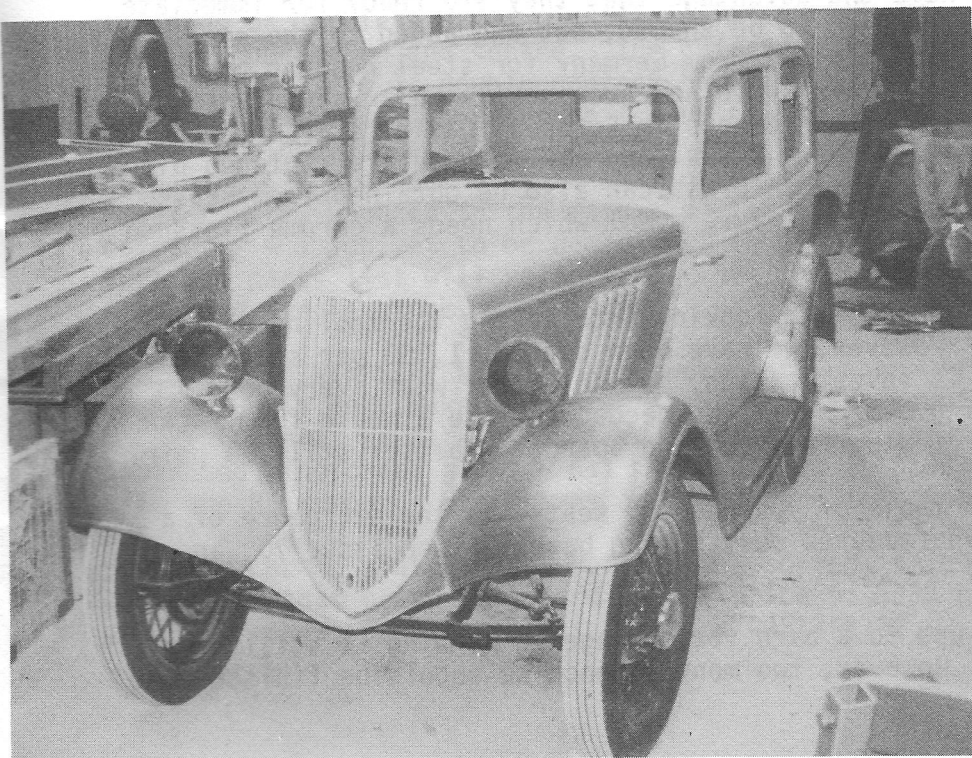
Northern Classic Car Show
All Ford Rally, Abingdon
Malvern Motoring Event
Stoneleigh Restoration Show

25th-26th August
29th September
5th-6th October
17th November

Peter Ketchell
Sam Roberts
Dave Curtis
Bob Wilkinson

Dave Curtis

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Steven Fisk's 1937 Tudor ready for the paint shop, having been rebuilt by Ken Arthur in Frome (see useful contacts)

SPARES REPORT

News of some new friends and old: but first, the reasons for the MINIMUM CHARGE. One is to get more of your cash in my control! Why so? To cover the cost of telephone bills and travel: both items are quite considerable and to date have been met out of the personal pockets of several members involved in spares manufacture and sourcing. But one of the principal reasons is to discourage Time Wasters e.g. the member who ordered ONE brass door hinge ball, the next week five more and one centre bolt and - you've guessed it! - the following week the other five bolts. This could have been one order, one lot of packing and one lot of posting, etc. Instead, it was three. At least this way we will get £9.00 of his money to help with costs!

I've turned some attention to the ELECTRICAL ASPECT of the car. Remember, the loom can be ordered from Auto Sparks of Hull and, if you ask them, they will incorporate an earth cable to all the lighting points, etc., which can be returned to the back of the bulkhead behind the main battery earth cable, thus drastically reducing voltage drop. Remember that non-standard cable sneaked up behind the trim to this point from, say a gearbox bell housing bolt, to guarantee the earth return for the starter. However, I've considered the request made from time to time for battery and starter heavy duty cables. Accordingly, I've had a dozen made up. In addition, I have a few battery to bulkhead braided leads with a positive lug. I also have a stock of battery lug bolts.

On order, and due any time, are the 'Ford' oval BADGES for the radiator front. These, as before, are in dark blue, but this time I have also ordered a quantity in light blue to suit the late S.R. and the early intermediate models. I did ask about the very early 8 h.p. version of the badge, but with a tooling cost of £240 plus VAT i.e. £282, I decided to give that a miss. We have also had tooling made for the L.R. badge mount and these are on order with a new brass foundry, which should mean we will have them machined, polished and chromed, etc., by the time you receive this Newsletter.

Now to a new development that David Tebb has under way - an EXCHANGE 'Y' CHASSIS. We hope to have equipped David with all three cross members, thus allowing him to have in stock a reconditioned and exchange chassis. All he will need to know is your chassis number and this can be stamped on. Price in the region of £275.00. David is also making steel running boards (price of each £100 plus p & p), in addition to the steel and fibreglass ones on offer via the Club. The fibreglass ones have the advantage that they are ready for immediate use, whereas the rubber still needs to be shaped, cut and added to the steel running boards. I've also had an offer from Germany for steel running boards, but with international postage, this would not necessarily be an advantage for the U.K. user, but possibly would be for members in Europe. David is also into replacement steel windscreens for both Y S.R. and L.R. These are finished black at £275. However, remember a chrome on brass can also be obtained from Brass Craft for those of you looking at a de luxe model which needs a chrome finished screen frame.

Reverting back to RUNNING BOARDS. I'm looking into having the tooling made in order to mould the rubber. However, we have been quoted £1,000 per side. David Ball has another avenue he is investigating, but no matter what, very good original, if not new, running boards will be needed to take a mould from. Can anybody help with the loan of a perfect running board, or better still, a pair?

Another new development for those of you needing seats, is the emergence of a company in Bristol which manufactures seat spring bases. (see Issue 70, and Useful Contacts addresses.)

The movement from the lock-ups to a barn for storage is ongoing: I still have one lock-up full of items. However, two months hence we should be finished and

all set up with a decent place to work, which will lead on to all sorts of reconditioning.

One first consideration is DYNAMOS AND STARTERS, which could be removed and sent in during the winter months to be rebuilt. I'm also looking at CLUTCH CENTRE PLATES and PRESSURE PLATES as an exchange item, and perhaps one day CARBURETTOR OVERHAUL KITS along with FUEL PUMP KITS. In the meantime, Ladies and Gentlemen, tell me your thoughts on what is needed, and local volunteers are welcome for work in the barn, usually on a Sunday morning.

Added to the list of parts are cylinder head studs and re-added are timber roof stick kits for the fixed Y roof. Incidentally, slight alteration to these will be necessary when used in the S.R. or early intermediate models as the body shell is different in this area from the later models. As the slow progress on ALT 354 moves forward, I may consider replacing the roof with the sliding type originally fitted. If so, I may be able to get out some drawings on what is needed. Incidentally, amongst all our members, we must have a draughtsman: I need the skills of such a person to draw up a set of drawings from which people could manufacture floor boards and no doubt other items such as sliding roofs. If we do have such a person, let's hear from you - contributions of your efforts would be most welcome.

The progress on the FRONT BUMPER BAR is slow, as Peter is finding the blacksmiths are off to mend farm equipment at this time of year, or is it to repair boats!

So, to summarise, badges and mounts, engine studs, seat frames, windscreens, chassis running boards, electrical cables, dynamos and starter motors are all underway or being considered. The only items to be withdrawn at present are the rear fibreglass wings as stocks are now exhausted. However, I will be re-ordering.

Incidentally, keep looking out for old FRONT AND REAR BRAKE DRUMS and HUBS and any old KING PINS, ETC. I desperately need all old items to refurbish.

Lastly and certainly not least, USE THE OFFICIAL ORDER FORM!!! Every Newsletter has one. I'm the first to admit I fail the memory test as people at events will insist on asking for items; we have a simple system, so please use it.

Since the above was written, I have been to visit a Mr. Trevor Beavan who was introduced to the Club via a member. Trevor, who was once the Foreman at Reynolds of Barking, had a quantity of mixed Y parts to sell, all of which I have now purchased and sorted. The principal items in quantity were King Pins (less bushes, etc.), double contact headlamp bulb holders with cables, spare wheel strap brackets. Although I have a list of members looking for these, there should be some spare, together with various S.R. and L.R. brake components, and a host of main bearing shells for the late engine. These, however, are unboxed in the main and will need to be measured to identify them correctly - a job yet to be done. All in all, a worthwhile purchase which I am sure the parts list will reflect: but get in first, as many of these now rare items are single stock.

Now, back to WINDSCREENS. I have spoken at length with Chris Glover of Brass Craft. Chris only makes up screens and made the screen mounted on Sam Robert's open Y tourer. He carries full public liability insurance and his glass is laminated windscreen glass - 6.1 mm complying to BS857 standard and is stamped with the BS number. His frames are made to exact dimensions and drilled to accept standard Ford brackets. As he only works in brass, his L.R. Y screen is normally chrome plated. However, if the screen is left in brass, a reduced price from that of the standard L.R. Y price of £330 can be arranged. If you are interested, please contact Chris on 02518 2702.

Seat spring bases have been mentioned earlier. The backs from the front seats between S.R. and L.R. are different in shape and this is not included in the price - neither does the price include the ply base or the hinges to make up the seating. C models would need a pattern to be sent.

Back to ELECTRICAL. I have acquired some new Ford made main looms in P.V.C. These are for the late Y - electric fuel gauge, and one for the early Y - floor dipper but hydrostatic fuel gauge. This loom feeds bulkhead connections, dash and all points under bonnet. It does not include the rear loom from bulkhead back; this you will have to make up, which may be as well, as no two cars have the same rear lamp arrangements. If making a tail loom gives you a problem, let me know.

Saved by the Postman - or should I say Ford Motor Company - as my Bulletin no. 70 arrived in its hard-back envelope just as I was about to post off this for no. 71. We must keep our fingers crossed that F.M.C. continue to produce our Newsletter, for, in common with other vehicle manufacturers, they are going through hard times. I have attended two national meetings and one Southern District in the last three weeks, all designed to see our way out of our present production/sales problems. We are not quite down to 1930 when only a dozen or two Fords were sold in the U.K. No wonder the baby Y was born - I wonder if they will re-introduce them!

If they did, it would save a lot of the emotive comments on spares! In practice, very little overlaps between our cars and those that followed post 7Y. Hence Martin Howard (Side Valve Parts Officer) and I have very little we can exchange on. Foundry parts as used in the engines (and many internal components are common), gearboxes and to a lesser degree, rear axles, are beyond the pocket of either Club. In the short term, we must refurbish where possible - hence my pleas for redundant or worn out parts! (which in the main seems to fall on deaf ears) and my insistence on return items where exchange is requested.

Martin Howard and other Ford Clubs meet once or twice a year to review our common interests, but in practice we have little in common that we can afford to manufacture. So we struggle on.

Over the next week or two, I am going to cut up a 4 door C. Somebody once asked for a door hinge on this car, but I have lost their record card, so please contact me.

Perhaps now that the hose comments are over, members may like to make some comments on other subject. A good one somebody touched on was SHOCK ABSORBERS, a problem that nobody has really solved, or have they and are just keeping quiet! As a S.R. owner, I do not seem to have the problem. Two brand new girlins S/H from Enfield!

I think it was Sam, or perhaps John, who spoke of fuel vaporisation on our cars. The design problem lies in the fan being too high, and the air flow not directed past the fuel pipe from pump to carburettor. Once the pressure builds up, the pump goes into freewheel. So you need to break up the air flow: carry 4 or 5 wooden clothes pegs in the tool box. When necessary, clip them on and the air flow is then broken - don't blame me, Missus, if your washing's in the mud!

Graham Miles

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MEMBERS PARTS FOR SALE

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.

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)

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)

P. R. Pocklington. 1936 complete front and rear axles inc. spring, hubs, shocks, etc.: rear foot 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)

Piston sets for early 8 h.p. £12.00 each + p&p. Tel. 0202 894261. (1.2)

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.

8 h.p. engine and gearbox, £40.00. New valve sets and springs. Tel. 0222 842940. (1.2)

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. little work needed. £150. Tel. 0602 782413. (1.2)

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)

MEMBERS PARTS WANTED

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)

P. R. Pocklington. L.R. front bumper; badge mount; front screen frame; starter handle. Tel. 0553 672472 (Kings Lynn) evenings. (1.2)

Andy Aldridge, A0305. Wanted: Model C or CX tourer, preferably reasonable/good/exc. cond., or any orig. car needing restn. Tel. 0703 283652 (Southampton).

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1991-92 SUBSCRIPTION

Subs are due now for year 1st June, 1991 - 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

- N.B. 1. Membs. 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.

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 Brigginsshaw. Payment is then to be made to Deborah Brigginsshaw (address is on page 2) as she is the Treasurer for the Ford Y & C Spares Section. Cheques must be made payable to Ford Y & C Spares Section and must be in Sterling. 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 charge prices different from those quoted without prior notice.
 Prices quoted are not negotiable.
 U.K. only supplied.

Many, many various old, new and used items. Also have a large stock of used parts. Please use order form to detail requirements.

EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE NEW OR RECONDITIONED PARTS ARE SENT OUT

MECHANICAL - SUSPENSION, BRAKES AND STEERING
 Clevis pins (20 thou oversized) with split pins, small size only CLUB PRICE 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
 Rear brake rod support bracket for L.R. Y, with double holes 26.00 each
 YE2502B 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
 L.R./C CE2225 Bracket (rear brake operating shaft) 8.00 each
 L.R./C CE2231 Rear brake cam shaft, R.H. or o/s 8.00 each
 L.R./C CE2235 Rear brake cam shaft lever, R.H. or n/s 8.00 each
 L.R./C CE2236 Rear brake cam shaft lever, L.H. or n/s 8.00 each
 S.R./L.R./C Y2084 Front brake lever 8.00 each
 S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s 8.00 each
 S.R. Y2231 Rear brake cam shaft, R.H. or o/s 9.00 each
 S.R. Y2232 Rear brake cam shaft, L.H. or n/s 9.00 each
 S.R. Y2230 Rear brake cam shaft 8.00 each
 S.R. Y2050 Front brake operating wedge 10.00 each
 Front inner and outer wheel bearings per hub 24.00
 Exchange brake shoes, rollers removed, send old in first (set of 4) per axle 20.00
 Brake shoe pull off springs, S.R. & early 34 Y (Double roller shoe) set of 6, per axle 11.00
 Brake shoe pull off springs, L.R./C (single roller shoe) set of 4 per axle 7.20

MECHANICAL - ENGINE AND TRANSMISSION

Y2786 Hand brake ratchet pawls 1.00 each
 Fan belts - please specify whether 3in. or 4in. dynamo pulley 5.00 each
 Y9737 Accelerator return spring (on cross rod or accelerator rod assembly) 2.75 each
 Gaskets - price on application, upper engine only 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 per set from 25.00
 Engine valves, long 3.50 each
 Engine valves, short 5.00 each
 Clutch thrust bearings 11.00 each
 Clutch refacing kits 12.00 each
 Exchange rear axle casings (Y2035, Y2036) (see Newsletter 70) per side 45.00

24052 Cylinder head stud and nut 1.30 each
 7Y 9700 Choke control cable/knob pull assembly marked C 5.00 each
 7Y 11475 Starter control cable/knob pull assembly marked S 5.00 each
 9288 Fuel connector - flexible - direct to pump. 8 o'clock supply position, straight only, no elbow
 Y4513 Cap (Universal joint housing) inner 6.50 each
 I now hold a large number of gearbox parts. If you need a gearbox part, contact me, I may be able to help. 5.00 each

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) some metal on request 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 4.00 each

Steering joint dust covers 10.00

Engine mounts - exchange 5.00 each

ELECTRICAL

Headlamp Tenses (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

YE14300 Battery to switch cable assy. 9.00 ea

YE Battery to bulkhead braided cable 4.50 each

Battery lug bolts 0.50 each

6 volt coils - not Ford 9.00 each

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 3.00 each

YE14410 Loom wiring main assy. 34/35 2.50 each

YE14410 Loom wiring main assy. 35/37 22.00

CE13075 Headlamp double contact bulb holder/cable 22.00

5.00

FITTINGS - BODY

Chassis to carpet rails inside door (state 2 or 4 door) in stock 30.00
 Running board draft trims - adjacent to chassis - finished black 28.00 each
 Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets, adaptable for S.R. fitting 83.00 each

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 door stick kits in hardwood 65.00

FITTINGS - BODY OR DRESS UP

Rear luggage carriers Y model only - kits (unpainted) only, enough parts to make five 41.00
 Enamel rad. badge - dark blue - L.R./C, light blue - S.R. & early intermediate 13.00 each
 L.R. badge mounts under manufacture, applications only please.
 Hub caps - to original specification 11.00 each
 011 can bracket 3.50 each
 011 can transfers, black only 17.50 each
 Wheel nuts - set of 20 34.00
 Service Castrol poster - reprinted 11.00
 Genuine new old stock spare wheel clamps complete 16.00

CHASSIS REPAIRS undertaken by David Tebb. Tel. 0937 557410

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

REMEMBER: Send exchange items with order for new or reconditioned parts 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
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Stowmarket, Suffolk IP14 5PS Tel: 0449 767760
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- SEAT SPRING UNITS (ready for trimming)** The Bristol Upholstery Spring Company Ltd., 79a Grove Road,
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Norton Insurance Brokers, 115 Hagley Road, Birmingham B16 8LB
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Apply to Chairman

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to acknowledge Ford Motor Company for
their help in the production of this magazine.

