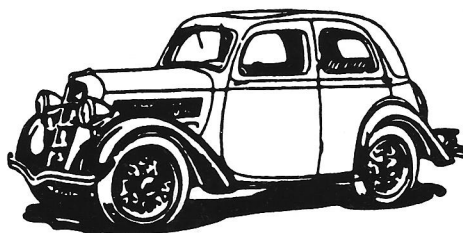
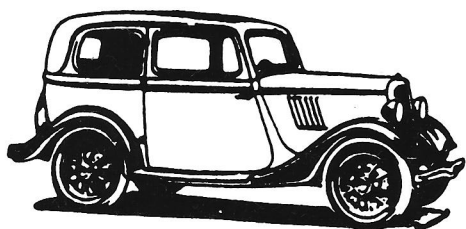


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 72 Aug./Sept. 91

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# THE FORD Y & C MODEL REGISTER

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EDITORIAL

For a long time now I have been in the fortunate position of needing to restrict editorials to brief references relating to certain features in that particular edition of the Newsletter. We have been able to keep maximum space for the work of our contributors.

This editorial is not to be of that sort. It is, in fact, the penultimate edition to be produced by Siobhan and myself. We have, with great reluctance, decided that we can no longer continue as your editorial team.

This decision has nothing to do with the Club but rather with our current domestic situation. Quite simply, we need to spend more time putting a roof over our heads and to providing the finances with which to carry it out. Two years of full time effort have not yet achieved a half way stage. We are, therefore, cutting out all voluntary work until our barn conversion is finished - not, I'm sure you will agree, an unnatural priority!

So here is your big chance! Should you have a little literary skill, enjoy the variety of human experience found amongst that strange collection of people who dedicate large parts of their lives to denying the normal ravages of time amongst ancient machinery, then this is the job for you!

The Club Officers are a wonderful group of people to work with and possess a happy, relaxed and hardworking disposition to an extent not frequently found in such organisations. Computerised production has eased, and should continue to ease, the production and quality of the magazine. A chance for change, a chance for further improvements. Any takers?

For us it has been nine years of interest and pleasure which gave us many new skills and friends. Perhaps in our last issue we can share some memories of those years.

Now's your chance. Over to you!

John Guy and Siobhan O'Leary

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MEMBERSHIP CHAT

Ray Garrett has written in response to Nick Smith's query about dilute hydrochloric acid:-

As Nick Smith has discovered, dilute hydrochloric acid is a very good rust remover. It does, however, have one drawback: if used in an unventilated area e.g. one's garage, it will create rust on any unprotected metal in the vicinity.

Its use is best confined to smaller items that can be treated outside and thoroughly rinsed afterwards.

One product that will remove rust without the above problem is Alltrans toilet cleaner!! If rusted items are immersed in Alltrans and left - it may take a few days for heavy rusting - they will emerge totally rust-free. I have no connection with Alltrans. I am sure there are other industrial cleaners that are just as effective, perhaps a member chemist would care to comment?

Robin DeI Mar took his Model Y tourer on the London-Brighton Classic Car Run in June of this year:

I was surprised to see no mention in your magazine of the London-Brighton Classic Car Run on 23rd June, 1991. My wife and I entered with our Model Y Tourer, WV 2898. The day dawned and we set off under grey skies to the start in Bromley. At 9.15 a.m., we were waved off, with a Union Jack and a click of a stop-watch, and sallied forth down the prescribed route. Within five miles, and by now heading a convoy of 'Classic Cars' (of which more later), we were confronted with a 1 in 4 hill of which the car took a dim view. This created great excitement for the following drivers who jumped out of their cars and offered pushes and tows. However, all that was needed was a pause for breath, a clear road and a lighter load - I walked up the hill!

The 'Halfway' meeting point was at the Bentley Wildfowl Motor Museum near Uckfield, but due to the number of people we forwent the offerings of the Museum, ate our picnic and continued on our way. By this time it was pouring with rain and the only stop on the extremely wet run down to Brighton was for a photo at the Glyndebourne Opera House (see below). We drove onto Madeira Drive to be greeted by the press and photographers offering all the adulation one could wish for. As it was so wet, we didn't stay long in Brighton, although just long enough to admire the collection of Morgan three-wheelers on show and other tasty machinery like a couple of gorgeous vintage Lagondas. We returned home by the quickest route possible and jumped straight into a hot bath! Despite the rain, though, we had a wonderful day.

Now, I have three comments to make: Firstly, the cut-off point for a 'classic car' was deemed to be 1975. Thus we were surrounded by Triumph Heralds, Rover 2000s, MGBs and Cortinas (albeit 1600Es). What a shame that of only two London-Brighton Runs, one allows only cars that were built pre-1905, and the other caters for all up to 1975.

My second point is to ask where all the Model Ys and Cs were? And my third is about our car which has been in our family since 1938, used as a second car for over fifty years, has been loved but not pampered, is totally original and unrestored, and ran like a dream. I wonder if our 1986 Mercedes will be as good in 2044!

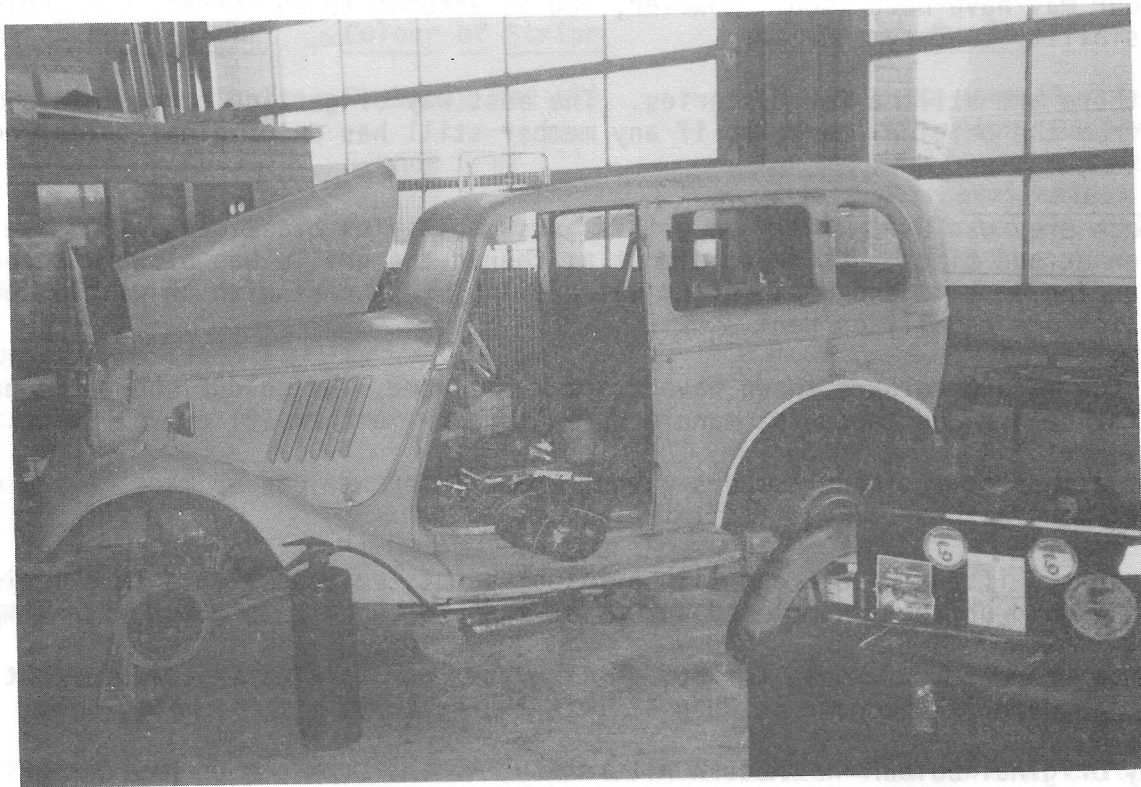


Alex Anderson, of Glasgow, wrote to thank Bob Wilkinson and Graham Miles for their help and assistance:

At long last I am delighted to tell you AGE 491 has now had its MOT and been taxed and insured. I would like to thank both yourself and Graham Miles for all the help and assistance given to me to renovate this old vehicle. I have since found out the vehicle was supplied by our Ford Main Dealership in February, 1937, albeit it has been impossible to find the original owner. The only outstanding item is the radiator spoon (badge mount) which is currently being chrome-plated and when finished this will complete the project.

Once again many thanks for the Club's help and assistance.

Alex has sent in 'before' and 'after' photographs.



**PAINT YOUR WAGON**

Members restoring cars often ask about exact colour codes. The following article first appeared in Issue no. 50, but is being reprinted for the benefit of those joining in the last two years or so.



**PAINT YOUR WAGON**

The modern alternative colours shown are the nearest that I could find with the colour chips I have that go back to 1956. Some of the colours originally used on Ys and Cs were also used on Model As and some V8 models. Thorn Brown, for example, was used on the Model A and had an orange coach line and option on wheels. I have yet to see Thorn Brown on a Model Y, so orange as a stripe colour may have been used. However, red is assumed to be correct but another possibility is Tacoma Cream.

So there are still a few mysteries. The best way of getting correct information is from the original cars, so if any member still has an original colour not listed, let us know.

French Grey was used widely on grille bars, mostly on black cars, with red and green at odd times. It seems almost as though the grille was blown with paint depending on time and what colour was available, so cars with or without painted grilles are equally correct.

All the modern colours shown have the maker's name, the colour code, the name of the colour and the paint manufacturer's code - either ICI or Valentine.

From either of the code numbers given, cross reference can be made to any other paint manufacturer.

Of course, if you have a car with original paint, you can always take a piece with a good unfaded example to any paint man who can mix to match your sample.

So now there is no excuse for not getting your car painted in colours that are as near as damn it the same as when it left the factory!

<u>Body Original Colour</u>	<u>Modern Alternative</u>	<u>Comments on New Colour</u>
Thorn Brown	Fiat (Code 793) Moroccan Chestnut ICI 8050	Taken from original paint 99% correct, good match.
Orient Blue	Fiat (Code 456) Dark Blue ICI 6413	Taken from original paint 98% correct, good match
Vineyard Green	Datsun (Code 965) Green ICI TW24659	Taken from Ford V8 colour chip, considered good match.
Cordoba Grey	Fiat (Code 564) Sahara Beige ICI 9420 and Rover (no code) Tobacco Leaf ICI 7559	No single colour could be found, the Fiat colour is too light, the Rover colour too dark. Mix 50/50 together and a good match will be achieved.

<u>Body Original Colour</u>	<u>Modern Alternative</u>	<u>Comments on New Colour</u>
Maroon	Jaguar (no code) Limousine Maroon Valentine ref. 37153	95% correct, good match.
Gunmetal Grey	Rover (no code) Burnt Grey ICI 4888	Taken from Ford V8 colour chip, considered good match.
Electric Blue	Volkswagon (Code L.360) Sea Blue ICI 3576	Matched against original colour. 98% correct, good match.
Black	Valentine Super Black Ref. 178/2013	The blackest black!

<u>Original Body Colour</u>	<u>Colour of Stripe</u>	<u>Colour of Wheels</u>
Thorn Brown	Probably Red (1)	Wheels were normally black but as an option, especially on the earlier models, colour wheels were available. These normally matched the colour of the stripe.
Orient Blue	French Grey (2)	
Vineyard Green	Green (3)	
Cordoba Grey	Red (4)	
Maroon	Red	
Electric Blue	Tacoma Cream (5)	
Black	Red or Green (depending on interior colour)	
Gunmetal Grey	Silver (Model C only)	

(1) Worth knowing that when Thorn Brown was used on the Model A, Orange was the stripe colour and optional wheels.

(2) French Grey	BLMH Austin Morris (code GR.3) Birch Grey ICI 2507	Taken from Ford V8 colour chip, considered very good match.
(3) Green	Volvo (Code 123/1) Green Valentine Ref. 27516	No original paint or chip to match to. Assumption of colour only.
(4) Red	Ford (Code X) Rochester Red/ Rialton Red ICI 3120	No original paint or chips to match to. Assumption only to original colour.
(5) Tacoma Cream	International Paints Light Cream E1310A or Fiat (Code 276) Tahiti Yellow ICI 8689	Taken from Ford Model A colour chip, both 99% correct.

Philip Albers

SPOTLIGHT ON MEMBERS

DAVE CURTIS - EVENTS CO-ORDINATOR

The first car I restored was a 1954 Ford Popular 103E which I then took to rallies and shows in 1978. Cher and I had a lot of fun in that car. It took us to Yeovil, Birmingham, Swansea and many local events. Having been bitten by the bug I wanted an older car, prewar preferably and of course - a Ford!. I bought a 1939 Ford 8 Model 7Y which I restored during 1981. In 1982 we went to National Sidevalve day - I had been a Sidevalve club member for many years. The 7Y was parked by Graham Game's Model C saloon. This was the first Model C I had seen for 20 years or more and I just had to have one. I found a two door in a very bad way which I started to work on in 1983. That year there was an all Ford show at Knebworth House and I went to see what was there, and met the Ford Y & C register for the first time. I joined there and then and was given several back numbers of the magazine. In those days Model C wings, sills and inner wings were available - those were the days!

A model C tourer was for sale in Thatchan, Berks, and I met the owner and was shown the car, unaware that it was for sale. The asking price was £2000 (in 1983) and I couldn't afford it. However I left my phone number saying to give me a ring if he couldn't sell it. A few days later the phone rang and it was mine for £800. Now, two resprays, two retrims and an engine rebuild later, it is my pride and joy. I sold my rough saloon and it now resides in an old church hall not far from my home in exactly the same state. Then a Y & C member in Bristol told me he was selling the 4 door model C he had been restoring for 5 years. Was I interested? You bet! The 7Y was sold to make room and the 4 door came home in 1988. All the dirty work had been done, chassis repaired etc, but the expensive work was left - trim, paint, chrome and so on. So now I have a wet weather car and a dry weather one! I am now part way through the restoration of an E83W van and I have a 100 E tucked away for one day.

Dave and Cher Curtis at Stanford Hall, 1991





**MEMBERSHIP REPORT**

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

C1102 Peter Cooper, 'Bonnie Doune', Cannock Road, Bednall, Stafford, ST17 0SH  
 F0814 Don Faulkner, 1 The Spinney, Holmer Green, High Wycombe, Bucks.,  
 HP15 6TP.  
 M1920 Dick Moody, 123 Rockenham, Ferrybank, Waterford, Eire.  
 O-0102 Jim Oliver, 68 Higgins Avenue, Sunbury, Victoria, 3429, Australia.  
 P1921 Con Power, 29 Honeyview Est., Clonmel, Co. Tipperary, Eire.  
 S1119 Geoff Salminen, 2 North Pathway, Carless Avenue, Harborne, Birmingham,  
 B17 9EJ.  
 W1404 Roland Williams, 'Poplars', 2 Sherwood Grove, Meols, Wirral, L47 9SL.

As usual, I ask Regional Co-ordinators and any local members to make contact with our new friends.

**NEW MEMBERS**

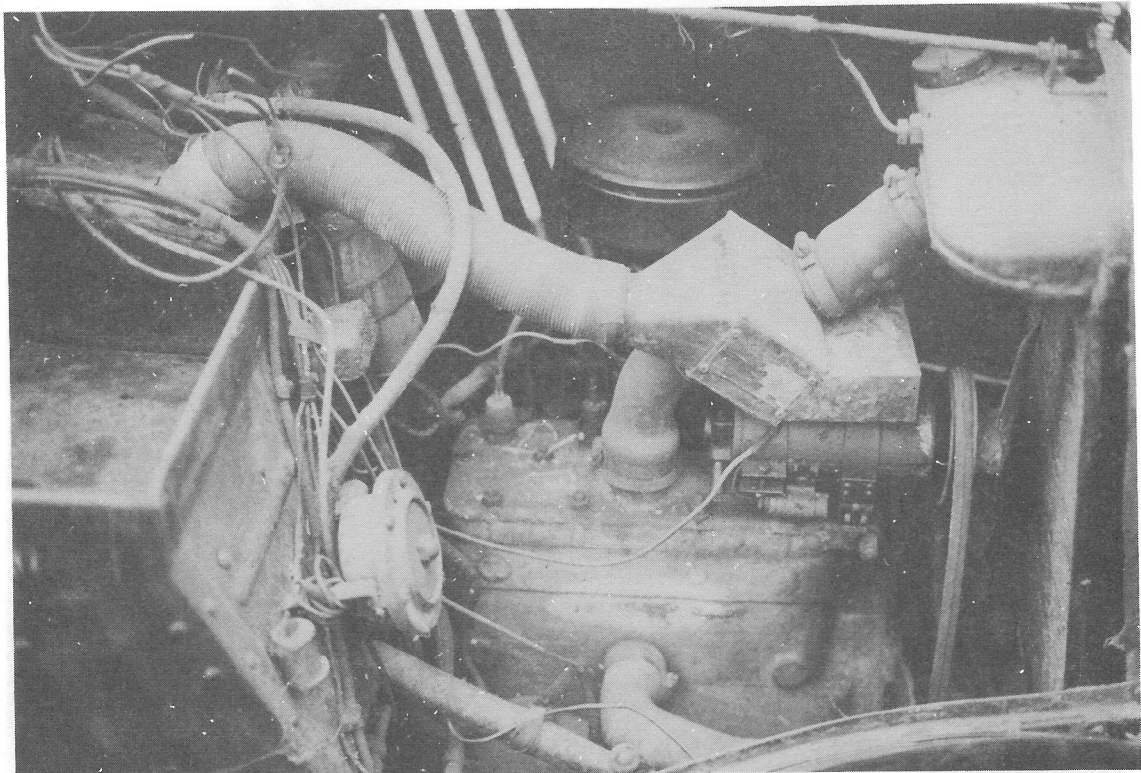
Don Faulkner and Roland ('Oilly') Williams both joined whilst looking for a suitable car. Oilly owns modern Fords and wants a Y to

"recapture the fun, pleasure of the pre-war years. I learned to drive in a little Standard 9 of 1932 and I have lots of fond memories and others not so good! I thought the best thing was to join and progress from there."

I'm sure we will be able to help - does anyone in the Cheshire area know of a suitable Y?

Don Faulkner wasn't long in locating a car! He had previously had fruitless journeys to view cars which were not as described and much overpriced. (All non member sales, incidentally.) He has now bought a 1934 Y from member Paul Milne, near Leicester. He writes:

Thanks once again for locating my car. It is in sound condition for restoration. Also thanks to Kevin Briggishaw who was willing to drive me 80 miles, after work, towing a trailer and return after dark to unload.



The engine may prove a challenge, but the body and chassis show only superficial rust and all will be returned to original black.

Don sent several photos but the one which caught my eye was the under bonnet view showing a period accessory heater. These are very rare, and useful, particularly as this one still has the maker's brass plate attached. The position of the heater may have dictated a move to the bulkhead (from on top of the dynamo) of the cutout. Two other modifications are an air cleaner and a water temperature sender unit brazed into the radiator header tank. Another shot shows an oil pressure gauge pipe. This car was obviously used regularly by an enthusiast.

Con Power from Co. Tipperary has rejoined us and sent details of his 1936 Y and a 1936 CX four door saloon. Both cars were probably built in Cork and Con uses both of them regularly.

Dick Moody in Waterford is less fortunate since his 1933 short rad Y is not on the road but undergoing a full restoration. He will be helped by the F.M.C. Bulletin reprints bought from the Club.

Geoff Salminen already owns a 1937 Morris 8 and has recently purchased a 1937 2 door Y. The car has been resprayed and an exchange engine fitted but has the original oil can, handbook and parts list, jack and pump. Geoff feels that the 86,200 miles speedo reading is probably genuine.

Peter Cooper telephoned to ask about Model Ys as he had been to look at one to purchase. Armed with some information he returned to the vendor and is now in the ranks of the nutters! He writes:-

I am now the proud owner of CFJ 972 (a 1937 2 door) having made endless journeys to the vendor pointing out defects which we had discussed on the telephone. This enabled me to buy at a much reduced price - thanks! I am pleased with the car and look forward to many hours of pleasure.

Incidentally, very 'near' cars are turning up - we already have CFJ 977 with a chassis number within 200 of Peter's.

Our Australian group is growing in numbers. Jim Oliver is President of the Ford 8 and 10 Side Valve Club of Victoria. He owns a 1936 CX 4 door saloon which was



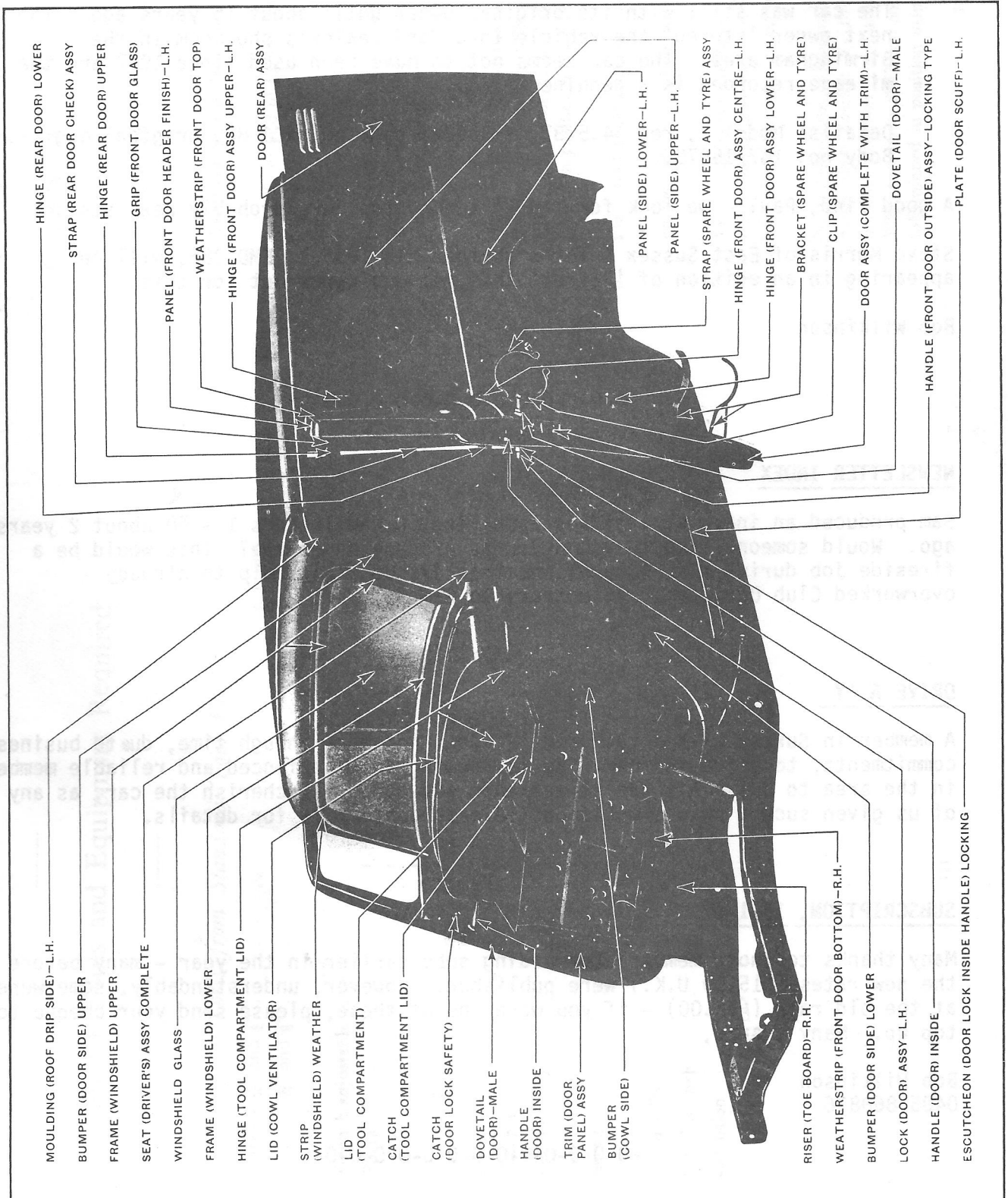
assembled at F.M.C. factory in Geelong, Victoria, using Dagenham engine and transmission parts and an Australian produced body (to Dagenham specification). The car is currently in bits - the photograph taken in 1989 shows Jim with a sound looking vehicle.

Jim has good F.M.C. (Australia) contact and may be able to help with research into 'our' car production 'down under'. Keep us informed, Jim.

Bob Wilkinson

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MODEL Y VAN BODY



MEMBERS' NEWS UPDATE

Paul Milne sold his 1934 Y to Don Faulkner (see new members section) since he had purchased a 'real find' - a 1937 2 door Y in 99% original and good condition with only 26,000 miles covered! He writes as follows:-

The car is in absolutely original condition with no rot and only minimal rust spots here and there where the original owner has polished through the paint! Rubber parts are a bit perished and these will be replaced. It has leather seating and an operationsl sliding roof.

Most work required involves a clean up and touch up and general TLC. The only non-original fittings are 4 yellow winkers fixed to the wings.

The car was still with its original owner until about 15 years ago. The next owner 'stored' the vehicle in a Ford dealer's showroom in the Birmingham area. The car seems not to have been used since 1967 and the mileage recorded is a genuine 26,736.

Details: Model Y, reg. 4.5.37, Y185622, reg. no. ACJ 86, original engine. Body no. 167/15878.

A good find, Paul - we look forward to seeing the car, probably next season.

Steve Morris of East Sussex informs us that his 1935 Y, EMD 386, will be appearing in an edition of 'Poirot' this Autumn. Look out for this.

Bob Wilkinson

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NEWSLETTER INDEX

Sam produced an index of articles appearing in Newsletters 1 - 50 about 2 years ago. Would someone like to volunteer to produce an update? This would be a fireside job during this Autumn, and frankly, be a big help to already overworked Club Officers. Volunteers to Sam, please.

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DRIVE A 'Y'

A member in Surrey with a restored 'Y' does not have enough time, due to business commitments, to drive the car. He is seeking an experienced and reliable member in the area to drive his car at weekends and obviously cherish the car, as any of us given such a chance would do. Please contact me for details.

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SUBSCRIPTION, 1991-92

Many thanks to those members forwarding subs earlier in the year - many before the new rates (£15.00 U.K.) were published. However, understandably, some were at the old rate (£12.00) - if you were one of these, please send your cheque to top up. Many thanks,

Bob Wilkinson  
0405 860836

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# TO INSTALL REAR AXLE INTO CHASSIS

## Special Tools and Equipment Required

### Tools from Standard Tool Kit

Wrench $\frac{1}{8}$ " and $\frac{1}{4}$ "	..	..	..	B-17015
" $\frac{3}{8}$ " and $\frac{1}{2}$ "	..	..	..	B-17016
Screw-driver	..	..	..	B-17020
Wrench adjustable	..	..	..	B-17021
Pliers	..	..	..	B-17025

### Special Tools and Equipment previously used

Hoist	..	..	..	73
Creepers	..	..	..	76
Partition tray	..	..	..	344
Parts carrier	..	..	..	398
Socket	..	..	..	2118
"	..	..	..	2120
Bar handle	..	..	..	2256
" T " wrench	..	..	..	2263
Extension	..	..	..	2297

# TO INSTALL REAR AXLE INTO CHASSIS

Carry out in sequence the following operations :—

### Operation

1. With hoist 73 raise chassis from rear and remove two axle stands 161.

2. Wheel rear axle under chassis.

3. Raise front end of torque tube Y-4505-A and offer into position allowing it to rest on frame centre cross member YR-5025.

4. From underneath chassis, using creeper 76, locate the rear spring Y-5560 assembly in rear frame cross member Y-5030 lowering chassis to spring by means of hoist 73.

5. From underneath chassis, using creeper 76, replace spring clip bars Y-5712 and run on nuts, tightening them up evenly using wrench 2263, bar handle 2256, extension 2297 and socket 2120. These nuts should be split-pinned in position using pliers B-17025. 18B

6. From underneath chassis, using creeper 76, replace two rear shock absorber links to shock absorber bodies, run on the nuts and tighten them using wrench B-17016. 18A

7. From underneath chassis, using creeper 76, replace speedometer gear and cap assembly Y-17270. Secure by tightening screws using wrench B-17015. 17C

8. From underneath chassis, using creeper 76, replace frame brake shaft bracket Y-110990 on frame centre cross member and bolt it up, using wrench 2263, bar handle 2256, extension 2297 and socket 2118. Nuts should be split-pinned in position using pliers B-17025.

Operation

Illustration 17A

- 9. Replace eight clevis pins in frame brake shaft bracket arms, i.e., four in front ends of rear brake rods, two in rear end of front brake rods, one in rear of pedal shaft lever to cross shaft rod and one in rear of hand brake lever to cross shaft rod. These clevis pins should be split-pinned in position using pliers B-17025.
- 10. Remove filler plug 353053-S in rear axle housing with wrench B-17021 and refill axle with oil to level of filler plug. Replace filler plug and tighten using wrench B-17021.

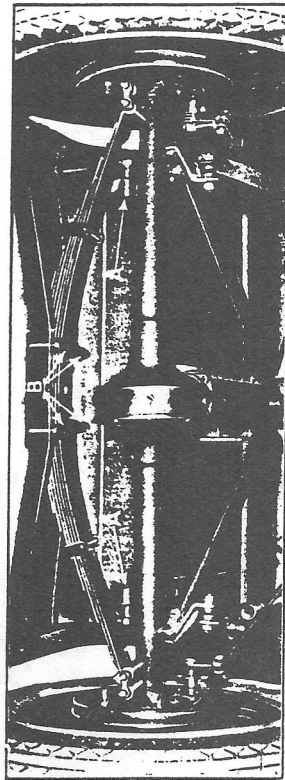
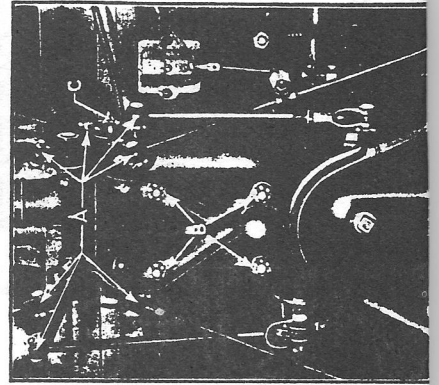
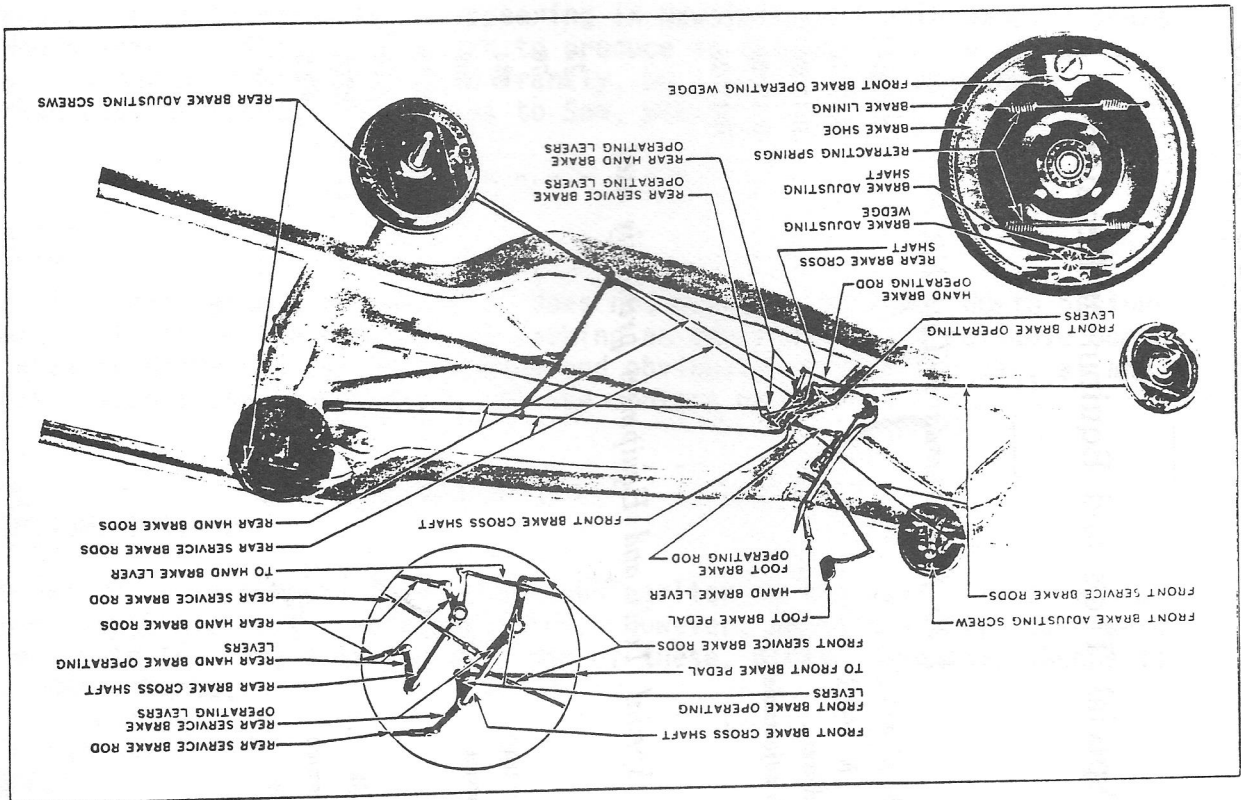


FIG. 18.



ILLUSTRATIONS AND MEMORANDA



BRAKE LAYOUT.

TO REMOVE FRONT AXLE FROM CHASSIS

Special Tools and Equipment Required

Section 4

FRONT AXLE

- A. To remove front axle from chassis.
- B. To dismantle front axle.
- C. To re-assemble front axle.
- D. To install front axle into chassis.

*Tools from Standard Tool Kit*

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

*Special Tools and Equipment previously used*

Rear axle stand	..	..	..	..	..	50
Rear axle stand adapters	..	..	..	..	..	50-A
Hoist	..	..	..	..	..	73
Creoper	..	..	..	..	..	76
Copper hammer	..	..	..	..	..	83
Axle stands (two)	..	..	..	..	..	161
Socket	..	..	..	..	..	2118
"	..	..	..	..	..	2120
"	..	..	..	..	..	2124
Wrench	..	..	..	..	..	2242
Bar handle	..	..	..	..	..	2256
"T" wrench	..	..	..	..	..	2263
Extension	..	..	..	..	..	2297

Carry out in sequence the following operations:—

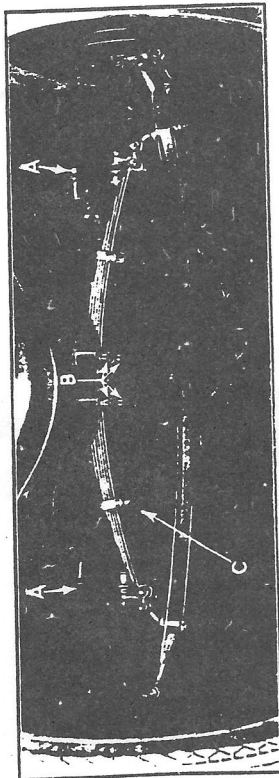


FIG. 28.

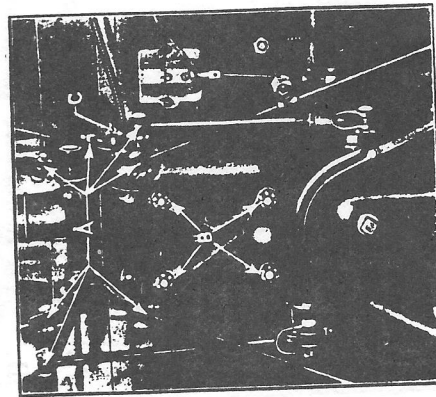


FIG. 17.

*Illustration*

*Operation*

1. Loosen twelve wheel hub bolt nuts Y-1012, using wrench 2242 and socket 2124. 28A
2. Remove nut from bolt which passes through rubber bushed joint of the off-side shock absorber body using wrench B-17016. Link may now be eased off bolt and allowed to hang loose. Near-side shock absorber should be treated in similar manner. 28B
3. From underneath chassis, using creeper 76, remove four split pins, four nuts and two bars from front spring clips Y-5455 using pliers B-17025, wrench 2263, bar handle 2256, extension 2297 and socket 2120. 17B
4. From underneath chassis, using creeper 76, remove four split pins, nuts and bolts from frame brake shaft bracket Y-110990 to frame centre cross member YR-5025, using wrench 2263, bar handle 2256, extension 2297 and socket 2118. 17B
5. From underneath chassis, using creeper 76, remove stop-light tension spring with pliers B-17025, from rear end of off-side front brake rod Y-2495. This spring may be unhooked from one end only and allowed to hang loose.
6. From underneath chassis, using creeper 76, remove two split pins and clevis pins from rear ends of off-side and near-side front brake rods Y-2495.
7. From underneath chassis, using creeper 76, remove frame brake shaft bracket Y-110990 from frame centre cross member YR-5025 by easing bracket back from flange of cross member which action will free bracket.



CHAIRMAN'S NEWSLETTER

I do not know where this summer has gone! I don't feel I have been as active as I would have liked in supporting the Register events. Yet I do not seem to have stopped working at the Y & C Register "in tray" in the few hours spare time that come my way in the evenings. Perhaps it has been my pre-occupation with getting Kerry roadworthy and getting the All Ford Rally organised which has caused the time to pass so quickly.

In my last newsletter I said that I hoped to have two further Y tourers to report this time round. I visited an excited Chris Felstead in Stubbington, near Fareham, last month to view his tourer, which he bought as a basket lot from its previous owner in Reading. Bit by bit he is transferring it and assembling it in his garage, which is not much bigger than my inadequate 1930's one. The partly constructed tourer shares the garage with a beautifully restored 1926 Benjamin Cyclecar. I felt rather awkward when I realised that Chris's tourer was in fact a sawn off Model Y saloon and not some exotic special bodied rare "find". However, he was delighted as, firstly, it gave him the freedom to build it to suit his whim rather than to the original specification and secondly, having attracted hordes of inquisitive enthusiasts when restoring the Benjamin, he was relieved that the tourer restoration would leave him in peace without constant interruptions from visitors! So, Chris, enjoy your Y tourer. We look forward to seeing it completed. The second tourer is one I have been trying to locate for about six years. I still don't know what type it is but have spoken to the present owner over the 'phone and have obtained the write up in the log book. It is described only as a Tourer which was first registered in Eire in February, 1936. The chassis number puts it as coming off the Dagenham production line in about March, 1935, which fits, as it would have taken at least a couple of months for an agent to put on a special body, further months to sell it and yet more to export it to Ireland. Hopefully, I have whetted the owner's appetite to join the Register and start its restoration. I will keep you posted on its origin once I see it.

Other cars have been coming to light through unexpected appearances at rallies around the country and through the reducing number of Y & C for sale advertisements in the motoring magazines. I followed up one CX which was advertised for sale in Practical Classics, accompanied by a super photograph, only to find it belonged to one of our members, who had not sent its details for inclusion on the register of known surviving vehicles. Those of you who were members before February of this year will have a copy of the register so, please, if you have a vehicle, or know of a vehicle, which is not listed, send the details to Bob Wilkinson for inclusion. Incidentally, to those members who have sent in the missing details of their vehicles, thank you. To those of you whose vehicles details are incomplete in the register, it would be much appreciated if you would fill in the gaps; especially those with cars on the "others" lists without chassis numbers.

Whilst waiting for Luis Cascante to complete his investigation of Ford Iberica in Barcelona, I have been having some lively correspondence with Steve Austin in Sydney and Jim Oliver in Victoria, who are educating me, and themselves, on the production details of the Ford Geelong plant in Australia. Hopefully, before long, I will have sufficient information to pen an article on the peculiar Model Y and Model C derivatives which appeared "down under" in the 1930's. I think I've probably got sufficient to produce an article on the German models. All I lack at the moment is time to put it on to paper! I still do not have a lead on the production at the Ford plants in France (Aisne) or Ireland (Cork). Are there any members who can assist?

Dick Sterett called in on a rare week's visit from Las Vegas. Betsy, his Fordor Model Y, is back on the road and wowing the Yanks at local rallies. He has offered to track down the rumoured sole surviving Model Y prototype, which we understand is on the Eastern Seaboard of the States somewhere. As we approach

the sixtieth anniversary of the launch of the Model Y (February 1932 in the Albert Hall), it would be great to track down the last of the 14 prototypes. Chris and Owen Baldock, who look after the Register's interests in the South East, also called in en route from Munster in North Germany to Somerset! They reported a good turnout of Model Cs and Model Ys at the Bentley show (nine in all, with a preponderance of Cs?!) I was delighted to hear that they had been able to provide Mervin Cullimore with an exhaust manifold for his sick Kerry.

The latest Federation of British Historic Vehicle Clubs (FBHVC) bulletin includes an article which unfortunately we are not allowed to reproduce, which clears up the leaded/unleaded petrol dilemma once and for all. In summary it states quite clearly and authoratively that, unless your engine is fitted with hardened valve seat inserts, unleaded petrol will cause rapid erosion of the valve seats. So, unless you have the hardened seats fitted, stick with leaded fuel. The latest news from Europe on EC legislation is good and is reproduced elsewhere in this issue.

I will allow myself a couple of whinges! By the end of July i.e. two months after the due date for renewal of subscriptions, only 179 members had paid! There were far more who had not paid than had paid. This does cause an unnecessary administrative load on your already pressed volunteer committee members and adds an unnecessary postage cost which would have been better spent on spares. Fortunately, the reminders have now prompted the majority to pay - but at what cost? Please make a note next year to pay when first asked. I must apologise to the three members who had paid and who received the reminder letter!

The second whinge concerns the poor response to help out at the All Ford Rally. At the time of writing, only four slips have been returned offering assistance. This has been billed as a special occasion for the Register from which we will hopefully all benefit in the form of an increased spares remanufacturing ability. I hope as the day draws nearer, I will hear from more volunteers.

G-Mex was again a success, thanks to the innovative team from Region 14 (and Bob). The cars on display were Jean and Reg Hunt's Fordor Y, Bob Wilkinson's C and, as special attractions, Tony Parker's half built Model Y and Ken and Kath Devine's half restored Knobbs Parkin Model Y tourer. The latter two apparently caused a goodly flow of visitors through our stand. Regrettably this year Peter Ketchell was unable to be present, but John and Sue Griffiths were there to give assistance to the team.

Finally, apologies once more for the late delivery of Issue 71. The magazine follows a circuitous route from authors, to editors, to printers, to you. We seem to be suffering from hiccoughs at different stages with each of the recent issues. Let's hope we get back on target with this one!

Sam Roberts

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8 AND 10 SIDEVALVE CLUB, VICTORIA, AUSTRALIA



The logo of the 8 and 10 Sidevalve Club in Victoria, Australia. Jim Oliver is its President. Jim, along with Steve Austin, is looking into production statistics for Models Y & C at the Ford Geelong plant.

EXTRACTS FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS NEWS SHEET  
ISSUE 10 SUMMER 1991

FROM THE CHAIRMAN

Recently, I attended a meeting in Brussels where once again we met high level civil servants in the Transport Commission. We were given further assurances that there is no wish to remove older vehicles from the roads. Draft legislation will continue to provide plenty of reading matter for all, but we feel that our message is beginning to be heard.

I am also pleased to report that there is much greater interest from the clubs and federations of other countries in Europe. There will be a meeting in early October when delegates from a number of European organisations will meet to exchange ideas. It is hoped that as a result of this there will be far more European backing for the European Affairs Committee of FIVA (the organisation through which the Lobbyist works). This will not only strengthen the ability of FIVA to address the European Parliament and the European Commission, but will hopefully ease the financial burden of maintaining the European "watchdog", which, to date, has been carried entirely from funds from the U.K.

These funds have been available due to generous contributions from individuals, clubs and commercial organisations made to the "Eurofund" over the last three years. I would particularly like to thank the large number of clubs within our movement who have been so supportive of our European efforts: without their help, the old vehicle movement in Europe could have been facing very major problems by now.

The work that has to continue is not so much a battle that has to be won over any particular issue, but an ongoing system of communication and supply of information so that those who are in a position to change or create legislation are well informed and mindful of the inconvenience and unnecessary burdens that could be imposed on a sector of transport in Europe.

EUROPE

As the Chairman reported above, a delegation representing the FIVA European Affairs Committee met senior officials within the Transport Directorate in Brussels recently. The group, comprising Peter Glover, FBHVC Chairman, Michael Banfield, Chairman of FIVA European Affairs Committee (EAC), Nick de Kreek, Dutch Secretary of EAC, Frhr. Eckhart von Lerchenfeld, German Chairman of FIVA 1992 Rally Committee, and Edward Seymour-Rouse, FIVA Lobbyist, took with them the following proposal for the definition of a preserved historic vehicle:-

"A preserved historic vehicle is a mechanically propelled vehicle, preserved and maintained in historically correct condition and at least to the construction standard appropriate to its era and which was manufactured more than 20 years ago".

Where it is required to identify preserved historic vehicles of a particular era they can be classified as follows:

- Category A Vehicles built up to 31st December 1904
- Category B Vehicles built between 1 January 1905 and 31 December 1918
- Category C Vehicles built between 1 January 1919 and 31 December 1930
- Category D Vehicles built between 1 January 1931 and 31 December 1945
- Category E Vehicles built between 1 January 1946 and 31 December 1960
- Category F Vehicles built on or after 1 January 1961. Member states may exclude from this category vehicles which remain in day to day use.

Some DG7 officials had difficulty in accepting that commercial vehicles could be considered "historic" until shown photographs of the recent London to Brighton run for commercials. There was a feeling that defining vehicles by age only would not be entirely satisfactory. The FIVA delegation suggested that DG7 should consider the draft definition and consider whether or not it would assist them in making any exemptions which might be necessary in the future.

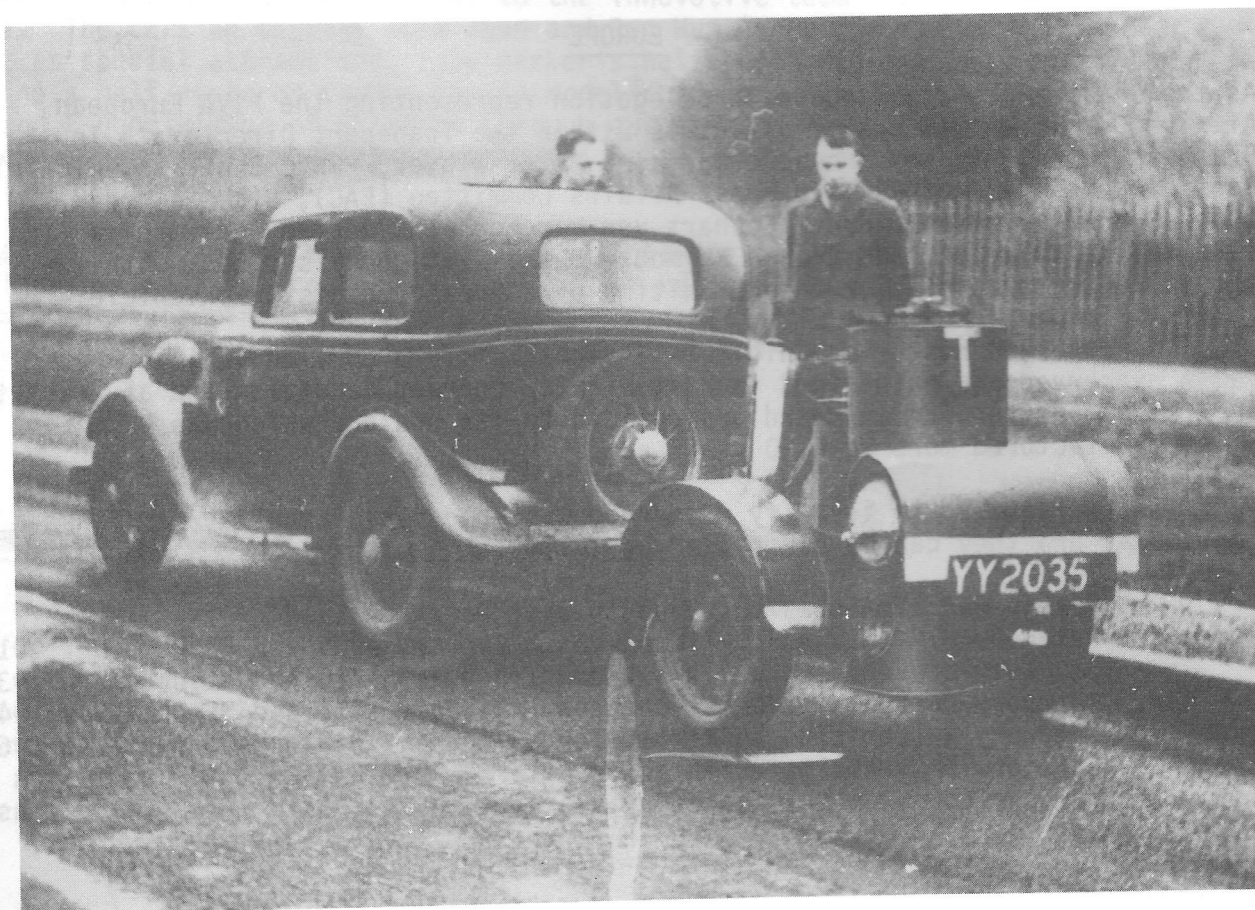
The FIVA group also presented a paper setting out the FIVA position with regard to roadworthiness testing. The DG7 officials explained that they had been working for some time on compulsory testing for all commercial vehicles and would wish to extend this to private vehicles, but at present there is no proposal to set down any particular standards. The FIVA position is that on the grounds of safety all historic vehicles should be subject to roadworthiness tests, but only to reach the standards to which they were originally built.

The subject of scrapping of old vehicles was touched upon briefly - although the community is trying to encourage manufacturers to consider the recycling of vehicles or their components, there are no proposals for legislation at present. The only likely directive being considered concerned the safe disposal of disused tyres.

Plans for the proposed 1992 FIVA Rally to celebrate the single market were discussed, and the FIVA delegation agreed to submit further details for a budget to be considered. (A budget has subsequently been authorised. Ed.).

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A wartime expediency (from the Jim Bailey Collection)  
Does any member have information on the conversion necessary  
for our vehicles to run on gas?



1991 'YORKSHIRE DO'

It wa'nt 'eld in Yorkshire this year. We thawt we'd 'ave a different day aht and went to t'Military Transport Museum at Beverley on 'umberside. Posh place see an' summat for all t'family.

It's a reet grand museum wi' staff cars (including Monty's), waggons, tanks, bren gun carriers, jeeps an' a troop carrier glider like they used at Arnhem in 1944 - that's a reet 'eap of a restoration project. It made Tebby feel quite at 'ome.

Our lads and lasses kem from all o'er, sum on 'em wi' cars. Wi' Cs there wa' Kath Devine (from Oldham), David Gatenby (Durham), Terry King (Leicester), Rodger Middleton (Snaith) and me.

Wi' Ys, there wa' Jean Hunt (Sandbach), John Gilroy (Hull), Alan Ogden (Leeds), Ron Topping (Newcastle) and our founder Graham Miles (Kings Langley) wi' 'is van.

Ys only outnumbered Cs, 'cos 2 were trailered theer. David Grace (Boston Spa) brought 'is completed chassis ready for t'tourer body and Peter Brooke (Goole) brought 'is 1936 Y which is a total restoration project. As always, t'restoration projects got more attention from t'public than t'completed cars.

We also 'ad som other interesting vehicles theer wi' friends - a 103E Popular and a 300E van, a 1947 Humber Pullman, an ERF lorry and an 'owd Francis Barnett motor bike.

Ian Wright won t'prize for answering t'Museum quiz, John Gilroy won t'prize for loosing most oil, and Reg Hunt won t'consolation prize which wa' a colour chart for Ford engines!

Any road, it wa' a good day 'aht only soured by t'director o' t'Museum. Well, Graham and I told 'im 'ed 'ave to lengthen t'car park if 'e wa' going to try to get t'Blackburn Beverley in t'air. 'e looked at us wi'out smilin' - no sense o' 'umour, these retired colonels!

Why don't tha' come next year?

Bob Wilkinson

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NORTHERN CLASSIC CAR SHOW, G-MEX, 1991

For this 2 day show held in the splendid exhibition centre (the transformed Grand Central Station) we had 4 cars on our Club stand.

Jean Hunt's 1937 4 door Y and my 1936 CX were the completed cars on view. Tony Parker showed his Y under restoration with chassis and bodyshell ready for panel fitting and spraying. Ken Devine's K.P. bodied tourer, also under restoration, completed a good range of Ys.

Many old friends came along and many new faces shared memories of early motoring. It never ceases to amaze me how many families 'cut their motoring teeth' on a Model Y or C.

Due to family illness and work commitment, Peter Ketchell wasn't able to be present but as always, John and Sue Griffiths gave valuable support. No prizes this year, but a good opportunity to show 'our' cars to the public.

Many thanks to all.

Bob Wilkinson

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CARS PRESENT AT STANFORD HALL 1991

MODEL Y

1932	AGH 237	Kevin Briggshaw	2 dr shortrad
1933	JH 5750	Graham Miles	Van shortrad
1934	OY 8955	Frank Johnson	Arrow Special tourer
1934	AYL 454	Sam Roberts	Terrier/Kerry sports
1935	EW 8625	Geoff Cole	2 dr longrad
1936	DM 9978	Peter Ketchell	2 dr longrad
1936	GL 1404	John Foxon	2 dr longrad
1936	JL 4086	John Pullman	2 dr longrad
1936	UD 7605	Herbert Wingate	4 dr longrad
1937	GMD 498	Reg & Jean Hunt	4 dr longrad
1937	FML 801	Rod Evans	2 dr longrad
1937	FPG 39	Mark Slack	2 dr longrad (Youngest)

MODEL C

1935	BAU 946	Paul Bainbridge	2 dr
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MODEL CX

1936	ADM 182	Ken & Kath Devine	4 dr
1936	HV 5918	Terry King	4 dr
1936	VY 8085	Bob Wilkinson	2 dr
1936	CYV 129	Dave Curtis	4 dr

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Bert Hopkins' 4 door Shortrad  
at the Netley Marsh Steam and Vintage Rally, 27th July, 1991



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SPARES REPORT

Firstly, a review of the Spares Report in Issue 71.

The oval Ford RADIATOR BADGES mentioned are now in stock, both in dark and light blue. The 8 h.p. version is not stocked. The casting of the L.R. badge mount is completed; these are now to be machined, polished and chromed, etc.

The support for RUNNING BOARD RUBBERS was appalling at the time of writing this report. Only one, yes, one, member took the trouble to write in and only one member supported steel running boards. No matter what the cost of moulds, I will need a lot more support than one member, so don't leave it to others - this request is to you, not someone else! In any case, nobody has offered a running board to mould from: at least on reading letter 71, I know who owns one!

The latest on the BUMPER BARS is that we are considering one particular workshop who, to date, has come up with the best example. A finishing tool will no doubt be required.

The main bearing shells still need to be sorted and will probably remain unsorted for some time: if you need any, please contact me quoting the size you require.

I have made contact with two companies who can and do refurbish CLUTCHES. As yet no firm decisions have been made as to how we proceed. It will probably be the case that I direct you to one or the other. In the meantime, if you need clutch parts please contact Kevin via the order form. We will advise the latest situation.

I have obtained 25 DYNAMO 'CUT OUTS'. Unfortunately, the mounting bracket is not the correct type, so it will be necessary for you to change this with your old one.

On the negative side, the spare wheel clamps offered in the last Newsletter are now sold. Is there enough interest to re-manufacture?

A quantity of KING PIN sets have been located in Norway of all places. They are a mix-up of Y and C types. The boxes they are in mean nothing, and in some cases the letter stamped on them is the wrong one! BRAKE WEDGES for vehicles from 34 - 37 can be obtained (Part no. 48.2050) although not stocked, as can FLEXIBLE FUEL LINE HOSES WITH ELBOW (B.9488). Standard and oversize carburettor THROTTLE SPINDLES have been located. If interested, complete order form.

All in all, not too much news, mainly due to summer holidays. However, I do have some news of an old friend - the 'OVAL OIL CAN'. I think I have located someone to make them, but I am looking into getting the label printed direct on to the metal. Hopefully, the price will be in line with the previous stock. More news next time, I hope.

On a personal level, storage problems may force the sale of my 'Alan Taylor'. Should you be interested and live in the country, please contact me. It likes a regular exercise and someone with land is the ideal owner.

I have heard from one of our members, Mr. R. Olding in Bournemouth, with parts for sale. He was, it seems, hoping to meet me at Beaulieu to discuss the various items, but for the first time in over 20 years I gave Beaulieu Autojumble a miss this year. It has become a very expensive social event without parts. The condition of the parts Mr. Olding has for sale is unknown - the parts are listed on page 23, Parts for Sale. If you are offering parts for sale via the Club, please price and give details when you do submit your list.

*Graham Miles*

Below is an extract from the Ford Bulletin, September, 1935. I hope this will make the fitting of these items better understood by members. They appear on our parts listing under 'YE 2502B Front brake rod support'.

### FRONT BRAKE ROD SUPPORTS

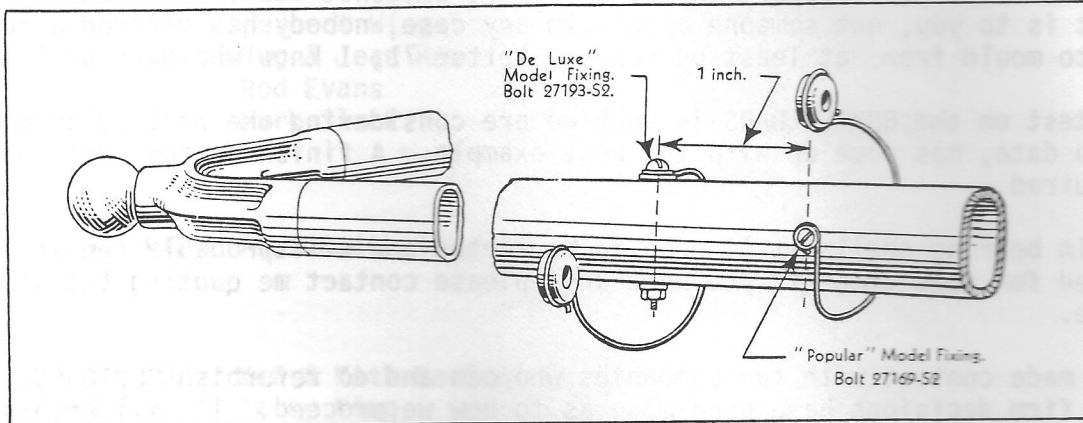


Fig. 23

The front brake rod supports YE-2502-B fitted to current "Popular" and "De Luxe" model cars are provided with a rubber grommet, illustrated in Fig. 23 which encircles the brake rod and prevents it rattling when the car is driven over uneven surfaces.

Should it be desired to incorporate the new design support on a "Popular" or "De Luxe" model car not so equipped, this may readily be done. The clevis should first be removed from the front end of the brake rod and the existing brake rod support removed.

Owing to the different locations of the brake rods relative to the radius rods on the two models,

the method of securing the brake rod supports is not the same. On the "Popular" model car the existing bolt holes in the radius rods may be used and the brake rod supports secured in the position shown in Fig. 23.

Before fitting the front brake rod support to the "De Luxe" model, it will be necessary to drill a  $\frac{3}{16}$  inch diameter hole through the top and bottom of the radius rod at a distance of one inch from the original bolt hole towards the rear of the car, as shown in Fig. 23. A slightly longer bolt than that originally used will be required, this being carried under the part number 27193-S2.

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#### EVENTS

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

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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~~ **SOLD**. 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.
- 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.
- 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)
- Piston sets for early 8 h.p. 12.00 each + p&p. Tel. 0202 894261. (1)
- 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)
- Paul Bainbridge. Model C 2 door for restoration. For the brave! £300 or WHY exchange. Tel. 0602 782413.
- Paul Bainbridge. 10 h.p. grasscutter. Groundsman's type with 4 foot blade, C model engine little work needed. £150. Tel. 0602 782413. (1)
- 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)
- Richard Heaton, H0828. Car for sale: Price £550.00. 1936 Y, 2 door. Dismantled, ready for rebuild. Some new parts. 4 new tyres, new kingpins, recon. diff. Tel. 0491 39419 (evenings)
- Car for sale. 1937 Y, 2 door. Almost up and running. Tel. 0983 741020.
- Bob Hamilton. Car for sale: Price £1,500. 1935 C saloon, 4 door. Running but needs work. Tel. 0294 214086.
- A. F. Johnson, J1201. Car for sale: Price £3,500.00 o.n.o. Ford Model Y 1933 Tudor Shortrad, very good condition. Tel. 0480 216455 (Cams.)
- Robin Smith. Car for sale: Price £4,000. AAB 903, 4 door Y, 1936. Immaculate exterior, totally re-chromed, featured on several calendars. Shield winner as best example of type at Stanford. Perfect mechanical order. MOT and 2 spare engines (one is original unit). Host of other items, incl carbs, dynamos, pistons, gaskets, tyres, bulbs, etc., etc. Never been out in rain! Tel. 0332 572124 (Derby)
- R. Olding. Parts, condition unknown: rear back axle complete; front axle complete - early braking system; central gearbox cover, with clutch release grease cover; 2 no. rear steel floor pans; intermediate dash panel insert with speedo, circa 34; 2 no. cylinder heads with Y type dynamo mounting (one would seem to be a 38 onwards design, 8 or 10 h.p. not known), 2 no. steering wheels (year not known); 3 no. steering boxes; 2 no. pedal assemblies; 1 no. L.R. rear valance; dynamo; starter; various unknown items. Write to: 78 Kimberley Road, Bournemouth, BH6 5BY.

## MEMBERS PARTS WANTED

- P. R. Pocklington. L.R. front bumper; badge mount; front screen frame; starter handle. Tel. 0553 672472 (Kings Lynn) evenings. (1)
- Andy Aldridge, A0305. Wanted: Model C or CX tourer, preferably reasonable/good/exc. cond., or any orig. car needing restn. Tel. 0703 283652 (Southampton).

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 Briggshaw. Payment is then to be made to Deborah Briggshaw (address is on page 2) as she is the Treasurer for the Ford Y & C Spares Section. Cheques must be made payable to Ford Y & C Spares Section and must be in Sterling. 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

Clutch pins (20 thou over size) with split pins, small size only	per set	CLUB PRICE
Rear shackles (pattern part)		2.70
Pushes for shackles, front or rear		5.00 each
Rear hub seals (large - outer) Y1175		1.50 each
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	per set	2.50 each
Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION (I will now pay 5.00 for each old front drum that can be repaired)		32.00 each
Rear brake rod support bracket for L.R. Y, with double holes		26.00 each
YE25028 Front brake rod support (part that mounts on A frame and looks like ?)		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 CE2235 Rear brake cam shaft, L.H. or R.		8.00 each
L.R./C CE2236 Rear brake cam shaft lever, L.H. or R.		8.00 each
L.R./C CE2237 Rear brake cam shaft lever, L.H. or R.		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		9.00 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 pawl		1.00 each
Fan belts - please specify whether 3in. or 4in. dynamic 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
C exhaust, with tail pipe - stainless		63.00 each
Y exhaust, stainless		7.50 each
Engine top water outlet (head to hose)		2.50 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"		
Please note the Club does not stock moulded non-returnable		
Engine pistons, various sizes - send pattern, non-returnable	per set	from 25.00
Engine valves - early engines, send pattern, exhaust or int.		3.50 each
Engine valves, long		5.00 each
Clutch thrust bearings		11.00 each
Clutch refacing kits		12.00 each
Exchange rear axle castings (Y2035, Y2036) (see Newsletter 70)	per side	45.00

24052 Cylinder head stud and nut

7Y-5700 Clutch cable/knob pull assembly marked C		1.30 each
7Y 11475 Starter control cable/knob pull assembly marked S		5.00 each
9288 Fuel connection - flexible - direct to pump, 8 o'clock supply position, straight only, no elbow		6.50 each
Y4513 Cap (universal joint housing) inner		5.00 each
I now hold a large number of gearbox parts. If you need a gearbox part, contact me, I may be able to help.		

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		10.00
Steering joint dust covers		1.00
Engine mounts - exchange		5.00 each

ELECTRICAL

Headlamp Tenses (Fiat 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	per pair	2.00
YE14300 Battery to switch cable assy.		9.00 each
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)		0.75 each
Bulbs, various (if rear lamp, state straight or of set pins)		3.00 each
Late type distributor points (not early type)		3.00 each
Early distributor caps		2.50 each
Rotor Arms, late types		2.50 each
Y114410 Loom wiring main assy. 34/35		22.00
Y114410 Loom wiring main assy. 35/37		22.00
CE13075 Headlamp double contact bulb holder/cable		5.00
Dynamo cut out controls		8.00
FITTINGS - BODY		
Chassis to carpet rails inside door (state 2 or 4 door) in stock	per pair	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 roof 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
Oil can transfers, black only		3.50 each
Oil can bracket		17.50 each
Wheel nuts - set of 20	per set	34.00
Service Castrol poster - reprinted		11.00

CHASSIS REPAIRS undertaken by David Tebb. Tel. 0937 557410  
 SPEEDO CABLES FROM: Thomas Kitchenfield & 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.

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### 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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— Mail order and counter service Mon-Fri 9.00—5.00. General catalogue sent free of charge on receipt of s.a.e.
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Fishponds, Bristol BS16 2BP Tel: 0272 583995
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Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD  
Tel: 0778 347347
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David R. Melloney & Son, 217a Dock Road, Tilbury, Essex RM18 7BJ  
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