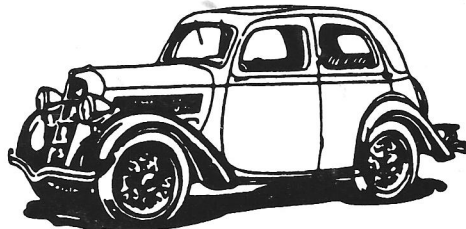
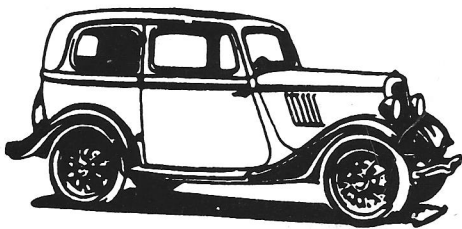


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 73 Oct/Nov 91

NEWSLETTER EDITOR:-

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HANTS
SP10 3AF

REGISTER CHAIRMAN:-

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE SP10 3AF

THE FORD Y & C MODEL REGISTER

REGISTER OFFICERS

Chairman	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX
Newsletter Editor	Sam Roberts (Temporary — Position Vacant)	16 Croye Close, Andover, Hants SP10 3AF
Membership Secretary, Treasurer & Registrar	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside DN14 6DJ
Asst. Treasurer to Spares Secretary	Deb Brigginsshaw	102 Hadrian Avenue, Dunstable LU5 4SP
Librarian	John Griffiths	77 Circular Drive, Ewloe, Dee Side, Clywd CH5 3DA
Technical Adviser Model C	Paul Bainbridge,	100 Bagnall Road, Basford, Notts. NG16 0LB
Model Y	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
Events Coordinator	Dave Curtis	3 Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Bill Williams	30 Station Road, Cogenhoe, Northampton NN7 1LT

<u>REGIONAL COORDINATORS</u>		01. Devon, Cornwall	02. Somerset, Avon, Wiltshire	03. Dorset, Hants, IoW Channel Isles
		David Ramon 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	Robin Prebble Conduit Cottage Batcombe Nr Shepton Mallet Somerset BA4 6HF Tel: 074985 667	Sam Roberts 16 Croye Close Andover SP10 3AF Tel: 0264 365662
04. Surrey, W.Sussex	05. E.Sussex, Kent	06. S. Wales	07. Hereford & Worcs, Gloucs, Warwicks	
Julian Janiki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 51184	Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	Mike Samuel "Bryn-Gomer" 20 Greenhill Road Griffithstown Pontypool Gwent NP4 5BE Tel: 0495 755219	Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel: 0432 356302	
08. Oxon, Bucks, Berks.	09. Beds, Herts	10. London, Essex, Middx.	11. Salop, Staffs, W. Midlands	
Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0990 21800	Kevin Brigginsshaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not 'phone	Dave Ball Gatesby West Hanningfield Essex CM2 8UJ Tel: 0245 400560	Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YU Tel: 021 459 6100	
12. Leics, Northants, Cambs.	13. Norfolk, Suffolk	14. N. Wales, Cheshire, Lancs, Manch, Mersey	15. Notts, Derby, Lincs, S. Yorks	
Bill Williams 30 Station Road Cogenhoe Northampton NN7 1LT Tel: 0604 891421	Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 45558	Peter Ketchell 2 Manor Road Westminster Park Chester CH4 7QW Tel: 0244 676856	Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417	
16. N. Yorks, W. Yorks, Humberside	17. IoM, Cumbria, Durham, T & Wear N'umberland, Clvld.	18. Scotland	19. Ireland	
Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 6DJ Tel: 0405 860836	Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	John Hudson 43 Acredales Linlithgow West Lothian Tel: 0506 845935	Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin Eire	

EDITORIAL

In the last Newsletter, I promised myself the freedom of a ramble down our memories of all those pleasures which have simply derived from owning a Ford Model Y.

My own car was perceived as rather a dull, if robustly worthy, form of transport which at £5 was cheap enough to afford but strong enough to last without any obvious defects. It certainly lasted, most of it not yet renovated and whilst in my ownership I do not believe it will be. That is because I am not really a car enthusiast but have simply never wanted to part with an old friend. Not being an enthusiast has helped me retain an amused objectivity which certainly helps in the editing of such a diverse Newsletter.

I have now owned BPU 784 for some twenty eight years which I realise to my horror is the same length of time as its first owner. So the circle turns.

From my first experience of it as a non runner close to being carted off for scrap, I came to respect it as something with more than enough life in it to give me a measure of independence not previously experienced. An abundant supply of cheap scrap parts meant that a poverty stricken Architectural student could move around for very little cash indeed. Just as well, since abundant diffs and gears were needed to keep pace with the merciless flogging to which it was subjected. Bodywise, it has never significantly altered. It still has the same dents and perforations it had when I towed it away to a promise of greater longevity all those years ago.

A car with a bright new life in the Thirties; a car of whose war history I know nothing; a car which provided family transport in Britain's post war recovery period to enter a decline in which it was passed down a family to provide a grandson's student transport. The fellow student who purchased it then used it to provide his passage through the swinging sixties, through student life to the beginning of a working life. Then eleven years of storage whilst wild oats were sown via more exotic vehicles: vehicles which are now in their turn sought after classics. I still hanker after the sumptuous comfort of my Rover P5 but have no nostalgia at all for the primitive handling and suspension of my MGB. It had looks and a lovely throaty engine but little else!

They came and went but the Y, together with its supply of scrap parts, was always waiting in the background ready for the resurrection.

This did not arrive until I had lived with a certain lady long enough to know that we might take a chance on marriage and then, of course, what better wedding car than the old Y.

Trying to revive a Y in the late 70's was a lonely business. You quickly realised the odds were against you and that the reconditioning of parts on a one off basis is a very expensive process indeed.

What a relief then to discover the existence of a Club setting up to maintain those venerable worthies. Up until that moment my Y had been a perennial friend, a continuity, not just for me but I would like to believe it gave the same benefits to its previous owner, whom I never met.

Over the years, I had built up a relationship between almost every part of the car and me, just me. I did not know anyone else foolish enough to own such a strange old vehicle. Somehow I had never even thought that anyone else might be doing such a thing. The Model Y was such an everyday lowly workhorse that I hadn't imagined a whole preservation 'movement' concerned for their welfare, so my curiosity was aroused when I first heard of Graham Miles' heroic efforts to get the Club into being.

Such a worthy cause deserved support so contact was made. My previous experience of specialist clubs had not been good ones. Narrow hobby interests seemed to breed narrow minds, cliques tended to abound and the repetition of in-jokes did not lead to continued membership.

What a delight it was then to encounter and enjoy the happy atmosphere of the Y & C Club, personified in the relaxed approach of its progenitor-in-chief. Not only did I gain an access to spares and knowhow, probably the chief reason for most of us joining the Register, but also in the pleasure of meeting a very relaxed group of enthusiasts. Now that the Club has a whole range of officers looking after a variety of interests, it is well to remember that in those early days Graham Miles took on almost every task single handedly. It is his drive, enthusiasm and commitment over many years which has enabled the Club to become well enough established to gain the momentum which continues today. Notwithstanding the scholarly care and hard work of our Chairman, Membership Secretary and others, I still believe it is the Spares supply which is the core activity in the Club. If Graham ever has to stand down as we have done, we will be hard pressed to find others with the skill, knowledge and commitment to keep that service going.

Siobhan and I both felt it was not good enough just to take the benefits of such efforts without putting something back in. Siobhan started to take over some of the typing burden from Gill Miles, Graham's sister, who was at that time doing all the typing for the Club, and I had a go at writing for the magazine. When the last editor decided to retire, Graham asked if I would like a go, so I had a go. I didn't think that 'go' would last 9 years, but there we are! All the typing had been taken over by Siobhan by mid 1984.

By far the bulk of editorial effort in those years has been put in by Siobhan. We work as a team in most things we do, even when the bulk of one task is taken on by one of us, it has a balanced return elsewhere, luckily quite natural and with the pleasure of trust and independence within a common purpose. Over the years, Siobhan's quiet thoroughness has sorted each issue page by page and now with such an established format it is all too easy to forget how much background effort goes in to such a well running system. The graft is in the typing and assembly of the magazine page by page, something entirely taken over by Siobhan. I wish her successor all the best in taking on such a lot of hard work.

Under Sam's Chairmanship, the reproduction quality of the Newsletter has improved enormously. Sam has backed the use of newer technologies, gone for a slicker cover and uniquely gained the backing of Ford's reproductive facilities to present you some splendid regular features in a very professional format. Perhaps this sometimes leads us to forget that this is still an all amateur show.

Bob's tireless efforts keep a very close eye on both the cars and membership, combining a personal enthusiasm with a thorough membership, register and finance system.

The Club is also very fortunate indeed to have the often unseen support of a whole variety of officers/members who are, or have been, beavering away in its interests: Kevin and Deborah Briggishaw, Peter Ketchell, Dave Curtis, David Grace, Don Malin, Bill Williams, Jim Miles, Jeff Cole, Dave Tebb, to name a few. Their combined efforts add enormously to the Club's strength.

When I review those years, some things are more firmly etched in the back of my mind than others. Perhaps I can show some of the more respectable ones. The ones I can't were shared with one enthusiast whose liking for bodywork was not confined to aged ladies of the road!

In the early days, I helped out with one or two rallies in the Peak District. Pleasant evenings were spent in the Hope Valley pub of one member and during the day I organised a tour of the more spectacular beauty spots of that lovely

National Park. Each time the little procession of Ys stopped, I waited for the members to leap out and admire the view. This they did, but not the one I planned. Up came the bonnets as, I have since discovered, they only have eyes for one mistress. On one occasion an innocent bystander asked it it was a special rally. 'No, it's a pure coincidence', came the laconic reply.

Derbyshire's peaks brought out neurosis problems of bent crankshafts in car owners more used to softer terrain so perhaps Stanford Park is safer, but I do think the splendid background of our National Parks show the cars off to their best.

Looking at subjects which raise interest in the Newsletter, I cannot but help comment on the expert ego factor. Car enthusiasts do have, in common with other types of enthusiasts, a desperate need to demonstrate their expertise. Manners often completely disappear when one expert feels affronted by a minute flaw in another's knowledge of the holy grail. The mole hill is leaped upon with whoops of glee and puffed up to a mountain of disdain in no time at all.

This applies to every field, in fact literally to fields. I recently brought down a shower of disdain by asking a barful of farmers what a gimmer lamb was. Fancy not knowing that. Returning to cars, I bet you all know that at 3.45 p.m. on 21st February, 1933, Harold of the unmentioned side of the Ford Dynasty decided the fat radiator model would for 10 days trial period only be available with headlights in the fashionable Art Deco pink of the period. No-one bought any, largely due to reserve about the 3 volt electric system introduced on the same model. This, of course, is entirely erroneous, since the fat radiator model was only ever available with brass effect headlights filled with glowworms which were activated activated by a 9 volt trembler coil located in the central spring. Fortunately, Ford never managed to reduce the cars to one spring. Getting it down to two was quite a trick. It still gives the Y an interesting ride characteristic.

Despite all these years reading and trying to publish all your letters and articles, I still can't figure out how 'the hobby' is reconciled with 'the family' or 'the wife' for, oddly, it still seems to be a largely male pastime.

'I'm just popping into the garage to restore this small Model Y, dear. Back in 1995', or 'I really couldn't miss the chance, had to use the holiday money, well worth missing Italy for an original wing'. If your letters are to be believed, sometimes the penultimate sacrifice is made, and the wife has to go!

A recent press article reported a psychiatrist citing train spotting as a symptom of a certain type of mental disorder. Fortunately, car collectors are obviously free of that disorder. Those who save several tons of rusty metal for posterity are people to whom I will be eternally grateful. Be it trains, trams or cars, without them all our recent mechanical history would be lifeless indeed.

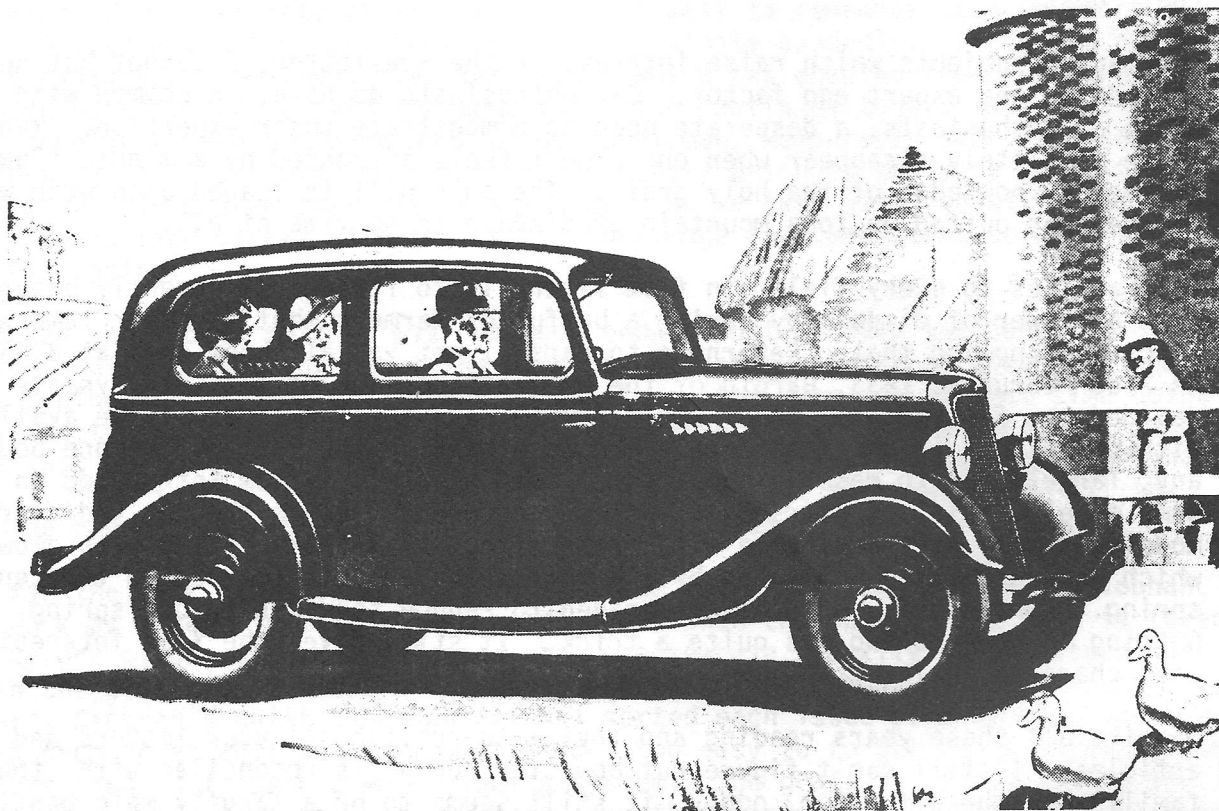
To all of you, good luck! At long last I look forward to the pleasure of reading a magazine for the first time when it arrives on the doormat.

Thank you for all your contributions.

More than anything else, thank you, Siobhan, for your hundreds of hours of sheer hard work.

John Guy .

Why "THE UNIVERSAL CAR"?



BECAUSE IT IS A HANDSOME, COMFORTABLE, ROOMY, SMOOTH-RUNNING, SAFELY-SPEEDY, COMPLETELY-EQUIPPED SALOON, PRICED £100, AT WORKS.*

Double-Entrance Saloon, £112. 10s.

Purchasers who decide upon it do so secure in the knowledge that they have made the soundest investment available, assured of repairs and replacements, if and when required, at fixed, low charges, relying on obtaining first-class motoring at absolutely minimum expenditure in every direction.

These are a few of the reasons why the £100 Ford

Saloon is "The Universal Car." And the Local Ford

Dealer will readily demon-

strate the ability of the £100 Ford Saloon to satisfy your every requirement, in the densest urban traffic,

or out on the King's highway, up-hill, down-dale, any-

where, everywhere that motoring is worth while.

**£25
DOWN!**

FORD CARS, FORDSON VANS & TRUCKS : PROVED BY THE PAST : IMPROVED FOR THE FUTURE!



*The Local Ford Dealer can deliver the £100 Ford Saloon, Taxed and Insured, on an Initial Payment of £25. 18-month and 24-month transactions can be arranged with slightly higher initial payments. Literature on Request: All Prices at Works.

No Motorist Should be Without The Ford Book of Maps : Handy in Size — Easily Read : 1s., From Any Ford Dealer.

FORD MOTOR COMPANY LIMITED, WORKS: DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT STREET, W.1

MEMBERSHIP CHAT

The first letter this month is from J. D. Best, who is, unfortunately, not continuing his membership due to age, etc., but he writes:

I appreciate the way the Register has assisted me in finding a home for my Ford C, especially Mr. Bob Wilkinson, who helped me to meet Mr. Eddie Partington, the new owner of BKP 33. I regret I am not continuing my membership, but hope the Register keeps flourishing.

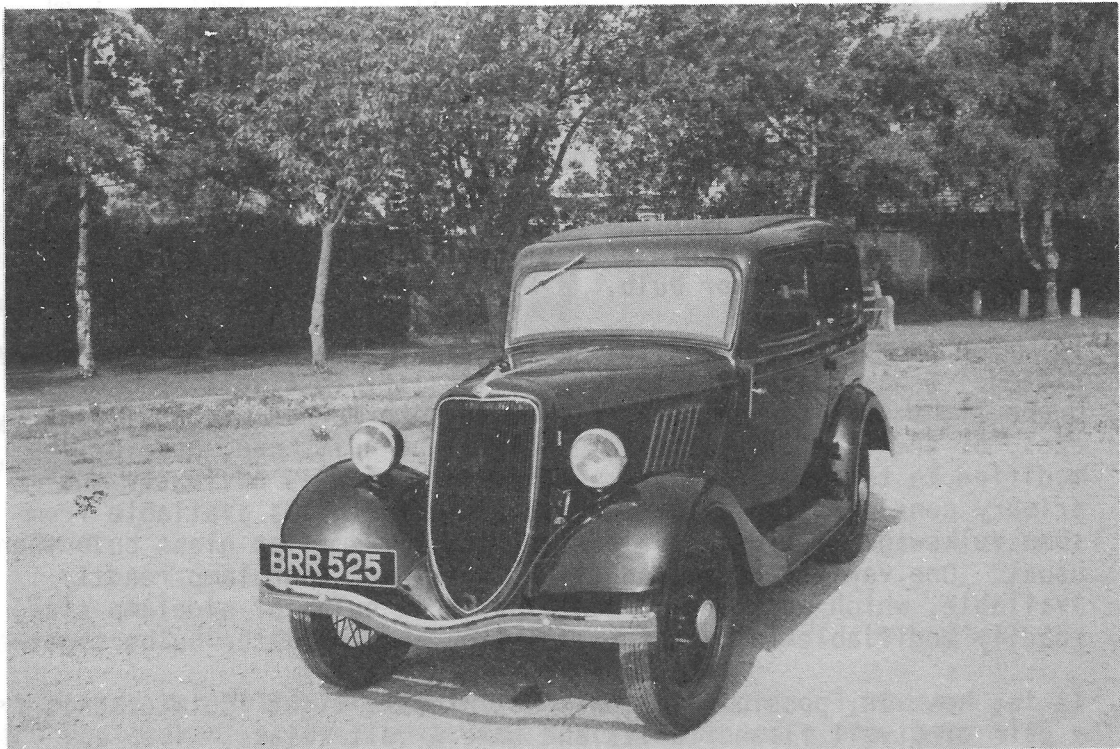
John Mawhinney, from Northern Ireland, writes:

I would say 'thank you' to Tony Etheridge who forwarded a tyre and tube to our holiday destination in Cornwall. This now gives me an extra wheel, as I do not want to use the spare, which wouldn't pass the regulations. I was informed by the former owner that this tyre is original (made by Firestone). Were these models fitted with Firestone tyres? Once again, many thanks for your help (Bob W.) and to all the other office-bearers who keep us well informed over the years.

Roy Kendall has sent in a photograph of BRR 525 (Elsie), now that she is finished, and is maroon and black. He writes:

I would like to take this opportunity to thank you (Bob W.) and the Register for the technical advice and the spare parts back up given during the restoration of my car.

Incidentally, I may have found a way of overcoming the problem of worn rear axle hub bearing surfaces, by fitting a modified Torrington bearing. This is a wide needle roller bearing with its own sleeve and outer cylinder. I will write giving tolerances and measurements after a trial period, at which time the bearings would have proved themselves.



We have a lot of complimentary letters this month; this one is from Alison Candlin:

Unfortunately, University commitments are keeping me from the local shows this year, they tend to co-incide with term times, it seems. I would like to say how much the hard work of the Register is appreciated; with so much pressure to drive our old cars off the road for being too noxious and, lately, too slow(!) I feel sure that it is only through organisations such as the Register that loud enough protestations can be made to defend against these cars becoming unused museum pieces instead of loved and enjoyed as they should be. Keep up the good work!!

Graham Bilbe writes:

The magazine is vastly improved in the last year or so - please pass on thanks to all concerned. I printed our Trolleybus Society magazine for six years, so I know what hassle it is!

David Durrant has written in with information on indicator lights and a comment on an item in the last editorial:

I was interested to read of the engagement of two gears in the last editorial. A similar thing happened to my wife in her E493A (the mechanism of which I believe to be exceedingly similar) in Coventry about 10 years ago, although fortunately whilst stationary. I had to drive out and manipulate the selectors back, not a difficult job. The majority of the wear appeared to be in the gear lever and replacement with a less worn lever resulted in a cure. The car is still in daily all year round use and has covered a substantial mileage since.

I have also heard a whisper - or more accurately a rumour - that in the next few years, regulations may demand that flashing indicators are fitted to all cars. (Something to do with Europe and the Common Market.) This obviously has implications for 'our' cars and my personal view is that they should, if fitted, look right if at all possible. The fact that the regulations at present permit older vehicles to exhibit white at the front and red at the rear facilitates this.

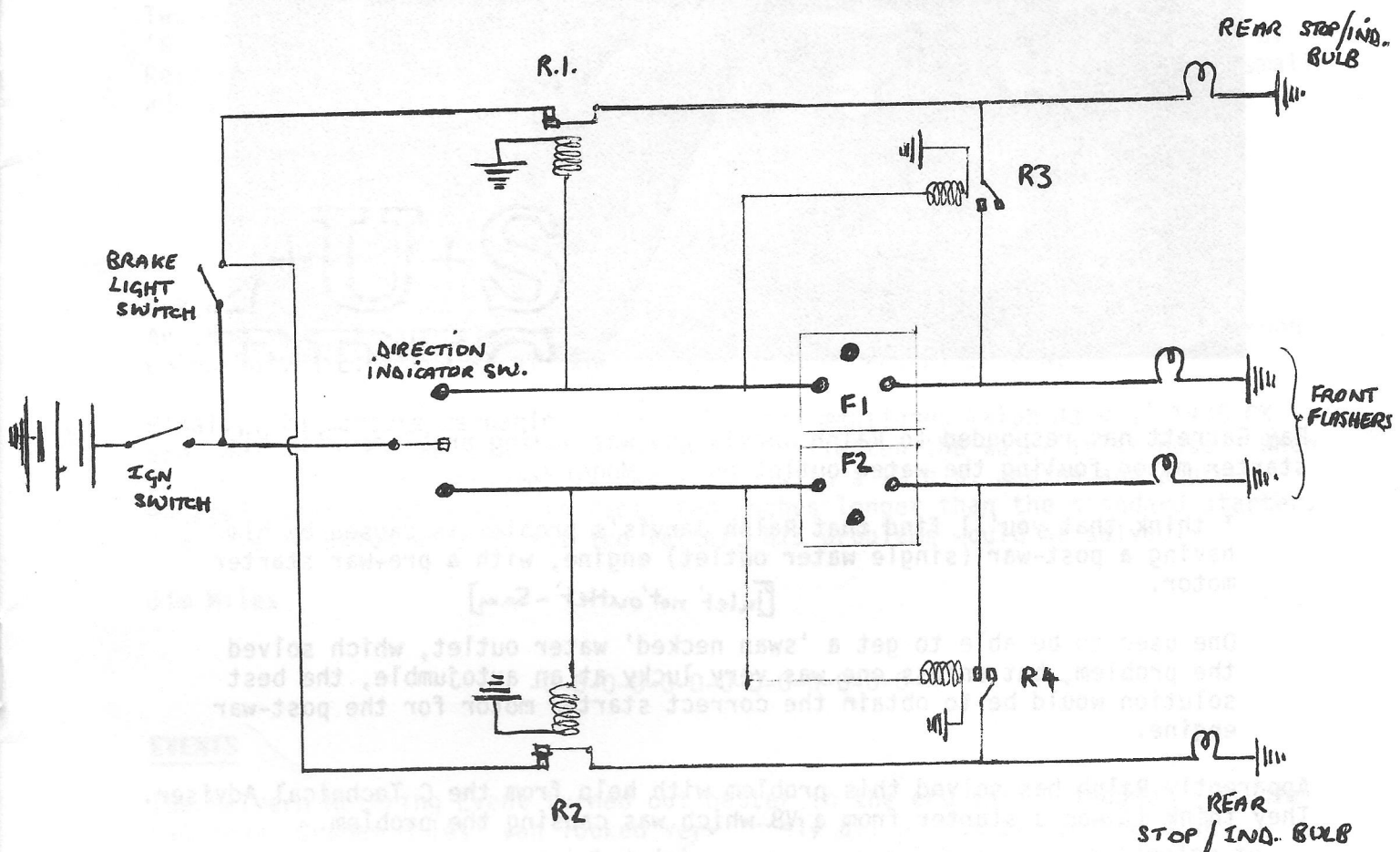
The fitting of scuttle mounted period lamp units may be one of the better options for the front - but these units must be short for clearance between the door and bonnet edges. This necessitates a vertical bulb holder within and, of course, sufficient height to accommodate an indicator bulb.

The rear is more problematical if the usual side light units are fitted. I have doubts as to the availability in 6 volt form of the brake light isolator units as fitted to some Morris Minors, Jaguars, etc., of the late fifties. Some rear light units can, however, be modified to take an extra bulb - interior space is obviously the primary consideration. Some 6 volt indicator bulbs available from some Volkswagen dealers have a significantly smaller glass bulb than usual. One variety of reproduction 'pork pie' rear lamp readily available, which as standard contains three bulbs of sidelamp size, is readily modifiable to contain side, stop and indicator bulbs together.

It is, however, possible to construct a brake light isolator unit from a pair of 6 volt flasher units and some 6 volt relays - i.e. relatively readily available components - diagram enclosed, but I must state that I haven't tried this. At the risk of offending some members(!), I reluctantly fitted flashing indicators (with bulbs

incorporated in period lamp units), white front, red rear, because of (a) this rumour and (b) unreliable semaphores. As a regular user of a Y in summer, I have come to the reluctant conclusion that they are a distinct advantage - too many drivers nowadays fail to see semaphores (and hand signals), or even understand them. This was brought home to me about seven years ago, when my then secretary, who followed me to work one morning (I was driving my E83W) wondered what 'those funny little yellow things were!'

WIRING DIAGRAM FOR STOP LAMP ISOLATOR SYSTEM.



F1 } FLASHING INDICATOR UNITS
F2 }

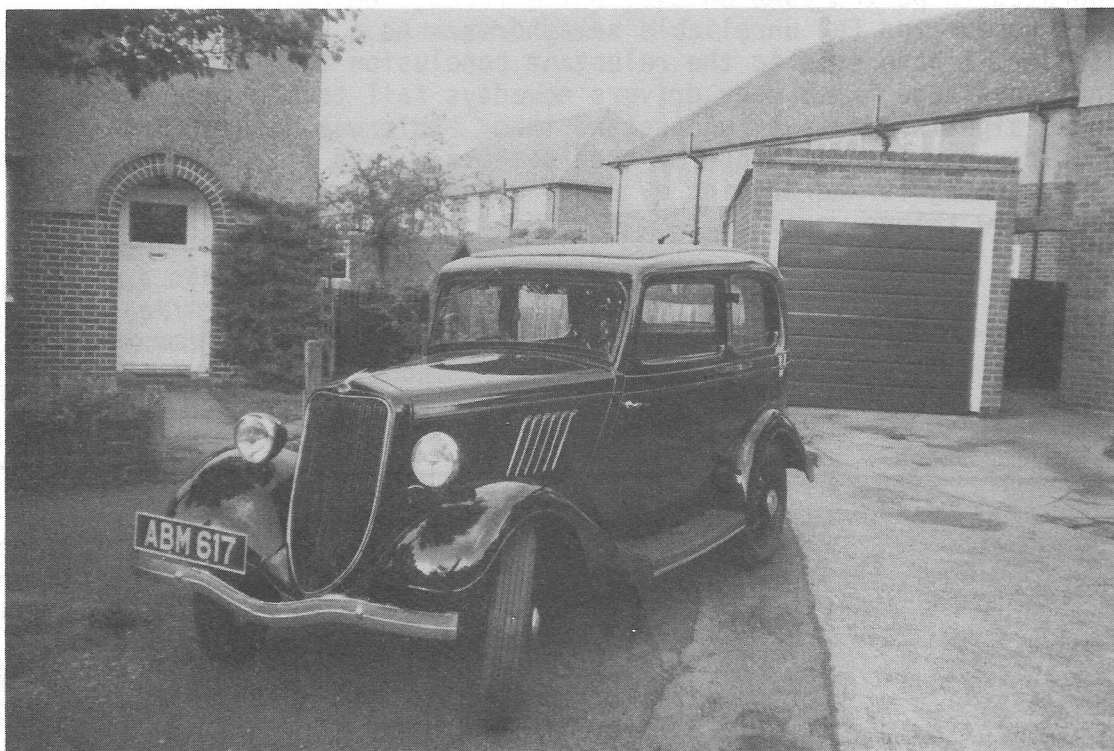
R1, R2 - RELAYS OPEN ON ENERGISING

R3, R4, - RELAYS CLOSE ON ENERGISING.

R1+R3 , R2+R4 COULD OF COURSE BE SINGLE UNITS IF THE APPROPRIATE CONTACT ARRANGEMENTS ARE AVAILABLE IN 6VOLT.

Kevin Taylor has sent in a photograph of his Model Y, ABM 617. He writes:

ABM has passed her Mot following the brakes adjustment. I managed to locate a replacement starter motor and carb - obtained a new rotor arm from the Club, purchased new leads and she now runs superbly. I must admire your friends in the spares sector. The rotor arm was hand delivered to my home. What service! My first order - I was impressed.



Ray Garrett has responded to Ralph Jarvis who was having problems with his starter motor fouling the water outlet on his Model C:

I think that you'll find that Ralph Jarvis's problem is caused by him having a post-war (single water outlet) engine, with a pre-war starter motor.

[Inlet not outlet - Sam]

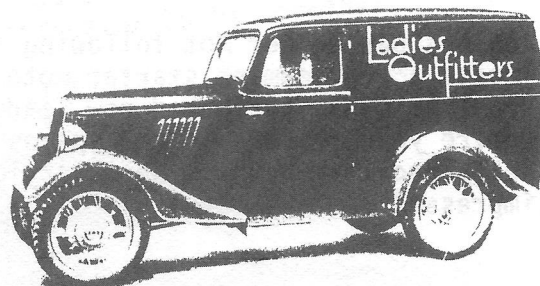
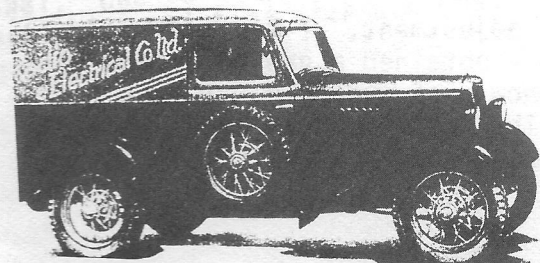
One used to be able to get a 'swan necked' water outlet, which solved the problem, but unless one was very lucky at an autojumble, the best solution would be to obtain the correct starter motor for the post-war engine.

Apparently Ralph has solved this problem with help from the C Technical Adviser. They think it was a starter from a V8 which was causing the problem.

Lastly, Bob Wilkinson has received a letter from a firm called Reel Wheels, of 33 Mossop Street, London, SW3 2NB, tel. 071 225 1729. The directors are R. Huchard and D. Powers. R. Huchard writes:

I am currently compiling an up to date register of owners who would be prepared to make their vehicles available for feature films, television and other similar commercial undertakings. Vehicle condition is not necessarily a prime consideration, interested members should send vehicle details and recent photographs to the above address.

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



RANDOM JOTTINGS NO. 18

I was most interested to read in the 'Transverse Torque' issue 71 of Ken Edwards' brochure. This nice booklet was, in fact, printed in Paris by DRAEGER, the top design printers of the day and was sent to Britain to help launch Ford's new baby car. In France it was published (with French text, of course) as issue number 16 of 'La Revue Ford', the French Ford Times, its cover featured six horses and a '6 CV' logo because in France the Y was rated for tax purposes at 6 h.p. On the bottom left hand corner of the back cover Ken Edwards should find the word 'DRAEGER' embossed thereon. Both these rather nice period pieces are in my collection and are a great source of reference.

Two more items caught my eye in the last Newsletter. The first was the 'RICKARDS' plaque on the dashboard of CYK 365 being restored by John Simkin of Reading. In the 'Light Car', 18th November, 1939, there is mention in the small ads as follows:

£50 Ford 8 HP 1938 series, fitted reconditioned engine, exceptionally good condition throughout, genuine bargain. Terms, exchanges. Charles Rickards Ltd., 56 Bayswater Road, next Lancaster Gate Tube, Paddington 1820.

But did the move to or from Stanhope Terrace happen before or after 1939! Another line of enquiry, perhaps, is the coach firm of 'Rickards', whose maroon coloured vehicles are a well known sight around Central London.

Finally, to matters mechanical, Bob Wilkinson mentioned Ralph Jarvis' 1936 CX and the length of the starter motor so as to flatten the water inlet hose. When I bought my Koln Y Cabriolet it was fitted with a 10 h.p. engine and a pre-engaged starter which was, in fact, two inches longer than the standard starter. I'm sure if Ralph were to fit the latter, his problems would be solved.

Jim Miles

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

EVENTS

The Malvern Motoring Event turned out better in the end than I thought. On the Saturday, Graham Miles' van looked very lonely all on its own on the Club stand. On Sunday, we managed 2 Model Cs (mine) and 3 Model Ys, belonging to Paul Dickinson, Ken Clarke and Liam Tomlinson. Welcome back, Liam. We had a corner plot and arranged the cars in a semi-circle and it looked quite good. We were busy all day with the public looking and talking about old Fords. Phil Wookey didn't make it with engine problems and poor Terry King started out but the dynamo pillar sheared depositing the fan through his radiator.

On to next year: we have been invited to put on a stand at 'Longleat 92 - the Ford Show' on 9th May, 1992. I have provisionally booked a stand for about 6 cars. Perhaps you West Country members can give me a ring if you would like to attend. I hope we are not too close to the lions!!

We should be getting next year's diary together soon for events where we hope to have Register stands, so if any Area Organisers have any dates to hand, please let me know.

In the meantime - Merry Christmas to all our members.

Dave Curtis

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

SPOTLIGHT ON MEMBERS

DAVID GRACE - STANFORD HALL ORGANISER

My association with the Model Y & C Register first started when I read Graham Miles' advert in Exchange and Mart in the late 70's asking for any Model Y and C owners to contact him with a view to forming a club. A year later our home was the venue for the first meeting of the Y & C Register in the North. Graham attended via an autojumble at Doncaster racecourse. John Guy of editorial fame was there, Alan Ogden from Leeds, Eric Butcher from Wakefield and about a dozen others whose names I fail to remember.

Since those early days I have been involved in the restoration of two family homes and my involvement with the Register lay dormant until Sam "invited" me to take over the organisation of the Stanford Hall weekend a couple of years ago.

My association with the Model Y Alpine tourer started in 1961 when my wife to be, Wendy, bought it for £10 from her next door neighbour, Dr. Ivan Wedgewood. He had purchased it in 1949 to use on his daily rounds when he first opened his practice. It had stood for 5 or 6 years before we started its first restoration, which was quite easy in those days as I had plenty of time and Y's were available in the scrapyards.

We had three years enjoyable and eventful motoring, but with the advent of the MOT test the police suggested early retirement on more than one occasion! One of its last jobs was to take us away after our wedding in 1964, before being replaced by a Ford 8 van; more useful when renovating an old house.

Since then the Alpine has been garaged until 1980, when for a brief spell in between houses I stripped it down completely to a bare chassis. In 1990 I started to rebuild and so far it has made one appearance as a rolling chassis at this year's "Yorkshire Do".

My ambition is to finish it.

David Grace at Stanford Hall, 1991



The Alpine's body hanging inverted in David Grace's garage,
awaiting his final burst on his restoration project



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

Advertisement for a German 4/21 PS Koln Cabriolet
similar to Jim Miles' car.

(Jim's has only two door hinges and a different back end.)



'SO JEAN SAID'

At G-Mex last year, Ken Devine (bless his cotton socks) said to Jean 'Your car looks nice but the engine could do with a coat of paint'.

So Jean said "My engine needs painting, talk to Ken Devine". I spoke to Ken and Alan Oakes the following day. "New Brunswick Green", said Alan. "Smoothrite Green is very close", said Ken, not knowing the trouble he was storing up for me.

All through the winter, at random intervals, I would be reminded about the paint job - and I would mutter something intelligent like "What about my Austin?"

So Jean said "We are nearly at the start of the season. I want my engine painted". Half a gallon of paraffin and a tin of gunk later, I set to with the paint brush. When I had painted one side, I called Jean over to look.

So Jean said "That's not the right colour, stop!" and there the job languished until we went to Tatton Park. Asked his opinion, Bob Wilkinson, true to his Yorkshire heritage, stirred things round with "That's nowhere near the right colour". Ken Devine said "I found that out when I painted the engine of my tourer".

So Jean said "I told you so!" Hiding in the autojumble I found a tin of engine paint nearly the right shade. "Not far out" said Bob. "Nearly right" said Ken. "Does it matter" muttered Pete Ketchell. Home we went.

So Jean said "I want my engine all one colour before the next show". I only spent three days mixing two shades of green and black together to produce a shade approved by the owner. Half a gallon of paraffin and a tin of gunk later, I set to with a paintbrush. I only needed to take off the heater (very up-market, Jean's Y), the starter motor, the generator, the!!

So Jean said "Not bad, I suppose it will do".

Chatting to Sam Roberts at Stanford Hall, I commented on the Battleship Grey engine in his tourer. "That's the correct colour" he said (I didn't tell Jean).

At the 'Yorkshire Do', attempting to stir more trouble, Wilkinson asked to see the work of art under the bonnet and commented that, of course, some were grey and some black!

So Jean said "..... "

(To reassure anybody else: a 1936 Sales Brochure in our possession shows the engine in Green!)

Reg Hunt (written at G-Mex)

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

SPARES

We are trying to make some progress with various items that we have mentioned before. The Spares Committee meeting will be held in mid-November and it is unlikely that a report on that will be included in this Newsletter.

Graham Miles

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

1A

TO DISMANTLE FRONT AXLE

1B

Illustration

28C

- From underneath chassis, using creeper 76, remove split pin and nut from rear end of drag link assembly YE-3304-A stud using pliers B-17025 and wrench B-17016.

NOTE.—Drag link assembly stud will have to be given a smart tap at its threaded end in order to release it from steering gear arm YE-3590-A. Copper hammer 83 should be used for this operation.

- Raise chassis from front end using hoist 73 so as to allow front axle to be wheeled out.
- Wheel front axle out from under chassis and lower chassis down on two axle stands 161 previously placed in position. Remove hoist 73 from chassis.
- Raise front axle by means of hoist 73 and place on rear axle stand 50 using adapters 50-A to clamp axle to stand.
- Remove both road wheels using wrench 2242 and socket 2124.

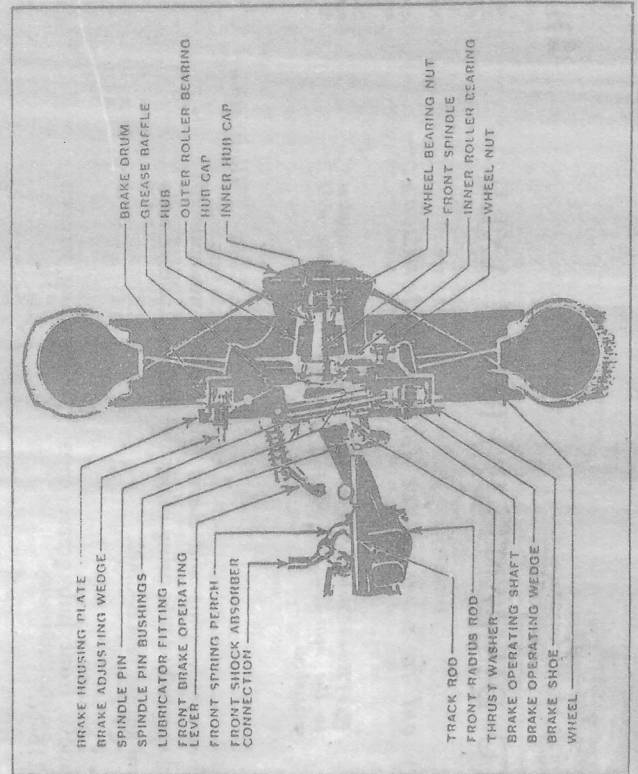
Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench $\frac{1}{2}$ " and $\frac{3}{4}$"	..	..	..	B-17015
" $\frac{5}{8}$ " and $\frac{3}{4}$"	..	..	..	B-17016
Pliers	..	..	..	B-17025

Special Tools and Equipment previously used

Copper hammer	..	..	..	83
Wrench	..	..	..	Y-115-N



FRONT HUB AND BRAKE SECTION

4B

Illustration

Operation

9. Remove four split pins nuts and bolts holding front brake housing plate assemblies Y-2011 to spindle assemblies Y-3105-6 using pliers B-17025, wrench B-17016 and wrench 1616.

NOTE.—In removing brake housing plates it will be necessary to hold front brake operating pins Y-2075 to facilitate withdrawal of brake housing plates.

10. Remove spindle bolt lock pin nuts Y-3124 using wrench B-17016.
11. Remove spindle bolt lock pins Y-3122, tapping them out with copper hammer 83.
12. Draw out spindle bolts Y-110983 thus releasing bushed spindle assemblies Y-3105-6.

NOTE.—In removing bushed spindle assemblies Y-3105-6 be careful that spindle thrust washers Y-3123 which are located between bottom spindle bearings and front axle Y-3010 are not mislaid.

4B

TO DISMANTLE FRONT AXLE

Carry out in sequence the following operations:—

NOTE.—Each of the following operations applies to the near-side and off-side components of front axle assembly.

Illustration

Operation

1. Remove split pins and clevis pins from front ends of brake rods Y-2495, using pliers B-17025 and release rods from supports YE-2502.
2. Remove front hub grease caps Y-1139 using wrench Y-115-N.
3. Remove split pins from spindle nuts 34034-S using pliers B-17025.
4. Remove spindle nuts 30034-S using wrench Y-115-N.
5. Draw off front hub and brake drum assemblies Y-1105, noting that hub grease retainer washers Y-1195 and outer front wheel bearing cone assemblies Y-1216 are removed at same time.
6. Remove inner front wheel bearing cone assemblies Y-1201 from spindle assemblies Y-3105-6.
7. Remove split pin and nut from spindle connecting rod tube assemblies YE-3281 using pliers B-17025 and wrench B-17016.

NOTE.—The spindle connecting rod end studs will have to be given a smart tap at their threaded end in order to release them from the spindle assemblies Y-3105-6. Copper hammer 83 should be used for this operation.

8. Remove lower spindle assembly lubricator fittings using wrench B-17015.

TO RE-ASSEMBLE FRONT AXLE

Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench $\frac{3}{16}$ " and $\frac{1}{2}$"	..	..	..	..	B-17015
" $\frac{5}{16}$ " and $\frac{3}{4}$"	..	..	..	..	B-17016
Pliers	..	..	..	..	B-17025

Special Tools and Equipment previously used

Hoist	..	..	..	..	73
Copper hammer	..	..	..	..	83
Wrench	..	..	..	..	Y-115-N
Socket	..	..	..	..	2124
Wrench	..	..	..	..	2242

TO RE-ASSEMBLE FRONT AXLE

Carry out in sequence the following operations:—

NOTE.—Each of the following operations applies to the near-side and off-side components of the front axle assembly.

Operation *Illustration*

1. Offer up spindle assemblies Y-3105-6 to front axle Y-3010 and insert spindle thrust washers Y-3123 between bottom spindle bearings and front axle Y-3010.
2. Replace spindle bolts Y-110983.
3. Replace spindle bolt lock pins Y-3122 and nuts Y-3124 tightening nut up with wrench B-17016.
4. Replace front brake operating pins Y-2075 and felt washers B-3121 and hold in position.
5. Offer up front brake housing plate assemblies Y-2011 to spindle assemblies Y-3105-6 at same time guiding front brake operating pins Y-2075 through holes provided in housing plates, making sure that tops of operating pins Y-2075 are engaged with brake shaft cam sockets in spindle bolt heads and lower ends located securely in socket of brake operating wedges Y-2050 between brake shoes Y-2019.
6. Offer up front brake grease baffle assemblies Y-2000 to front brake housing plate assemblies Y-2011 and insert four bolts holding these two assemblies to spindle assemblies Y-3105-6, run on the four nuts and tighten them up using wrenches B-17016 and 1616. These nuts should be split pinned in position using pliers B-17025.
7. Replace lower spindle assembly lubrication fittings using wrench B-17015.

TO INSTALL FRONT AXLE INTO CHASSIS

Special Tools and Equipment are Required

Tools from Standard Tool Kit

Wrench $\frac{3}{8}$ " and $\frac{5}{8}$"	..	..	..	..	B-17016
Pliers	..	..	..	..	B-17025

Special Tools and Equipment previously used

Hoist	..	..	..	..	73
Creepers	..	..	..	..	76
Axle stands (two)	..	..	..	..	161
Socket	..	..	..	..	2118
"	..	..	..	..	2120
Bar handle	..	..	..	..	2256
"T" wrench	..	..	..	..	2263
Extension	..	..	..	..	2297

Illustration

Operation

8. Replace spindle connecting rod tube assemblies YE-3281 and run on nuts, tightening them up with wrench B-17016. Nuts should be split pinned in position using pliers B-17025.

9. Replace inner front wheel bearing cone assemblies Y-1201 on spindle assemblies Y-3105-6.

10. Replace front hub and brake drum assemblies Y-1105 on spindle assemblies Y-3105-6.

11. Replace outer front wheel bearing cone assemblies Y-1216 on spindle assemblies Y-3105-6.

12. Replace hub grease retainer washers Y-1195 and spindle nuts 30034-S using wrench Y-115-N.

NOTE.—Spindle nuts should be tightened up so that hub and brake drum assemblies Y-1105 just rotate and then backed off one half turn.

13. Replace front hub grease caps Y-1139 tightening them up with wrench Y-115-N.

14. Replace brake rods Y-2495 in supports YE-2502 and insert clevis pins in front ends at front brake levers Y-2084 split pinning them in position using pliers B-17025.

15. Replace both front wheels and nuts using wrench 2242 and socket 2124.

16. Raise front axle by means of hoist 73 from stand 50 and lower axle to floor.

17. Check front wheel nuts for tightness using wrench 2242 and socket 2124.

REPAIR MANUAL V47E

CHAIRMAN'S NEWSLETTER

I begin this Newsletter by reporting that Paula and I are about to go on our summer holiday and will be closing it by wishing you a happy Christmas! This is not an indication of length of time it takes to publish the magazine, but rather an explanation of why I am compiling the newsletter in mid-October rather than at the end of the month, which is the closing date for copy. We are taking a late holiday this year. The All Ford Rally is behind us and we are off to Hong Kong to see our newborn granddaughter. Time to switch off for a while! Actually I'm taking the material I have on the German and Australian Ys & Cs, so hope to compile a couple of articles for future issues of the magazine whilst there. A report on the All Ford Rally appears elsewhere in this issue, so I will not dwell on that, other than to register a big thank you to those who came along to help, for their tremendous efforts, especially the wives, not all of whom were as enthusiastic about the event as us guys! The Malvern event has also passed by yet again. Although the Saturday was wet, the Sunday was bathed in brilliant sun, shining on a small gaggle of CX saloons and a tourer and a lone Model Y. We are grateful to Dave Curtis and Cher for once again masterminding the Register's stand at that event, which occurs late in the year after the six month tax discs have expired.

Dave Lovering and five other Model Y's turned out at that event which eclipses all other events to my mind: The Great Dorset Steam Fair. Two were non members, so we will be following them up. Graham Miles and Peter Ketchell headed for a rather low key autojumble in the Midlands over the Beaulieu weekend, leaving Dave Tebb to fly the Register flag on his personal stall. Beaulieu has become extortionately expensive for stalls and there is less and less Model Y & C material available, so our spares seekers decided to try elsewhere this year.

It was a pleasure to see two beautiful Fordor Y's at the very disappointing Andover show this year. Sitting in glorious sun overlooking the Test Valley were Herbert Wingate's and Kevan Ashcroft's immaculate vehicles being admired by all and sundry. Enough of the shows. They are not everyone's cup of tea. However, they are occasions when the cars and the Register are brought to the attention of enthusiasts and the public, so they play an important part in the calendar and activities of the Register. We also recruit a good number of new members at these events as well as discover hitherto unknown vehicles. So please support them in 1992 as best you can.

Incidentally, Dave Curtis was enquiring in a recent issue, which member offered to show his car at the Bristol Classic Car show. I had a hesitant 'phone call from Bert Hopkins who had an idea it was him! Hopefully we will see his lovely blue and black shortrad Fordor Y on the stand in the exhibition hall next March.

To matters more urgent. It is with great regret that I received the letter from John Guy and Siobhan O'Leary tendering their resignation as editors of the magazine. In fact, I think my face turned an ashen white! They have been a superb team over the past nine years, bringing the magazine on from its bunch of stapled together pages of news to the quality production we now enjoy. I'm sure I speak for all of us when I say a very sincere thank you to them for their commitment and dedication over the years. As John explained in his editorial last time, both he and Siobhan are having to devote their energies to building their home in the wilds of the North Yorkshire moors. It has always amazed me how they managed to continue to produce the magazine after their move from the suburbs of Sheffield into a mobile home and shed in the middle of nowhere! This will be their last issue and I'm sure it will reach, if not exceed, the same high pinnacle of quality and variety as they have consistently achieved. We wish you both every success in your Garth Barn project.

However, they leave a gap in the team which needs to be filled. Paula and I can try to aspire to Siobhan and John's excellence in the short term, but we need a volunteer to offer his or her services. An articulate and artistic flair with a

little talent on the computer keyboard is what we seek. Please do not be backward in coming forward. I would be delighted to hear from anyone who feels the calling and I will give assistance to them during the initial months. I'm only a telephone call away! 0264 365662 to be precise!

I reported the existence of a lone surviving Model Y prototype in the last Newsletter. Further investigations have revealed that it is not a prototype but rather Y00001, the first Model Y off the production line, first registered EV 5689 on 15th April, 1932. (Actually, I have a photocopy of the original log book which states that its chassis and engine number was 19-00001 - interesting! The Model Y was called Model 19 during its development stage). I continue to try to track down the present owner, who appears to be a rather shy resident of the U.S. of A.

Jim Miles came across an interesting advertisement for a "Ford Y 1933 Koln Special" for sale in Ireland. He followed it up and has unearthed a beautiful, if not unusual, special bodied coupe of unknown origin. If space permits, a photo appears in this issue. It has an unusual sweep of the scuttle up to the fixed windscreen and raised coachline bodywork extending all round the vehicle a-top the deep curves of the doors and under the high riding hood. The spare wheel sits in a recess on an elegantly sloping rear. I do not think it is a Koln, but rather a special body of British manufacture. Can anyone shed any light on this car or has photographs of a similar car? At the All Ford Rally another tourer, somewhere in Dorset, was brought to my attention, on which I hope to report in a future issue. Ian Newton from Newbury was also put on to me and hopefully will be a recipient of this issue as a new member. He has recently bought an Alan Taylor tractor with a tipper body. These are pure Model Y up to the bulkhead but have a reduction gear at each rear hub and a special heavy duty body behind the front seats. Graham Miles has the only previously known survivor in the form of the ex-Hoover sports groundsman's gang mower tractor. Ian Newton's is apparently an ex-MOD ammunition limber which was brought out of France at Dunkirk.(which is more than my father managed! He was "lost" and eventually came out through Cherbourg). Hopefully we will find out more about these MOD vehicles after some research.

Jim Miles also reports that over the weekend of the 16th-17th May, 1992, the Ancient Ford Club of Belgium is celebrating its 20th anniversary. We might try to organise a 60th anniversary of the Model Y run out there to join them (via Dagenham?) We will be discussing the 60th anniversary at the Committee meeting in November. More about that in the next issue.

In the meantime, would budding editors please come forward and help Paula and myself to have what we wish you all - a happy Christmas!

Sam Roberts



CNN in the arena at Enfield alongside one of Dave Ball's ex-Brighton 'sixpenny' taxis.

MEMBERSHIP REPORT

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

A1503 David Ashton, 36 Main Street, Balderton, Newark, Notts., NG24 3LQ
 B1041 Stan Bilous, 81 Heybridge Avenue, STreatham, London, SW16 3DS.
 B0352 Geoff Bigwell, 90 Oldbury Road, Hartshill, Nuneaton, Warks., CV10 0TE
 B1434 Clive Batty, 73 Birch Road, Wardle, Rochdale, Lancs., OL12 9QN.
 D0711 Brian Davis, Ledbury Tool Hire, Unit 9, Old Wharf, Dymock Road,
 Ledbury, Herefordshire, HR8 2HS.
 F1416 Ian Fewtrell, 9 Seabank Road, Lower Heswall, Wirral, Merseyside,
 L60 4SN.
 F0417 Mr. & Mrs. Fordham, The Acorns, Beech Lane, Normandy, Guildford,
 Surrey.
 M1225 Paul Murawski, 15 Telegraph Street, Cottenham, Cambs., CB4 4QU.
 M1422 Terry Mortiboy, 72 Revidge Road, Blackburn, Lancs., BB2 6JQ.
 P1315 Dennis Pittock, 'Sylden', 12 Hockey Hill, Wetheringsett, Stowmarket,
 Suffolk, IP14 5PL.
 S0221 Dennis Smith, 10 The Bramptons, Shawridge, Shaw, Swindon, SN 5 9SJ.
 T1107 Neil Thorley, 'Stokeleigh', Wyson Lane, Brimfield, Ludlow, Salop,
 SY8 4NW.

Happy old motoring to you all.

- - - - -

NEW MEMBERS

It is good to be able to report on some C models this time for a change!

Stan Bilous bought his 1935 C 4 door saloon from member Tom Tomlin and is now well into a full restoration of BKP 227. The body and chassis being already sorted, Stan is on with the mechanical side before turning attention to the repaint and interior. Lucky chap found a spare wheel cover for the car recently. These were standard fittings on Cs and CX models and could be bought as an accessory by Y owners.

Geoff Bignell has a similar car but work has only just begun on a full restoration. By the time this is published, we should have had a reply from Swansea as Geoff was hoping that he could retain AHP 393 on the car.

Neil Thorley is a real glutton for punishment as you will see from his letter:

Having just finished restoring a 1934 Austin 12/4 and almost finished a 1932 Hillman Minx, I now have a big challenge!

I have a 1936 CX and a 1935 Y to restore and also purchased at the same time a Mercury truck with a Ford 10 engine made by Mercury Truck Co. of Gloucester about 1960. (I would like to see a photo of this one - Bob W.)

The Y is new to us but the CX had a previous owner listed as a David Curtis of Hereford, no other than our Events Co-ordinator.

Terry Mortiboy nows owns a 1937 Y previously owned by a Blackburn member. Terry hopes to press on with the restoration but he says:

I don't know much about Model Ys, having recently finished restoring a Morris 1000 Traveller, and would be grateful for advice.

I don't think you will have a great problem, Terry. Although the Y and C models

are very straightforward to restore, in my view any new owners should arm themselves with the reprinted Ford Bulletins which is probably the nearest you can come to a workshop manual. (These are available from me.)

Brian Davis shouldn't be long before he has BOF 150, a 1935 Y, on the road. The car needs the seats recovering and then a few items for MOT test.

Dennis Pittock owns one of the last short rad Ys produced in September, 1933. The car has been dry stored since 1963 and Dennis is planning a careful 2 year programme to fully restore YG 4904. This should give him sufficient time to obtain some correct parts as his car was fitted with C wheels and axle on collection.

Dennis, too, is an 'old hand' with vehicles, having restored 3 tractors and several stationary engines over the past 20 years. Which reminds me that Graham Miles, our founder, is now into stationary engines in a big way. he even had the starting handle with him at Abingdon!

Paul Murawski is an 'old' member now rejoining with another Y. This time he has a very early long rad (November, 1933) which is in regular use.

Dennis Smith has recently purchased a 1937 Y, AV 9278, from member Gordon Spiller with whom he works. This car, too, is now in regular use, needing only tidying and some paintwork.

David Ashton joined us at Abingdon after arriving in his Model Y which he has owned for about 20 years. Please send me all the details of your car, David, for the vehicle register.

Mr. and Mrs. Fordham also joined at the All Ford Rally, with a view to buying a Y and not missing out on all the fun we are having! I'm sure we will soon put that right.

Clive Batty in Rochdale faces a very brave restoration project. Ken Devine and I went to look at his tourer after he visited our stand at G-Mex. The body tub is a Mistral (as made by Jensen for the Y) but sadly this has been hacked about and fitted onto a later (1938) Ford 8 chassis. There are very little other original items.

Clive will need, in addition to a lot of support and guidance, a complete running Y chassis on which to base the restoration. However, since we know of only 3 complete Mistrals, it must be well worth all the effort involved. Good luck, Clive.

Ian Fewtrell has joined recently and writes as follows:

I am a new member of the Owners' Club, having just purchased a 1936 Model Y which is an unusual one in as much as it has a boot. It needs quite a lot of restoration i.e. complete respray, a bit of body welding, two running boards and a rear wing. At the present, it is black, red lead and rust coloured.

It has only had two owners from new and has only covered 47,500 miles, this I had confirmed from the first owner's son. Fortunately, the first owner has an unusual name and it was easy to trace his relatives from the telephone book. His son also said that the car had to his knowledge always had the boot on it, and that in 1954 the car was laid up when his father got a company car.

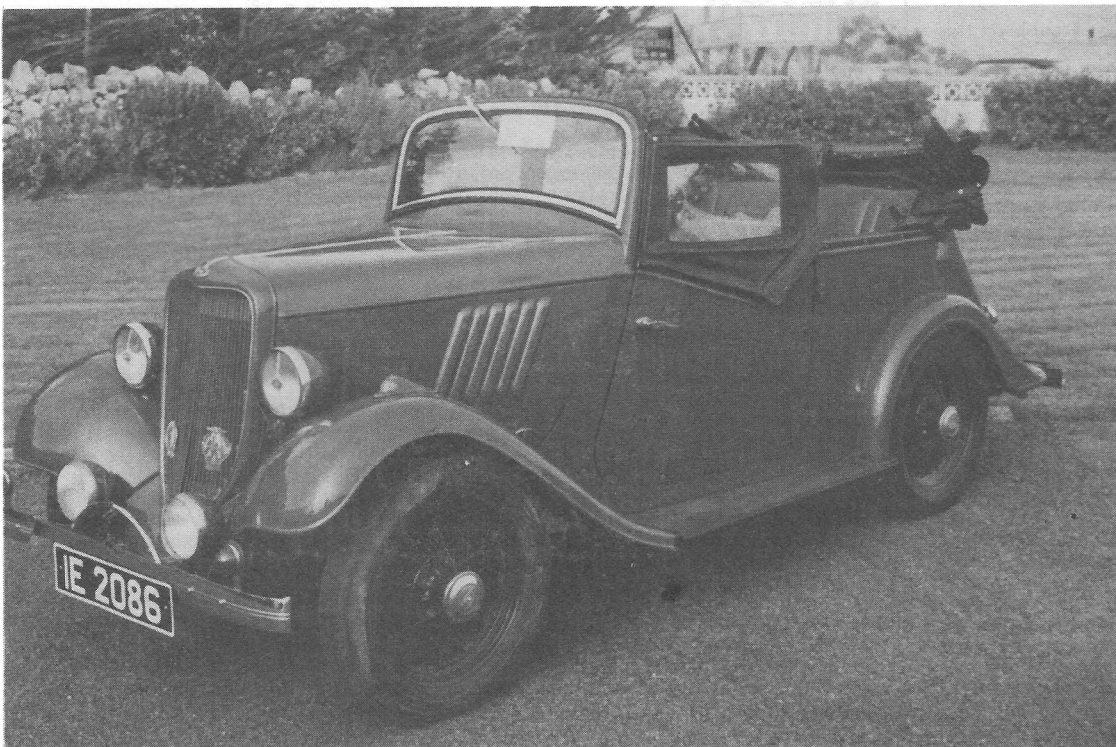
The person I bought the car from had owned it for about 20 years, and had only run it around the block from time to time. He had only replaced the front king pins and daubed red lead all over the body.

The car came with quite a few spares, some of them were new and some not relative to the Y Model. The car looked as though it was found in a barn, the only difference being that there were no chickens.



Bob Wilkinson

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



The interesting Model Y coupe which Jim Miles has unearthed in Ireland - any clues to its origin?

CAR FOR SALE
OFFERS TO JOHN
WALSH 010-353-91
- 21296 (9ALWAY)
[WOULD BE INTERESTED
IN PART EXCHANGE
FOR A RESTORABLE
MODEL Y SALOON]



Ayot St. Lawrence, Herts.; a quaint little village not far from Welwyn.

In Worcestershire

WORCESTERSHIRE C.C. will substitute dual carriageways for the present single road on part of the Kidderminster-Halesowen road.

More Dual Roadways

DUAL carriageways will be provided in the Ashby-de-la-Zouch - Leicester road between Glenfield cross roads and Groby village. Three awkward bends near Branting Hill will be eliminated.

We Are Pleased To Hear It

A FAMOUS firm, James Buchanan & Co., have decided to discontinue the delivery of goods by horses and vans and are now to use motor vehicles. Lovers of horses, as well as car drivers, will be pleased to hear that these animals will find fresh pastures more suited to them.

Unique Car Rally

A UNIQUE feature of the Morris car rally to be held at Lilleshall Hall, on Sunday, September 13th, is the allocation of an

award for the worst-kept Morris car to arrive. Another award is to be given to the oldest Morris car, but the majority of prizes will, of course, be given for the best-kept cars, irrespective of date of manufacture.

Sale Now On

"WHEN I went shopping I left my car in the park, and trees grew all around it."—Woman motorist at Highgate.

Fancy That!

WITNESS, in some surprise, at Sutton: "I did not see any pedestrians on bicycles."

Can You Design a Car?

SIX competitions in the design and construction of motor vehicles are being organised by the Institute of British Carriage and Automobile Manufacturers. Prizes total over £200.

Patted On The Back

STEWART & ARDERN, LTD., Morris distributors, received this telegram from Lord Nuffield: "My heartiest congratulations and very many thanks upon creating a record turnover of over £2,000,000 for this season, your efforts are greatly appreciated."

These Obstructions

PEDESTRIAN witness at Highgate Police Court: "I ran for a bus, missed it, but managed to trip over a small car."

Just Another Bright Idea

A PEDESTRIAN correspondent in a daily paper, suggests that every car be taxed on a speed basis: the lowest tax being on the car whose maximum speed is 25 m.p.h.

What About the Cocktail Cabinet?

MOTORIST at Highgate police court: "The police car was well furnished. Besides a wireless set, it possessed a pair of brown lace curtains complete with curtain hooks."

Exhaust Fumes

YOUNG Plymouth man has invented a device to eliminate poisonous carbon monoxide from the exhaust fumes of motor vehicles.

The Serpent in the Garden

A HULL motorist sent this pleading letter to the Bench:

"Having spent a glorious day at Malham, I took my youthful courage in both hands and told my fair companion of my greater love. Imagine the joy with which I learned that she, too, felt a greater love for me.

"This was not time for recklessness. We travelled on, carefully watching the speedometer. We didn't want any trouble on this day. It was a lovely night, and contentedly we journeyed on. Yes, still doing 30. . . . Toot, toot! . . . I looked in the mirror. It was a racing car. I waved him on and smiled. I wasn't racing to-night.

"Speed on, my friend. Alas, it was a police car, and stopping. I looked at the speedometer. They were right. I was doing more than 30."

But the Bench had been inured to the darts of Cupid and fined the man £1 and endorsed his licence.

Road Fund Licence and Insurance

STATEMENTS have appeared from time to time giving the impression that by driving a car or motor-cycle on the road, the Road Fund licence of which has lapsed or become overdue for renewal, the insurance policy is invalidated.

A number of enquiries have been received by the R.A.C. on the subject, particularly as it affects the 14-days' period of grace. There is no foundation whatsoever for the impression that to drive a motor vehicle with an out-of-date Road Fund licence will automatically invalidate the insurance policy. To drive an unlicensed vehicle on the road is an offence under the Road Traffic Act, but it does not necessarily affect the validity of the usual form of insurance policy.

Fines Refunded

FOLLOWING representations by the A.A. to the Home Office, fines imposed on 17 motorists at Dunster for exceeding the speed limit have been refunded. It was found that on the particular stretch of road, lamp posts were more than 200 yards apart and no special order had been made restricting the road.

Using the Canals

A CORRESPONDENT in a daily paper suggests that the 300 miles of disused canals be turned into special motor roads.

MOTOR EXHIBITION
CARS & BOATS
OCT 15-24



OLYMPIA

Keep these dates in mind. The exhibition is open from 10 a.m. to 10 p.m. Price of admission is 2s. 6d. except on Tuesday and Thursday before 5 p.m., when the price is 5s.

All for a Fox

WHEN a fox ran in front of a car, the driver turned the steering wheel to avoid it. The car mounted a grass bank, overturned and caught fire. The driver was not hurt and was able to climb out of the roof.

Foiled

"I TURNED the way I signalled," said the indignant woman driver, after the crash. "I know," retorted the mere male, "that's what foiled me."

Suspension Removed

SLOUGH magistrates decided to remove the suspension of the driving licence of Tommy Farr, the boxer, on condition that he bought a slower car.

THE ALL FORD RALLY 1991 - SPONSORED BY THE FORD Y & C MODEL REGISTER

After a long spell of fine weather during which the planning committee worked hard on all the arrangements for the weekend, we were less than pleased when the weather persons decided to send one of those multi circled low depressions our way on the weather map. Two of the committee, Kevin Brigginshaw and Graham Miles, had taken time out the previous weekend to install a tap in the farmer's plastic cattle trough feed pipe to supply campers and caravanners. The other two members of the committee, Bob Tredwell and myself, gathered in the large empty fields on the Friday to start marking out the site. We were ably assisted by our wives and Paula and I spent most of the day with string, tape measure and numbered sticks marking out the hundred or so autojumble and trade stand frontages. We were joined by Andy and Hilary Aldridge halfway through the morning and Andy did a superb job clearing cow pats from critical areas in the field. A wise Hilary managed a fair amount of knitting in their car. Apart from siting the loos, the skip and marquee, and roping off the arena, we called that a day.

The weather front hit us with a vengeance on the Saturday. As the day proceeded, so more members arrived to give assistance. Kevin and Rod Evans were early arrivals and helped to mark out the exhibit area. David and Valerie Leach, Ron Smith and Owen and Christine Baldock also arrived in the morning. David and Ron took over the shovel duty and the girls looked after the trickle of autojumbles and traders as they started arriving. Throughout the day the Yorkshire contingent arrived, Bob Wilkinson chauffeuring David Grace and Gordon Batchelor; the Lancashire and North West group appeared in the guise of Ken and Kath Devine and John and Sue Griffiths and David and Cher Curtis took over the marking out of the ten club display stands, assisted by Bill and Sarah Williams. No sooner was that completed when Dave Ball arrived with his two cream Model Y Fordor Brighton taxis, which formed an attractive entrance to the Register display area. As the day progressed, so the rain increased in intensity. Graham Miles had set up his caravan and awning as Rally Control and as a refuge from the weather as tasks were completed. More trade stalls arrived and the first of the car entries. That evening, those Register members who were staying overnight had the unenviable task of trying to control an influx of local custom car enthusiasts who arrived for the disco in the marquee and who, in better conditions, would have been properly marshalled and charged for entry. However, in the dark, the rain and mud, control was not possible. I understand that morale was at its lowest at this stage of the weekend!

On the Sunday morning I drove Kerry up to Abingdon from Andover with hood down and in dry weather. I was horrified on arrival to find that a new entrance had been prepared after the disco traffic of the evening before had churned up the planned entrance. I parked up Kerry on the Register stand and added weight to the team who were desperately trying to control the hoard of arriving traffic. Mike and Kath Samuel arrived from South Wales and immediately got stuck into the marshalling chores at the entrance points. Graham, Bob and David Grace set up Graham's portable loo shelter at the public entrance and started taking admission moneys and the Baldocks with John Griffiths and Ken Devine marshalled Jo Public into the car park. Kevin, Rod and Dave Ball were busy marshalling the 500 or so pre-1965 Fords into the class areas, whilst David and Cher, Bill and Sarah and an ebullient Dave Lovering manned the Register stand, not only recruiting a handful of new members but selling £250 of Y & C regalia. Graham Bilbe reported in at midday to help out, having broken down in his double decker bus the previous evening after a wedding appointment and not getting to bed until 4 a.m. Well done, Graham.

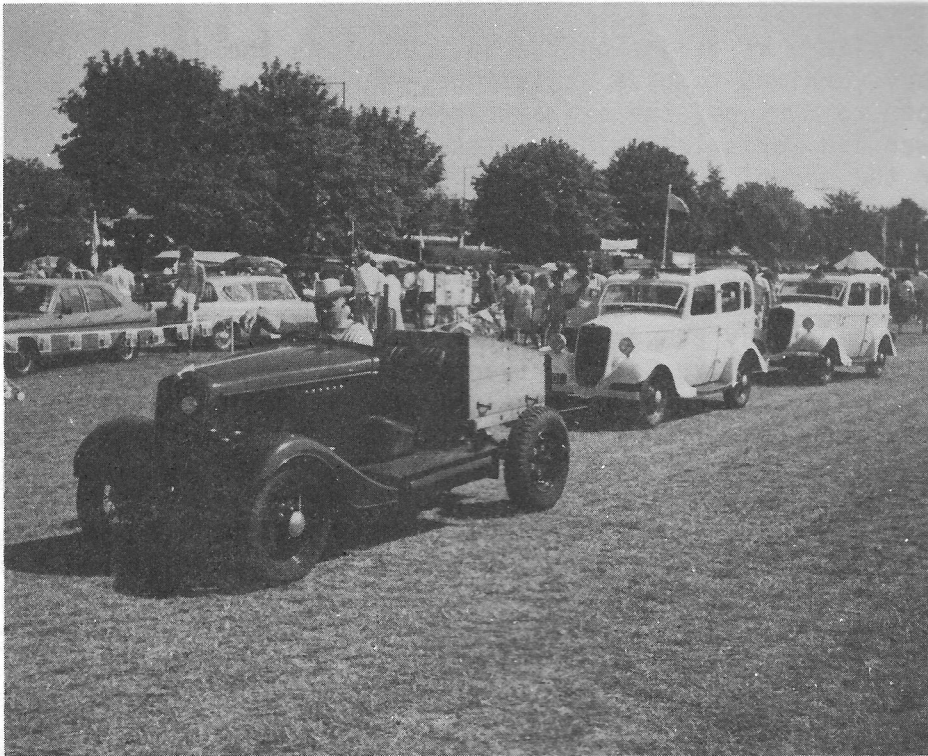
The day stayed dry after an early shower, which allowed the programme to progress as planned. However, because we didn't have sufficient volunteers from members, the first eleven were on duty all day without any relief. I cannot praise that team highly enough, especially the wives, without whom we could not have managed. They were super.

The day fizzled out at about 5 p.m. and weary marshalls made their ways home. It had been a successful day in spite of everything. In all, the Register funds were boosted by a very welcome £1370, which made the efforts all worth while. It only remained for the site to be cleared of litter and autojumble refuse on the Monday. Fortunately, there wasn't very much. Armed with plastic binbags, Owen and Chris Baldock and I were joined by Joe Sandell in combing the fields and filling the skip with rubbish.

And what about next year? We have learnt many lessons from this our first major rally. I would like to think that we might have more helpers from the membership before committing the first eleven again. We will make a decision at the November committee meeting.

Sam Roberts

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



Graham Miles in his Y based Alan Taylor bodied groundsman's tractor, towing David Ball's two Brighton taxis from the arena at the Enfield Pageant.



Proof that Kerry made it to Stanford Hall.

NATIONAL MOTOR MUSEUM, BEAULIEU

WOOPS!

The Accompanying photograph, which includes no less than three Model Ys, accompanied an invitation by Lord Montagu of Beaulieu and the Sunday Telegraph to enter a competition to find the historically or socially most interesting photograph with motoring content taken in the first 60 years of motoring in this country. The prize being a seat in Lord Montagu's 1903 Daimler on this year's London to Brighton run. This photograph appeared in the Sunday Telegraph Review dated 25th August 1991. The overturned Tudor must have been going at some speed to overturn on that corner! I like the local Bobby peering at the engine and the AA man with his goggles looking over at the bonnet!

SNIPPETS FROM PERIOD MAGAZINES

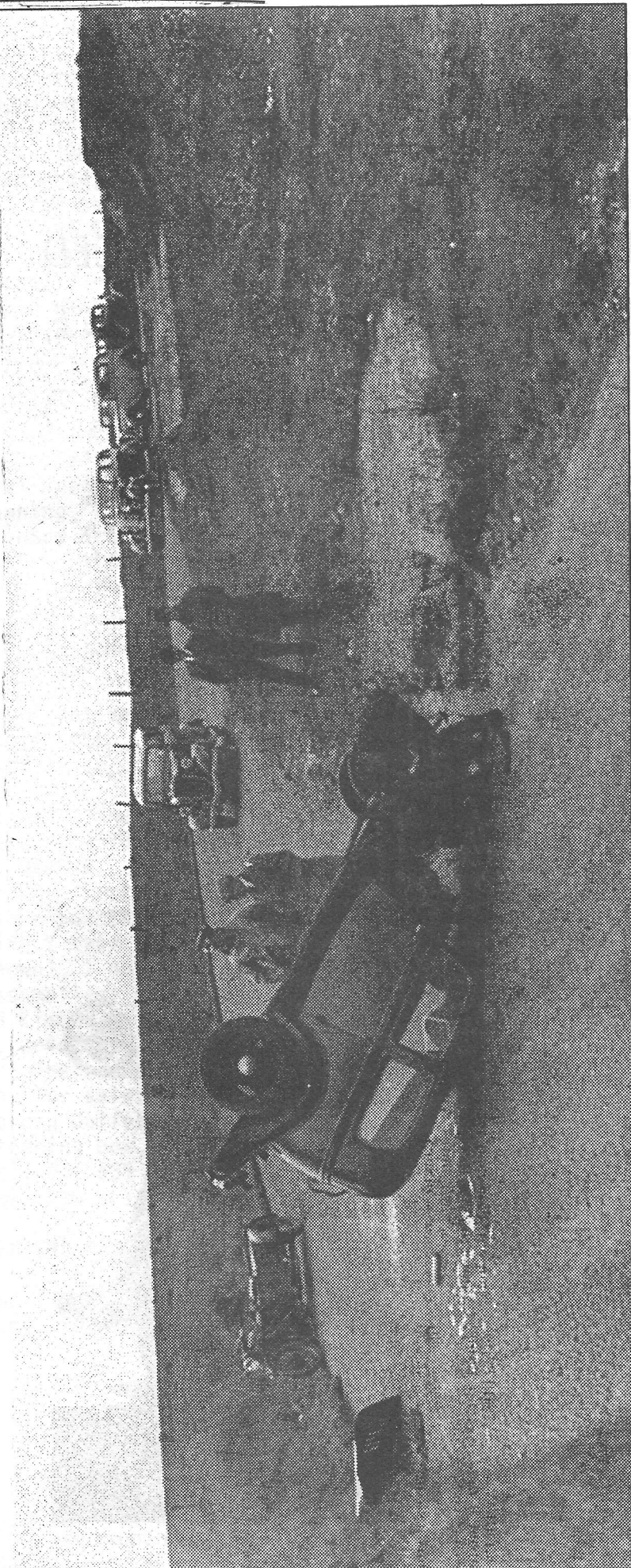
"The Motor" September 1, 1936

"Lord Avebury's Offence"

An application for the restoration of his driving licence, which, six months ago was suspended for twelve months was made by Lord Avebury at Kingston last Thursday. The application was refused. His offence was driving a car with a luggage trailer attached at a speed of 42 m.p.h. on the Kingston By-pass."

"The Light Car" 1 Nov 1935.

"H.R.H. the Duke of Kent paid a visit last week to the Ford Show at the Albert Hall, London. His Royal Highness inspected with interest the £100 popular Ford."



A MARKED, PROVEN SUCCESS, PRODUCED
WITH THE PERFECTION BORN OF PRACTICE,
THE DE LUXE FORD (£7.10.0
TAX)

Is universally conceded to be "The Luxury-Car for the Economically Inclined." Compact in overall dimensions, it is really roomy, very nicely upholstered, and quite completely equipped. Its engine, synchro-mesh gear-box, steering, brakes and suspension are all of a quality usually found only upon very much bigger, costlier cars; and its economy of running and maintenance is as notable as is its all-round efficiency.

The Local Ford Dealer will appreciate an opportunity of demonstrating all this, as also his equipment for the supply of replacements, and the execution of repairs, if ever required, at fixed, low charges. He will also name the moderate initial payments necessary if you wish to purchase over 12, 18 or 24 months.

CATALOGUE ON REQUEST: ALL PRICES AT WORKS

"THERE IS NO COMPARISON!"



FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT STREET, W.1

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.

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.

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.

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. Running, little work needed. £150. Tel. 0602 782413. (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 (Cambs.)

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. (1.2)

C. Bristow. Car for sale: offers. 1938 7Y saloon, one owner from new. Excellent original condition, MOT, etc. Tel. 081 989 3920.

Car for sale: price £900 ono. 1936 Y for restoration. Tel. 0252 711260.

Gordon Duffett. Y parts including: front axle, rear axle, front wings, engine, gearbox, steering box, 4 wheels and tyres, radiator, some electrics, gauges. £200.

Tel. 071 635 8859 or 081 691 2325. (1.2.3)

STOP PRESS: MALCOLM FRASER-LOOK'S IMMACULATE LIGHT BLUE AND BLACK 1935 MODEL Y TUDOR FOR SALE £3950.00 TEL: 0329 43176 (HANTS)

MEMBERS PARTS WANTED

MRS GREEN (NON-MEMBER) IS SELLING HER 1933 GREY LONGRAD FORDOR MODEL Y KUG 666A (EX AML 711). BELIEVED TO BE IN EXCELLENT CONDITION. 7 CUMBERLAND ROAD, CAMBERLEY, SURREY.

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

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

The advertisements from 'Practical Motorist' on pages 4, 22 and 26 were kindly sent in by Malcolm Grace.

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

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

Item	Club Price	per set
MECHANICAL - SUSPENSION, BRAKES AND STEERING		
CLUB PARTS (20 thou oversized) with split pins, small size only	2.70	
Rear shackles (pattern part)	5.00 each	
Front shackles (pattern part)	1.50 each	
Bushes for shackles, front or rear	2.50 each	
Rear hub seals (large - outer) Y1175		
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	27.00	per set
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	
YE2502B 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 CE22231 Rear brake cam shaft, R.H. or o/s	8.00 each	
L.R./C CE22235 Rear brake cam shaft, R.H. or o/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	24.00	per hub
Exchange brake shoes, rollers removed, send old in first	20.00	per axle
Brake shoe pull off springs, S.R. & early 34 Y (Double roller shoe) set of 6	11.00	per axle
Brake shoe pull off springs, L.R./C (single roller shoe) set of 4	7.20	per axle

MECHANICAL - ENGINE AND TRANSMISSION

Item	per set	from
Y2786 Hand brake ratchet pawl	1.00 each	25.00
Fan belts - please specify whether 3in. or 4in. dynamo pulley	5.00 each	3.50 each
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)	2.75 each	5.00 each
Gaskets - price on application, upper engine only		12.00 each
C exhaust, with tail pipe - stainless		45.00
Y exhaust, stainless		
Engine top water outlet (head to hose)		
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"		
Please note the Club does not stock moulded hoses.		
Engine pistons, various sizes - send pattern, non-returnable		
Engine valves, early engines, send pattern, exhaust or int.		
Engine valves, long		
Clutch refacing kits		
Exchange rear axle castings (Y2035, Y2036) (see Newsletter 70)		

24052 Cylinder head stud and nut
 7Y 11475 Starter control cable/knob pull assembly marked S
 9288 Fuel connection - flexible - direct to pump. 8 o'clock supply position, straight only, no elbow
 Y4513 Cap (universal joint housing) inner
 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

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

ELECTRICAL

Item	per pair	from
Headlamp Tenses (flat type) round centres (used) for early L.R. cars	3.00 each	28.00 each
Rear lamp mounting bracket - finished black with fixing bolts	2.00	9.00 each
Battery fixing bolts	9.00 each	4.50 each
YE14300 Battery to switch cable assy.	9.00 each	0.50 each
YE Battery to bulkhead braided cable	9.00 each	2.50 each
Battery lug bolts	9.00 each	2.50 each
6 volt coils - not Ford	9.00 each	0.75 each
Headlamp bulbs (wattage not stated)	2.50 each	3.00 each
Bulbs, various (if rear lamp, state straight or of set pins)	3.00 each	22.00
Late type distributor points (not early type)	3.00 each	22.00
Early distributor caps	2.50 each	5.00
Rotor Arms, late types	2.50 each	8.00
YE14410 Loom wiring main assy. 34/35		
YE14410 Loom wiring main assy. 35/37		
CE13075 Headlamp double contact bulb holder/cable		
Dynamo cut out controls		
FITTINGS - BODY		
Chassis to carpet rails inside door (state 2 or 4 door) in stock	30.00	28.00 each
Running board draft trims - adjacent to chassis - finished black	83.00 each	
Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets, adaptable for S.R. fitting		
S.R. front valance below grille (external part only) (fibreglass)	20.00 each	1.00 each
Floor board screws	1.00 each	0.75 each
Late L.R. 4 door Y hinge centre bolts		
Brass balls door hinge		
Y fixed timber roof stick kits in hardwood		

FITTINGS - BODY OR DRESS 'UP

Item	per set	from
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		
011 can transfers, black only		
011 can bracket		
Wheel nuts - set of 20		
Service Castrol poster - reprinted		

CHASSIS REPAIRS undertaken by David Tebb. Tel. 0937 557410
 SPEEDO CABLES FROM: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935
 Prices on application. K27, 5ft 8in long for Y; K28, 5ft 11in 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
- MECHANICAL OVERHAUL AND RESTORATION**
Mr Tony Butterfield, 2 Cockers Lane, Leyland, Lancs
PR5 3SU
Tel: 0772 424032
- MECHANICAL OVERHAUL AND RESTORATION**
Mr T. J. Brandon, Manor Cottage, Dale Hill, Wetheringsett,
Stowmarket, Suffolk IP14 5PS
Tel: 0449 767760
- WIRING LOOMS, STARTER & DYNAMO BRUSHES**
The Seven Workshop, Unit X, Fiveways Industrial Estate, Rudloe
Corsham, Wilts SN13 0NX
Tel: 0225 811303
— Mail order and counter service Mon-Fri 9.00—5.00. General catalogue sent free of charge on receipt of s.a.e.
- SEAT SPRING UNITS (ready for trimming)**
The Bristol Upholstery Spring Company Ltd., 79a Grove Road,
Fishponds, Bristol BS16 2BP
Tel: 0272 583995
- TRIM, FITTINGS, RUBBER AND ACCESSORIES**
Woolies (I&C Woolstenholmes Ltd.), off Blenheim Way, Northfields
Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD
Tel: 0778 347347
- BODY RESTORATION, PANEL REPAIR AND MFR.**
K.A. Developments, Lockshill Works, Lockshill, Frome, Somerset
Tel: 0373 63441
- BADGE RE-ENAMELLING, CHROMING**
Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,
Powys LD3 8LA
Tel: 0874 4085
- CHASSIS RESTORATION/EXCHANGE,
STEEL RUNNING BOARDS**
Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet,
Leeds LS25 6HQ
Tel: 0937 557410
- TYRES, TUBES AND RIM TAPES**
Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts
Tel: 0923 31699
— Callers to above address by appointment only
Longstone Garage, Great Longstone, Bakewell, Derbyshire
DE4 1TA
Tel: 062 987 227
- INSURANCE QUOTATIONS**
Bain Clarkson Ltd., PO Box 27, Falcon House, The Minories,
Dudley DY2 8PF
Tel: 0384 455011
Footman James and Company Ltd., Waterfall Industrial Estate,
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU
Tel: 021 561 4196/2847/2848
David R. Melleney & Son, 217a Dock Road, Tilbury, Essex RM18 7BJ
Tel: 0375 850146 or 03752 2239
Norton Insurance Brokers, 115 Hagley Road, Birmingham B16 8LB
Tel: 021 455 6644

Advertising rates :
Members — no charge : Non-members — £20.00 per insert per annum (6 issues).

Apply to Chairman

Ford Y & C Model Register would like
to acknowledge Ford Motor Company for
their help in the production of this magazine.

