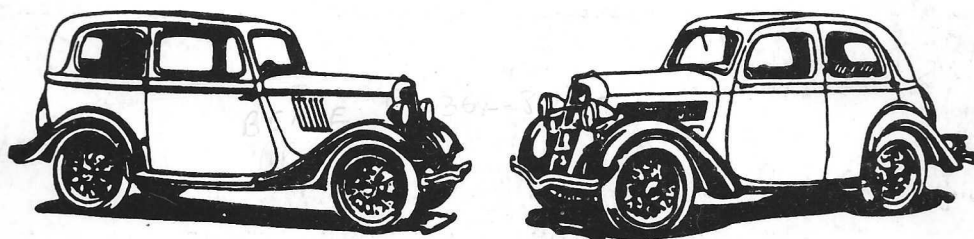


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 74 Dec/Jan 92

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THE FORD Y & C MODEL REGISTER

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EDITORIAL

One thing about being involved in an organisation such as ours is that life is never dull. There is always a surprise around the corner, be it a hitherto unheard of variant of car, a major rally to organise or new members with fascinating stories to tell. But the surprise that John and Siobhan dropped on me after nine years in the editorial chair came as a bolt out of the blue. However, what hasn't been revealed is the real cause of their decision to stand down. It only became apparent when the Committee invited them down to Willoughby in November, where we were holding our end of season meeting. We had a special casserole and cream cake lunch laid on, thanks to Shirley Wilkinson, prior to going next door to the pub for a noggin. John and Siobhan arrived at about 12.30 after agenda item number three. All was revealed, as the first thing we saw coming through the door was "the bump" We are all delighted for them and hope all goes well with their third offspring due in March. I have since had a letter from John and Siobhan thanking you the members for the crystal decanter we presented to them on your behalf for all their hard work over the years.



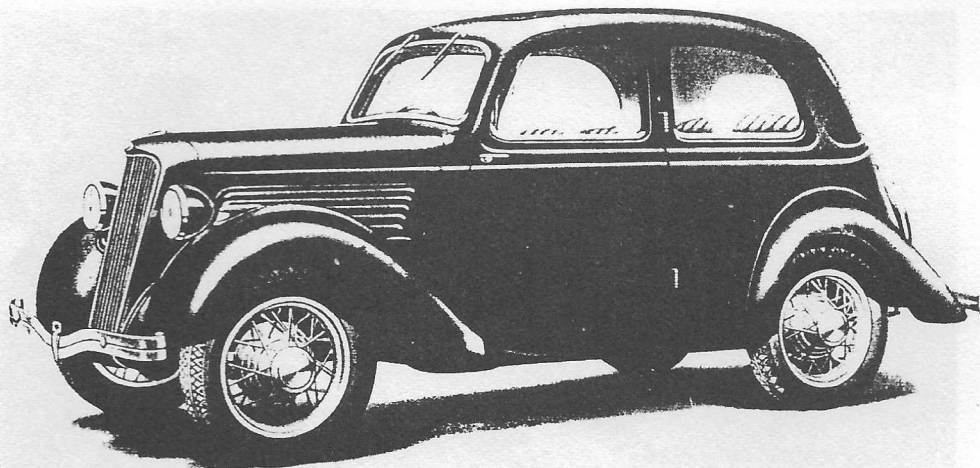
John, Siobhan and "bump" at Willoughby - November 1991

I thoroughly enjoyed John's unrestrained ramble in his last editorial. "Not really a car enthusiast" he said. Yet he obviously dreams about Model Ys to come up with the idea of Harold Ford's 1933 fat radiator model with the 3 volt art-deco pink headlights. I bet he had a few before hitting the sack that night! John and Siobhan, we'll miss you. I'm delighted you have enjoyed working with the "beavers". As you say, it is difficult on occasions to believe that it is an all amateur show. I do believe that for such a small "club" we do provide a quality service to our members. However, we are not complacent and continue to strive to improve the service.

Communications between members is the prime service the Register can provide. Although this can be achieved at rallies and shows, the magazine is the only means of reaching each of the 370 members spread across the UK, Eire, Europe and overseas. It is the magazine which passes on technical advice, spares information, details of useful contacts, advertisements, historic and archival reports, news, queries

and reports from members and details of the major shows at which members can meet fellow members. The editorial chair is therefore a key appointment on the list of Register Officers. During the inter regnum stage, between editors, I will try to emulate John and Siobhan and with Paula's help, will try to get the magazines out on time. I'm beginning to understand John's comment about the thousands of hours put into the magazine by Siobhan. I am also even more aware that most of the contributions to the magazine come from the Committee members. It would be of benefit to all members, and add variety, if we could have more involvement in the contributions to the magazine. I'm sure there are experiences, expertise and anecdotes in the minds and literature held by you all which would add to the flavour of our publication. There must also be comments and queries on that which does appear, which could give rise to "letters to the Editor". It would be appreciated if, in 1992, you could make an effort to spice up this important means of communication between us all. I leave you with that plea and wish you all that you wish yourselves in this the 60th anniversary year of the Model Y.

Sam Roberts



T H E D E L U X E F O R D

(£ 1 0 T A X)

Extract from the 1934 Ford Motor Exhibition catalogue.

NEW MEMBERS

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

- B0542 Jeff Bromfield, 39 Begonia Ave., Gillingham, Kent. ME8 6YE
- B1845 Andrew Barr, 8 Glen Fisk Place, Kirkcaldy, Fife. KY2 6UR
- C1305 Dennis Coker, 15A Reepham Rd., Briston, Melton Constable, Norfolk
NR24 2LJ
- D1923 John Donegan, St. Martins, Pound Rd., Castlebar, Co. Mayo, Eire.
- D0422 Stephen Day, 31 Sheppys, Haywards Heath, W. Sussex. RH16 4NP
- H0629 John Handleigh, 11 Teal Close, Rest Bay, Porthcawl, Mid Glamorgan.
CF36 3RE.
- N0801 Ian Newton, Heath Cottage, Wickham Heath, Newbury, Berks.
RG16 8PG.
- S0833 Peter Stevens, Rosemead, High Street, Harwell, Didcot, Oxon.
OX11 OEU

Welcome and happy motoring.

NOTES ON NEW MEMBERS

Ian Newton has recently acquired a very rare Alan Taylor Pick-up tipper truck. He writes:-

"very little is known of the history of this vehicle which has been stored under cover for the last 20 years. It is thought to be built in 1937 based on "Y" model running gear originally for the Ministry of Defence and used in the war as an ammunition carrier. It has reduction gear on the final drive which makes it ideal for this sort of work. I would welcome any advice, guidance and information."

The photo shows the pick-up with later Ford body panels and we are unsure if they have replaced original "Y" parts or is this based on the later 7Y model of late 1937 - 39. Ian hopes to have the vehicle sorted in the near future - it will make a good partner for Graham Miles's similar 1936 pick-up. (Archivist Jim Miles may have some info on Alan Taylor vehicles for a future newsletter).



Ian Newton's 1937 ammunition carrier.

Having owned several Fords in the 1950's Dennis Coker has recently bought the 1935 2 door Y from ex member Phil Pocklington in Kings Lynn. The car is undergoing restoration but Dennis needs a bit of help. He is currently seeking a handbrake lever, headlamp reflectors and glasses, a starting handle, rear lights and some guidance on interior colours. Can local members help?

Peter Stevens in Harwell is restoring a one owner 4 door Y with known history. CXD 254 was supplied new to a Mr. Blain in Harwell village in 1936 who moved to London in later years the car being taxed by his company. When he stopped motoring he wanted the car to return to Harwell and Peter is the new fortunate owner. Hopefully the car will be on the road in 1992 to accompany Peter's Ford E83W pick-up.

Another Y with known history has recently been bought by Jeff Bromfield in Gillingham. He writes:-

"The car has been in the same family from new. It was bought from Brook Garage, Chatham in 1935 and has been passed down from father to

daughter. I have been doing odd jobs on it for over 20 years and recently bought it complete with handbook, parts catalogue, jack and all tools".

Jeff is giving some attention to king-pins, spring shackles and steering box to keep the car on the road.

Andrew Barr is now on the road with GS 5996 his 1936 model Y for the first time in 30 years (the car that is!)



The photograph shows Andrew's father re-assembling body panels after a bare metal respray. Andrew's father is 74 years old, a real enthusiast and a great help. (Do you hire him out? - Bob)

Andrew is still working on the hardwood frame for the roof panel and is contemplating changing the car's easy clean wheels and axles for original "Y" units.

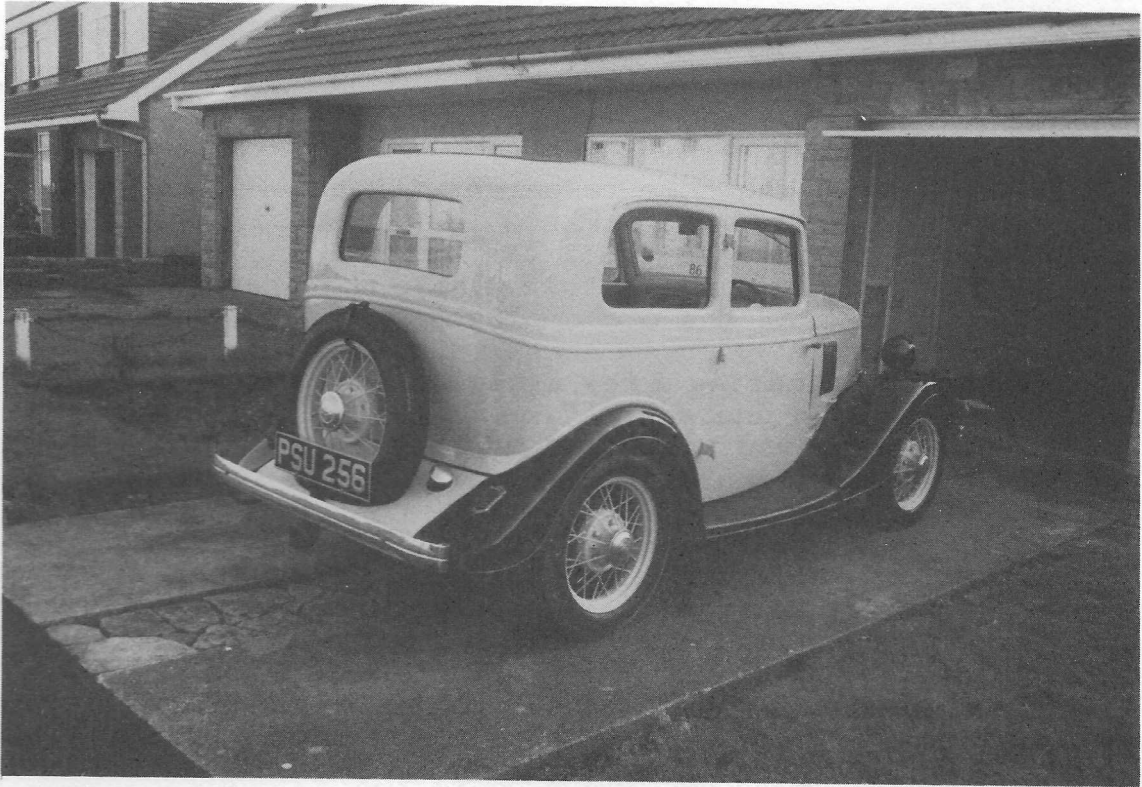
John Handleigh is also on the road with his 1937 model Y (formerly TH 9011) one of the last ones produced. The car needs some very minor restoration with particular attention to the interior. The cream and black paintwork looked fine in the photo (See next page.)

I don't have any information regarding John Donegan in Co. Mayo. I'm not sure if he is looking for a car or has not let me have the details. Drop me a line John.

I am sure, however, about Stephen Day who is looking for a Y. He has for sale a 1966 Sunbeam Alpine GT in mint condition and is prepared to take a Y in part exchange. (See ads. section). Can we help Stephen to enjoy motoring at a slower pace?

Good luck to all our new members.

Bob Wilkinson.



John Handleigh's 1937 Tudor.

THE COMPLETE CATALOGUE OF FORD CARS IN BRITAIN

Member David Burgess-Wise, until recently the corporate historian of Ford Europe at their Brentwood headquarters, has written and illustrated a "Complete Catalogue of Ford Cars in Britain from Model T to Fiesta". He states in the foreward, he has dedicated the book to the 40 Ford owners' clubs in Britain (40 out of a total of 350 antique car clubs). As we are all aware Ford has been notoriously bad at archiving its heritage. With his inside knowledge, David has "catalogued" all the marques manufactured in Britain, adding some hitherto unknown production figures to the later Consul, Zephyr and Zodiac statistics. There are over 250 superb photographs in the book, illustrating a series of rather clinical descriptions of each of 72 marques. The Model Y and Model C write-ups add nothing to our corporate knowledge of "our" cars. However, the book (hardback) is well worth the £13.95 asking price and is a must for all British Ford buffs. It can be obtained from the publishers:- Bay View Books Ltd, 13A Bridgeland Street, Bideford, Devon, EX39 2QE.

Sam Roberts

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SNIPPETS FROM PERIOD MAGAZINES

The Light Car - November 1 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."

The Motor - 3 December 1935.

"At a cost of £150,000 the Ford Co. is to construct an assembly plant in Wellington, New Zealand, to be ready for operation by July next."

MEMBERSHIP CHAT.

Jim Oliver in Victoria, Australia, President of the Ford 8 & 10 Sidevalve Club (Victoria), writes:-

"I have been doing some research with the FMC and when I can get a few answers I will let you know. I did visit their archives and attended a meeting of Ford "retirees" at Geelong - both interesting.

You may like to know that I have more records and photos than they do! Sadly most of the old employees who worked on "our cars" are no longer with us.

Anyway I am preparing a few articles that may interest members and will send them on in due course".

(In this issue you will read my initial attempt at recording the story of the Australian "little Fords." I will leave Chapter 2 to you Jim - Sam Roberts).

Stan Bilous (new member issue 73) is seeking information and advice on restoring his C model. In particular the outer and inner roof lining, woodwork around rear window and correct interior trim material and patterns.

Members frequently seek advice on the correct way to replace the roof panel on C's and Y's - can anyone provide articles with clear diagrams on this aspect of restoration?

Jeff Bromfield (see new members section) has provided some additional information on his car. He writes:-

"It is relatively unrestored although in 1959 at 37521 miles it had a reconditioned engine fitted and was resprayed in its original blue/black. The old mechanic at Chaseside Motors, Hertford, who fitted the engine, told the owner that he had run a "special wire" to the engine and now it would never fail to start. I have been asked many times if I have found the wire. I think I owe it to the old machanic to keep his secret."

My guess is that an additional earth wire was fitted to ensure that the starter got its full voltage (Bob). Give us a clue Jeff.

Clive Battye in Rochdale (new member Newsletter no 73) is anxious to press on with the restoration of his Y Mistral tourer and is seeking a long rad chassis preferably complete with running gear. (See wanted section).

Michael McShane writes from Dublin:-

"I have read with interest Pages 4 and 5 of Issue 72 August/September 1991 of the Y&C Bulletin and you will recall that I was in touch with the Bulletin about two or three years ago concerning the spraying of my 1934 Y Model. I laughed when I read the lines in your article that stated "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!". I brought the car to an experienced spray painter and my fawn coloured car was painted a cross between passion pink and donkey cart red.

The colour of my car which is an original colour since the car has been in the family since 1934 was shown in the registration book as fawn. I think that this word fawn very correctly describes the colour of the car in that it was very close to the colour of an ordinary office file which would be referred to in an office as buff.

A dear old lady who was in the stores of Ford Ireland for many years and who has long since retired informed me then that the original colour of the car was indeed fawn and that the actual number of the paint was YR54. I am still looking for something closely resembling this colour in order that the car can again be sprayed. The spokes in the wheels were fawn, the upholstery in the inside including door sides etc were fawn and above all the original colour is of extreme sentimental value to us in that my parents who originally owned the car are long since gone. I enclose a piece of an ordinary office file which will give you some indication as to what the colour of the car originally was. I have been to many Car Distributors in Ireland such as Toyota, Fiat, Nissan, Rover, Ford etc etc etc and a lot of very helpful people have endeavoured to match the original colour for me but without success. The old lady in Ford Ireland told me that from the earliest days Y Models sold in Ireland were mainly black but some were dark green and some were fawn. Perhaps some of your members may know what YR54 was and what a modern alternative may be. I would be extremely interested".

The article Michael refers to was a reprint of an article written by Philip Albes in Issue 50 of the magazine in 1987. Philip has since sold his Model Y and has left the Register. Can any member help Michael?

Bob Wilkinson.

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THE LATEST FROM DVLA AT SWANSEA

Some new regulations have been introduced from December 1991 which may be helpful to members. They are as follows:-

(a) If an applicant wants an age-related number for his vehicle he should apply to a Vehicle Registration Office (VRO). The VRO will expect proof of the age of the vehicle, a V55/5, and the usual licensing supporting documents. (Where the applicant is using a log book as proof of age then licensing will not be mandatory). The VRO will inspect the vehicle and issue an appropriate age-related number on a non-transferable basis. There will be no need for the applicant to submit a V765 application.

(b) If an applicant is transferring a registration number from a pre-1963 vehicle he will be allocated a non-transferable age-related number as the replacement mark.

(c) If an applicant wants to replace an "A" suffix number allocated as a replacement mark in a cherished transfer with an age-related number, he should be directed to his VRO. The VRO will require the registration document in respect of the "A" suffix mark. Inspections will not be necessary in these instances. There will be no need for the applicant to submit a V765 application.

(d) If an applicant wants to transfer the age-related number allocated in lieu of the original number and then reclaim the original number, he should be advised to submit a V765 application but on this occasion the V765 should be returned to the applicant and this together with a completed V317 should be sent to me. I will then refer the application to a VRO.

(e) If an applicant wants to replace a mark allocated when the Department's rules specified that the vehicle got a number applicable to the year of registration rather than manufacture, with an age-related number, he should be directed to a VRO. They will require the

CHAIRMAN'S NEWSLETTER

The 60th anniversary of the production of the first Model Y from Dagenham in August 1932 will be a recurring theme throughout the year. You will see under the guiding hand of Dave Curtis, our events co-ordinator, that we have put together an interesting programme of events at which the anniversary will be the main theme of the Register stands. The addition of two "overseas" runs adds a bit of spice to the programme. Although these will cause mainland participants to dig rather deeper than normal into their pockets, the experience should be well worth the expense. Jim Fitzgerald, the Irish Regional Co-ordinator is hosting the Register on the beautiful Spring Road Run from Dublin to Cavan, which will hopefully attract those in the northern counties, as well as our Irish members. Jim Miles, our exiled archivist, is hosting the Register on the Belgian Ancient Ford Club's Rally Fantastique, which sounds superb and should attract our Dutch members as well as those in the southern counties. More details can be found on the Events page. Stanford Hall will also be different this year as we are not relegated to the remote cow-patty camping field, which has caused so much logistic difficulty in the past. This year we are able to barbeque and camp on the rally site by the lake over the Saturday night, which is a pleasant setting for a party. Please put that date in your diary at least!

Graham Miles has reported in his Spares article, elsewhere in this issue, on the main item on the agenda at the November Committee meeting. Another hot topic was whether or not we should offer to sponsor the All Ford Rally again this year. After much discussion and airing of grievances, there was a unanimous vote in favour, subject to the hard core of helpers in 1991 agreeing to help out in 1992. Again, the support was forthcoming; all less one replying to my letter. Thank you team! So we will be re-enacting the last weekend in September at a different Abingdon site and incorporating the many lessons learnt from 1991. We would like more members to help out than we had in 1991 so, again, please put Saturday and Sunday 26th/27th September in your diaries.

This is Issue 74 of the magazine. I am grateful to Kath Devine for offering to extend the index of articles which have appeared in past magazines, to include those in issues 51 to 75. The fruits of her labours will hopefully appear in Issue 76. The index of articles in Issues 1 - 50 was published in Issue 53. (June/July 1988) - tempus fugit!

I have started to take Classic Car Weekly on a regular basis and, apart from finding yet more Model Ys and Cs not listed on the register in the For Sale columns, there have been a number of articles recently on our cars. In particular, the two page spread Buyer's Guide of 9th October was exclusively devoted to the Model Y and Model C. I am not one to concentrate on the worth of our cars, but the values seemed to be fairly accurate. For those of you who didn't see it, the prices quoted were:-

Condition	First Class	Good	Rough
Eight Model Y Saloon	£4,500	£2,500+	£1,000
Ten Model C Saloon	£4,000+	£2,500	£800
Ten Model C Tourer	£6,500+	£4,000	£1,500+

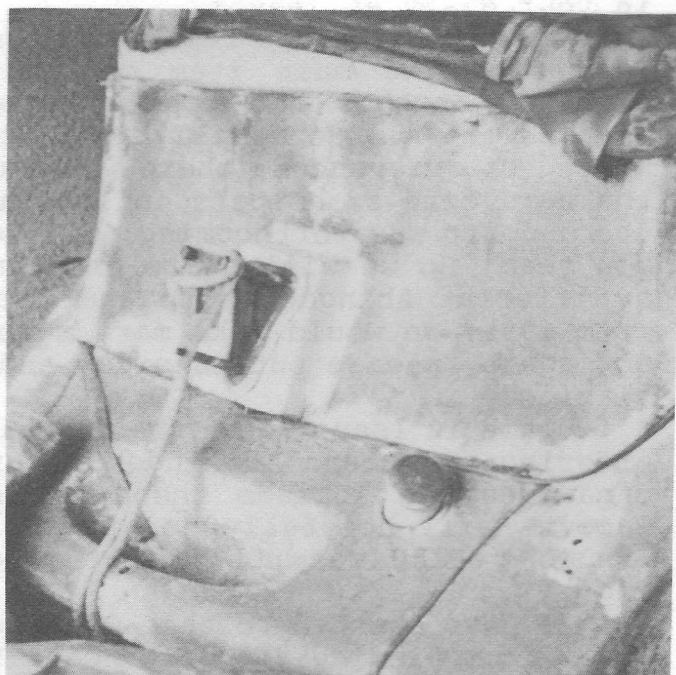
"Restorable saloons are available for under £1000, with sound, roadworthy examples selling for around £2500. Be prepared to pay over £4000 for a first class Y or C. The rare Model C Tourer can command £6500 or more".

Obviously in such a general article there was no differentiation between the Tudor and Fordor versions, fixed roof/sliding roof or between the early shortrad and later longrad Model Ys. No mention was

made either of the special bodied Y Tourers. I was delighted to see that "It is wise to join the Y&C Model Register before looking for a car, it is even possible that in some areas a member of the register can vet a prospective purchase for you. Write to their Membership Secretary, Bob Wilkinson" Supporting the article was a photograph of a CX Tudor, BOU 423, obviously taken at a recent show. We do not have it on the register. Does any member know of it, and its owner?

I've been chasing another "Model C", the owner of which was made known to me by my mother of all people! It turns out that he is the owner of the CX Tourer, EMF151, which is on loan to the Ford Motor Company and is on display in their Swansea plant museum. I remember asking David Burgess-Wise for details of its chassis and body number a few years ago, but he did not have the log book. Now I know why. Hopefully I will have its details before we issue the 1992 "List of Surviving Vehicles".

I have at long last caught up with the illusive Model Y tourer in Wales, which I last saw under a tarpaulin in a garden in Tintern in the early 80's. It is complete and eminently restorable, but regrettably I cannot identify the coachbuilder who made it! That's the second nameless one in as many months! For my own records, I have decided to label the unknown Irish Coupe UK1 and the Welsh one UK2!



Front and rear of UnKnown (UK2) Tourer in Wales.

Speaking of special bodies, I was intrigued with the modification to Ian Fewtrell's car photographed in Issue 73. The large boot on the back, although not adding much to the styling of the Model Y, certainly would have been (and no doubt will be) very useful. Is there a coachbuilder's label or any other clue as to who carried out the modification Ian? I presume an extension to the chassis was required to carry the extra length. What happened to the spare wheel?

I was accosted by an elderly ex Model Y owner the other day (XY men, I call them!), who claimed that the reason why the brakes on our cars are often not good is because of vertical wear in the king pins. He claims that if they are shimmed up tight then there is no play on the brake mechanism which passes through them. De we have an expert who can comment on this?

Enough of my ramblings! On behalf of all members, may I thank all those who have helped the Register in 1991 and may I wish you all enjoyable motoring and tinkering in 1992. Sam Roberts.

TO INSTALL FRONT AXLE INTO CHASSIS

Carry out in sequence the following operations :—

Operation

Illustration

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

- 2. Wheel front axle under chassis.

- 3. From underneath chassis, using creeper 76, locate front spring Y1-5310 assembly in frame cross member Y-5020, lowering chassis to spring by means of hoist 73. When in position remove hoist 73.

- 4. From underneath chassis, using creeper 76, replace two spring clip bars Y-5158 and run on four nuts tightening them up diagonally using wrench 2263, bar handle 2256, extension 2297 and socket 2120. These nuts should be split pinned in position using pliers B-17025.

- 5. From underneath chassis, using creeper 76, replace the frame brake shaft bracket Y-110990 on frame centre cross member YR-5025 and bolt it in position using wrench 2263, bar handle 2256, extension 2297 and socket 2118. These nuts should be split pinned in position using pliers B-17025.

- 6. From underneath chassis, using creeper 76, replace two clevis pins in rear ends of two front brake rods Y-2495 and split pin them, replace stop-light tension spring on rear end of off-side brake rod using pliers B-17025.

- 7. From underneath chassis, using creeper 76, replace drag link assembly YE-3304-A stud in tapered hole of steering gear arm YE-3599-A, run on the nut and tighten it up using wrench B-17016. This nut should be split pinned in position using pliers B-17025.

- 8. Replace two front shock-absorber links to shock-absorber bodies, run on nuts and tighten them up using wrench B-17016.

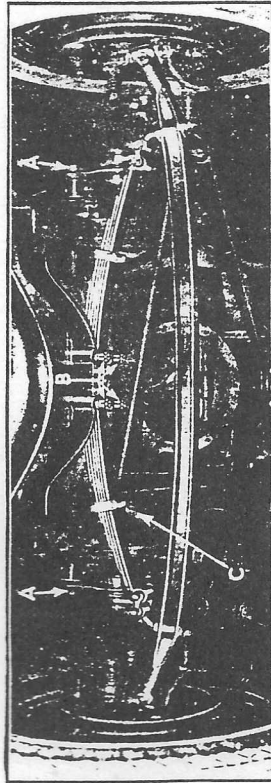


FIG. 28.

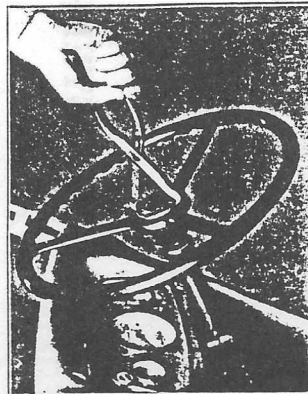


FIG. 29.

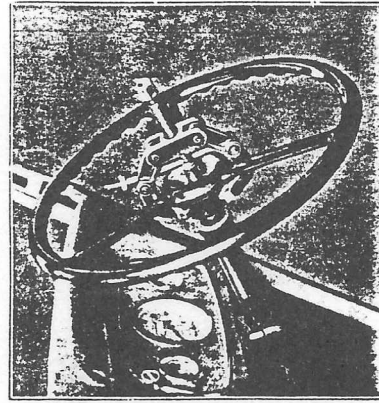
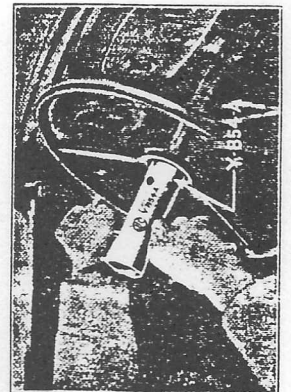
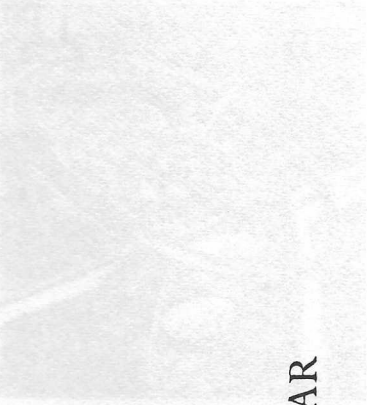


FIG. 30.



TO REMOVE STEERING GEAR FROM CHASSIS



Section 5

STEERING GEAR

- A. To remove steering gear from chassis.
- B. To dismantle steering gear.
- C. To re-assemble steering gear.
- D. To install steering gear in chassis.

Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench $\frac{7}{16}$ " and $\frac{1}{2}$ "	B-17015
" $\frac{9}{16}$ " and $\frac{5}{8}$ "	B-17016
Screw-driver	B-17020
Pliers	B-17025

Special Tools and Equipment previously used

Rear axle stand	50
Crepper	76

Special Tools and Equipment not previously used

Steering gear arm puller	Y-345-P
Steering wheel puller	Y-373
Steering wheel insert pliers	Y-373-B
Steering wheel nut wrench	Y-854-A
Rear axle stand adapters	Special

5A

Illustration

Operation

9. From underneath car, using creeper 76, remove steering gear arm YE-3590-A from lower steering shaft Y-110845 using puller Y-345-F.
10. From underneath car, using creeper 76, remove steering gear arm key and felt washer from lower steering shaft Y-110845.
11. Remove off-side shock absorber from chassis frame only. This is secured in position by two bolts passing through flange of shock absorber and chassis frame. Use wrench B-17016 for this operation.
12. Remove split pins from two bolts securing steering gear housing to upper flange of chassis frame using pliers B-17025.
13. Remove three bolts securing steering gear housing to chassis frame using wrenches B-17015 and B-17016.
14. Remove four screws securing two halves of draught excluder in position to scuttle-dash using screw-driver B-17020.
15. Remove steering gear assembly YE-3503-A from chassis and place on rear axle stand 50 using special adapters.

157

5A

TO REMOVE STEERING GEAR FROM CHASSIS

Carry out in sequence the following operations:—

Operation

Illustration

1. Lift off-side of bonnet and disconnect battery by removing two cover fastening nuts Y-110932 with screw-driver B-17020, slacking off battery negative terminal clamp nut with wrench B-17015 and lifting terminal off battery post. Replace battery cover and nuts loosely.
2. Remove steering wheel insert Y-110823 from centre of steering wheel YE-3600-C using special pliers Y-373-B.
3. Remove horn switch and nut assembly YE-3616-B using wrench Y-854-A.
 NOTE.—The horn switch wire connection is of "push-in" type and when nut has been unscrewed this connection should be pulled out. This also applies to connection at lower end of steering assembly and which may now be treated in a similar manner.
4. Remove steering wheel YE-3600-C using puller Y-373.

NOTE.—Do not remove steering wheel key 74178-S.

5. Remove two steering column support clip screws using screw-driver B-17020.
6. Remove screw holding front of off-side engine pan Y-110291-B to front cross member Y-110072 with screw-driver B-17020.
7. From underneath car, using creeper 76, remove two bolts and nuts holding off-side engine pan Y-110291-B to side member with wrench B-17015 and remove pan.
8. From underneath car, using creeper 76, remove split pin and nut from steering shaft Y-110845 using pliers B-17025 and wrench B-17016.

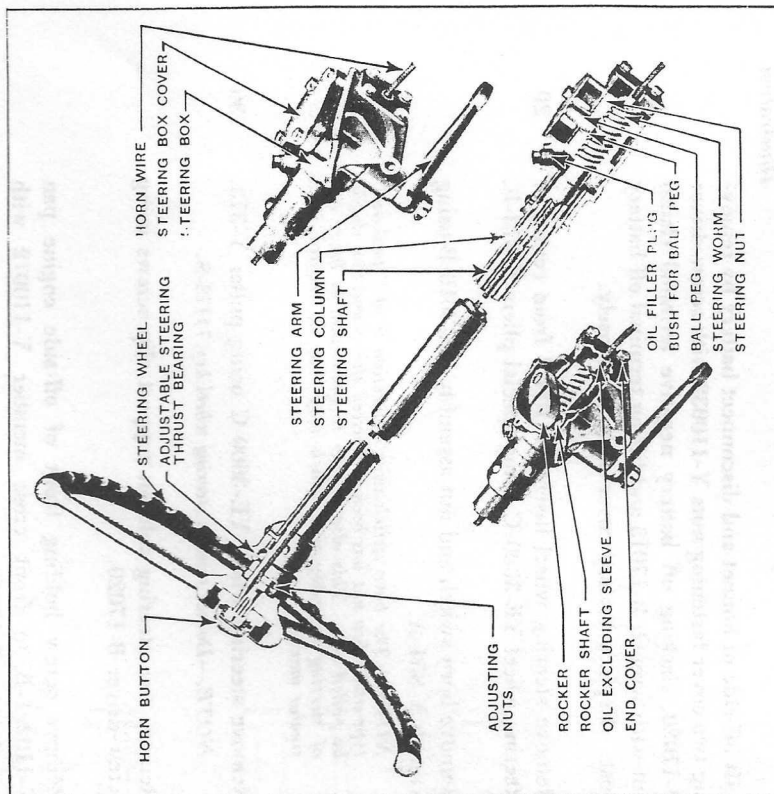
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TO DISMANTLE STEERING GEAR

Special Tools and Equipment Required

<i>Tools from Standard Tool Kit</i>	
Wrench $\frac{1}{8}$ " and $\frac{1}{2}$ "	B-17015
Screw-driver	B-17020
<i>Special Tools and Equipment not previously used</i>	
Steering lock-nut wrenches (two)	CY-345-L
<i>Special Tools and Equipment previously used</i>	
Drain Pan	127

ILLUSTRATIONS AND MEMORANDA



STEERING GEAR.

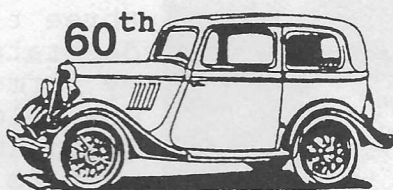
SPOTLIGHT ON MEMBERS - PETER KETCHELL

In the early '70s after moving house three times, I ran out of rooms to decorate and decided to return to my former pastime of Pre-war cars. One cold weekend in February 1975, I bought the Exchange and Mart and went to look at all the advertised pre-war cars locally. These included a rusty Austin Big Seven; price £150, a Morris 8 Tourer in bin liners; price £350, a Morris Minor saloon in primer; £450, a Standard Flying Nine; £300 and a Triumph Super Seven for £450. The person advertising the Ford 8 only listed an address, which nobody had heard of. After an hour's search with my 18 month old daughter suggesting it was lunchtime, I called it a day. As I reversed the car to turn round I finished up outside the owner of the advertised Ford! After a quick look round the car, and half an hour later, it was off home to lunch. The following day the whole family had a good look round the car and half an hour later, I was the proud owner of US 2090 for £185. I spent 3 years working on the car and in April 1978 entered it in the driving tests held near Chester. Fortunately, the tests were held on an old airfield, so when the brakes did not work there was plenty of

room to coast to rest. Back to the drawing board! 18 months later I had not touched the car. The wings and the valance needed to be sorted out as one wing was 2" higher than the other. There was a Ford Model Y in a local motor museum, which I went to look at in order to see how the bodywork went together. To cut a long story short, I finished up buying the car, DM9978, from the owner of the museum and sold US 2090. Sitting in the hairdressers a few days later I saw an advert in the Exchange and Mart for people with Ford Model Y & C's to contact this chap in Abbots Langley. A few weeks later Graham Miles phoned me to see if I was interested in joining the Register. I told him the story of the two cars I had owned. He spoke about long and short rads, double and single water outlets. To me they were just Ford Y's. Where was the Register when I was having the problems with my first car? I paid my £2 and became a member. The following year, 1980, I attended my first Ford Y&C Model Register rally at Ron Rose's pub in Hope Valley, Derbyshire. Seven Ford Y's together in one place! Since then I have attended the Register's rally every year and have picked up one or two tips on model Y&Cs - (that's an understatement-Ed.) I use my car for driving tests, rallies, hill climbs and classic car shows, which as Regional Co-ordinator for Area No 14, I usually arrange. It gives me a great deal of satisfaction when I organise an event and people turn up and enjoy themselves. The thing I like about the Register is the friendly people and the happy and relaxed atmosphere at the Register's events. For my part I just wish more people would support us by turning up at the events.

Peter Ketchell.

EVENTS 1992



1932 - 1992

Next year as you all should know by now, is the 60th birthday of the Model Y, and we are hoping to put on some displays around the country at various shows, all on a common theme.

We start as usual at the Bristol Classic Car Show on March 14/15th when we should have Bert Hopkins' shortrad and Gerald Evans' longrad Model Y's on display. Any help from local members over the weekend would be gratefully accepted - phone me please. (0432 356302)

I have had no response yet from the membership to my appeal for exhibitors and helpers at the Longleat Ford Show on 9th May - I hope we can put on a good display.

We have two special 60th anniversary events this year to suit both those in the North and those in the South.

For the North

Irish Veteran and Vintage Car Club Spring Rally 9/10 May

Jim Fitzgerald, the Ireland Regional Co-ordinator, is hosting the Y&C Register on this 80 mile run from Dublin to Cavan. He has provisionally booked accommodation in Dublin for those from the mainland who wish to take part. Please book in with Jim on Dublin (010 3531) 280 2093 before 1st May 1992.

FOR THE SOUTH

20th anniversary of the Ancient Ford Club of Belgium 16/17th May

Jim Miles is hosting the Y&C Register on this road run through Belgium - the Rallye Fantastique. Cars to assemble at Dagenham midday Friday for run down to Dover. Overnight accommodation in Ostende. Rendez-vous at Turnhout but the route to be taken on the road run remains secret until the day! Names please to Sam Roberts (0264 365662 evenings) before 1st May 1992.

The annual Stanford Hall gathering of the Register will hopefully be well supported this anniversary year on Sunday 14th June. This year we are able to camp on the show site by the lake over the Saturday night, which will make the logistics of the barbecue and accommodation much easier.

For those of you in the South, whose loyalties are not with Stanford, the London - Brighton Classic Car Run is also on the 14th June. Heeding Robin Del Mar's plea for more Y&C participation in Issue 72, those of you who wish to take part should contact Greenwood Exhibitions, P.O. Box 49, Aylesbury, Bucks (0296 631181). The entry fee is £45.

Dave Curtis.

THE AUSTRALIAN FORDS

Background

The history of Ford in Australia started in 1904 with the arrival of two Model A tonneau cars exported direct from New York (these were the original Model As - Henry Ford's first production vehicles). From 1906, imports of American Fords were in a KD state (Knocked Down) and imported from Canada because of the tariff agreement between the British Empire countries. (Ford gave Gordon McGregor of Canada the British Empire rights to sell cars. It was McGregor who gave the rights to Percival Perry to sell the KD, and hence cheaper, cars in Britain. Perry had already been acting as the agent for direct exports of complete cars to Europe for the previous five years). There was a network of distributors and agents in Australia through which Ford exported the cars, the agents usually being garage proprietors who had the wherewithal to assemble the vehicles.

By 1924, 20,000 cars per year were being exported to Australia, but the profit margin for Ford of Canada was diminishing as prices had to be kept low to beat off the competition from General Motors, Dodge and Chevrolet, who were already constructing special bodies in Australia which were more suited to that country. Wallace Campbell, the vice-President of Ford of Canada, persuaded Edsel Ford that they should set up Ford Australia with its own body making and assembly plants. 100 acres of land was obtained from the Geelong Harbour Trust and in 1925 two companies were established: The Ford Manufacturing Company of Australia and the Ford Motor Company of Australia Pty. Ltd. (Similar to Briggs Bodies Ltd. and the Ford Motor Company which were to appear at Dagenham six years later).

The 8hp Model Y

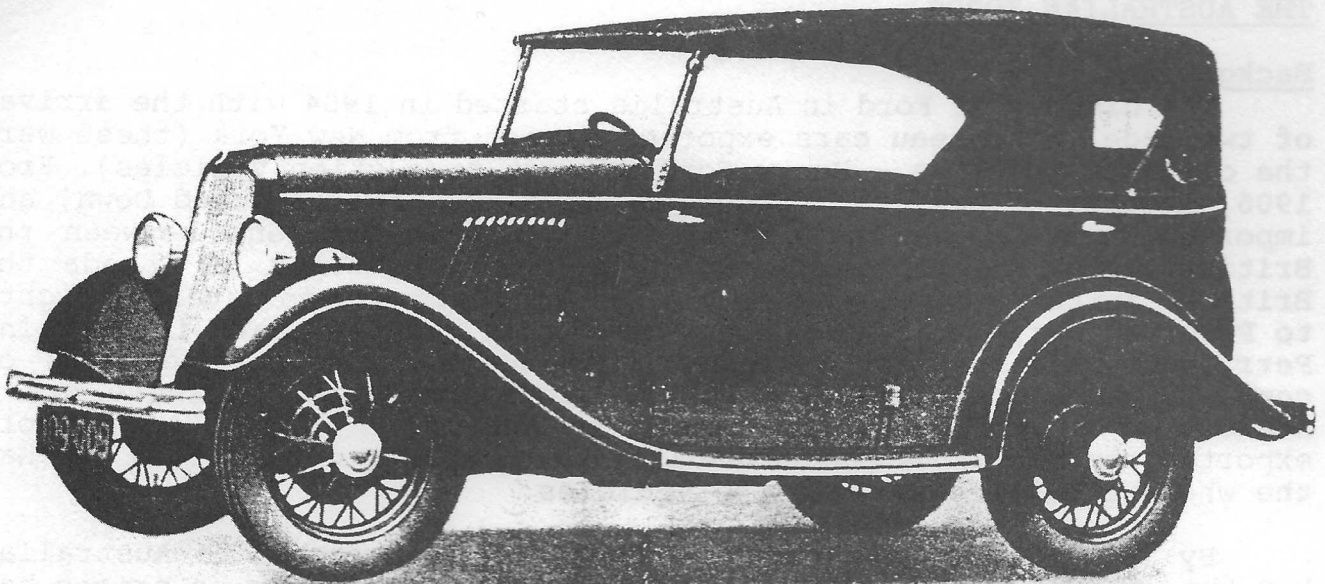
Although production of the Model Y commenced at Dagenham in August 1932, it was not until July 1933 that the new Ford small car was announced in Australia, where it proved to be a popular and economic successor to the Model AF, the derated version (14.9hp) of the successful 1929 Model A. As before, to overcome import and export duties, the engine, transmission and chassis components were shipped out from Dagenham for assembly at the Geelong factory. To meet the Australian demand for different body styles, initially three passenger versions and two commercial bodies were designed for production at Geelong, the designs being strictly controlled from Dearborn. The passenger cars all had Fordor bodies, other than the Roadster and the later Coupe, and were in the following styles:-

Sedan: Model 19S The same in all respects to the English shortrad Fordor saloon (a fixed roof is assumed). A deluxe version was available.

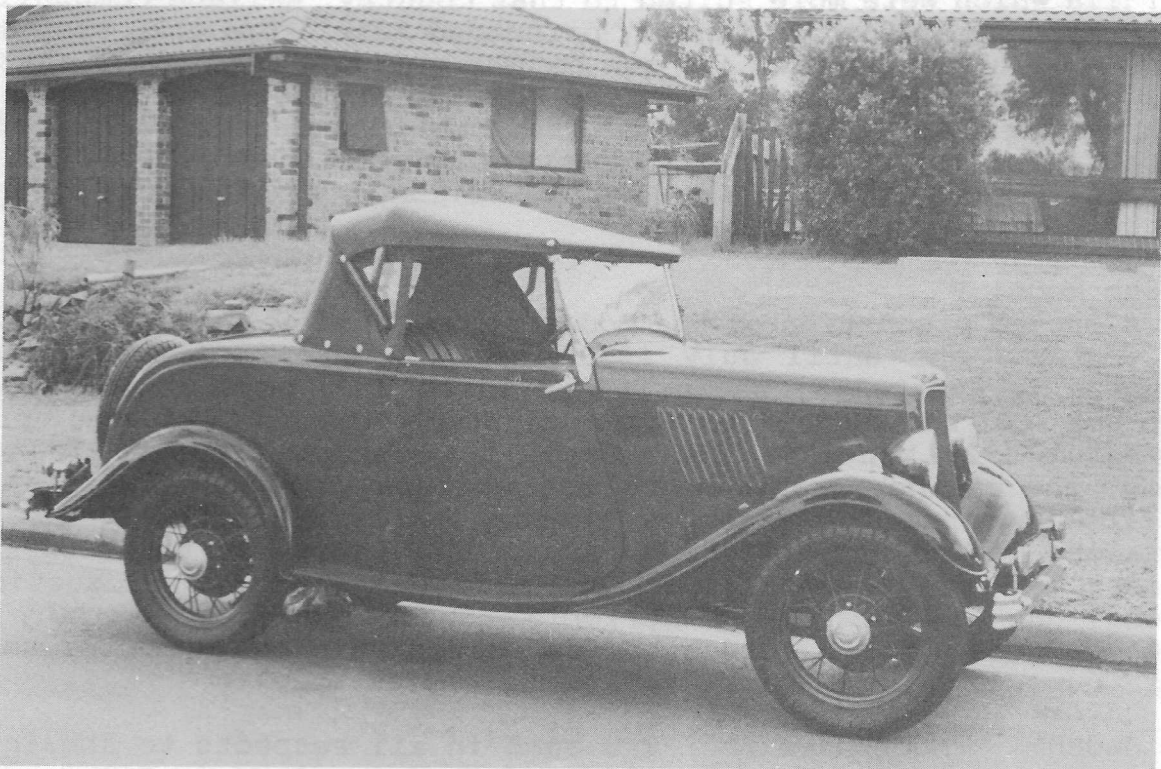
Phaeton: Model 19P A four door tourer with a hood which was attached to a fixed windscreen when raised. The sides of the body were flat topped with no dips in the contour of the doors. A deluxe version was available.

Roadster: Model 19R This was the two seater version of the Phaeton with a large beetle back housing the boot and with a much smaller hood. The Sports Roadster had a "dickie" seat.

It is interesting to note that these bodies were attached to the sides of the chassis rather than by the Dagenham method of bolting the body to the top of the chassis, which gave the Australian cars deeper floors and did away with the need for door sills. The two commercial



The Model Y Phaeton (19P)



Steve Austin's pretty Model Y Roadster (19R)

vehicles introduced at the same time as the three passenger cars were:-

Van: Model 19PD Similar to the Dagenham van in looks but with a front bumper.

Utility: Model 19LD I assume this to have been a two seater with an open straight sided cargo carrying body, probably without a tailgate. Again I assume that, like the Model C Utility, it had a hood which raised over the two passenger seats and attached to a fixed windscreen.

In early 1934 a Model Y Coupe was introduced as follows:-

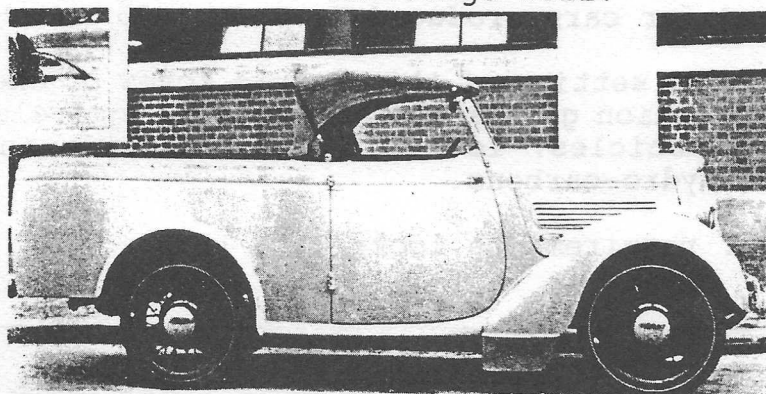
Coupe: Model 19C This had a two seater body shaped not unlike the Roadster, but with full height doors and a steel fixed roof rather than a hood.

The longrad Model Y was not introduced until September 1934 (some 15 months after Dagenham), but the Australian vehicles retained the straight shortrad bumpers. Production of the Model Y ceased after six months, in February 1935. Hence not many longrads were made. I am not sure whether the model numbers changed with the introduction of the longrad, as happened with the English Briggs bodies and the Australian Model CX.

10hp Models C and CX

The Model C was introduced, as in Britain, in 1935. Similar body styles to the Model Y were manufactured, less a Phaeton:-

Sedan:	Model 20S	Fordor only.
Roadster:	Model 20R	Deluxe available with "dickie" seat.
Coupe:	Model 20C	As for the Model Y but with extra windows to the rear of the door pillars.
Van:	Model 20PB	
Utility:	Model 20LD	In addition to the standard cargo utility, a "Wellside" version was available with flat L-shaped platforms on top of the body sides protruding outwards over the wheel arches and on which people could sit. I am not sure whether or not this version had a tailgate to help passengers climb into the cargo well.



The Model C Utility (20LD)

The Model CX, with its horizontal chrome strips on the radiator grille and on the side of the bonnet, the Ford logo on its hub caps, and better leaf springs and shock absorbers, was introduced in 1936. The body numbers incorporated a letter "B" to indicate the upgraded versions. Hence the Saloon became the Model 20BS, the Roadster the Model 20BR, the Coupe the Model 20BC, the Van the Model 20BPD and the Utility the Model 20BLD. As with the British vehicles the body number is to be found on the left hand end of the toolbox.

That sums up all I have been able to find out about our Australian sisters. I hope that Jim Oliver and Steve Austin are beavering away down under to fill in the gaps in this brief summary.

Sam Roberts.

List of Events for 1992

<u>Date</u>	<u>Venue</u>	<u>Club Contact</u>	<u>Tel no.</u>
14/15 March	Bristol Classic Car Show	Dave Curtis	0432 356302
5 April	Y&C Register AGM Willoughby	Sam Roberts	0264 365662
9 May	Longleat Ford Show	Dave Curtis	0432 356302
9/10 May	Irish VVCC Spring Rally	Jim Fitzgerald	010 3531 2802093
17 May	Chester Festival of Transport	Peter Ketchell	0244 676856
16/17 May	Rallye Fantastique - Belgium	Sam Roberts	0264 365662
23-25 May	Enfield Pageant of Motoring	Dave Ball	0245 400560
30/31 May	Cheshire Spectacular-Tatton Pk	Peter Ketchell	0244 676856
14 June	Y&C Gathering Stanford Hall	David Grace	0937 842258
5 July	Yorkshire "Do"	Bob Wilkinson	0405 860836
11/12 July	Ardingly Show, Sussex	Owen Baldock	0732 353404
8/9 August	Festival of Classic Motoring Arley Hall, Northwich.	Peter Ketchell	0244 676856
30/31 August	Northern Classic Car Show G-Mex Manchester.	Peter Ketchell	0244 676856
5/6 Sept	Vintage Vehicle Show Tatton Pk	Peter Ketchell	0244 676856
27 Sept	All Ford Rally Abingdon. 26 Sept. Set-up day.	Sam Roberts	0264 365662

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THE MOT EMISSION TEST

I took CNN for her MOT early in November, only to discover that I was to be charged £20; the standard charge now that the exhaust emission test has been introduced. As I was to pay for the emission test, I asked for it to be done, even though vehicles produced before 1975 are exempt. The result was pleasantly surprising. I don't profess to be an engine rebuild or tuning expert, but with the mixture setting screw adjusted to maximum revs on tickover, the emission readings were well below the maximum permitted for cars produced between 1975 and 1983.

The recommended setting of the mixture screw of one and a half turns from the closed position gave a richer setting, equivalent to the maximum allowed for 1975 vehicles: ie. 6% Carbon Monoxide and 1200 parts per million (ppm) of hydro-carbons.

The table of requirements looks like this:-

Cars	Percentage Carbon Monoxide	Parts per million hydro-carbons
1975 - 1983	6	1200
1984 onwards	4.5	1200
CNN 125	4	1050

Note: Pre 1975 cars are visually checked for smoke emission.

Sam Roberts.

SPARES REPORT

The subject of spares and the need for certain items to keep those now rather aged vehicles on the road was discussed at some length during the Committee meeting held in November at the Willoughby Village Hall.

Spare parts fall into three general categories, body restoration, essential mechanical parts and appearance parts.

The first category, body restoration parts, I am slowly moving away from, as over the past ten to twelve years since starting the Register the immediate need by the bulk of the members for "body panels" has fallen away. As the cost and difficulty of holding such stock has proved to be impractical over the years, this is now best left to the specialist firms that have sprung up over the past decade. We are attempting to provide Ken Arthur of K.A. Developments, Frome, Somerset with the necessary patterns to enable him to make panels on demand. This will take some time to complete, but he and I are now in regular contact and slowly, with the members help, such a service will fully establish itself. You can find his details under "Useful Contacts" on the inside back cover of the magazine.

The second category, that of essential mechanical parts, is something of a bottomless pit. However, once again the past years have now given us a pattern of demand, and limited quantities of new "old stock" parts still come to light - for example a stock of seventy or so king pin sets, currently held by Bert Thomas, enables the membership to source these direct from Bert at a price cheaper than I can recondition. If you require fitting instructions, please contact me, and please remember to save your old king pins for the Register as I will need to recondition the best. The other topic discussed at some length was that of steering parts - track rods and draglinks. By and large it is considered to be beyond our means to forge and manufacture steering joint ends. Leyland mini ends are of a similar design and the Committee gave consideration to the modification of such propriety manufactured items. The need to manufacture a non standard drag and track rod would be all that would be necessary. David Curtis, who is in the motor factor business is going to check out suitable ends.

The overhaul of steering boxes was discussed, always a difficult problem as frankly the boxes are not designed to be overhauled in the first place. Bob Wilkinson is to check out a company he knows who may be able to help.

Rear hub bearings are to be reported on in a future issue of the magazine. Peter Ketchell has developed a method of replacing the bearing with one that has an inner sleeve. In this manner, the need to completely strip the rear axle casing from the vehicle can be avoided.

Head and manifold gaskets can be supplied via Tony Butterfield who has made arrangements to have them reproduced. The club at present has limited stocks of such gaskets. Again, see "Useful Contacts".

Wheel nuts: Stocks to replace those held by the Club are on order. Dave Curtis requested the club look into "C" wheel nuts. This was agreed.

Headlamp lenses - as fitted to late "Y" and "C" models, which are in short supply, are to be reproduced in plastic, as a temporary and cheap replacement. As indeed it was decided to reinvestigate a cheap S.R. style front side light.

Bob Wilkinson has a contact who may be able to reproduce the three dash knobs. More news of this at a later date.

The need to consider the manufacture of exhaust manifolds was expressed. A company to cast such items is to be sought.

The club is to proceed with the manufacture of headlamp magniflex bars.

Tooling is to be ordered to manufacture quality oval oil cans.

Now to the third category - appearance parts. The brass caster recommended to the club by Karl Dillon has proved to be successful. Accordingly external door handles and L.R. badge mounts are under manufacture. The bonnet centre strip will not be manufactured as it is available from M.G. stockists.

It was thought that Jean Hunt has a contact who can supply made-up carpet sets. This is to be followed up.

Finally, Peter Ketchell was given the full authority and funds to produce 20 front and 10 rear bumper bars, with end caps and bolts.

Graham Miles.

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THE "UNOFFICIAL" FORD RALLY TEAM



The picture shows the team at the start of yet another rally in the early thirties. The team consisted of Jack Harrison in AON 663; J. McEvoy in the second C Tourer and John Whalley in the V8.

CARS FOR SALE

<u>Model</u>	<u>Y</u>		<u>Price</u>
1933	(3)	Shortrad Tudor, Y19954. Very good condition A.F.Johnson J1201 Tel: 0480 216455 (Cambridge)	£3500 o.n.o.
1933	(1)	Shortrad Tudor, Y13458. Complete, some rust. Restoration project. Car on Isle of Wight. John Pinder P1012 Tel: 071 283 5744 (daytime)	Good Offers
1933	(2)	Fordor longrad, KUG 666A (ex AML 711), Y40973, grey. Excellent condition. Mrs. Green (non-member) Tel: 0276 21353 (Camberley)	£3500 o.n.o.
1933	(1)	Special bodied, coupe. Excellent condition. Appeared in Issue 73. Unknown coach builder. High price expected but will part exchange for running Model Y. John Walsh (non-member) Tel: 010 353 91 21296 (Galway)	High offers
1934	(1)	Fordor JG3241. Complete but needs full restoration. Log Steve Minns M1305 Tel: 0473 780818 (Ipswich)	Book.
1935	(2)	Tudor, Y107819. Immaculate, light blue. Excellent condition. Malcolm Frazer-Cook F0304 Tel: 0329 43176 (Fareham)	£3950 o.n.o.
1936	(3)	Tudor. Dismantled, ready for rebuild. Some new parts including tyres, king pins and recon. diff. Richard Heaton H 0828 Tel: 0491 39419 (evenings, Berks)	£550
1936	(3)	Fordor, Y121208, AAB 903. Immaculate exterior, totally re-chromed. Appears on calendars. Best in class, Stanford. Perfect mechanical order. Robin Smith S1517 Tel: 0332 572124 (Derby)	£4000
1936	(1)	Tudor. CLA553. Part restored. V5. Spares. Steve Minns M1305 Tel: 0473 780818 (Ipswich)	£1295
1936	(1)	Tudor, Y154319. Restored. Ken Brindle B1426 Tel: 0565 652475 (evenings, Cheshire).	£3500
1937	(1)	Tudor, Y176780. Part restored. Running. Needs finishing. F. Goucher C0929 Tel: 0438 368849 (Stevenage).	£1000

Model C NoneCARS WANTED

- (1) Y or C in immaculate condition - cash waiting. Tel: 0473 780818
- (1) Model Y. Possible part exch. for mint 1966 Sunbeam Alpine, value £6000. Steven Day. Tel: 0444 450274 (Sussex).

PARTS FOR SALE

- (3) 8 hp engine and gearbox £40. New valve sets and springs. Tel: 02222 842940 (S. Glamorgan).
- (3) Early 8 hp piston sets. Tel: 0202 894261 (Bournemouth)
- (3) Rear and front exles complete, early braking system, central gearbox cover, rear floor pans, '34 dash with speedo, 2 x cyl. hds., 2 x strg. wheels, 3 x strg boxes, 2 x pedal assys, LR rear valance. Write to R. Olding, 78, Kimberley Road, Bournemouth BH6 5BY.
- (1) Front axle, £15; Rear axle, £10; 2x wheels, £6; 5x hub caps, £6; Front bumper, £12; LR badge mount, £12; Badge, £7.50; All Model Y. Also speedo for Model C, £80. Brian Baxter B1510. Tel: 0205 367122 (Boston)
- (1) 3x Gearboxes, 2x strg columns, 3x wheels, Recon. starter & dynamo, Hub puller plus others. £50. Mr Simmons Tel: 0983 741020 (Isle of Wight)

PARTS WANTED

- (1) Pair front wings for 1933 SR Model Y. Dick Moody. Tel: 010 353 51 32529
- (1) Running Y chassis in good order ('34-'37). Clive Battye. Tel: 0706 374942
- (1) Ext. door handle for '36 Fordor Y. Passenger side. Locking or unlocking. Dave Freed F0210. Tel: 0272 733775 (Bristol)
- (1) Grill shell for '33 SR Model Y. Also driver's side window mechanism. Trevor Walker W1727. Tel: 091 2745660 (Evenings - Tyneside).

NOTICES

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

UK and Eire £15, overseas £18, OAPs and unemployed £10. Cheques payable to Ford Y & C Model Register to be sent to Membership Secretary who requires notification of change of address or cars. He also holds back issues of Newsletter at 50p per copy.

USEFUL CONTACTS

STOCKISTS, EARLY FORD PARTS

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

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

BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebore Services, 54-56 Elswick,
Newcastle-upon-Tyne NE4 6JH Tel: 091 273 4326

MECHANICAL OVERHAUL AND RESTORATION

Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket,
Suffolk IP14 6AG Tel: 0449 711832

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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

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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.

