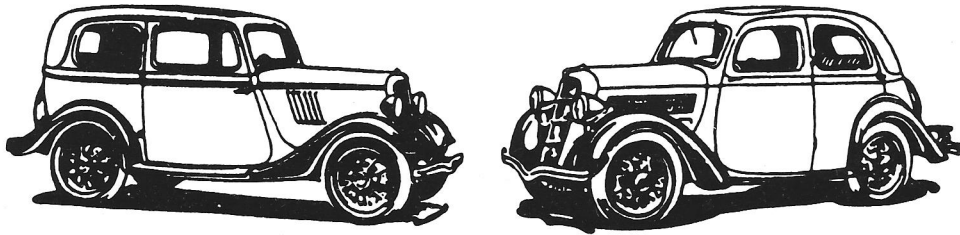


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 75 Feb./March 92

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THE FORD Y & C MODEL REGISTER

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EDITORIAL

Here beginneth my second and last Editorial. It has been an enjoyable spell, if not busy, with a number of other Y&C activities going on at the same time. The response to our quest for a successor to the Siobhan and John Guy editorial team was underwhelming, with only one offer from Ken and Kath Devine. I was rather disappointed, I must admit, that more members did not come forward to help spread the load of running the Register. However, what we lacked in quantity, we gained in quality. Ken and Kath are both excellent supporters of all Register activities, are proud owners of both a Model Y and a Model CX, so we should enjoy impartial coverage of both marques. I'm sure that you will support their nomination at the AGM.

I was very grateful to our new contact at Ford, who steered the copy of Issue 74 through to the printers and then through the labelling and distribution activities in record time. The magazine came through a good three weeks earlier than has been the case of late.

I am delighted to include an increasing number of letters, articles and photographs from members in this issue. Your contributions are not only very welcome, but they add to the variety of topics and make the editorial task that much easier. Keep your contributions coming in. Ken Clarke's article on constructing the fixed roof is particularly welcome as many members struggle with this aspect of restoration. I was amused by Dave Newton's contribution of an extract from a 1960's Jaguar apprentices' magazine showing the sort of punishment the Model Y used to receive. I remember those days well in my 1936 Tudor, for which I paid the princely sum of £20. I never actually turned one over, but that was more by luck than good judgement! Bob Wilkinson's safety article should be noted by all members. It is so easy to fall into the trap of not using axle stands, which can be so disastrous and bring more than tears to your eyes. I have pulled together all the information I could gather on the prototypes of the Model Y. There is not much around. One of these days, when I have some time, I will take up the invitation of Paul Beard of the National Motor Museum, who has contributed to this issue, and visit his Ford archives.

I must apologise for giving you the incorrect date for the Stanford Hall gathering in the last issue. Please note the annual Y&C Register gathering is on 21st June 1992, not the weekend before.

Sam Roberts.

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The back end of my first Model Y, OW 4838, propping up one of my drinking partners. Note my tankard by the rear wheel. The tankard was a permanent lodger at The Plough, Great Coxwell, near Faringdon in the Vale of the White Horse when this was taken in 1959.

NEW MEMBERS

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

- H1430 Alan Higham, 3, St. Cuthberts Road, Lostock Hall, Preston, Lancs. PR5 5TH.
- L0412 John Legerton, 157, Send Road, Send, Woking, Surrey, GU23 7EU.
- S1534 John Shepherd, 9 Cutthorpe Grange, Chesterfield, Derbyshire. S41 9SD.
- T0301 Melvyn Thorne, 2, Hill View, School Lane, Winfrith Newburgh, Dorchester, Dorset. DT2 8JL.
- W1405 Tony Wilkinson, The Coppins, 240B Chester Road, Hartford, Northwich, Cheshire.
- M1232 Graham Morris, 10 Cinnamon Close, East Hunsbury, Northampton, NN4 0TU.
- T1008 Paul Tritton, Hastler's Farm, Little Waltham, Chelmsford, Essex. CM3 3NH.
- T0609 A. Thomas, 74 Arrail Street, Six Bells, Abertillery, Gwent, NP3 2NQ.

In addition, Dan Costa (USA) and David Baker (Essex) have rejoined us after a period of absence due to house moves. Welcome, and happy motoring.

-0-

NOTES ON NEW MEMBERS

Alan Higham has recently purchased a 1935 2 door model Y in green and black. The car, which once had a sliding roof, is on the road wearing MSK 647, courtesy of Swansea, since it had previously been allocated an inappropriate "A" plate. Alan is sorting out carpets (the club is now able to put you on to a supplier - contact spares section - Bob) and contemplating improving the paintwork. Alan writes - "my more urgent priority at present is to re-wire the car as the electrics are in a poor state. There seems to be a short circuit which flattens the battery overnight and equally worrying is that the ignition/lighting switch gets hot. (Is this when running without lights - Bob?). I have sent off for a wiring loom from Auto-Sparks".

John Legerton visited our stand at Abingdon All Ford Rally and is now enjoying those first few miles of motoring with his 1934 Model Y. I always feel that the first 20 miles are the most anxious after putting a car on the road again. Having purchased the (workshop manual) Bulletin from the club, John is well prepared! By the time this Newsletter is published John should have obtained an age-related registration mark from DVLA under the new scheme to replace an "A" plate.

Tony Wilkinson has just bought CTV 201, the 1936 2 door Y previously owned by Ken Brindle in Knutsford. I hope we will see this car in action this coming season - you will have plenty of local support and company since Peter Ketchell's area is the most active in the country. CTV 201 now resides within a few miles of the most used "Y" - that of Jean Hunt (assisted by Reg!) at Willaston near Nantwich.

Melvyn Thorne is probably a little envious of this group of new members since he is the only one not "on the road". DXV 498, his 1937 2 door model Y, is undergoing a complete restoration. Good luck Melvyn - don't forget to send in photographs showing progress.

John Shepherd has recently bought WF 5794, a 1933 short-rad model Y. This is the car which sports a distinctive chrome radiator grille and is featured in Dave Turner's book on the Sidevalve Fords. The only other Y I have seen with such a grille is the short-rad Kerry tourer owned by Dave Tebb and awaiting restoration. These were obviously chromed post delivery from Ford since this facility would not be made available on a busy production line. In any case the tourer was produced by an independent coach builder.

Send in some photos John; we look forward to seeing this car this season. Book yourself in for Stanford Hall on 21st June. (Not wishing to illustrate dissention in the ranks of the Committee but Dave Tebb's Kerry has a painted chequered flag on its grill!-Sam)

Graham Morris has recently purchased CLA 553, a late 1935 2 door Model Y, which should sport a sliding roof when full restoration is completed in due course.

Paul Tritton and Mr A. Thomas (sorry, you did not give your first name) are both looking to become owners of Model Ys shortly. Mr Thomas is an active member of a local club in Gwent. He currently owns a 1959 Vauxhall Velox in regular use but is prepared to sell or exchange this for one of "our" cars. (See Cars Wanted section). Paul Tritton owned a 4 door Y in 1957/58 and is now looking for another Y which is on the road, but probably in need of further restoration work. I'm sure we will soon have you both "fixed up".

Bob Wilkinson.

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MEMBERSHIP CHAT

Des Stephens from Bishops Stortford, Herts has sent some interesting photographs updating progress on RV4857, a 1934 4 door Y he is restoring with his son Ron.



The first picture shows their immaculately restored Model Y in almost clinically clean surroundings (quite different from my barn!).



The second picture is of a 1935 (Dee) Essex registered Model Y owned by Des in 1954. The front offside wing is slightly bent but notice the cut-out for the starting handle on the non-original front bumper.

What is particularly intriguing is that son Ron is instantly recognisable in both photographs showing an identical pose. I wonder if this was deliberate? Thanks Des.

I have also asked Des if he can supply information on how they tackled the sliding roof restoration. This is an area of information often sought by members.

These photographs prompt me to ask if any members have re-created a period shot showing their car? This could make an interesting feature in a future Newsletter. If you have a period shot of your car why not re-create it by taking your car to the same place and setting up people/animals as required. Our editor may be encouraged to offer a regalia prize for the best shot published!

In order to encourage wider participation in producing articles for the newsletter perhaps we should offer a prize/reward for the best letter or technical tip published in each edition! Come on, put pen to paper - you may win a free week in Pollington!

Bob Wilkinson.

TECHNICAL/SAFETY HINTS

A friend's near accident and the death of a colleague some years ago whilst working on his classic car prompts me to suggest some thoughts for myself and others.

1. AXLE STANDS. When working under a Y or C for anything other than routine wheel change always use axle stands. In our last edition (P.4) we showed Andy Barr's Dad fitting front wings with the car supported by a substantial trolley jack. To be fair he is not working under the car but I know I have often been tempted to crawl underneath in such circumstances just to check something else whilst the car was off the ground.

It is frequently the case that in tightening or untightening old bolts etc. that a great deal of leverage is applied to the whole car not just the spanner, and accidents happen unless it is properly supported. Oh - and don't use bricks instead - find some stout wooden blocks if you don't have proper stands.

2. ELECTRICS. It is a good idea to fit a battery master switch on our cars or to disconnect the terminals if leaving the car overnight. Even with good wiring insulation - and many of our cars are less than perfect in this regard - electrical problems may arise.

A faulty cut-out will attempt to turn a dynamo into a motor by reversing the flow of current when the engine is switched off. Only with a very slack fan belt will this be possible and thus the outcome will be a burnt out dynamo or a serious under-bonnet fire.

It is possible to fit an in-line fuse between the ammeter and the dynamo cut-out (say 15amp fuse to allow the dynamo to charge at say 12 amps without blowing the fuse) and this will reduce the risk of such a problem.

Battery disconnection will obviously obviate all these difficulties and safeguard a good battery from being "flattened" by a short circuit or inadvertently leaving a light (the panel light is favourite!) switched on.

Warning. Do not attempt any electrical repair or alteration unless you are sure of your knowledge and skills.

Safer motoring!

Bob (12v!!) Wilkinson.

LETTERS TO THE EDITOR

Ivan Ford from Lisburn, Northern Ireland writes:-

"Despite having joined the Y&C Register when I bought my Y some four years ago, I have never sent any information or a picture of my car for possible inclusion in the magazine, so perhaps now is as good a time as any.

I bought CXD144 at an auction in Northern Ireland in 1988. It is a 1936 longrad 2 door model Y with a sliding roof. I know absolutely nothing about the car's previous history except that it may have come from Scotland. I believe the registration number was possibly issued in London and there is a small name plate above the interior mirror for a "Gollys Garage" in London. I would be very interested in any information that any other member may be able to give me on the car, as a lot of interesting things must have happened to it during all those years before it came into my possession.

The car was in reasonable condition when I got it, however during my ownership I have carried out several improvements. I have rechromed all of the bright work, carried out some localised paint repairs and this winter's projects include changing the wheels from black to green and the grille from black to grey. On the mechanical side things are fairly good except for the fitment of non standard rear shock absorbers, I think they are Morris Minor items and the black deflectors inside the headlights are missing.

During the summer months the car is frequently used and has in fact taken me to Scotland on two occasions without mishap, however most journeys undertaken are usually somewhat shorter.

If any member has two good rear shock absorbers complete with linkages etc and the missing deflectors for inside the headlights for sale please get in touch.

I would also like to take this opportunity to congratulate everyone involved with the excellent newsletter, which I for one very much appreciate and always look forward to receiving."

[We are looking into having Magnaflex bars manufactured - Ed.].



In a letter from John Fellon in Jersey, who is restoring a three door! Model Y - more about this in a later issue - he sheds some light on Michael McShane's paint problem.

"With reference to Bulletin Issue No 72 Page 4, by Phillip Albers "Alternative Colours":-

I was puzzling over how to re-create Arabian Desert Brown which evidently was the original colour of my Y. I toyed with the idea of Thorn Brown especially as my car has the orange stripe (incidentally just one "spoke" on one of my six wheels is orange!!). However, I didn't feel quite right about Thorn Brown, so I decided to seek out a nearer "match". I found a local paint company who said they could help me - Cory (Car Paints) Ltd., Devonshire Lane, St. Helier. I took a door to the company. They said that the larger area of the door would allow them to get a better match. Now, although I have not used it yet, I have a litre of what they claim is a 99% match. Described on the label as JENSEN OAKMEAL GL 30649. Naturally, I have taken photographs of my Y in its various stages and can see on one photo the faint orange stripe and hopefully one day soon it will return to its original place. I don't really feel as though I am ever going to complete this restoration, but fortunately for me my wife is even more keen than I am and "drags" me out to the garage. So, perhaps one day!!

Also I have had the additional surprise on two occasions now of the arrival of Dave Ball with the solution of whatever problem I happen to have been dealing with - my many thanks to him - he also gives me the feeling that I'm not totally isolated out here on Jersey. Finally Sam, I would like to thank everybody concerned with the obvious hard work that goes into the production of a truly magnificent Y&C Bulletin. I find it most helpful and really look forward to its arrival. Though I have only been a member for a relatively short time I have found that the Bulletin is now a very close friend and rarely a night goes by without me reading and referring to various Editions.

If John Guy and Siobhan O'Leary put as much hard work and dedication into the "barn conversion" I'm sure they will finish up with a mansion."

John Foxon in Fleckney, near Leicester, who has put some tremendous effort into trying to replicate bumper bars which, regrettably, do not come up to the high standards demanded of our Spares Secretary, writes in response to my brakes query in Issue 74:-

"I have just been reading the newsletter regards the Y brakes. The shims on the front axle should be fitted above the stub axle. Also the rear axle end tubes do wear where the roller bearing runs at the bottom, so that the brake shoes only act on the bottom half. The way to set up the brakes is to adjust all brake drums with all rods removed. Re-fit all brake rods with all play removed and with new clevis pins. Unlock adjusters with fronts adjusted one nick less than rears. I hope the above is of use. I used to drive Ys when they were regular transport. I owned two for a time and had no trouble stopping (1937 CCG 35 and DWE 977)".

Ian Fewtrell from Wirral has also responded to my request for information on his Model Y boot extension. However, he is sending me some photographs, which I will include with his letter in a later issue.

David Newman from Ansty, near Coventry sent me the following:-

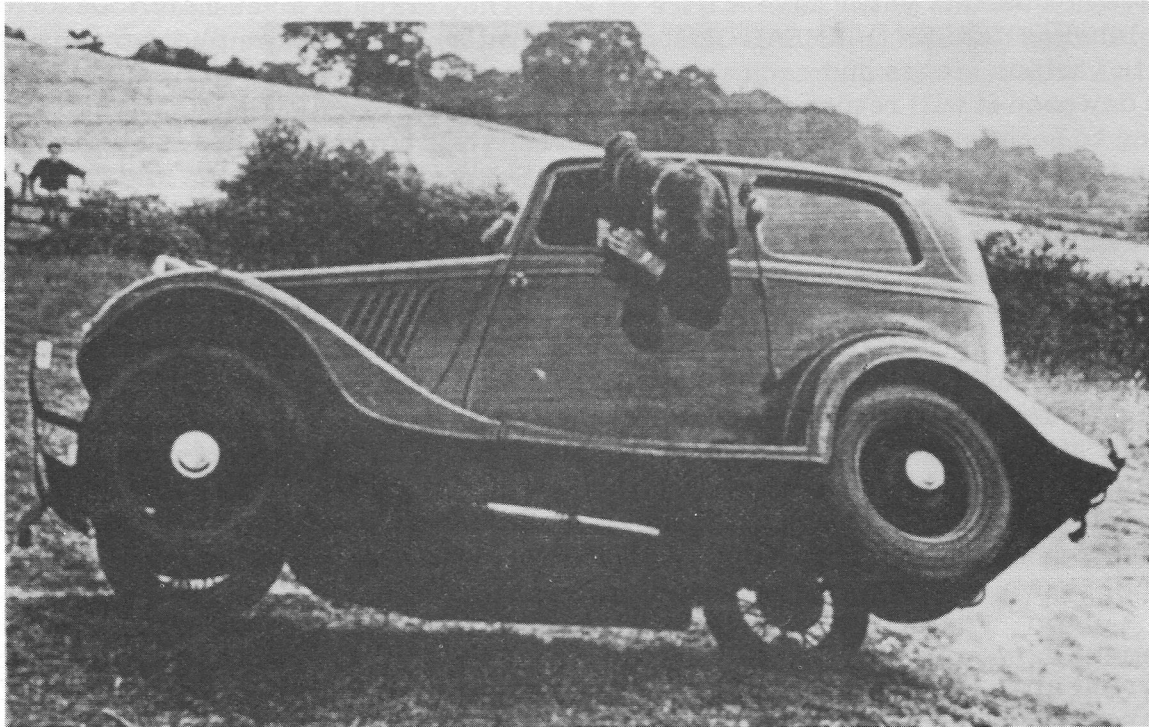
"Please find enclosed a copy of a couple of photographs which a friend passed on to me, knowing of my interest in old Fords.

The pictures come from the Jaguar Apprentices Magazine of some time in 1965 and feature a production car rally held at Corley Rocks near Coventry (not far from

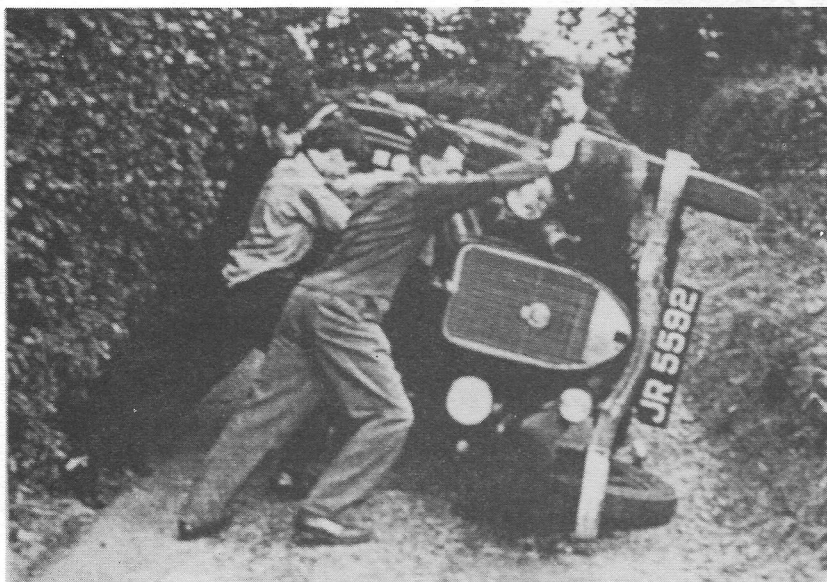
M6 Services, Corley for anyone who knows it). It shows what people did to our now precious cars in the 60s! The old Y looks to be in quite good condition so it seems a shame it was subjected to such treatment. I wonder if it survives?

For my own part I am making steady progress with my own Y and should have it on the road this summer (did I say that last year also?) Bodily it is very good but it has needed extensive overhaul to the steering, brakes and suspension, so now it will hopefully will stop and steer when all the parts are re-united. All the reconditioning work I have done pretty well myself, including lining the front drums to bring them back to the correct size. Perhaps when I have it complete I might be persuaded to write and tell of my trials and tribulations! Anyway, keep up the good work as temporary editor."

THE JAGUAR APPRENTICES' MAGAZINE



*Man versus machinery—
Jim Luckes checking
the altitude achieved by
Nick Clarke's Y Type Ford
whilst passing over Corley.*



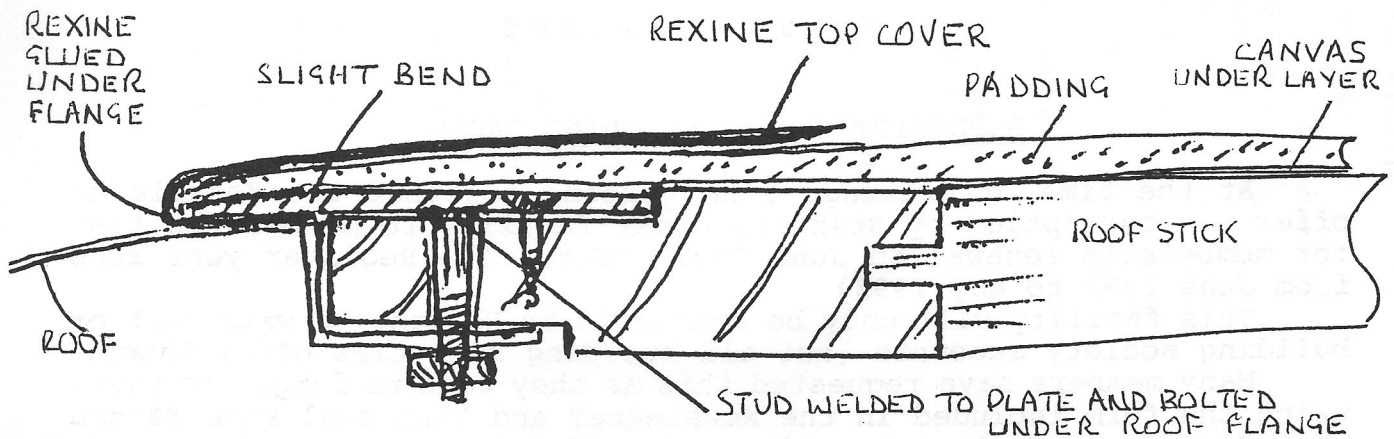
*—Wise
after the
event!*

Finally, Ken Clarke, also from Coventry, sent the following valuable restoration tips. The roof on his car when he bought it was covered with a steel plate, as it had apparently leaked on its previous owner. On removing the plate, he discovered the original roof underneath, so, at last, we have the correct answer to the roof restoration problem. Replacement roof stick wooden kits are available through the Spares Order Form.

"Just a few tips that I have picked up regarding roof fitting and track rod ends. Also gearbox leaks and steering box improvements. Keep up the very good work that you put in. It's much appreciated.

METHOD OF FITTING A ROOF PANEL TO Y AND C.

The way to fit the roof panel into a Model Y, I assume that a C is similar, is as this diagram:-



SECTION OF MODEL Y ROOF PANEL

The wood frame is glued up (made of beech usually).

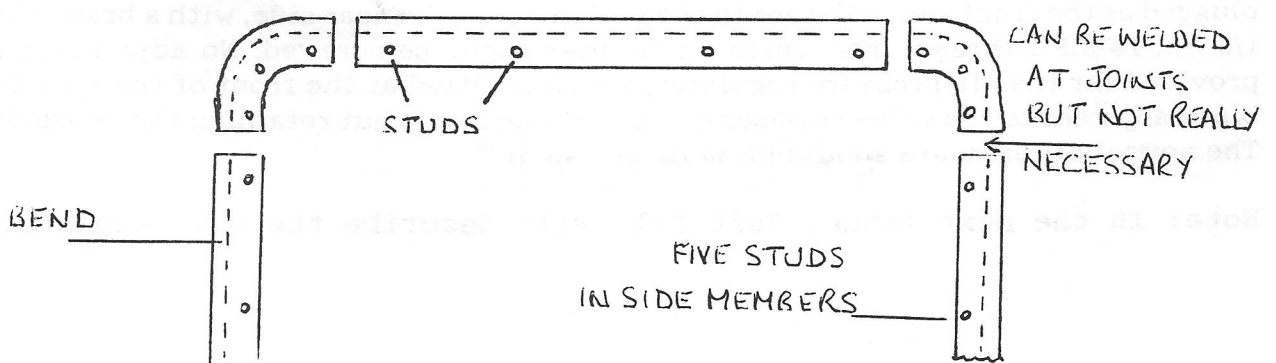
The canvas backing is laid on the frame, then the padding. I used 6mm foam for this (originally it was kapok on cloth).

Then the rexine top cover is laid over and glued under the metal flange (pulled tight).

Then a bead of sealer is put around the edges underneath.

The assembly is then placed in the recess in the roof and bolted down inside the car. It is pulled down tight and any sealer wiped off while it is still wet. (I used black mastic in the tube and gun).

The plates are as shown in the sketch but I am not sure of the overall sizes and curves but they are 50mm wide by 2mm thick with a slight bend along the dotted line and threaded studs welded on underneath approximately 30mm long x 6mm, spaced to suit the holes in the roof rebate.



Regarding the comment on end float on king pins, yes it does make a lot of difference to the brake operation. If there is end float the tendency is to try to lift the front of the car when applied hard! Also if you adjust the brakes very close, with the car jacked up, then its lowered down again the brakes come on hard and you can't move the car (I've done it)! Also too much end float and it will fail the M.O.T. anyway.

Also:- Regarding drag link ends, Metro ones are ideal as they have a long thread to go through the track rod eye. If the ends are cut off the old drag link the bar can be threaded to take the Metro ends.

I have had problems in the past with gearbox oil leaks when hot and eventually traced it to the lay shaft fit in the casing. There are two ways of getting over this. 1. Machine grooves 1/8 inch from each end to take small rubber "O" rings or 2. degrease everything carefully and coat the holes with loctite "lock 'n seal" (blue). It works well and is easier.

With the steering box if you have a bit of wear and the usual total loss lubrication system! Use "Penrite" steering box lube instead of EP90 oil. It does not leak out and takes up all the slop. I've used it in mine for over a year now and not had to top it up at all."

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SUBSCRIPTIONS BY STANDING ORDER

At the time of writing, I am putting together the details to offer a subscription by standing order facility to members in time for membership renewal in June 1992. (Note: The Register year runs from June 1992 to May 1993)

This facility will only be available to UK members with bank or building society accounts (not all building societies offer this).

Many members have requested this as they tend to forget to renew using the form included in the Newsletter and then feel embarrassed when I send round the Rottweiler! Details of the scheme will appear in the next issue of the magazine.

Members who prefer, will still be able to renew by cheque or postal order as before.

Bob Wilkinson.

SNIPPETS FROM PERIOD MAGAZINES

Practical Motorist - January 14th 1939.

"FITTING OIL PRESSURE GAUGE

"Is there any very great difficulty in fitting an oil-pressure gauge to a Ford "Eight"?"

"Should this engine have an adjustable oil-pressure regulator to the lubrication system? What is the normal oil pressure?" - H.C.

(Southampton)

No oil-pressure gauge is fitted as standard to the Ford "Eight". Certain of many accessory manufacturers have parts which could be adapted. The cylinder block is plugged at the front end, adjacent to the fuel pump on the near side, with a brass plug 1/8 in., 18 N.P.T. thread, into which an adapter might be screwed. No adjustment is provided for the oil-pressure regulator, which is fitted at the front of the cylinder block adjacent to the valve chamber cover, a hexagon cup nut retaining the assembly. The normal oil pressure should be 30 lb. per sq. in."

Note: In the next issue, Jeff Cole will describe the oil regulator.

TO RE-ASSEMBLE STEERING GEAR

Carry out in sequence the following operations:—

Operation

Illustration

1. Replace upper steering gear shaft Y-110827-B in steering column tube and housing assembly Y-110843.
2. Replace sixteen steel balls in steering gear ball race.
NOTE:—The steel balls may be coated with grease to keep them in position when assembling.
3. Replace upper steering shaft ball race adjusting nut YE-3517, and run on lock-nut Y-110839.
4. Replace steering wheel key 74178-S and offer steering wheel YE-3600-C into position.
5. Replace "main nut" on lower end of upper steering gear shaft Y-110844 by turning steering wheel YE-3600-C in clock-wise direction, holding "main nut" to prevent rotation.
NOTE:—"Main nut" must be assembled with side which has largest amount of cutaway towards off-side frame member YE-5015-B.
6. Replace steering gear housing end plate and sleeve assembly Y-110844 and gasket Y-110837.
7. Replace four screws in steering gear housing end plate and tighten them up using wrench B-17015.
8. Replace lower steering shaft and ball peg assembly Y-110845 in steering gear housing, engaging ball peg of steering shaft in recess provided for it in "main nut."
9. Turn steering wheel to bring "main nut" to bottom of its travel and pour into steering gear housing sufficient gear oil to fill it right up.
10. Replace steering gear housing cover YE-3580 and gasket YE-3581.
11. Replace four screws in steering gear housing cover YE-3580 and tighten them up using wrench B-17015.
12. Replace horn switch wire assembly YE-14308 inserting it from lower end of steering column tube and housing assembly Y-110843.
13. Remove filler plug Y-E-3538 with wrench, fill with oil to correct level and replace plug.

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

Creoper	76
Steering lock-nut wrenches (two)	CY-345-L
Wrench	Y-863
Steering wheel nut wrench	Y-854-A

DISMANTLING THE STEERING GEAR

Carry out in sequence the following operations:—

Operation

Illustration

1. Remove horn switch wire assembly YE-14308 which passes through centre of upper steering gear shaft Y-110827. This wire may be drawn out by hand from steering wheel end of shaft Y-110827.
2. Remove four screws from steering gear housing cover YE-3580 using wrench B-17015. This will allow oil to run out which must be caught in Drain Pan 127.
3. Remove steering gear housing cover YE-3580 and gasket YE-3581.
4. Remove lower steering shaft and ball peg assembly Y-110845 from steering gear housing.
NOTE.—This assembly will push out by hand.
5. Remove four screws from steering gear housing end plate and sleeve assembly Y-110844 using wrench B-17015.
6. Remove steering gear housing end plate and sleeve assembly Y-110844 and gasket Y-110837.
7. Replace steering wheel YE-3600-C on upper steering gear shaft.
NOTE.—There is no need to replace horn switch and nut assembly YE-3616-B.
8. Turn steering wheel YE-3600-C in an anti-clockwise direction and at same time hold "main nut" at bottom end of upper steering gear shaft Y-110827 to prevent rotation. This action will run "main nut" off upper steering gear shaft allowing it to be withdrawn from steering gear housing.
9. With two wrenches CY-345-L unlock nuts located under steering wheel YE-3600-C.

Operation

Illustration

10. Remove steering wheel YE-3600 and key 74178-S using screw-driver B-17020 to ease out key.
11. Run off steering gear ball race lock-nut Y-110839 and upper steering shaft ball race adjusting nut YE-3517.
12. Remove sixteen steel balls from steering gear ball race.
13. Withdraw upper steering gear shaft Y-110827-B from steering column tube and housing assembly Y-110843.

TO RE-ASSEMBLE STEERING GEAR

Special Tools and Equipment Required

Tools from Standard Tool Kit

Wrench 7/16" and 1/2"	B-17015
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Special Tools and Equipment previously used

Rear axle stand	50
Rear axle stand adapters	Special
Steering lock-nut wrenches (two)	CY-345-L

CHAIRMAN'S NEWSLETTER

Life continues to be hectic on the Register front, with the preparations for the 1992 season well in hand. All UK and mainland Europe members should now have received the mail-shot with the convening notice for the Annual General Meeting on the 5th April. Apart from the Bristol Classic Car Show, the AGM heralds the start of the season proper. Reports on both these events will no doubt appear in the next issue. All members should be receiving the list of known surviving Models Y & C (the register) as a supplement to this issue of the magazine. It has grown significantly over 1991 and is a fund of information for those who enjoy playing with statistics or who enjoy studying the history of our cars (Wyececeologists!). As is requested in the introduction, would members who are in a position to fill in the gaps, please do so. Eventually, it is hoped that we can identify in the register the cut off chassis numbers for each of the intermediate varieties of the Model Y between the epicyclic steering boxed shortrad through to the £100 "Popular".

I have had a number of letters and telephone calls from members and prospective members over the New Year period, which indicate that the heart and soul of the Register is healthy and throbbing away. I am delighted to report that the sawn-off Abbey Tourer has been bought from the number plate salesman and is hopefully in good hands for a decent restoration: John Follan, on the island of Jersey, is being driven by the good Mrs. Follan to complete his unique "Threedor hutchback" Model Y and many of you are up to your elbows in axle grease stripping and restoring your vehicles. CNN is no exception. The studs holding the inlet water manifold have rusted through and I now have the engine out, lying at an angle in a wheelbarrow in my garden shed. To date, time has only permitted me to grind the remains of the rusted studs down to the block. I have the right bits to drill and tap the new holes (6.5 mm drill and 5/16" UNC tap) and replacement studs. Unfortunately, I am not going to have the time to do the work for CNN to be on the road by the AGM, which is her usual first long trip of the year.

Our Model C members seem to be a very shy group as I have had no calls or letters from them. I did hear that Andy Aldridge had traded in his CX saloon for the CX tourer which was being advertised by "Spinning Wheel" in Chesterfield. Apart from that I have heard zilch - nothing. If you want the magazine to cover both marques, we need your input!

I am pleased to say that my pleas to our Irish members have at last paid off. I am very grateful to Flannan O'Meara, a new member from County Cork, who has sent me a booklet on the first sixty years of Ford in Ireland which is fascinating. By 1938 the Marina plant had assembled 25,000 vehicles (the 25,000th was a 7Y). It infers that there are some extensive archives held which, hopefully with the help of Flannan, we can research. This will add to the growing knowledge of our vehicles which is slowly being recorded in successive issues of the magazine. I spoke to a very depressed Jim Fitzgerald in Dublin last week. He has had not one positive response from the Irish contingent to take part in the Dublin to Cavan road rally in May. It is very disheartening for members, who voluntarily work for the good of the Register and its members, to receive no support at all. The Regional Coordinators are there to help and meet the needs of the members in their local areas, so please give them support, either in car and body or with suggestions for improving the service the Register can give. We've had a better response for the Rallye

Fantastique in Belgium. To date we have six cars taking part and would welcome more - see the Events article for more details.

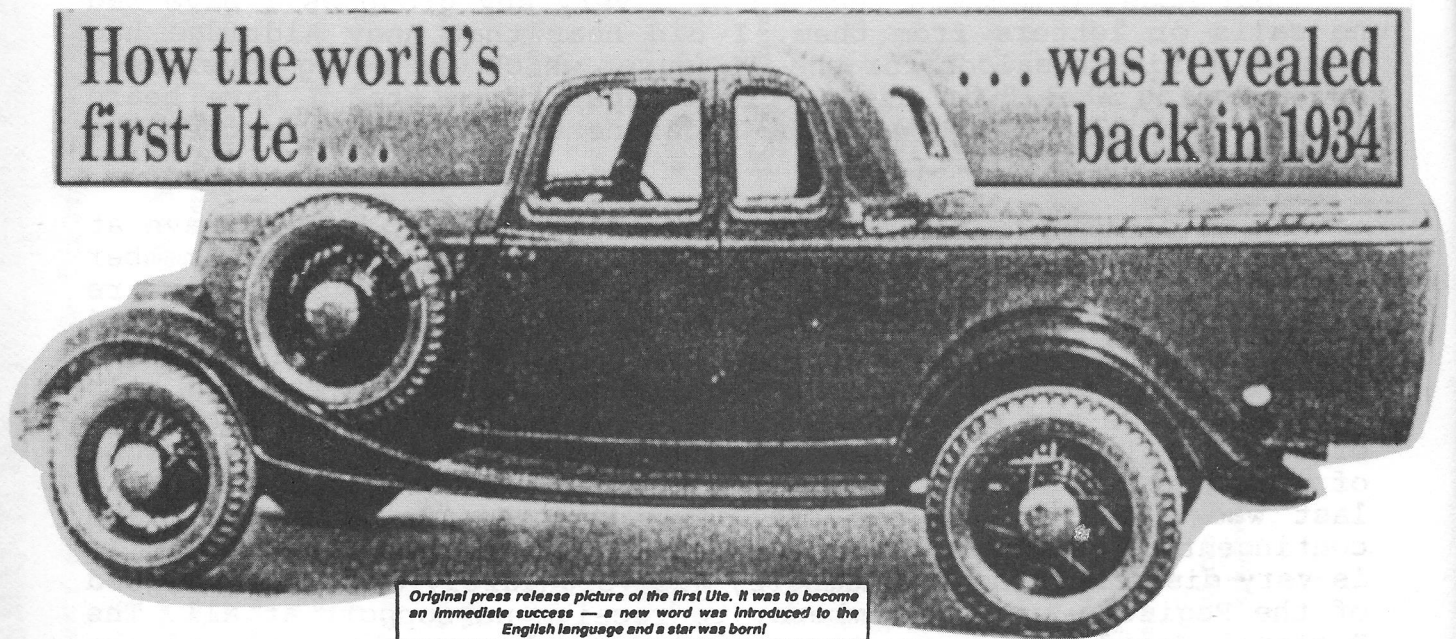
The 60th anniversary of the first Model Y off the Dagenham production line is being celebrated, at Dagenham in August, by our sister Ford Side Valve Owners Club, it being the 60th anniversary of the first production of the Sidevalves for which they cater. I wrote to Jim Norman, their Chairman, offering support, but regrettably Ford has limited attendance to 100 vehicles, a quota which FSVOC feel they can fill from within their own ranks. We will concentrate our efforts on the Stanford Hall meeting (note 21st June not the 14th!). Any suggestions for special events at Stanford to add spice will be welcomed by David Grace (Tel:-0937 842258).

Following the decision at the November Committee meeting, Bob Tredwell and I have already carried out the initial recce of this year's site for the All Ford Rally, which as usual, will be taking place on the last Sunday in September. Once again our Register is sponsoring the event, which entails doing all the preparatory work. All the paperwork drafting (entry and stallholders forms etc.) and notification to Ford club magazines is already under way. Hopefully, a goodly number of you have the weekend set aside in your diaries to help with the setting up and running of the event. Remember, that apart from doing our bit to promote the old Ford movement, the aim of the exercise is to swell the Register coffers so that we can manufacture the increasingly illusive spares to keep our cars on the road.

There has not been much movement on spares over the past two months, either on the manufacturing front or on spares ordering. As a result Graham Miles has not included a Spares Report in this issue. However, the spares list is included and is worth browsing through.

Finally, I hope to see many of you at the AGM which, with luck, will not have been and gone before you receive this issue of the magazine.

Sam Roberts.



This picture of a Model Y (1914) appeared in the Classic Car Weekly the week after I had put the Australian Fords article to bed! It shows that my assumption that the Y Ute was a soft top was wrong.

EVENTS 1992

I have been trying unsuccessfully for some time to contact the organisers of the Ford Rally at Longleat, but their phone line has been disconnected, so I am afraid that I think that show must be off, which is a pity as I have had more response to that than any other show we have been to!

We have been invited to a show at Stratford upon Avon on July 19th. We went there as a club two years ago and had a very enjoyable day out - a good autojumble and plenty to see.

There was a huge mistake in the last issue. The date for Stanford Hall is June 21st, not the 14th as printed.

Special mention is made this month of the Enfield Pageant of Motoring. Dave Ball has a site reserved and is hoping for 20 cars on the Bank Holiday Sunday, 24th May. Always a good show. Give Dave Ball a ring on 0245 400560 before the 12th April if you wish to attend.

We have six cars booked for the Rally Fantastique in Belgium. The Dagenham departure plans have fallen through as most cars will be on the overnight ferry from Harwich - Hook of Holland (£115, return) on the Friday night 15th May. The all in cost of the rally is B.Fr 5000 (approx £85) per person. Any further names to Sam Roberts please.

As mentioned in the Chairman's Newsletter, Jim Fitzgerald has had a poor response for the Dublin - Cavan rally on 9th/10th May. Surely some of our Irish or Northern mainland members would want to join in this Irish Vintage and Veteran Car Club rally. Names please to Jim on Dublin 010-3 (from UK) 531- 2802093.

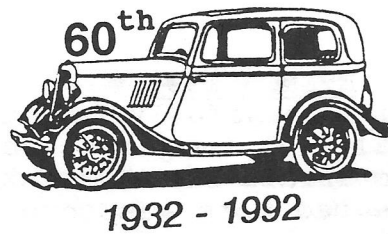
LIST OF 1992 EVENTS

<u>Date</u>	<u>Venue</u>	<u>Club Contact</u>	<u>Tel no.</u>
5 April	Y&C AGM, Willoughby Village Hall	Sam Roberts	0264 365662
9/10 May	Irish VVCC Spring Rally, Dublin	Jim Fitzgerald	010-3531-2802093
17 May	Chester Festival of Transport	Peter Ketchell	0244 676856
16/17 May	Rally Fantastique, Belgium	Sam Roberts	0264 365662
23/25 May	Enfield Pageant of Motoring	Dave Ball	0245 400560
30/31 May	Cheshire Spectacular, Tatton Park	Peter Ketchell	0244 676856
21 June	Y&C Annual Gathering, Stanford Hall	David Grace	0937 842258
4/5 July	Lover Rally, Nr Salisbury	Bert Hopkins	0725 20228
5 July	Yorkshire "Do"	Bob Wilkinson	0405 860836
19 July	Stratford on Avon Pageant	Dave Curtis	0432 356302
8/9 August	Fest. of Classic Motoring, Northwich	Peter Ketchell	0244 676856
30/31 August	G-Mex Manchester	Peter Ketchell	0244 676856
5/6 September	Tatton Park	Peter Ketchell	0244 676856
27 September	All Ford Rally, Abingdon	Sam Roberts	0264 365662
4 October	Malvern Motoring Event	Dave Curtis	0432 356302

OTHER EVENTS TO WHICH WE HAVE BEEN INVITED

19 July	Cherished Car Show, Milton Keynes	Mr Tim Chandler	0923 237111
16 August	"Fast Ford" Ford Fair, Stanford Hall	Contact to be notified later.	

Dave Curtis.



STANFORD HALL WEEKEND - 20/21st JUNE 1992

Out with your diaries now and make a note of the club weekend at Stanford Hall on Sat/Sun 20th-21st June.

This centrally chosen site in Leicestershire, every year attracts members from all parts of the country, occasionally from extreme South, Western and Northern Britain. If you have been waiting for that special occasion, then this year is the one. The first Ys appeared on the road in 1932, which makes this year the 60th Birthday of the Model Y.

How about a target of sixty cars there on the Sunday to mark the occasion? To do this we have to more than double last year's turnout. With an enthusiastic turnout from our members in the local regions and with a special effort made by our members from further afield, there is no reason why we shouldn't achieve this. Unfinished projects trailered along will be very welcome.

For those who haven't been to a Club Weekend before, Stanford Hall is an attractive country mansion situated a few miles East of the M6/M1 junction, in pleasant parkland on the banks of the upper reaches of the River Avon.

Saturday evening is an informal get-together and barbecue. Members are welcome on the camping field at any time on the Saturday. It is possible to camp, caravan or stay in local bed and breakfast.

On Sunday we proceed to the riverside site by the hall at approx. 10.30. Members arriving on Sunday can either join the procession or meet by the riverside. (There will be no chaos at the entrance this year as the Capri Club have booked a later date). This year we hope to display our cars to the public in a more organised way with the 60th birthday being the theme. Ideas are welcome.

During the day there are club activities to join in before gathering at approx. 4pm for the Chairman's address and presentation of prizes.

Please make that extra effort this year and see if we can achieve the target of sixty cars. Fill in the reply slip on the reverse of the parts order form and return to me:-

David Grace
228 High Street
Boston Spa
North Yorkshire
Tel:- 0937 842258

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Closing date for copy for the next magazine is 28th April

THE MODEL Y PROTOTYPES

It was sixty years ago this month, on the 19th February 1932, that the public had their first glimpse of the "New 8hp Ford" as it was then called. The occasion was the Ford Motor Exhibition at the Albert Hall which, by the Autocar's account, was more of an industrial exhibition. In addition to the New 8hp Ford, there were two new Lincoln models, a V8 and a V12; commercial vehicles; tractors for industrial and agricultural purposes with auxiliary machinery and equipment; industrial and marine units; sectioned and polished engines and chassis; a replica Ford service depot; aircraft components and the Ford all-metal triple engined monoplane and details of the "great new plant at Dagenham". As the advert shows, all this was accompanied by a variety of music, from which you could only escape by visiting the Ford cinema with its promotional films.

The 8hp Ford on show was one of 14 prototypes designed and built in Dearborn, near Detroit, and shipped to Ford's European outlets; from Norway in the north to Portugal in the south. The 8hp Ford, known under the new Ford coding system as the Model 19, was the work of a design team headed up by Laurence Sheldrick and which included Eugene T. Gregorie, the body stylist and yacht designer. The team was initially "anglised" by crawling over a Standard Nine four door with sliding roof, a Morris Minor two door and an Austin Seven, all imported in collusion with the design team's UK Ford agent colleagues. It is reputed that the design and build of the prototype was completed in only five months, in response to the crisis caused by the dwindling sales of the Model A and AF with their large engines and consequent high tax rating in Europe. It is not surprising therefore that the Model 19 looked rather like a scaled down Model B and had to undergo a few modifications, including body styling, before it was to emerge in August 1932 as the Model Y. The lack of a marque for the vehicle gave rise to a couple of interesting names. Apparently when on test in Dearborn it was badged "Mercury" but when it arrived in Britain it was known in some circles as Henry VIII!

It would seem that the prototype at the Albert Hall was the first one to be made, as its subsequent log book, formerly registering the vehicle EV5689 in the ownership of the Ford Motor Company on 15th April 1932, describes it as a green saloon Tudor with chassis and engine number 19-00001. Although the restyled vehicles were called Model Y, rather than Model 19, it was obviously the intention as late as April 1932 to number the engines (and hence the chassis) in the 19 series, as a letter dated 15 April from Mr. H. C. Bills of the Service Department at Dearborn confirms:-

Attention, Mr. Hennessy Ford Motor Company Ltd., Dagenham.

Gentlemen:

We hereby confirm our cable of today, reading as follows:

"Recab 8th first number B motors five million.
You should allot own numbers Model 19 starting
engine numbers with one using 19 prefix"

In this connection, would advise that motor record cards, and all arrangements should be made locally by you. The engines should be numbered, starting with 1, and stamped



Come To The



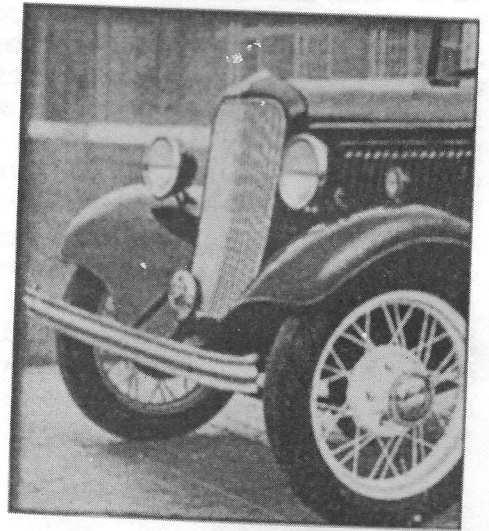
MOTOR EXHIBITION

at the

Royal Albert Hall

to see the New

8 h.p. FORD



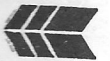
Manufactured and Built Exclusively at The New Ford Works, Dagenham, Europe's Largest, Latest, Best-Equipped Motor Vehicle Works.

See also The New LINCOLN Super-Cars, Eight and Twelve Cylindere, and the Comprehen-

sive Range of Ford Utility Vehicles, Including the New One-Ton Truck and Van.



BANDS OF H.M. ROYAL HORSE GUARDS, COLDSTREAM GUARDS, and ROYAL AIR FORCE. Eugene's Magyar Tzigane Orchestra, Peter Dawson, Derek Oldham & Winnie Melville, The De Groot Trio, Stuart Robertson, Walter Glynne, Essie Ackland, George Baker, Garda Hall, Thorpe Bates.



Ask your Local Ford Dealer for Complete Programme.



FEBRUARY 19-27. 10 A.M. to 10 P.M. DAILY.

• ADMISSION 1s. 3d. •



FORD MOTOR COMPANY LIMITED, 88 REGENT STREET, LONDON, W.1. REGENT 7272 (15 LINES). AND AT DAGENHAM, ESSEX.

As far as can be established, none of the 14 prototypes has survived. There was a rumour that the one was in the Henry Ford Museum and Greenfield Village in Dearborn, but the Curator confirmed in a letter to me that not only do they not have a Model Y vehicle of any description, but they have no archive material at all, other than a photograph of the Modelo 8 production line in Barcelona in 1935 (Luis Cascante please note!). The log book of the Albert Hall prototype shows that the vehicle changed hands five times between 1932 and 1936, the last owner being shown as George Edwin Moy of "Bleak House", Ulley Road, Kennington, Ashford, Kent. Perhaps Y&C detectives in Kent would like to investigate the last owner to see if they can discover the fate of this vehicle. (However, here we have a mystery as the 1933 advertisements of the Model Y show a Tudor shortrad with the same registration as our prototype, EV 5689, which, according to the log book, was still in existence). The fate of the other thirteen prototypes is also unknown, except for the one which was sent to Norway. This was dropped in the North Sea to avoid having to pay import duty!

Apart from the more "streamlined" body styling, there were a number of other changes found necessary before Dagenham production could begin. You will recognise the changes that were made under the bonnet from this description from the "Motor" of 23rd February 1932 and the accompanying photos:-

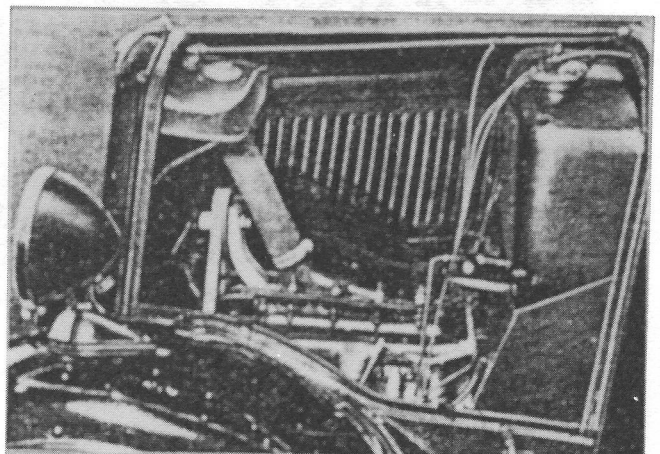
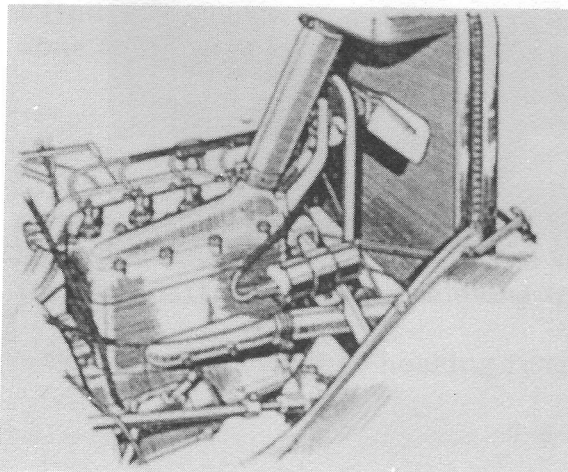
" Owing to the unusual shape of the front wings, shown clearly in the photograph reproduced, the engine has the appearance of being set very low when the bonnet is raised: an arrangement which renders accessibility difficult, as already noted. It is a straightforward side-valve job with a detachable head and four cylinders in line cast in one piece with the upper half of the crank-case. Beneath there is an aluminium sump in which the oil pump is submerged.

Standard 18mm. Champion sparking plugs are fitted, fed from an orthodox coil and distributor system, the distributor being tucked away behind the radiator (towards the near side) and driven by skew gears from the timing gear. Also mounted on the near side are superimposed exhaust and inlet manifolds, fitted with a hot-spot, and a Zenith vertical carburetter which is set in a low position. The air intake is extended downwards into what appears to be rather an exposed position.

The dynamo is fitted to the off-side of the crankcase, this unit and the fan being driven by a single vee-section belt adjusted by raising the ratcheted fan-bracket on the forward end of the cylinder head. Water is admitted to the cylinder block from the base of the radiator through a hose connection and an aluminium pipe bolted to the block. It returns to the header tank from the cylinder head through a second hose connection and is circulated on the thermo-syphon principle.

Petrol is carried in a very strong tank secured to the steel scuttle-dash, and is fed through a tap and filter direct to the carburetter. The tank does not extend to the full width of the scuttle, so leaving room for a 6-volt accumulator which rests upon a shelf beside it. There is, therefore, just one short positive lead to a switch on the starter motor beneath, this switch being coupled by a wire to a pull-out control below the steering wheel. The negative terminal is connected directly to the adjacent steel dash-bracket.

This novel accumulator position will undoubtedly give occasion for controversy. It has certain obvious practical advantages, such as providing ease in replenishing the cells, but on the other hand, any careless person laying a spanner or other tool on the battery would cause a direct "short" between the terminals and the surrounding metal structure. Furthermore, the heat under the bonnet would, we imagine, accelerate the rate at which the electrolyte evaporates."



The Ford Times of March 1932 refers to the engine being four-point suspended with rubber supports, but this is not born out by the photos. The same article quotes the tyre size as being 4 ins by 18, rather than the 4.50 x 17 we have all struggled with.

The interior of the prototype was upholstered in moquette but was rather too narrow for comfort; it lacked elbow room. The Model Y was two inches wider. Even so, as we all know, it is still pretty hugger-mugger in the front!

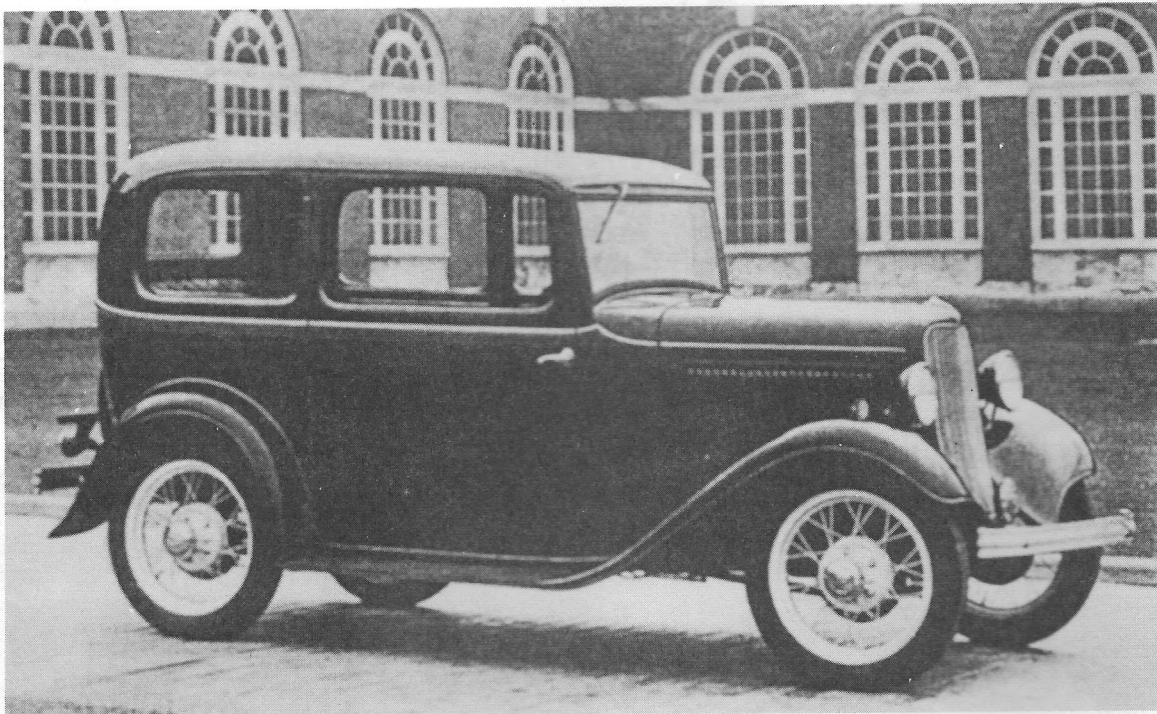
And so the Model Y was born. I wonder if those who gazed upon the little prototype at the Albert Hall on that February day, perched on its ten foot high, canopied, circular pedestal and flanked by six Model B Commercial lorries, ever guessed that it would spawn nearly 200,000 look-a-likes and generations of 8 and 10 hp little Fords for years to come.

I am grateful to Dave Turner for allowing me to use some of the information he was able to glean from the meagre Ford archives, which were, but are no longer, in Brentwood and Aveley. To David Burgess-Wise, who allowed me to browse through the files he had at Brentwood and to Jim Miles who dug through his archive material and came up with the accompanying quality photographs from the Ford Times.

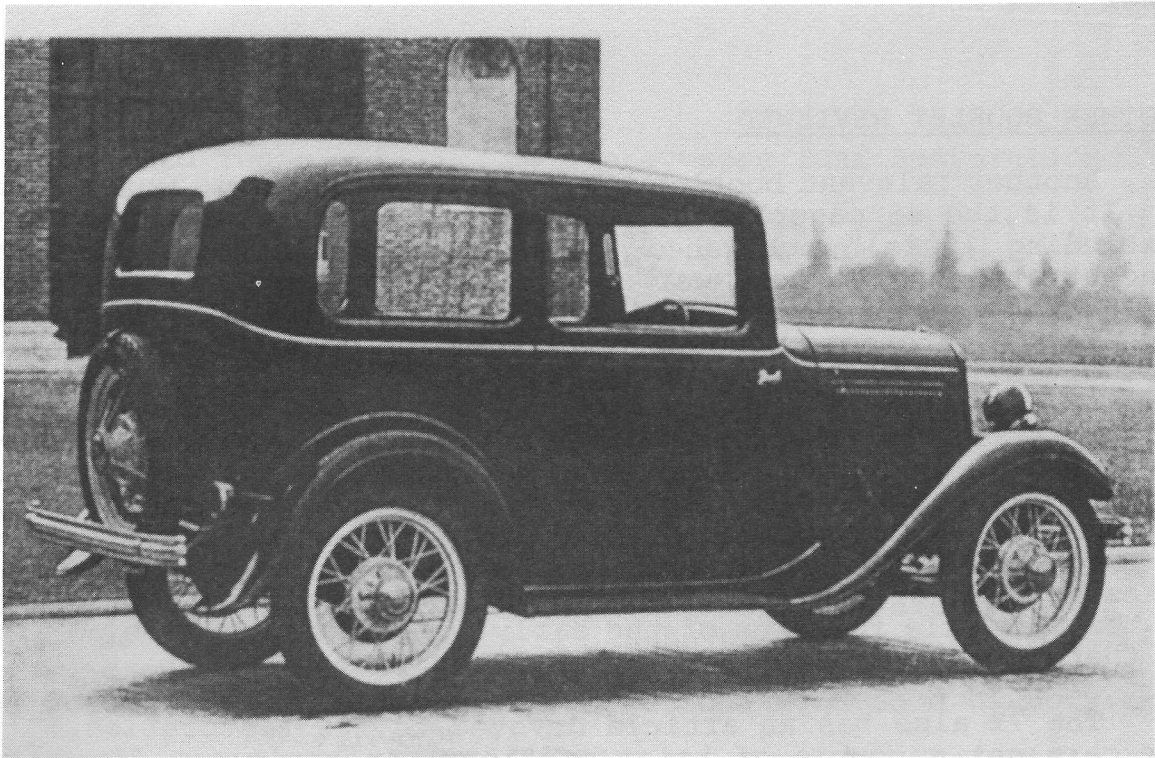
 THE FORD TIMES

198

MARCH, 1932



Plenty of daylight, fore and aft, and on either beam, is one of the keynotes of the body-design of the new Ford



NEWS FROM THE NATIONAL MOTOR MUSEUM, BEAULIEU

For the budding archivists amongst you, the following press release has been received from Paul Beard, who is the Ford Researcher at the National Motor Museum:-

FORD ARCHIVE - PRESS RELEASE

When Ford of Britain shut down their Archive Department at Brentwood in the early part of 1991, a good deal of material came to us here at Beaulieu. It has been my job to sort through the many car and commercial brochures, handbooks, books, correspondence, press releases, photographs and drawings. It has taken several months of work to file away, catalogue and index everything, but now it is complete and ready to run. This highly useful and valuable material joins the comprehensive stock of workshop manuals, parts lists, brochures, press releases, owners handbooks and photographs that has been built up over the years. Fords from around the globe are represented and hopefully there are not too many subjects that I could not find information for.

I have been an avid Ford enthusiast for many years and prior to my post at Beaulieu, I spent some two years with local Ford dealerships on the Parts Department. I find this background invaluable, especially when dating vehicles, as this can be done from parts books along with much other research.

The Library is open every day of the year except Christmas Day from 10am to 12.30pm and from 2pm until 5pm. Anyone wishing to view any part of the Library/Archive may do so in our special reading room. Of course, enquiries by letter or telephone are most welcome. Persons wishing to visit should make an appointment before coming to help us spread our workload. We make an £8.00 search and service fee for any written enquiries relating to Ford.

I look forward to hearing from you in the future.

Paul Beard.

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ANOTHER BOOKLET REVIEWED

Another relevant booklet has come my way which is worth a write-up. It is the 46 page Practical Classics "Sidevalve Fords Briefing (excluding 100Es)" published last year, 1991. Understandably, it concentrated on the post war upright Anglia, Populars and Prefects and there are a number of articles on these. However, the mechanics and their maintenance were so similar to the Model Ys and Cs that the tips given in general also apply to our cars.

For V8 Pilot fans there's a good article on one of the two known surviving Woody Pilots. There's also an article by Y&C member David Burgess-Wise on The Dagenham Dropheads in which he mentions the W. H. Perry V8 Greyhound and Model Y Terrier as well as the W. J. Reynolds V8 Continental and Model Y Alpine tourers. He also makes mention of the only real problem which occurred on the Model Y; the rear axle failures of the early days. (We must have an article on that in a later issue of the magazine).

The 7Y also has an article devoted to its restoration. Our cars get a couple of brief mentions. An obviously dated, short anonymous article entitled "This Month's 'Pick of the Price Guide' Selections" refers to the Model Y "Price Range £250 - £1750"! It was interesting to read that the £100 Ford had a pull-out handbrake!

Member David Gatenby briefly, but with fullness of feeling, describes the 5 year restoration of his 1935 Model C. A project similar to those which many of us amateurs have been through. Starting with a seemingly impossible task, only a small garage, minimal tools, limited knowledge of the vehicle but bags of enthusiasm, he completed the task. David states in the article, "various parts for the car were difficult to obtain and were thus sourced through the Ford Y&C Register without whom the restoration would not have been possible and to this end I am very grateful for their help".

The booklet finishes with a few useful tips on sidevalves. I was quietly amused by one maintenance tip. "It is always advisable, when working on the valve gear of any sidevalve engine to place clean rag(s) along the base of the valve chamber before dismantling any valve gear components lest a cotter or other small part should disappear into the depths of the sump, giving you further work." To my knowledge, even the later sidevalve Fords didn't have cotters. Anyway, unless you take out the cam followers, there's no way through from the valve chest to the sump. If you get that far on the dismantling or assembly, the only bits that can fall through, (the small cups under the valve springs) should be well away from the engine!

I was interested to see a mention of yet another Alan (spelt Allen) Taylor groundsman Vehicle, this time based on the Model B, albeit with a Model C engine. The owner, one Andrew House, is trying to find out about these variations. If any member knows of Andrew, please refer him to the Register as we have two members with Model Y and 7Y versions and we need to find out more about these.

In summary, the booklet makes interesting reading. It can be obtained from Kelsey Publishing to, Kelsey House, High Street, Beckenham, Kent BR3 1AN for £4.95.

CARS FOR SALE

<u>Model Y</u>		<u>Price</u>
1933 (2)	Shortrad Tudor, Y13458. Complete, some rust. Restoration project. Car on Isle of Wight. John Pinder P1012 Tel: 071 283 5744 (daytime)	Good Offers
1933 (3)	Fordor longrad, KUG 666A (ex AML 711), Y40973, grey. Excellent condition. Mrs. Green (non-member) Tel: 0276 21353 (Camberley)	£3500 o.n.o.
1933 (2)	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 (2)	Fordor JG 3241. Complete but needs full restoration. Log book. Steve Minns M1305 Tel: 0473 780818 (Ipswich)	
1935 (3)	Tudor, Y107819. Immaculate, light blue. Excellent condition. Malcolm Frazer-Cook F0304 Tel: 0329 43176 (Fareham)	£3950 o.n.o.
1937 (2)	Tudor, Y176780. Part restored. Running. Needs finishing. F. Croucher C0929 Tel: 0438 368849 (Stevenage).	£1000
1936 (1)	Tudor, Y123993. Very good restored condition. Good history. Tel: 0635 43112 (Newbury).	
1935 (1)	Fordor, Y84614, BAE 823, part restored, needs finishing, has V5. John Kirby K1610 Tel: 0532 823318 (Leeds)	£750
1933 (1)	Fordor Short rad, nice condition, MOT & tax, Scottish car Alan M. Robertson R1808 Tel: 0360 311587 (Nr Glasgow)	£4000

Model C NoneCARS WANTED

- (2) Y or C in immaculate condition - cash waiting. Tel: 0473 780818
- (2) Model Y. Possible part exch. for mint 1966 Sunbeam Alpine, value £6000. Steven Day. Tel: 0444 450274 (Sussex).
- (1) Model Y, preferably running but anything considered, in exchange for 1959 Vauxhall Velox, value £2250. Tel: 0495 217631 (Gwent)
- (1) Model Y in running order, region £2000. Details to Paul Tritton T1008 Haslers Farm, Little Waltham, Chelmsford, Essex. CM3 3NH.
- (1) Swap my Marlin Roadster, Vitesse engine, for Y Tourer or Fordor Short rad saloon - cash adjustment. Dave Durrant D1516 Tel: 0205 871090 (Eve)

PARTS FOR SALE

- (2) Front axle, £15; Rear axle, £10; 2xwheels, £6; 5xhub 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)
- (2) 3xGearboxes, 2xstrg columns, 3xwheels, Recon.starter & dynamo, Hub puller plus others. £50. Mr Simmons Tel: 0983 741020 (Isle of Wight)
- (1) 1933 Model Y Windscreen glass x 2. E.L. Bryant, 22 Clarendon Road, Ipplepen, Devon, TQ12 5QS.
- (1) Y front axle, rear spring, shock absorbers, petrol tank and various other items for Model Y. Patrick Taggart. Tel: 06626 242599 (N.Ireland)
- (1) Model C front bumper, Y front bumper (without groove), 2 x manifolds (central exhaust), 10hp carburetter. Mr Long. Tel: 0734 722347 (Reading)

PARTS WANTED

- (2) Pair front wings for 1933 SR Model Y. Dick Moody. Tel: 010 353 51 32529
- (2) Running Y chassis in good order ('34-'37). Clive Battye. Tel: 0706 374942
- (2) Ext. door handle for '36 Fordor Y. Passenger side. Locking or unlocking. Dave Freed F0210. Tel: 0272 733775 (Bristol)
- (2) Grill shell for '33 SR Model Y. Also driver's side window mechanism. Trevor Walker W1727. Tel: 091 2745660 (Evenings - Tyneside).
- (1) Pre-war car sales literature, incl. non-Ford. Fred van Leeuwen O-V101, Saxon Weimarlaan 30, 1075 CC Amsterdam.
- (1) Car due for respray required as a subject for a write-up in a Ford dealership technicians' training magazine. Field trip to photograph process. Contact:- David Dowse, Insight magazine. Tel: 0277 262200.

REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE
 Complete the enclosed order form and cost the items. Send the order form, with a stamped, addressed envelope to Kevin Brigginsshaw. On notification of availability from Kevin and receipt of invoice, payment is to be made to Deborah Brigginsshaw (Spares Treasurer), whose address is on the inside cover of the magazine. Cheques are to be made payable to "Ford Y&C Spares Section" and must be in Sterling. The goods will be despatched on receipt of payment. The invoice will include a charge for postage and packaging. An overhead charge of £3.00 will be made on each order.

PLEASE NOTE: - The Register does not accept liability in any form whatsoever for items sold directly or indirectly through its activities.
 The Ford Y&C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable. We are unable to supply to N. America. We have many various old, new and refurbished items plus a large stock of used parts. Please use the order form to list your requirements.
 EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT.

MECHANICAL - SUSPENSION, BRAKES AND STEERING

Clevais pins (20 thou oversize) with split pins, small size only. £2.70 per set
 Rear shackles (pattern part) £5.00 each
 Front shackles (pattern part) £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. Stock permitting. £27.00per set
 Front brake drums-exchange in clean condition only less bearings. £32.00each
 Rear brake rod support bracket for L.R. Y, with double holes. £26.00each
 YE2502B Front brake rod support (mounts on A-frame & looks like ?) £5.00 each
 Front road springs Y&C £20.00each
 Y2096 Front brake lever return spring - right hand £2.75 each
 Y2097 Front brake lever return spring - left hand £2.75 each
 Y2220 Rear brake cam shaft lever spring - right hand £2.75 each
 Y2221 Rear brake cam shaft lever spring - left hand £2.75 each
 L.R./C CE2225 Bracket (rear brake operating shaft) £8.00 each
 L.R./C CE2231 Rear brake cam shaft, R.H. or o/s £8.00 each
 L.R./C CE2235 Rear brake cam shaft lever, R.H. or 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 £20.00each
 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. £10.00each
 Front inner and outer wheel bearings. £24.00per hub
 Exchange brake shoes, rollers removed, send old in first. Set of 4. £20.00per axle
 Brake shoe pull off springs, S.R./early Y34Y, double roller. Set of 6. £11.00per axle
 Brake shoe pull off springs, L.R./C, single roller shoe. Set of 4. £7.00per axle

CLUB PRICE

MECHANICAL - ENGINE AND TRANSMISSION
 Y2786 Hand brake ratchet pawls. £1.00 each
 Fan belts - 3" dynamo pulley only. £5.00 each
 Y9737 Accelerator return spring (on cross rod or accel. rod Assy.) £2.75 each
 Gasjets - price on application, upper engine only. £70.00each
 C exhaust, with tail pipe - stainless. £63.00each
 Y exhaust, stainless. £7.50 each
 Engine top water outlet (head to hose) £2.50 each
 Hoses, straight. Top 9.5" x 1.75"; Bottom 8" x 1.25".
 Please note: Register does not stock moulded angled hoses.
 Engine pistons, various sizes - send pattern, non-returnable. From £25.00per set
 No post-war 8hp pistons in stock.
 Engine valves - early engine only - send pattern, exhaust or inlet. £3.50 each
 Engine valves - long. £5.00 each
 Clutch refacing kits. £12.00each
 Exchange rear axle casings (Y2035, Y2036) (See magazine, issue 70) £45.00per set

£24052 Cylinder head stud and nut. £1.30 each
 B9288 Fuel connection, flexible, direct to pump, 8 o'clock inlet, £6.50 each
 straight only (no elbow), post-war pump. £5.00 each
 Y4513 Cap (Universal joint housing) inner. £5.00 each
 Gearbox. I now hold a large number of gearbox parts. Please contact me with your lists of requirements.

RUBBER PARTS

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

ELECTRICAL

Headlamp lenses, flat type, round centres (used) for early L.R. £8.00 each
 Rear lamp mounting bracket - finished black with fixing bolts. £28.00each
 Battery fixing bolts. £2.00per pair
 YE14300 Battery to switch cable assembly. £9.00 each
 Battery lug bolts. £0.50 each
 6 volt coils - not Ford. £9.00 each
 Headlamp bulbs (wattage not stated) £2.50 each
 Bulbs, various (if rear lamp, state straight or off-set pins) £0.75 each
 Late type distributor points (not early type) £3.00 each
 Early distributor caps. £3.00 each
 Rotor arms, late types. £2.50 each
 CE13075 Headlamp double contact bulb holder/cable. £5.00 each
 Short rad & early Long rad type only. £8.00 each
 Dynamo cut out controls.

FITTINGS - BODY

Chassis to carpet rails inside door (state 2 or 4 door) £30.00pair
 Running board draught trims, adjacent to chassis, painted black. £28.00each
 Running boards. For L.R. Y. Moulded in fibre glass (incl matting) £83.00each
 with steel mounting brackets. Adaptable for S.R.
 S.R. front valance below grill (external part only - fibre glass) £20.00each
 Floor board screws. £0.08 each
 Late L.R. Y four door door hinge bolts. (Lock tabs on order). £1.00 each
 Brass balls, door hinge. £0.75 each
 Y fixed timber roof stick kits in hard wood. £65.00each

FITTINGS - BODY OR DRESSUP

Rear luggage carriers. Model Y only. Unpainted kits. £41.00each
 Enamel rad. badges. Dark blue - L.R. & C: Light blue - S.R. & early L.R. £13.00each
 L.R. badge mounts under manufacture. Send applications please.
 Hub caps - to original specification. £11.00each
 Oil can transfers, black only. £3.50 each
 Wheel nuts. Set of 20. £34.00 set
 Service Castrol poster, reprinted £11.00each

CHASSIS REPAIRS - Undertaken by Dave Tebb. Tel: 0937 557410

SPEEDO CABRES - From Speedo Graph Richfield Ltd., Rolleston Drive, Arnold Nottingham, NG5 7TR. Tel: 0602 264235. Prices on application:- K27, 5'8" long (Y) £12.00 each
 or K28, 5'1" (C).

REMEMBER: SEND EXCHANGE ITEMS WITH ORDER FORM FOR NEW OR RECONDITIONED PARTS.

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 Rebores 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

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

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