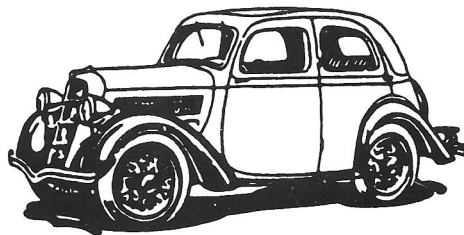
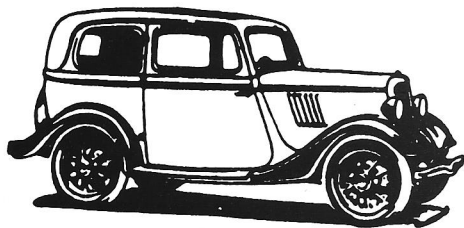


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 76 April/May 92

NEWSLETTER EDITOR:-

KEN DEVINE
5 EDWARD STREET
WERNETH
OLDHAM
LANCS OL9 7QW

REGISTER CHAIRMAN:-

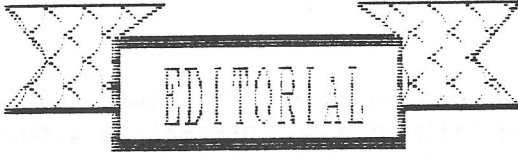
SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE SP10 3AF

THE FORD Y & C MODEL REGISTER

REGISTER OFFICERS

Chairman	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX
Spares orders to:	Kevin Briggingshaw	102 Hadrian Avenue, Dunstable LU5 4SP
Spares Provisioner	Peter Kerchell	2 Manor Road, Westminster Park, Chester CH4 7QW
Newsletter Editor	Ken Devine	5 Edward Street, Werneth, Oldham, Lancs OL9 7QW Tel: 061 626 1256 (8pm-10pm only)
Membership Secretary, Treasurer & Registrar	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside DN14 6DJ
Asst. Treasurer to Spares Secretary	Deb Briggingshaw	102 Hadrian Avenue, Dunstable LU5 4SP
Librarian	John Griffiths	77 Circular Drive, Ewloe, Dee Side, Clywd CH5 3DA
Technical Adviser Model C	Paul Bainbridge,	100 Bagnall Road, Basford, Notts. NG16 0LB
Model Y	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
Events Coordinator	Dave Curtis	3 Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Bill Williams	30 Station Road, Cogenhoe, Northampton NN7 1LT

<u>REGIONAL COORDINATORS</u>	01. Devon, Cornwall	02. Somerset, Avon, Wiltshire	03. Dorset, Hants, IoW Channel Isles
	David Ramon 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	Robin Prebble Conduit Cottage Batcombe Nr Shepton Mallet Somerset BA4 6HF Tel: 074985 667	Sam Roberts 16 Croye Close Andover SP10 3AF Tel: 0264 365662
04. Surrey, W.Sussex	05. E.Sussex, Kent	06. S. Wales	07. Hereford & Worcs, Gloucs, Warwicks
Julian Janiki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 51184	Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	Mike Samuel "Bryn-Gomer" 20 Greenhill Road Griffithstown Pontypool Gwent NP4 5BE Tel: 0495 755219	Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel: 0432 356302
08. Oxon, Bucks, Berks.	09. Beds, Herts	10. London, Essex, Middx.	11. Salop, Staffs, W. Midlands
Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0990 21800	Kevin Briggingshaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not 'phone	Dave Ball Gatesby West Hanningfield Essex CM2 8UJ Tel: 0245 400560	Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel: 021 459 6100
12. Leics, Northants, Cams.	13. Norfolk, Suffolk	14. N. Wales, Cheshire, Lancs, Manch, Mersey	15. Notts, Derby, Lincs, S. Yorks
Bill Williams 30 Station Road Cogenhoe Northampton NN7 1LT Tel: 0604 891421	Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 45558	Peter Ketchell 2 Manor Road Westminster Park Chester CH4 7QW Tel: 0244 676856	Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417
16. N. Yorks, W. Yorks, Humberside	17. IoM, Cumbria, Durham, T & Wear N'umberland, Clvld.	18. Scotland	19. Ireland
Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 6DJ Tel: 0405 860836	Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	John Hudson 43 Acredales Linlithgow West Lothian Tel: 0506 845935	Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin, Eire Tel: 010 353 1 280 2093



Taking over the appointment of editor was never going to be easy Siobhan & John have done such a fantastic job of the Bulletin over the last 9 years, that they were always going to be a hard team to follow and to improve on.

Kath will of course take on the brunt of the hard work, operating the computer and learning how to get the best out of it. Basically I believe there are two key elements that go into the making of a good Bulletin, the first element is the right equipment with which to work on, and for this I am most grateful to the Register, for giving me a free hand in choosing the type of computer and programme on which to work.

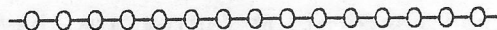
The second element is the quantity and quality of the articles sent in for publication. I do need your support and I am sure you will keep us busy with a constant supply as indeed you did for Siobhan & John.

During the course of the next few months we will be making some subtle changes in the way the Bulletin is put together, and we trust they will be to your liking. i.e. the use of graphics and perhaps the style of the layout.

I would appreciate your comments on the changes, or in fact any suggestions you may have on how to improve the quality of the Bulletin. For this reason you will find my telephone number on the inside cover, feel free to ring us any night between 8.00pm and 10.00pm but please do abide by these times as this number is used for my business calls.

Finally I must say a big thank you to our chairman who has eased our inaugural Bulletin by preparing a good deal of the copy himself, many thanks Sam.

Ken Davery




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

B1139	Barry Barnes	62 Whiting, Dosthill, Tamworth, Staffs. B77 1HP
B1020	Alan Brown	Rosemead, Bumford's Lane, Ulting, Maldon, Essex. CM9 6QT
B1021	Alan Burrows	47 Hildas Ave, Ashford, Middlesex. TW15 3RG
H1009	John Head	9 Honister Close, Stanmore, Middlesex. HA7 2EJ
K0603	Rob Klinkert	Tintern Garage, Tintern, Chepstow, Gwent. NP6 6SG
P0211	Nick Pinkett	Southview, 2 The High St., Freshford, Avon. BA3 6EF
R1212	Ray Ramsay	123 Barnstock, Bretton, Peterborough. PE3 8EL
R1504	Stan Renshaw	Orchard Cottage, Screveton, Bingham. Notts. NG13 8JP
R1914	Lua Ryan	Auburn Lounge, Scart, Rosecrea, County Tipperary. Eire

As usual I ask 'old hands' to contact new members in their locality and remind new members to telephone their area coordinator.

Bob Wilkinson

NOTES ON NEW MEMBERS:

No doubt due to the current economic climate, recruitment is slow but never the less our new members bring with them an interesting group of 'new' cars to the register.

Barry Barnes is a brave chap! I have not met him, but I have seen photographs of the 1935 4 door model C, he brought recently from our Technical Adviser Paul Bainbridge. The car requires total restoration, but should present no great problem, as Barry already has developed expertise over the past 7 years. Ownership of his 1937 model Y. He says "the Y was bought from a MR BLOOR in BLURTON near Stoke on Trent in original condition and full working order. The former owner had 'lost' the original registration BG 4864 due to missing the 1983 Swansea deadline, (no problem now - Bob) I am trying to trace the cars history prior to 1975. I run a 1955 MK1 Consul as everyday transport and six years ago sold, AKG 202 a 1937 Y in spares only condition. Does anyone know what happened to this car?".

Stan Renshaw is rejoining us, he was a member in the early days when Graham Miles founded the register about 13 years ago. Having now retired he is looking forward to getting BAM 908, his 1937 model Y, back on the road. We look forward to seeing the car in the near future Stan.

Alan Burrows in Ashford has his 1935 model Y on the road. CVX 391 is a 2 door sliding roof model. (Does it work Alan? we are looking for a good one to use as a pattern for others to copy).

Rob Klinkert owns the Tourer (UK2) which was featured in Newsletter 74. The car was imported from Eire, being registered ZA 6774 in Dublin in 1936. This unique Tourer requires full restoration and will be an interesting vehicle when finished. (UK2 is very similar to my KP, both use Ford running wings, front and rear valances, no other Tourer do. Ed.)

Nick Pinkett also has a Tourer restoration facing him, having recently bought the 1933 Abbey Tourer featured in a Newsletter about 2 years ago. The rear of the body tub requires replacement to original design and a full mechanical overhaul will need to be undertaken. This is only the second Abbey known to us the other being the immaculately restored 1932 model owned by Michael Bell featured in our Newsletter as his wedding car a year or so ago. Nick also owns a 1936 Y saloon which fortunately is in much better shape.

John Head recently purchased JH 6533 a December 1933 (early long-rad) model Y at Sotheby's auction. The car requires a full restoration but John did get it running within hours of getting it home.

Alan Brown has 3 Y models! EML 724 a 1936 2 door is virtually in 'on road' condition whilst his 1934 JW 5531 4 door requires some trimming and attention to paintwork. Alan also owns an Alan Taylor groundsman's tipper truck based on the model Y. Graham Miles owns the only running model of the three known to the club. Alan's requires a complete restoration and is open to offers. His phone number is 0245 380245

Lua Ryan has joined us with a 1937 4 door model Y ABO 257. He hopes to have the car back on the road again, the engine at the moment is stripped down ready for rebuilding. (Could you please let us know full details of your vehicle - Bob).

Ray Ramsay has recently bought a very early model Y. AKE 8 was registered in Kent on 29-Nov-1932 and has Briggs Body number 135/471 fixed to the bulkhead. Sadly the chassis number is not readable and the car does not have any documents.

This could be the 2nd oldest model Y known to us if the chassis number could be verified. Strangely if the car was an August 1932 production model it must have sat in a dealers showroom for 4 months until first registered. The car is in very sad condition, but is an excellent restoration project. (See photo). Ray also owns a very rare Vauxhall Victor F model and needs rear hydraulic wheel cylinders. Can anyone help with these?.

Good luck to all our new members, happy restoring !.

CAN YOU HELP?

Paul Bainbridge, our C model Technical Adviser, was recently heard to complain that he got very few requests for help from C/CX owners!. There must be someone out there needing help - please contact Paul; we can't have him feeling unwanted!.

(It's the quality that counts. Kath).

Bob Wilkinson



PHOTO RAY RAMSAY (What happens to the furniture when you start Ray? Ed)

NUMBER PLATE INSURANCE.

In the unlikely event that your car is written off in an accident and your insurers offer to settle your claim. They would request your vehicle documents be sent to them before paying out. They would then be legally entitled to sell your number plate and the salvage to any dealers interested, since your car would still be taxed and MOT'd. However most insurance policies do cover the value of your number plate for a modest charge. You may be given the first option to buy the salvage but your insurers will take into account the value of your registration number thus putting off buying your car back, so it is well worth checking that your number plate is insured separately to your car but on the same policy. (Remember it doesn't only happen to the others. Ed.)

MEMBERSHIP CHAT.

First of all an interesting letter from Bruce Clifford, 318 Ranae Drive, Loveland, Colorado. U.S.A. 80537.

Greetings from far away! I'm writing in order to get more information on the Y & C Model Register, as I recently obtained a 1937 Y and I want to find out more about it. (See Photo) The story about the truck is that it was custom built for the gamekeeper of the Earl of Suffolk. The next owner, J.D. Long, married into the gamekeeper's family and brought it back to the U.S.A. A car dealer in Colorado bought it and then I traded for it. I think it must have originally been a 4 door sedan before the pick-up conversion. The custom was done by someone who was very professional and meticulous. The car is equipped with a jack, tyre pump, fire extinguisher and also golf clubs, fishing pole and picnic basket. The engine number is RY7362443PC. There is also a tag on the left side floor, inside 166/2799. I would like to hear from anyone that can give me more information on this vehicle.



PHOTO BRUCE CLIFFORD.

(See Issue 69 page 2/3 photo sent in by Trevor Walker. Can anyone help Bruce with details of history. Note the non-original sidelights and front bumper bar. Nevertheless a unique little pick-up. Ed)

Next a letter from Jim Parker, (P0804) 187 Bloxham Rd, Banbury, Oxon.
Tel: 0295 269931 (day) 0295 279707 (eve)

Can anyone help me find a partner to rescue my ailing restoration project?
I have in mind someone able to finish off the work in return for a share in the vehicle and usage. My vehicle is a 1934 Tudor Y and requires a small amount of welding to the body and door before being painted, then reunited with the chassis which has been extensively overhauled. All parts are present including seats, but these will require reupholstering. I am prepared to let the partner have the vehicle at his/her own home to facilitate work if required, as my lock-up has no power and in a difficult area. I am not yet ready to sell as I would not want to see all the hard work go without being there at the finish, but I am frustrated by lack of skill, time and a demanding family.

REGISTRAR'S RAMBLINGS OR PRODUCTION FIGURES AND SURVIVAL!

With the arrival of Alan Brown's 1936 Y (see new members) we now have three EML Middlesex registrations.

EML 150	-	Peter Brooke	-	Y148394	(26-10-36)
EML 724	-	Alan Broome	-	Y161773	(26-11-36)
EML 816	-	Alan Ogden	-	Y162110	(1-12-36)

Apart from the interest of having 3 cars with 'close' registrations (we have a few of these) is the realisation that Ford Motor Co. in 1936 was producing 13,500 model Y's per month. Or put another way 450 cars per day every day!

To put the survival rate into perspective we have on register about .1 days production of model Y's out of about 200,000 cars to roll off the lines between 1932 and 1937.

Survival of model C/CX's is only about 70 cars, out of 70,000 or 1 per thousand as against 2 per thousand for model Y's.

What then of our chances of consecutive cars off the production line surviving today? Well if you scrutinise the register you will see that we have 2 such pairs of cars!

Y128876	-	JE 2336	Mr Comer
Y128877	-	VV 4813	Fred Reynolds
Y169265	-	HH 9248	Peter Millican
Y169266	-	COV 853	Steve Fisk

I don't have Peter's cars Briggs body number. Steve's is 165/57014. I wonder if these numbers are consecutive too? Since both are 2 door models with fixed roof I would expect them to follow on. Perhaps Peter will let me know.

The closest we get on model CX's is 10 apart.

C19726	-	JP 907	Graham Wilkinson
C19736	-	CON 576	Ron Bingham

Although several others have survived from the same 200 cars per day batches.

C44403	-	CYH 391	Ivor Bryant
C44435	-	CYU 493	Mike Dibble
C44609	-	AWO 690	Neil Thorley

Incidentally CX tourer survival rates are staggeringly high at 17 out 1795 produced. Since Ford Motor Co. did not produce a Y tourer we are not able to compare figures.

BLACK BATTERIES

A recent letter from Stanford Battery Services at 4A Stanford Rd, Norbury, London. SW16 4Py (081-679-3962) informs us that this small specialist producer will supply authentic batteries direct to club members at reasonable prices from £22-50 (plus VAT).

ROAD TAX

Despite the £10-00 increase made in excise duty as part of the last budget, members will be pleased to learn that the road tax on 'our' cars (or any produced before 1st Jan 1947) remains at £60 per annum of £33 for 6 months.

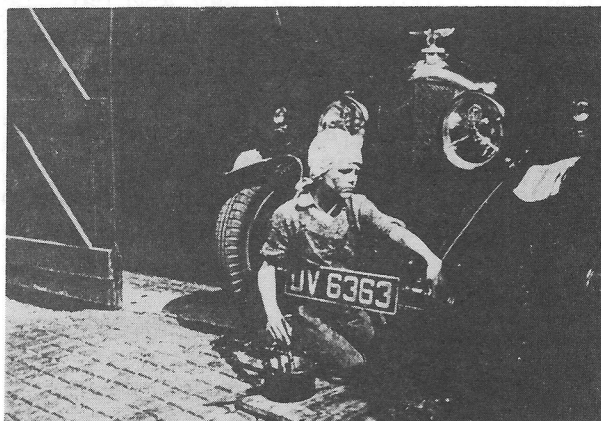
My personal view is that it would be much more realistic to get rid of this tax altogether and increase the price of petrol by an amount calculated to give the government the same revenue. This would remove tax dodgers and be less of a burden on our hobby, where members rarely exceed 1000 miles per year.

The MOT certificate could be accompanied by a disc to be displayed on the vehicle windscreen. Would the Federation of British Historic Vehicle Clubs, of which we are a member, take up our case? What are your views on this subject.

Bob Wilkinson.

SPOTLIGHT ON MEMBERS - JEFF COLE"How I became involved with Model Ys and our Register

I became interested in motor cars at a very early age. My father was originally a Rolls Royce apprentice and when the photo below was taken of me in 1935, he was employed as a chauffeur, having in his charge a Phantom II Rolls Royce. It is this large beast you see me with, in the process of cleaning off one of the twenty seven nipples with paraffin, prior to applying the Tecalemit gun filled with gear oil.



My father taught me the rudiments of engines, gear boxes and rear axles. He would spend much time with me, dismantling and reassembling old vehicle parts. His maxim was always, when stripping down assemblies, to mark with chalk, faces and parts which run together and always use a spanner that fits properly; never an adjustable that may round off the hexagon or slip off the hexagon damaging an adjacent part. By the time I was twelve years old I could drive having mastered the intricacy of the crash gear box.



After the Second World War my brother-in-law and I ran many different makes of motor car between us: Morris 8, Austin 10, Rover and Humber. It was not until 1953, when I had an E04C van, that I became a "Ford Nutter". This was followed by many 8hp Anglias, 10hp Prefects, 103E Pops, an E83W van and a 15 cwt van. In the 1960s and 70s I would go and visit the many breakers there were then in the East End of London, and if I saw a Ford with the body in fair condition and not too much missing mechanically, I would buy it, do it up and run it as every day transport. I would also buy from the Exchange and Mart paper.

It was one day in the early 1970s, while reading the Exchange and Mart, Collectors Cars section, that I saw an advert for a Model Y for sale; accident damaged and with no engine or gear box. As my oldest vehicle at the time was a 1946 E04A 8hp, I thought "Why

not get an older Ford in the collection?" So I viewed the vehicle; a figure was agreed and eventually she was towed home. I spent five years of spare time rebuilding and collecting parts required; finally getting her on the road in 1978. By this time Model Y parts were harder to find and, although I had been a member of the FSVOC for many years, they were not at that time doing very much on the Model Y scene. So it was that one morning in 1979, when I was again searching through the Exchange and Mart, that I read that now historic advert for those interested in forming a club for the Model Y. Would they please get in touch with Graham Miles in Abbots Langley. So I duly wrote to him explaining my interest in the Ford Model Y.

To cut a long story short, several people with an interest in Model Ys were asked to attend a meeting in Graham Miles' house in April 1979. I was one of those founder members who today form the Ford Y&C Model Register.

Jeff Cole.

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DATSUN LOOK-A-LIKE

The January issue of the Friends of the National Motor Museum Trust newsletter included the photograph, opposite, of a 1935 Datsun saloon manufactured by Nissan Jideoshak-aisha of Yokohama. In that year Sir Herbert Austin arranged for one to be brought to England, where it was carefully studied at Longbridge with a view to accusing the Japanese of copying the Austin 7, which was being exported to Japan at that time for sale. Insufficient



evidence was found and the car has been hidden from view ever since. Thanks to Nissan Europe it has now been restored and will be soon on display in the Beaulieu National Museum.

It just strikes me that there seems to be more than a passing resemblance to the Model Y in its design, rather than Austin 7! It would be interesting to have a look under the bonnet and under the body to see how it compares with our little beauties.

Sam Roberts

REMINDER - STANFORD HALL

Barbecue: Saturday evening, 20th June, by the lake. Camping in the camping field, or bed and breakfast locally (Tel: 0533 478388).
 Sunday, 21st June: 10 o'clock onwards, Ys and Cs gather by the lake from all points. Spares, regalia, judging, driving tests, comradie.
 Finale: 4pm. Entries and queries to David Grace (Tel: 0937 842258).

COME ALONG WITH THE FAMILY AND HAVE A GOOD DAY OUT

MINUTES OF THE THIRTEENTH A.G.M. OF THE FORD Y & C MODEL REGISTERSUNDAY 5TH APRIL 1992 AT WILLOUGHBY

The meeting began at 2.00 p.m. with Sam Roberts in the Chair. He opened the meeting by thanking all members present, for their attendance.

1. Apologies for Absence

Apologies were received from Paul Bainbridge and Bert Thomas.

2. Members attending

Richard Attfield - Sidcup; Chris & Owen Baldock - Tonbridge; Dave Ball - Chelmsford; Derek Birch - Kings Norton; Kevin Brigginshaw - Dunstable; Jeff Cole - Old Harlow; Dave Curtis - Hereford; Kath & Ken Devine - Oldham Rod Evans - Ascot; Stan Green - Kent; John Griffiths - Ewloe; Robert Hale New Bradwell; Jean & Reg Hunt - Nantwich; Tony Hurst - Mayfield; Yvonne & Brian Mace - Norwich; Graham Miles - Kings Langley; P Milne - Leicester; Graham Morris - Northampton; Sam Roberts - Andover; Mike Samuel - Pontypool; Dave Tebb - Little Fenton; Bob Wilkinson - Pollington; Sarah & Bill Williams - Cogenhoe.

3. Minutes of A.G.M. held 7th April. 1991

Minutes of the twelfth A.G.M. were read and approved. The approval was proposed by Dave Curtis and seconded by Mike Samuel.

4. Matters arising from Minutes of the 12th A.G.M.

- (a) Public and Product Liability Insurance. A policy has now been taken out to cover the committee against any claims arising being levied against committee members personally.
- (b) The new procedure for ordering spares, is now in operation.

5. Chairman's Report

The Chairman reported that "it had been another successful year" and that the general heart of the Register is throbbing well, with no complaints. He gave thanks to the committee for their unstinting support and hard work.

The activities that had taken place had been very good, especially Region 14 for activities north of the Thames, and he hoped to see more from other regions in the future.

- (a) Enfield was a disappointment as we only had a small stand.
- (b) Stanford Hall was marred by the weather, but it was a very good turn out, thanks to Wendy and David Grace. Unfortunately there was a sea of Ford Capri's, but this year they will not be there. Peter Ketchell ran very successful driving tests. However this year the driving tests will be organised by Owen Baldock.

This year we will be down by the lake for the camping on the Saturday as well as on Sunday. As it will be the 60th Anniversary the Chairman is hoping for something a bit special i.e. 60 cars and hopefully people in period dress of the 1930's.

The Chairman reported that overall, he was preoccupied with the All Ford Rally and he was very grateful to Kevin and Graham for taking the time and trouble to set things up. Also all the helpers who turned out in the very wet weather

to help organise and to get the show on the road, despite all the problems, the register made £1370. We have committed ourselves to doing the All Ford Rally again this year. More help is needed and fine weather, hopefully.

Other events which were attended were: Yorkshire "Do", Ardingley, Andover, Tatton Park, G-Mex and Bristol 92. Thanks were given to Dave Curtis for coordinating the register at all the events.

The Chairman reported that thanks to the swell in funds, more money could go to the remanufacture of spares, etc.

He also thanked Siobhan and John Guy for the work they had done over the years as Editor and wished them well on their forthcoming addition to the family. Regards nominations for a new Editor, he was disappointed in the lack of response. There had only been one nomination, from Kath and Ken Devine.

The Chairman asked members to keep their eyes open for any vehicles that are not on the register and to keep the Registrar informed.

The Chairman thanked FORD MOTOR COMPANY, for producing the 'Bulletin', despite the recession and hoped they would continue to do so.

6. Report by Membership Secretary

The Membership Secretary reported that at the end of February, the membership figure stood at 365 members, 53 members were lost and 53 members were gained, of which 30 were new to the Register. In terms of free transfer, there had been only a couple of transfers so far. He reported that there is still a lot of potential members out there and to try and recruit them through shows.

7. Report by Treasurer

The balance sheet of the Model Y & C register was presented. Its approval was proposed and seconded by John Griffiths and Ken Devine.

The treasurer reported that the register now had a healthy bank balance due to the generous way in which FORD MOTOR CO. helped with producing the Bulletins, another boost to the funds was the profit made from the All Ford Rally.

The Chairman thanked Bob Wilkinson for all his hard work, both as Treasurer and Membership Secretary.

8. Report by Spares Secretary

The Spares secretary thanked Kevin Briggshaw and Jeff Cole for helping him to move the spares, to a new barn. As a result of this the stocktaking still to be completed. Turnover on sales were down, (a sign of the times) but will publish complete turnover figures in later issue. He reported that it is still difficult to find components and if anybody knows or hears of any for sale, to please let him know.

Regards Y bumpers the remanufacture and chroming, would work out at a cost of £200 each front and £130 each rear, on a show of hands there was 4 for fronts and 6 for rears, who would be willing to pay that price. Peter Ketchell was asked to produce 10 fronts and 5 rears, if they sold then we could produce more

The Chairman thanked Graham Miles, Debbie & Kevin Briggshaw, Peter Ketchell and all involved in helping to keeping our cars on the road.

9. Report by Event Coordinator

The Events coordinator reported that Longleat would not now be taking place, as he had not been able to obtain any response from them. He asked that more cars try to attend shows, also more help needed in coordinating of the shows.

The Chairman thanked the Events coordinator for all his work.

10. Report by Librarian

The librarian asked for any donations to the library, as more material is always helpful, he also reported that there had not been many enquiries so far.

The Chairman thanked the Librarian.

11. Report by Regalia Officer

The Regalia officer reported that we were now making a profit. New stocks had been built up, including two new items: (1) Binders for Bulletins. (2) 60th Anniversary coasters.

The Chairman thanked Sarah & Bill Williams for all the hard work that had gone into the regalia.

12. Election of Officers for 1992/1993

<u>POST</u>	<u>NAME</u>	<u>PROPOSER</u>	<u>SECONDER</u>
Chairman	Sam Roberts	Peter Ketchell	Mike Samuel
Spares Secretary	Graham Miles	Jeff Cole	Dave Tebb
Secretary/Treasurer/Registrar	Bob Wilkinson	John Griffiths	Dave Tebb
Editor	Ken Devine	Sam Roberts	Dave Curtis
Spares Order Officer	Kevin Briggins	Sam Roberts	Dave Tebb
Spares Remanufacturer Officer	Peter Ketchell	Sam Roberts	Jeff Cole
Librarian	John Griffiths	Jeff Cole	Reg Hunt
Events Coordinator	Dave Curtis	Mike Samuel	Owen Baldock
Technical Adviser (C)	Paul Bainbridge	Dave Curtis	Ken Devine
Technical Adviser (Y)	Jeff Cole	Peter Ketchell	John Griffiths
Regalia Officer	Bill Williams	Sam Roberts	Chris Baldock

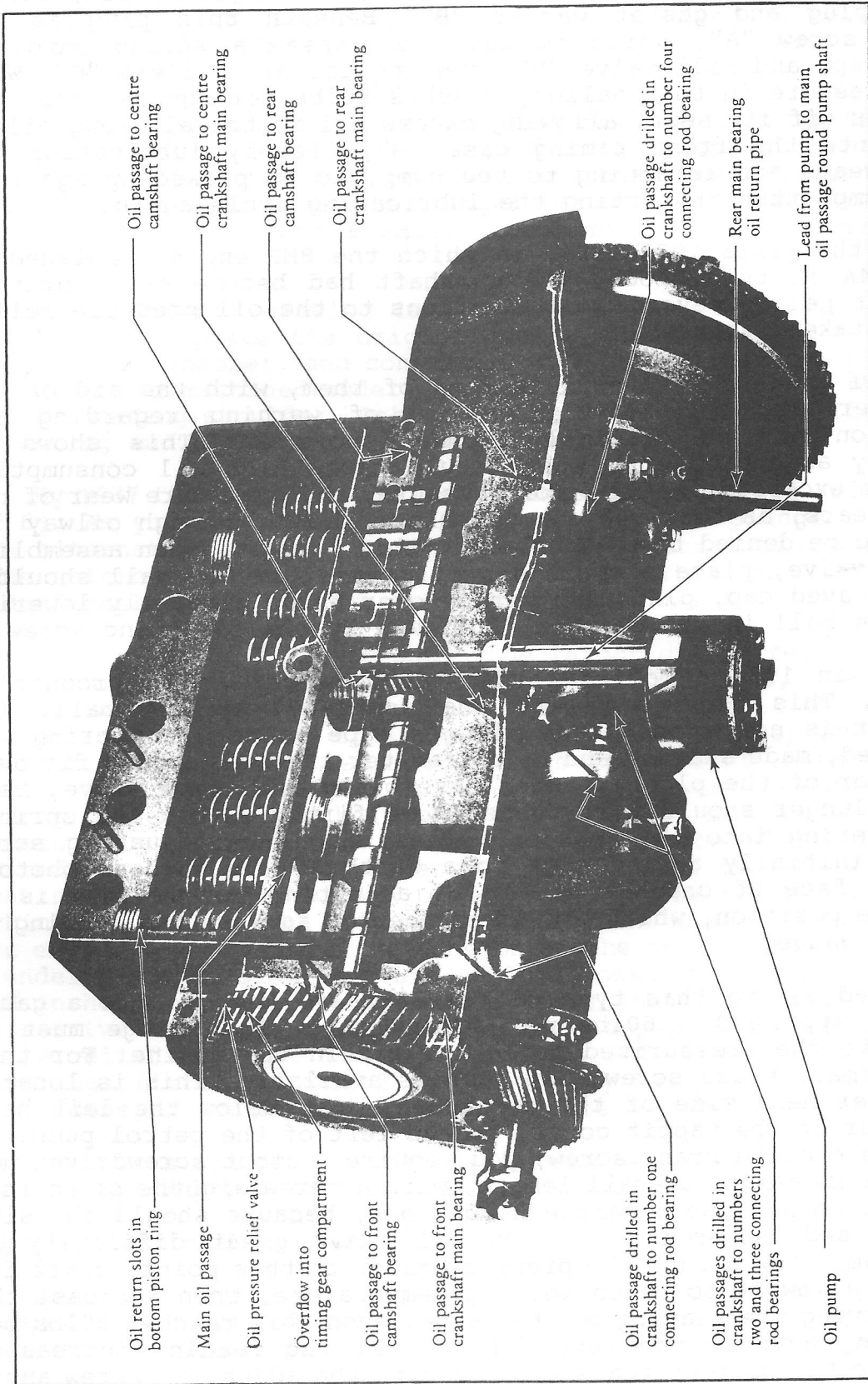
13. Any Other Business

The Chairman voted a thank you to Mr Jeff Griffiths, for checking the accounts and arranged for a bottle of Whisky and a glass tumbler to be presented to him, along with a formal thank you from the Register.

Ken Devine said that FORD MOTOR CO. were producing special poster's for the FSOC to commemorate the 60th Anniversary of the model Y, he asked if it would be at all possible for the register to obtain some. The Chairman said he would investigate

Before the meeting was closed Jean Hunt presented the committee with a cake to commemorate the 60th anniversary, there were 60 candles and Bob helped Sam to blow them out.

The Chairman thanked all those present for attending and closed the meeting.



ENGINE OILING SYSTEM. FIG. 3

THE OIL RELIEF VALVE AND HOW SHE RELIEVES INTO THE TIMING CASE

The oil relief valve in the 8HP Model Y engine is contained within a small chamber, machined in the cylinder block immediately above the camshaft front bearing, alongside the oil filler tube (refer to photo 1). It is sealed off with a hexagon-headed, screw-threaded plug and gasket washer "B". Beneath this plug is the adjusting screw "A", which in turn compresses a spring onto the concaved cap, and ball valve "D" covering the oil gallery "C". When the oil pressure in this gallery reaches 30lbs per square inch, the valve lifts off its seat, allowing excess oil to travel along oilway "E" and into the front timing case "G", thereby lubricating the camshaft gears and returning to the sump, to be picked up again by the oil pump, thus restarting the lubricating cycle again.

Over the years 1932-1954, in which the 8HP engine finished up as the EO4A in this block, the camshaft had become chain driven. Within this period several modifications to the oil pressure relief valve had taken place.

I will endeavour to explain some of them, with the aid of the photos overleaf, but firstly a word of warning regarding the installation of the original valve, (photo 2). This shows an incorrectly assembled one, which could cause high oil consumption owing to an excessive build-up of pressure, and premature wear of the camshaft gears, as they rely on the bleed of oil through oilway "E" which would be denied them. To obviate this problem, when assembling this type valve, place a small dab of grease to the small shoulder of the concaved cap, place the spring over this, carefully lowering it onto the ball in the chamber, followed by the adjusting screw.

Early in 1934 a modified adjustable valve was in production (photo 3). This dispensed with the separate cap and ball. The replacement is now a one-piece plunger type valve. The spring was also changed, made shorter and of a diameter that was a push fit over the shoulder of the plunger. When assembling this type valve, make sure the plunger shoulder is pushed home firmly within the spring, before lowering into the chamber, after which the adjusting screw should be initially turned down to a depth of .65 inches (photo3) from block face of chamber to top of adjusting screw. This is an approximate position, which should be checked against the reading on a pressure gauge.

When adjusting this type of relief valve you require a gauge that reads approx 0 - 60lbs per square inch. This gauge must be connected to the pressurised galleries within the engine. For this purpose a small brass screw test plug is available. This is located on the lower near-side of the crankcase, just below the left hand lower corner of the tappit cover, to the left of the petrol pump. To remove this slotted brass screw, you require a stout screwdriver not more than 6 inches in overall length, with a three eighths of an inch wide blade. Do not use a narrow bladed one, because should the slot become bruised or broken up, you will have great difficulty in removing same. Now attach the pressure gauge to this point, start the engine and allow it to reach working temperature, then increase the revs, observing the reading on the gauge. When this reaches 30lbs per square inch, advance the revs further. If the reading increases, reduce it to the correct reading by turning the adjusting screw anti-clockwise. If for any reason the needle does not reach 30lbs per square inch, turn the adjusting screw clockwise. Repeat this adjustment until 30lbs per square inch is obtained over the complete

normal working range of the engine. You will also observe a reading of some 10-15lbs per square inch at tickover revs. This is quite normal.

Mid 1934 brings us to the beginning of NON ADJUSTABLE oil relief valves (photo4). The right-hand drawing shows the then current production one, which you will see is not as deep as the original, being only 1.69 inches in depth of chamber, as against 2.06 inches of the old one.

The current one of the period also has the overflow "E" drilled into the front timing cover in a higher position, allowing the oil to discharge directly onto the camshaft gear, thus giving improved lubrication to them. Also the plunger valve has a small slot machined into its face, allowing a small permanent bleed when the valve is closed.

The left hand drawing in (photo4) shows parts that were made available to replace the original early adjustable valve. This was in the deeper chamber, and consisted of different hexagon plug, which had a shoulder machined under the head of the plug before the smaller spring locating shoulder. Other than this specially shouldered plug, the spring and plunger are interchangeable.

By 1937 there were also two variants of the relief valve (photos 5 & 6). As you will note, the hexagon plugs and plungers appear to have alternately changed lengths, also a centralising washer with three notches cut into its circumference. (These notches were for identification) and placed over the plunger valve.

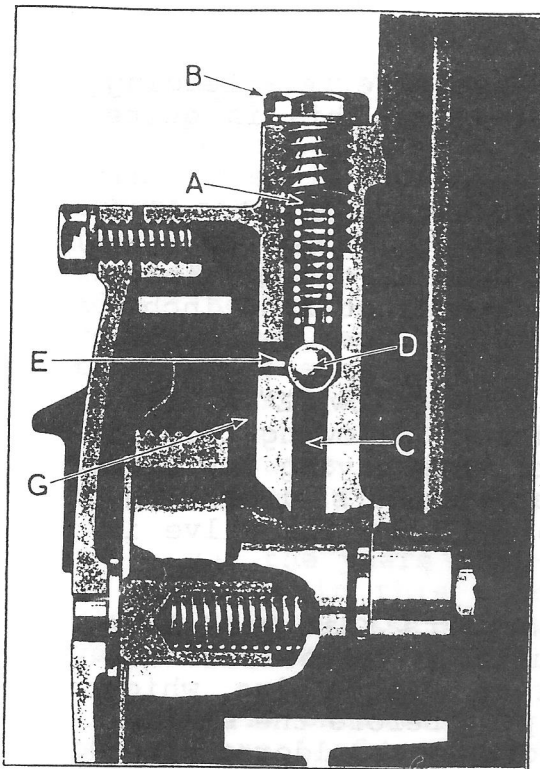
Lastly (photo 7). This shows the latest of the relief valves to be fitted in the 8hp engine. By this time 1939-1940, the engine in production was redesigned and known as the E04A until the end of its run in 1953. By this time it had a chain and sprocket driven camshaft, a redesigned head and a single entry water inlet, requiring special moulded hoses. The oil relief valve was also changed. The hexagon headed plug was hollowed out, allowing the spring to locate therein. The plunger had a long shoulder upon which the spring located. A three notched washer was also fitted over this shoulder, locating it centrally within the chamber. There are two small flats machined on the plunger face allowing for the bleed. With this later type engine you can check the tension of the relief spring by placing it under a compression pressure of 26-32 ozs. It should then measure 1.38 inches in overall length. This measurement is only for the E04A chain driven camshaft engine and does not apply to any of the earlier engine relief springs. I do not have any information on the tension of springs fitted to relief valves in any early engine but, if any member does, I would very much appreciate a photo-copy or info.

Now, with all relief valve adjustments, whether you get a good 30lbs or not depends on the condition of the engine. There are many faults that prevent this, such as worn big ends, worn mains, faulty pump, blocked galleries etc. Dare I say low oil level!

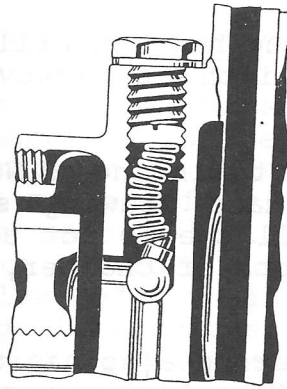
Last but not least, DO NOT MIX PARTS FROM DIFFERENT RELIEF VALVES. YOU COULD DESTROY YOUR ENGINE. OIL LUBRICATION IS THE LIFEBLOOD OF AN ENGINE. ALWAYS USE A PRESSURE GAUGE TO BE CERTAIN ALL IS WELL.

Jeff Cole.

Note: The above applies to the 10 hp Model C, 1172cc engines also.

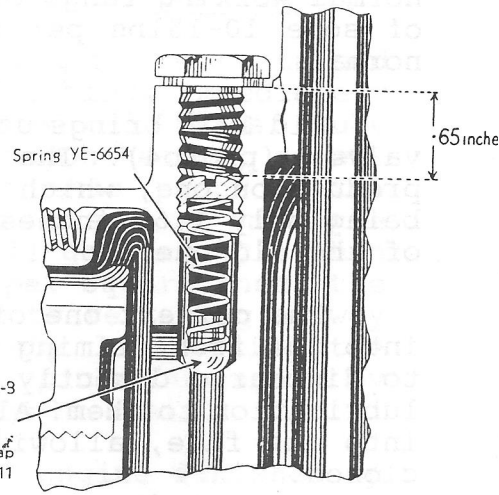


1



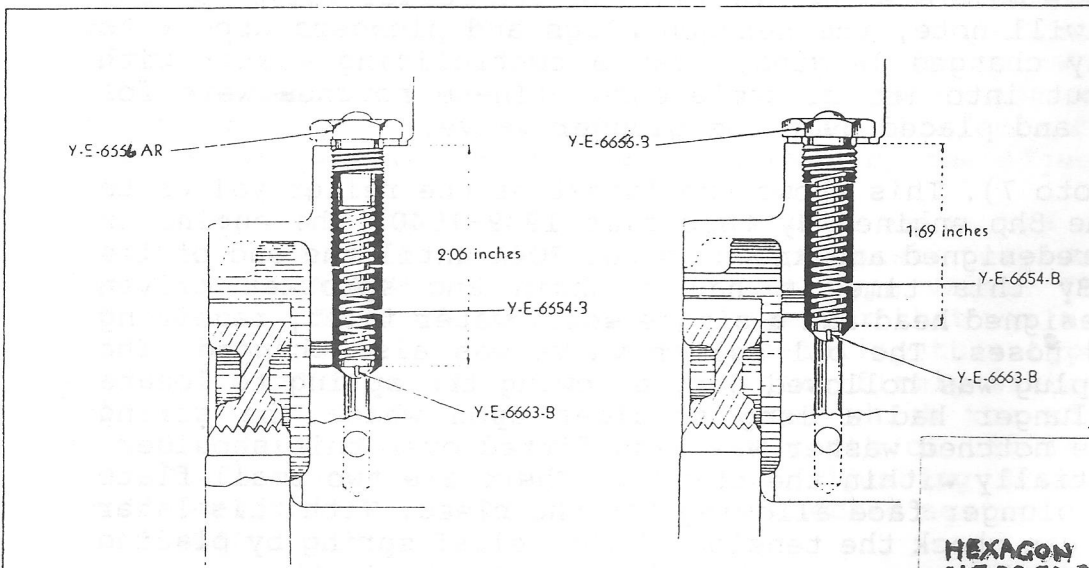
Relief valve "jammed" due to incorrect assembly

2



Modified type valve

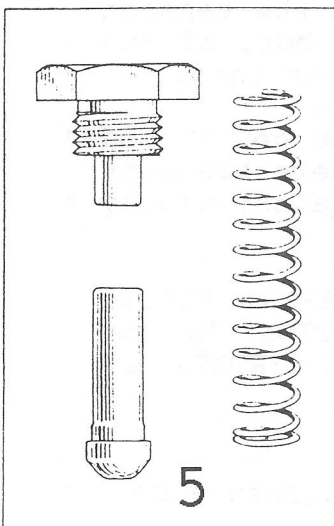
3



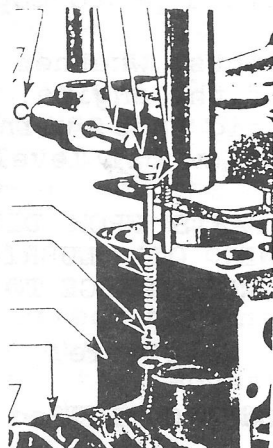
Replacement Assembly for deep oil relief valve chambers

Current Type Assembly for shallow oil relief valve chambers

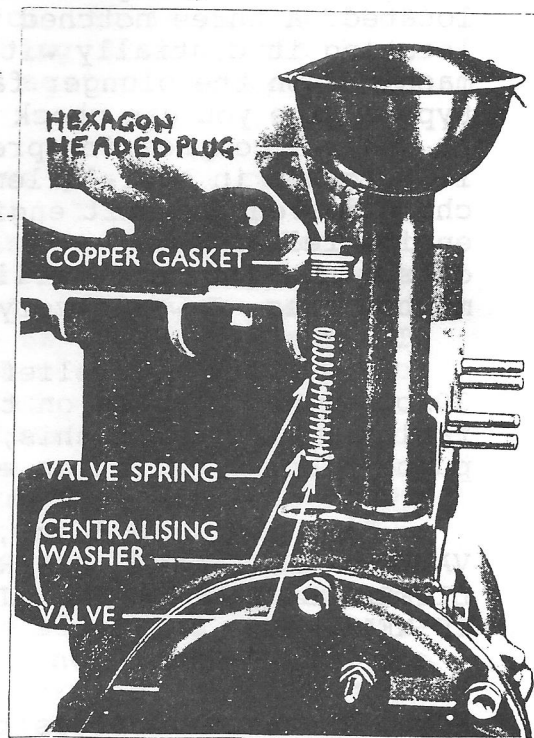
4



5



6



7

OIL RELIEF VALVE

Jeff Cole

CHAIRMANS' NEWSLETTER.

The week after putting the last issue of the magazine to bed, Paula and I spent an enjoyable week sightseeing in Rome, courtesy of Shell Airmiles. It was a welcome break from work, Register matters and the other "voluntary" activities I seem to get myself involved in. I did allow myself one task and that was to try to track down Anitelli Stanzione, who is the last known owner of the Model Y Kerry tourer, JN 2833, which was exported to Rome two years ago. Unfortunately, he no longer lives at the address I have, so we have lost track of the car for the moment. As the main aim of the Register is to keep tabs on surviving vehicles, it was a bit of a disappointment.

We returned in time for the Bristol Classic Car Show, which was as busy as ever. The Register had its usual coveted corner spot and showed off Gerald Evans' 1936 Model Y Tudor and Bert Hopkins' beautiful 1933 shortrad Fordor. Dave Curtis had a special 60th anniversary sign painted, which set off the stand nicely. I had a long chat with Bert, gaining grist for another "Tale from Bert Hopkins" for a future issue. Nick Pinkett, a new member, arrived with daughter and outlined his plans for the restoration of the sawn-off Abbey tourer, which he has rescued from the number plate salesman. Its a mighty project, but, hopefully, using Michael Bell's superb Abbey as a guide, he will have the necessary patience to complete it.

The AGM was not as well attended as in the past, but it was good to see and talk to those new members in particular who had made the effort to be there. I hope they found it equally rewarding. The minutes appear elsewhere in this issue. Bill and Sarah Williams set up their new regalia stand and sold £250 worth of goodies. I can thoroughly recommend the two new items in their repertoire; the sets of drinks mats (60th anniversary of the Model Y) and the very attractive, quality binders for the magazines. Each one holds up to 12 copies (two years' worth). You can place your order on the order form inserted in each magazine.

I am delighted to report that the new editorial team of Ken and Kath Devine are going great guns. No doubt this issue will give us a clue as to how they are going to put their stamp on the magazine. I know their first problem is to decide what to exclude from this issue as they have a surfeit of articles and items; including Kath's own index of key articles which have appeared in back issues. She has just completed the task of updating it with articles from issues 50 to 75. I know they will welcome any comments and suggestions from members on the results of their efforts.

Having been gratefully relieved of the editorial task, I have had more time to devote to other Register matters. The All Ford Rally preparations are well under way with all the entry forms and posters printed, and the letters sent to prospective suppliers of food, PA systems, toilets etc. Stanford Hall (21st June - note) is also coming together nicely. David Grace has already received a goodly number of entry forms. Please send yours in a.s.p., so that the day's events and the catering can be planned (the entry form was included with the last issue of the magazine). Owen Baldock has agreed to run the driving "tests" in the afternoon and, to mark the 60th anniversary, members are invited to attend in 1930's period dress.

Despite heavy ferry bookings over the weekend 15th/17th May, the six of us heading for the 20th anniversary rally "Fantastique" of the Ancient Ford Club of Belgium are booked on a variety of routes. Green cards have been applied for and we are raring to go. Having at long last got my Tudor, CNN, back on the road with new, serviceable water hose inlet manifold studs fitted, I have turned my attention to preparing Kerry for Belgium. She still has a terrible transmission noise, which will need major surgery some time in the future, but she

should survive the trip from Andover to Felixstowe, Zeebrugge to Turnhout and return. We will see. A report will appear in the next issue!

I have yet to find the time to follow up the frequent articles on our cars which appear in the Classic Car weekly. There was a particularly good one on the Model Y diamond anniversary, which featured Dave Tebb with his chassis manufacturing jig, Bob Wilkinson with his Mistral tourer and Mike Murphy with his 1935 Tudor. It also illustrated the show chassis and oldest surviving Model Y (chassis no. Y252), both owned by Dave Tebb. A more recent article recounted the memories of Bill Baker, who was an engineer and road tester at Dagenham from its beginnings until 1967 when he retired. Incidentally, no sooner had the last issue of the magazine landed on my doormat when Bert Thomas was on the 'phone to me, telling me that I had wrongly captioned the Australian Ute as a Model Y. My apologies to Bert and other offended members. As he correctly pointed out, it is in fact a 1934 V8 Model 40 Ute. So we still do not know whether the Model Y Ute had a hard or soft top over the cab - can our Australian members help? Bert also commented on John Foxon's letter which appeared in the last issue. John stated that the shims on the front axle should be fitted above the stub axle. Bert correctly points out that the ground pressure is taken on the base of the front axle. Therefore the shims should be inserted below the stub axle.

I hope you enjoy this issue. Graham Miles has covered the spares situation, which we discussed at length at the April Committee meeting. Bob Wilkinson has given you the opportunity to pay your subscription by standing order and I am grateful to Jeff Cole for his comprehensive article on the oil pressure relief valve. I have been suffering from very low oil pressure on CNN (she has an oil pressure gauge fitted). Jeff's article prompted me to investigate the valve, with no improvement, but pointed me in the right direction with his comment on low oil levels. I have now discovered that the pressure builds up to 20 - 30 psi if I have the oil level a quarter of an inch above the Full mark on the dip stick. Voila! The family had a very quiet run, with good oil pressure, down to the Classic Car Roadshow at Broadlands, Romsey on Easter Sunday. Thanks Jeff.

I look forward to seeing a good number of you at Stanford Hall.

Sam Roberts.

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REMINDER

ANNUAL SUBSCRIPTIONS ARE NOW DUE.

UK AND EIRE: -£15 OVERSEAS: -£18 OAPs AND UNEMPLOYED £10.

PLEASE PAY PROMPTLY, AS IT IS WASTEFUL IN TIME AND POSTAGE TO SEND OUT REMINDERS. YOU MAY PAY CASH, BY CHEQUE OR POSTAL ORDER, OR TAKE ADVANTAGE OF THE NEW STANDING ORDER METHOD USING THE FORM INSERTED WITH THIS MAGAZINE. PLEASE SEND YOUR SUBSCRIPTIONS TO BOB WILKINSON, PAYABLE TO "FORD Y&C MODEL REGISTER". THANK YOU.

TO INSTALL STEERING GEAR IN CHASSIS

Carry out in sequence the following operations:—

Operation

Illustration

1. Offer steering assembly YE-3503-A in position on chassis frame.
2. Replace three steering gear housing to chassis frame bolts and tighten them up using wrenches B-17015 and B-17016. Nuts should be split pinned in position using pliers B-17025.
3. Replace steering column support clip and two screws using screw-driver B-17020.
4. Replace off-side shock absorber and tighten up two bolts using wrench B-17016.
5. Replace draught excluder and four screws securing it to the scuttle-dash using screw-driver B-17020.
6. Replace steering wheel key 74178-S in keyway of upper steering gear shaft Y-110827-B.
7. Replace steering wheel YE-3600-C noting that key 74178-S is positioned correctly.
8. Replace horn switch and nut assembly YE-3616-B and tighten it up using wrench Y-854-A.
NOTE.—Before screwing nut home on upper steering gear shaft Y-110827 horn switch wire connection should be snapped into position.
9. Replace steering wheel insert Y-110823.
10. Snap lower end of horn switch wire assembly YE-14308 into its connection.
11. From underneath car, using creeper 76, replace steering gear arm key 74178-S in keyway of lower steering shaft Y-110845.

Operation

Illustration

12. From underneath car, using creeper 76, replace steering gear arm YE-3590-A noting that key 74178-S is positioned correctly.
13. From underneath car, using creeper 76, replace and tighten up steering gear arm nut using wrench B-17016. This nut should be split pinned in position using pliers B-17025.
14. From underneath car, using creeper 76, offer up off-side engine pan Y-110291-B. From above replace screw to hold off-side engine pan to front cross member Y-110072 using screwdriver B-17020.
15. From underneath car, using creeper 76, replace two bolts, spring washers, and nuts, to hold off-side engine pan to frame side member using wrenches B-17015 and Y-853. For ease of operation assemble both bolts loosely, starting with rear bolt.
16. Adjust steering ball race nut allowing steering wheel YE-3600-C $\frac{3}{4}$ " free movement measured on rim of the steering wheel. Lock nuts together using wrenches CY-345-L.
17. Replace battery negative terminal lead by removing two cover fastening nuts Y-110932 with screw-driver B-17020 and lift cover. Clamp lead to negative terminal post using wrench B-17015. Coat battery terminal liberally with vaseline to prevent corrosion. Replace battery cover and tighten up fastening nuts.

TO DISMANTLE AND RE-ASSEMBLE
DISTRIBUTOR, GENERATOR, STARTER
MOTOR, CARBURETTOR, AND
FUEL PUMP

Special Tools and Equipment Required

Tools from Standard Tool Kit

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

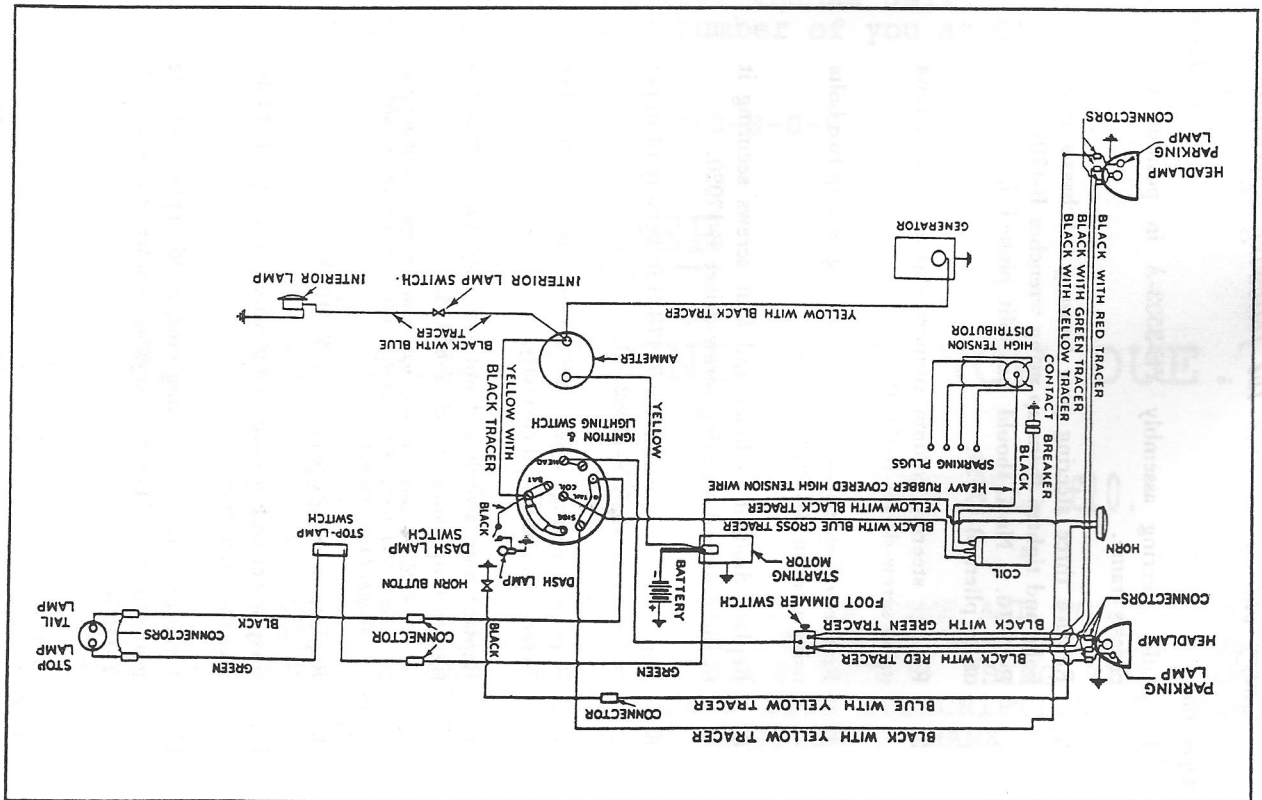
Special Tools and Equipment previously used

Wrench	..	..	..	Y-810
Wrench	..	..	..	Y-853
Copper Hammer	..	..	..	83

Special Tools and Equipment not previously used

Pin Punch	..	..	..	..	37
Wrench	..	..	..	..	5324
Special Wrench for Starter Pinion	..	..	..	..	Y-858-S

WIRING DIAGRAM.



UNLEADED FUEL - THE DEFINITIVE ANSWER

A sub-committee of the Vintage Sports Car Club has prepared a lengthy paper which provides all the information and background for individuals to reach their own conclusions about all the implications of using unleaded petrol in period vehicle engines. The 46 page report pulls together a mass of statistics, findings and tables from the USA, Germany and the UK under the title:- "Valve Seat Recession; Use of Unleaded Gasoline in Older Engines". We are very grateful to the Vintage Sports Car Club for permitting us to print in the magazine the conclusions of the report. A copy of the report is held in the Register library. However, if you want to obtain your own copy, they can be obtained for £4.00 from:-

P.H.J. Whyman
The Federation of British Historic Vehicle Clubs
Elton House, Church Lane
Tydd St Giles
Wisbech, Cambridgeshire, PE13 5LA

"7. CONCLUSIONS

- 7.1 There is much evidence from reported scientific literature that valve seat recession occurs in cast iron engines operated continuously on unleaded petrol. Engine speeds and loads do not necessarily have to be high for valve seat recession to occur, although seat wear rates increase rapidly with engine speed. Wear rates of over 5 thousandths of an inch per hour of operation have been reported, at an engine speed of 4000 rpm.
- 7.2 Exhaust valve seat wear observed with unleaded petrol in cast iron cylinder heads or blocks involves metal to metal contact, with consequent localised adhesion between valve and seat. Particles of the seat material removed by the valve as it opens are oxidised by hot exhaust gases. Hard lumps of iron oxide form on the surface of the valve face; valve rotation grinds away at the valve seat, producing recession or "sinkage".
- 7.3 Valve seat recession with unleaded petrol increases rapidly with engine speed. At sustained speeds below 2000 rpm, the risk of wear is low, while above 3500 rpm, catastrophic wear frequently results. Valve rotation speed is closely linked with engine speed, and is seen as the primary factor influencing wear. Reduced wear rate are associated with a 30 degrees valve seat angle, and lower compressed valve spring load. Sodium cooled valves may help in reducing recession. Hardfacing exhaust valves with Nimonic (80% Nickel, 20% Chromium) will reduce recession provided the composition of the hardfacing material is closely controlled.
- 7.4 The best solution to the problem of valve seat recession is to fit hardened exhaust valve seat inserts. Millions of vehicles worldwide have successfully used such inserts to permit satisfactory continuous operation with unleaded petrol. Insert materials must possess good hot hardness and corrosion resistance to operate satisfactorily. Inserts made of materials rich in cobalt, tungsten and chromium have given way in recent years to lower alloy content iron-based sintered powder metallurgy materials. These are of lower cost, and the sintered matrix can be infiltrated with copper to give improved heat transfer and to provide a solid lubricant effect.
- 7.5 There is ample evidence that exhaust valve seat recession was a problem in America during the 1920's, being associated with truck and motor coach

operation on improved main highways which developed rapidly during this period. Corrosion and wear resistant valve seat inserts were fitted by many American motor manufacturers as original equipment from about 1930 onwards. A contemporary record (1930) indicated that valve seat recession could be prevented by using leaded petrol. In the UK, valve seat recession was much rarer in the 1920's and 1930's, because of inadequate road development which did not permit sustained high speed, and the predominance of small, low powered, cars of relatively poor performance. Manufacturers of heavy duty engines and quality cars frequently fitted valve seat inserts as original equipment.

- 7.6 Developments in exhaust valve steels since World War II have improved hot strength and corrosion resistance. These improvements have made exhaust valves very resistant to lead oxide corrosion; exceptionally long life with leaded fuel has resulted. The use of leaded petrol in older engines should no longer pose a threat to exhaust valves because of the development of improved valve steels.
- 7.7 Soluble fuel additives, usually based upon organometallic compounds can reduce valve seat recession in cast iron engines. At low treat rates compatible with exhaust catalyst operation, valve seat recession can still be a problem. Higher treat rates, particularly if allied to other preventive measures (eg use of 30 degrees valve seat angle), will give improved protection.
- 7.8 Ash-containing crankcase lubrication oils showed 30% - 50% reduction approximately in valve seat recession tests using unleaded petrol in cast iron engines. Metal based detergents in the lubrication oil degrade to give combustion chamber deposits beneficial to the exhaust valve seats. Use of a good quality engine oil (SF or SG API service classification) will help to reduce valve seat recession.
- 7.9 Treatment rates of between 30 and 50 ppm (parts per million) minimum of lead in petrol are necessary to protect exhaust valve seats from wear. Metallic pellets introduced into fuel tanks or lines are practically insoluble in petrol, and thus the negligible metal content of the petrol resulting from temporary contact with the pellets, is too low to protect valve seats from wear. Permanent magnets attached to the outside of fuel lines through which petrol passes will have no significant effect because hydrocarbon fuels are non polar."

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SNIPPETS FROM PERIOD MAGAZINES

Practical Motorist - May 30th, 1936.

" Henry Ford Rides a Bicycle.

Mr. Henry Ford, who will be 73 this summer, has taken up cycling to keep fit."

The Light Car - January 1, 1937.

"A rear-engined Ford of super-stream-lined outline is foreshadowed by the issue of a new patent to Mr. Henry Ford. As described in the patent specification, which covers only the chassis of the car, the engine will be mounted transversely and almost directly over the rear wheels. The whole of the transmission is of unit construction and will be mounted on rubber."

SPARES REPORT

Prior to the A.G.M. we held a committee meeting, as no doubt Sam has already explained elsewhere in the newsletter. During that meeting a number of items were discussed, not all to be handled directly by the Club, but in many cases by outside contractors.

One was carpets, which we had looked into previously with varying degrees of success. However, two possible suppliers of carpets are known and two members of the committee are to look into each. On the subject of trim, I do not carry any as previously stated in former bulletins. Woolies advertise on our inside cover and they carry a full range of trim materials; this includes rubber extrusions for various window and draft fittings. A sample sent to them should get you out of trouble. The moulded rubbers for screens, etc. are no longer obtainable and it is the extrusions from Woolies that you are obliged to work with.

An outside supplier is also arranging for a full set of engine gaskets, both 8 and 10 H.P. More details of his success will follow in later issues of the 'Bulletin'. However, both Bert Thomas and I still hold limited stock of various gaskets.

Shock absorbers, mounting kits, linkages and steering boxes overhaul work is also being looked into, again this will be the subject of a later report.

'L.R.' and 'C' temporary plastic headlamp glasses have had a set back, as well as the three dash knobs, but we hope to progress on this at a later date.

'C' road wheel nuts have been considered, but it has been found that a standard wheel nut will do the job. The Ford code to order these is 1421475.

Body Panels - various on both Y and C models all years are to be produced by K.A. Developments, again see our back cover for full details, Ken has been given or loaned S.R. and L.R. wings and various panels. He is in fact manufacturing an O/S/F wing for my next S.R. project as well as a rear valance for ALT 354, also a project under way. However, Ken does need some help on 'C' panel patterns, so if any of you can help please contact him direct. Shortly it is hoped Ken will publish a full list of items available from his workshop.

Now to items under direct consideration by the Club

All L.R. 'Y' and 'C' model exterior door handles are in the process of being cast, as well as L.R. 'Y' radiator bonnet mounts. A further progress report hopefully by our next issue. The question was asked about bonnet centre strip retaining catches, which are different front and rear, but as these are seldom asked for, no decision to manufacture them was taken, so let me put it to you the members, is there a need for these items?

Headlamp diamond centre magniflex bars. Tooling is now in hand to produce these and an order placed for the manufacture of 300 blanks once the tooling is produced. Following on from receipt of this tooling. the necessary tools to produce the oval oil can will be ordered.

Side lights as fitted on S.R. and early L.R. models as well as vans, has long been discussed, but for the present no firm plans for production were laid down.

'Y' Model exhaust manifolds - I am still looking for help on this one. We need a pattern maker and a contact in foundry work. These items which are regularly asked for, are now in short supply. If you know of anybody in this work, please contact me. So to date no progress on this one.

CARS FOR SALE

<u>Model Y</u>		<u>Price</u>
(3)	1933 Shortrad Tudor, Y13458. Complete, some rust. Restoration project. Car on Isle of Wight. John Pinder P1012 Tel: 071 283 5744 (daytime)	Good Offers
(3)	1933 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
(3)	1934 Fordor, JG 3241. Complete but needs full restoration. Log book. Steve Minns M1305 Tel: 0473 780818 (Ipswich)	
(3)	1937 Tudor, Y176780. Part restored. Running. Needs finishing. F. Croucher C0929. Tel: 0438 368849 (Stevenage).	£1000
(2)	1935 Fordor, Y84614, BAE 823, part restored, needs finishing, has V5. Joh Kirby K1610. Tel: 0532 823318 (Leeds)	£750
(2)	1933 Fordor Shortrad, nice condition, MOT & tax, Scottish car Alan M. Robertson R1808 Tel: 0360 311587 (Glasgow)	£4000
(1)	Model Y Alan Taylor Tipper Truck. Poor condition, but complete. Alan Brown B1020 Tel 0245 380245 (Essex)	Offers
(1)	1934 Model Y LR, Y49052. VV 2621, 2nd oldest on register. V5. Stripped down, some spares Mrs G Barrett, 0686 628324	Offers

CARS WANTED

- (3) Y or C in immaculate condition - cash waiting. Tel: 0473 780818
- (3) Model Y. Possible part exch. for mint 1966 Sunbeam Alpine, value £6000. Steven Day. Tel: 0444 450274 (Sussex).
- (2) Model Y in running order, region £2000. Details to Paul Tritton T1008 Haslers Farm, Little Waltham, Chelmsford, Essex. CM3 3NH.
- (2) Swap my Marlin Roadster. Vitesse engine, for Y Tourer or Fordor Shortrad saloon - cash adjustment. Dave Durrant D1516 Tel: 0205 871090 (Evenings)

PARTS FOR SALE

- (3) Front axle, £15; Rear axle, £10; 2 x wheels, £6; 5 x 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)
- (3) 3 x Gearboxes, 2 x strg columns, 3 x wheels, Recon. starter & dynamo, hub puller plus others. £50. Mr Simmons Tel 0983 741020 (Isle of Wight)
- (2) 1933 model Y windscreen glass x 2. E. L. Bryant, 22 Claredon Road, Ipplepen, Devon. TQ12 5QS
- (2) Y front axle, rear spring, shock absorbers, petrol tank and various other items for model Y Patrick Taggart. Tel: 06626 242599 (N. Ireland)
- (2) Model C front bumper, Y front bumper (without groove), 2 x manifolds (central exhaust), 10hp carburettor. Mr Long. Tel: 0734 722347 (Reading)
- (1) Model Y 1936 Rear axle complete with brake drums, Rear spring condition unknown. £50 ono. M Clark C0732 Tel: 0527 78666 (evenings Bromsgrove).
- (1) C interior clock mirror, clock not working £30 D. Gatenby 0325 486781.
- (1) 2 Front mudguards LR. Y fair condition, need repair D Pittock 0449 767113
- (1) 4 x Y wheels. Blasted and powder coated, brand new tyres. Offers £200. Tel: 0202 674982

PARTS WANTED

- (3) Pair front wings for 1933 SR model Y. Dick Moody. Tel: 010 353 51 32529
- (3) Y chassis with axles & springs for Y LR. Clive Battye. Tel: 0706 374942
- (3) Ext. door handle for 36 Fordor Y. Passenger side. Locking or unlocking. Dave Freed F0210. Tel: 0272 733775 (Bristol)
- (3) Grill shell for 33 SR model Y. Also driver's side window mechanism. Trevor Walker W1727. Tel: 091 2745660 (Evenings - Tyneside.)
- (2) Pre-war car sales literature, incl. non-Ford. Fred van Leeuwen O-V101, Saxon Weimarlaan 30, 1075 CC Amsterdam.
- (2) 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
- (1) Model C front windscreen and frame David Gatenby. Tel 0325 486781.

NOTICES

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

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