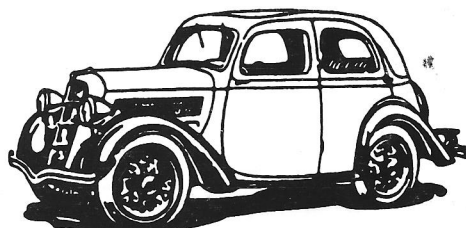
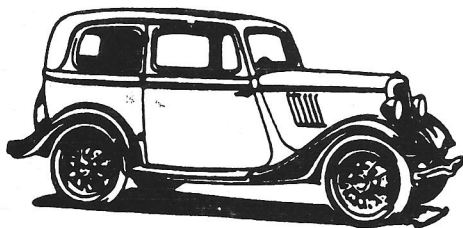


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 77 June/July 92

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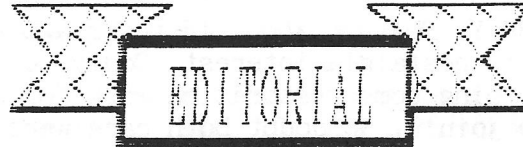
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## EDITORIAL

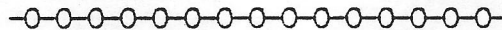
Kath and I are now beginning to appreciate the amount of time & effort it takes to put a Newsletter together, in the past we would eagerly await its arrival on the doormat and almost have a fight over who read it first, without giving any thought as to how or by who it was put together (now we know).

Unfortunately we are not able to include all of the letters we have received, in spite of the fact that this issue has 4 pages more than normal (thanks Sam) Those who were missed out this time can be sure to be included in issue 78. The Register seems to go from strength to strength gaining new members every month from home and abroad, it was nice to meet the Clifford family from Colorado and talk about thier son's unusual model Y gamekeeper's pick-up.

Well done to all those who made it to Stanford Hall, we didn't get the 60 cars we had hoped for, but Wendy and David Grace were taken aback and feared running out of supplies, catering for more than 60 barbeques on Saturday night. Well done to you both it was much appreciated (the cooks didn't do bad either). its surprising what a Yorkshire man can do when he really tries. (EH Bob). He is of course our Treasurer, Membership Secretary and Registrar, cum cook (perhaps we should call him the Mad Hatter).

Comments on the contents of this issue have been well covered by the various officers which leaves little scope for us.

Enjoy your motoring and remember, it is safer to hug a curve on the road, than it is to hug a curve on your settee.



### NEW MEMBERS

Since our last publication we have been joined by the following new members:-

Ø-C104	Bruce Clifford	318 Ranae Drive, Loveland, Colorado, 80537 USA.
E1812	Owen English	9 Nant Drive, Oban, Argyll, Scotland. PA34-4LA.
L0516	Gary Lee	50 Day's Lane, Sidcup, Kent. DA15-8JN.
Ø-T103	Pierre Terlinden	119 Avenue Marie-Jose, 1200 Bruxelles. Belgium.
Ø-T102	Carlton Thisse	3671 Easy Circle, Muskegon, Michigan 49442, USA.
W1002	Malcolm Wise	23 Brackendale, Winchmore Hill, London. N21-3DH.
W1208	Steve Wright	The Old Thatch, Peverill Rd, Ashby Magna, Leicestershire. LE17-5NQ.

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

Bob Wilkinson

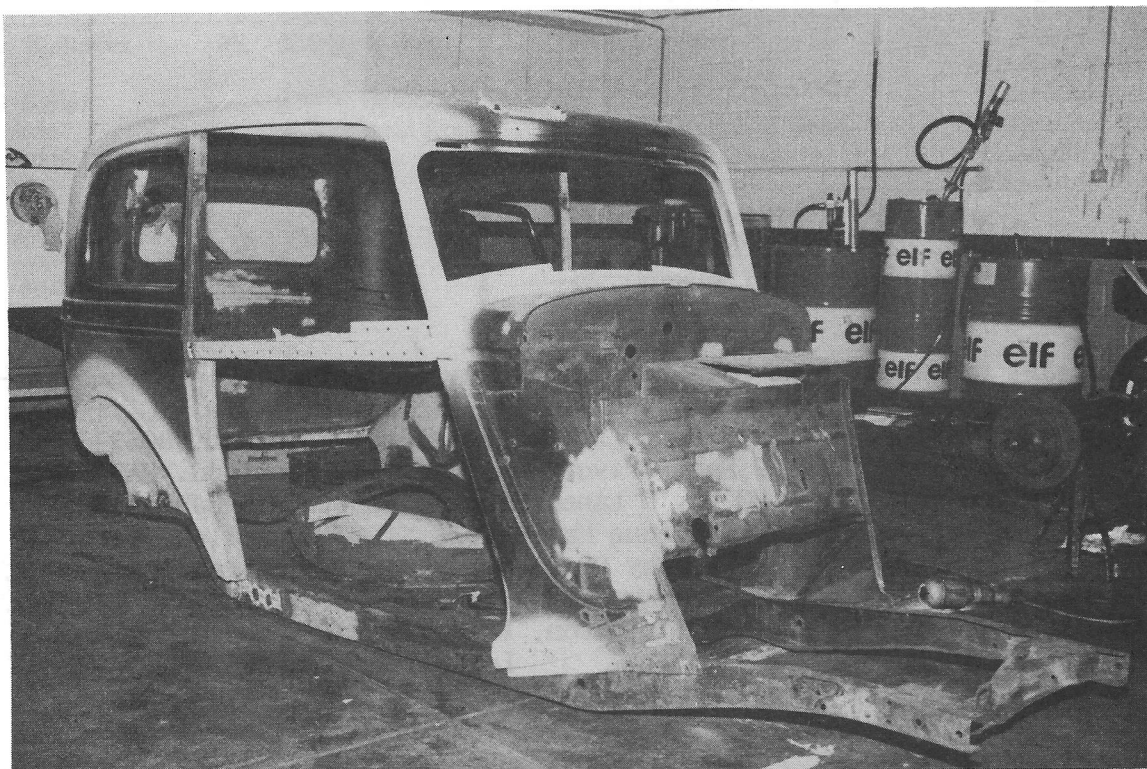
NOTES ON NEW MEMBERS:

Owen English owned a 1936 Y, DUA 938 about 15 years ago and is now looking for a Y to buy to continue his nostalgia interest. Oddly DUA 939 is currently in Dave Tebb's garage undergoing some restoration work for a customer. (don't worry we will get him to join!). No doubt both cars were supplied by the same Leeds dealer - probably on the same day in 1936! I'm sure we can find you a Y model soon Owen.

Gary Lee has taken over his father Ron's 1933 left hand drive model Y. The car is now running again after a ten year lay-up. It is mechanically fine but needs door handles, carpets and door rubbers & channels. The body would benefit from new running boards. Apart from upholstery items the club can help with all of those items Gary.

Malcolm Wise came to Stanford Hall to look at our cars to help with ideas for getting his 1936 CX (4 door) on the road. DMD 921 was laid up from 1939 to 1970 having covered only 13,900 miles. The original owner, an RAF pilot is understood to have lost his life in the Battle of Britain action of 1940. The pilot's father was unwilling to sell the car for many years. Malcolm has all the original handbooks, service sheets and a 1939 tax disc! Malcolm is now fired with enthusiasm to get the car on the road.

Pierre Terlinden bought his 1934 model Y AKT 145 in England in 1989. The car was used by Pierre and his family for 6 months before being dismantled for restoration (see photo). Gerald Verhue, Pierre's friend and expert mechanic is giving much needed help with the work and it is hoped to have the car on the road next year and to attend one of our rallies. Incidentally Pierre met club chairman Sam Roberts on the recent Cross channel rally to Belgium undertaken by some of our members. (See photo taken by Pierre Terlinden).



DON'T FORGET THE ALL FORD RALLY AT ABINGDON 27TH SEPTEMBER 1992

Steve Wright worked hard to transport his recently purchased 'Y' to Stanford Hall. The car is quite sound but needs new paintwork and trim, but should prove to be a very manageable restoration. At the time of writing I don't have all the details to hand e.g. chassis number etc. Good luck with the work Steve.

Bruce Clifford's 1934 pick-up WV5298 (converted from a 4 door saloon by a very skilled coachbuilder) featured in issue 76. The pick-up was used for many years by the gamekeeper for the Earl of Suffolk and was taken to the states several years ago. Bruce's parents and sister visited us at Stanford Hall, whilst on holiday in UK. and were able to check on details and pick up a few spares for Bruce. They were pleased to see the pick-up owned by David Chaffey (see Chairman's report) at Stanford Hall.

Carlton Thisse is our second American joining us with ALD 130 which was taken to the states by former member Lou Miliano in 1989. It had previously belonged to Colin Boxer in Suffolk, Carlton is no stranger to model Ys as he bought one (WG 5793) whilst in England in 1961. This car is now with his daughter & son-in-law in Florida. Carlton has recently sent much more information on his cars and I hope to put them in a separate article for a future Newsletter.

Meanwhile welcome to all new members.

Bob Wilkinson



From Stan Bilous (B1041). in response to Bob's plea for letters regardings 'C's.

Firstly I cannot praise Paul Bainbridge highly enough for the help I have received from him. Not only has he offered advice on many aspects of my restoration but he has come up with practical solutions and offers of parts and much else besides. (He's a fair cartoonist as well!). As a long time member of FSOC and now Y & C I can recognise a true fellow Ford 'nutter!.

It's also true that 'C's are a bit invisible at the moment. I think many fell in half in the late fifties early sixties, but there are several restorations 'on' at the moment in my area alone, so perhaps there will be a sudden blooming of 'C's in the near future. The anniversary is due in 1994, so just let's wait for the onslaught.

Having started restoration on my own (BKP 227) it is now under wraps for a short time due to a complete rebuild of my garage. This is neccessary, as it now has to house the C, my Prefect and all those bits and pieces that go with them. (sounds like somebody I know. Kath) The main difficulty so far has been the interior woodwork. Paul has helped greatly with photos so I'm now in a position to make up the pieces. I refer mainly to the complex wood framing around the rear window & adjoining panels. I can offer a wood machining service to members who require such parts, including floorboards, but may need patterns. Back to the garage, should get a bit more done.

MEMBERSHIP CHAT.

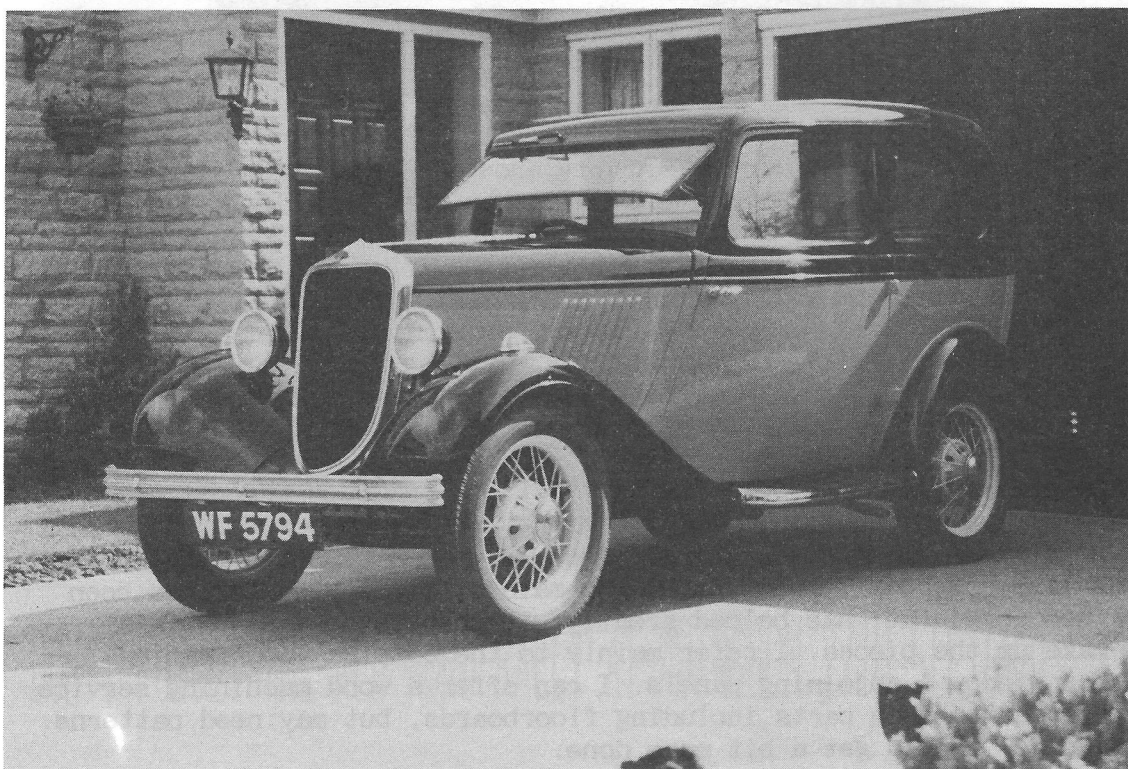
John Shepherd (S1534) from Chesterfield writes about his Y SR. WF5794 (Berty).

My wife Patricia and I were driving to Sheffield to visit a garden centre to buy some conifers, I decided to go by a lesser used route which entailed passing by "The Spinning Wheel" classic car sales forecourt. I saw 'Berty' on the forecourt, stopped to look the car over and promptly fell in love with it (I had always liked the model Y styling) and bought it.

I think that I paid over the going rate for the car, but I don't regret it. It wasn't purchased as an investment but because we liked it and are still enjoying the car. We use the car as a local runabout and intend to visit shows and meetings providing the distance is not too far away. I often drive 30 miles, round trip to Netherthorpe Airfield, Nr Worksop, where I fly/hangar a small 2 seater, low wing monoplane, which I have 1/6 share of. The aircraft is a French built Piel Emeraude 90hp. Registration G-AYEC, if you are interested and is currently being rebuilt to fly this summer. It is a vintage "taildragger" - timber & fabric.

A possible photo is obviously on the cards with "Berty" on the field parked up against "Echo-Charlie".

I find it a very easy car to drive, being initially quite surprised to find synchromesh on 2nd & 3rd gears working well. There is a little play in the steering however, which gives the odd exciting moment when pot holes or bumps are encountered, and the body rolls a great deal relative to modern cars, when cornering. I think the worst problem I have to deal with is that of hand signalling as there are no indicators or semaphore arms fitted, some days/nights are exceedingly cold. Yes nights is what I said. I don't know whether other owners drive Y's at night and in winter as I have done (only when it is dry) but you have to be very careful about other drivers as they often miss hand signals. I think some modern car drivers have forgotten what the signals mean anyway. The car is very reliable and starts easily every time. The reason for this is probably because a new battery was fitted when I bought it, the dynamo charges very well. The seating position is unusual relative to the modern car. The main thing one notices is that the seat back seems to promote an upright posture no matter how one squirms around to find a laid back slouchy position. I now find this quite comfortable and it must be working wonders for my department. I figured the seat broke the body in, not vice versa.



Finally a letter from Paul Bainbridge.

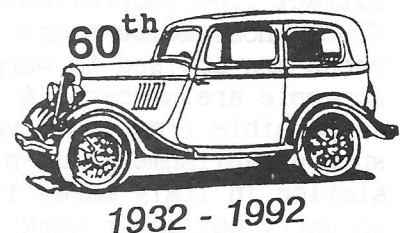
I recently received a letter from Stan Bilous in Streatham (SW16) in which he included a very interesting photo of the wooden floor area of his Ford C type



PHOTO CREDIT STAN BILOUS

Note the steel box sunk into the floorboards under the driver's seat which Stan thinks must be a tool box. I myself have never come across a 'C' with this box in before. I wonder if it was factory fitted on some cars or if the previous owner got sick of trying to fight to get something from under the back seat. Anyway Stan informs me that he can supply wooden flooring for the model 'C' (see Stan's letter. Ed) contact Stan at 81 Heybridge Ave, Streatham, London. SW16 3DS. If anyone also has a box under their driver's seat I would like to hear from you.

Does anyone know about DLY 785, in mint condition. Was unable to get any info on it. I did wait two hours for the owner but the heavens opened and I made a dash for my car and forgot to leave a note on the window.



Paul Bainbridge.

### MEMBERS UPDATE.

Dennis Pittock is well under way with the restoration of his 1933 SR saloon, He writes. "Back & front axles completed, chassis repaired, body waiting some minor welding. I would like to thank the Y & C Register/newsletter, spares section & various members, for all their help & support". Thank you Dennis, members sometimes forget that the club is run by people as their hobby. All officers & many others give many hours of their own time to ensure that our club flourishes. I know that this is also time away from playing with my old cars and is doubly valuable. Thanks for the thanks Dennis - we don't get many.

Paddy McCaffrey in Kent sent a photo of CGF922 he writes. "The car has just passed its MOT test and is used on a daily basis for shopping & pleasure trips" And no doubt providing all with a great deal of pleasure.



David Ashton joined us at the All Ford rally last year and has sent in the history of EG 2932 his 1936 2 door Y. He says "I have owned the car for 20 years It came into my father's garage and failed its MOT test miserably, so dad bought it for my 13th birthday! I use it every summer and am restoring a 1932 model B saloon. Dad's garage was Brook Motor Co. the Ford main dealer in Newark. I bet we supplied some of our members cars! He sold the business to Cowies of Sunderland".

Bob Wilkinson

#### Extract from Federation of British Historic Vehicle Clubs.

Clubs whose members are lucky enough to be able to find spare parts in scrap yards are advised to warn their members that the days of the traditional scrappie are numbered & it could be well worthwhile gleaning as much material as possible from known yards before pollution control legislation closes most such establishments down. A correspondent from Switzerland advises us that legislation in Italy makes it illegal for anyone other than an authorised repairer to carry out major work to vehicles (owners are limited to doing no more than simple servicing such as oil changes- & the old oil has to be returned to the oil companies for disposal.) He goes on to report that he has been unable to purchase axle oil in Switzerland as this commodity is available only to licensed service operators. It is quite likely that the supply of cellulose paint & thinners will be controlled.



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Postage for overseas members £5.00.

Please make cheques or postal orders payable to 'Ford Y & C Model Register'  
and send order to Bob Wilkinson (address inside front cover).

We have copies of the Bulletins (not to be confused with our Newsletters) available at the price indicated for a limited period only. The next batch from the printers will be dearer. These are invaluable to members restoring or maintaining our cars. They are the nearest you can get to a workshop manual being reprints of illustrated technical data supplied by Ford Motor Co., to all main dealers in the 1930's Order now at the old price. Bob Wilkinson.

Responses to newsletter 76.

1. Motor Tax or Dearer Petrol?

I wrote seeking views on removal of road fund licence on cars substituting a higher taxation on petrol. Kevin Ashcroft's was the only reply at present. "No to the abolition of motor tax - based purely on personal bias. As a village sub-postmaster this represents a high proportion of my income. Removal of this income would mean me parting with my model Y"

I must admit Kevin, that I had not considered this point and as a rural resident I do value having a local post office and do all I can to ensure that all village traders are supported. However there may be ways of overcoming this problem. Any more members with views on this issue?.

1992-1993 SUBSCRIPTION REMINDER.

Subs due 1st June 1992.

Rates - £15-00 UK & EIRE [£10-00 unwaged/retired] £18-00 overseas.

Many thanks to members who have renewed on request in last Bulletin. If you haven't renewed please do it NOW! Cheques payable to Ford Y & C Model Register & send to Bob Wilkinson (address inside front cover). It helps to quote your membership no. which is on the address label of your club envelope. Members not paid by 1st Sept will lapse their membership. Your membership card will be included in a mailshot unless you include SAE. with your cheque.. Bob Wilkinson

### THE BELGIAN "LUSTRUM" RALLY

This year marks a double anniversary, sixty years of the Ford Model Y and twenty years since the founding of the Ancient Ford Club of Belgium, the organisers of the "Run". The Model A Club of the Netherlands, along with the Ford Y & C Model Register, attended thus making it a truly European event. Five Ys came from England. They and their mileage to the start of the rally were:- Graham Miles, 1933 short-rad Van, nicely signwritten " MILES and SON - Motor Car Engineers", had clocked 125 miles; Kevin Briggshaw, 1933 Tudor short-rad had covered 210 miles; Sam Roberts in his nice 1934 Kerry tourer did 290 miles; Brian and Yvonne Mace in their smart 1936 Fordor long-rad at 150 miles, and the much travelled 1936 Tudor long-rad of Tim Brandon and Jill Pearson did 130 miles. I clocked 110 miles from French Flanders in my old faithful 1937 Tudor.

The starting point of the Rally was the town of Turnhout which is midway between Antwerp, Belgium, and Eindhoven, Holland. The weather was glorious when all the entrants met at a large farmhouse converted into a restaurant with plenty of parking, for a nice breakfast and a chance to have a jaw and look over the other vehicles, which were all Fords apart from a 1936 Chevrolet Sedan. Model As were in the majority, including Tudors, Fordors, Cabriolets and Three and Five Window Coupes, plus Thunderbirds, a Taunus 12M and a very nice Antwerp assembled E93A Prefect of 1948, finished in metallic Mercury Blue. This colour was not of course available in the UK. However, one could order American colours in Belgium because U.S. Fords were also assembled at Antwerp on the same line. The two commercials present were a beautifully restored Model AA Flat Bed lorry and an F 500 Four wheel drive truck.



The British cars lined up for the night outside the priory.

From the left:- Graham Miles' van, Kevin Briggshaw's short-rad, Jim Miles', Brian Mace's and Tim Brandon's long-rads and Sam's Kerry.

At 11.30 am prompt the Rally commenced. Each participant was issued with a route plan and questions which had to be filled in en route. For instance:- "What year was the windmill on your route built?" To find the answer you had to leave your car and look out for the date somewhere. All this was pretty straightforward until the first practical test stop, which entailed riding a bicycle through traffic cones whilst carrying a tray of glasses filled with water! However, all the Y crews managed, even if a little wobbly, to complete the course! Lunch was served at a restaurant set in a forest glade which gave the cars and drivers a chance to cool off. We set off soon after for the last leg of the Rally and my car coughed to a halt. I thought at once it was vaporisation - however the trouble was traced to the cork fuel pump gasket which had shrunk due to the warm weather. Tim Brandon came to the rescue with a rubber replacement, after which my car ran better than it had for ages. So, replace cork fuel pump gasket rings with the better rubber types which have a much longer life span. We arrived without further mishaps at our hotel at about 5.30 pm. Here we had to undergo the final challenge which entailed donning an archer's outfit and trying to shoot three arrows to knock an apple off a mannequin's head, a very stiff test. However, Graham Miles did it with his first arrow and got a cheer from everyone present.



Kevin missing the apple!



Jim and his mechanic.

The hotel itself is worth a mention. It was a large 15th century converted priory in its own large grounds of wooded parkland. It had been beautifully restored to its former glory. After our archery game we all changed into our "Number Ones" and had drinks on the terrace along with the forty-five other crews and then went into dinner in the library which was hung with period Flemish tapestries. After our meal prizes were given out to every entrant. Sam Roberts thanked the AFCB on behalf of the Register for inviting us and making our short visit so much fun and then it was down to the cellar, which had been converted into a nice bar for nightcaps. Next morning after breakfast, we were all taken on a guided tour of the priory. We were then free until the farewell lunch, after which we said our farewells to our Belgian and Dutch Ford friends. All the English cars got home safely and we had a lot to talk about on the following Sunday at the Enfield Pageant. Our thanks go out to the Ancient Ford Club of Belgium for all the hard work that went into organising the event and for all the hospitality that was shown to us.

Jim Miles

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SNIPPETS FROM PERIOD MAGAZINES - Practical Motorist, 12th Nov. 1938

## " REPLIES TO READERS' QUERIES"

"Please tell me the best method of fitting new pistons to my Ford "Eight". Also how can I fit an oil retaining felt washer on the main bearing." - J.W.G. (S. London)

We would stress the importance of ensuring that the cylinder bores are not unduly worn as the mere fitting of piston rings in cases where the cylinder bores may be oval or taper might not prove entirely satisfactory.

A piston ring gap of approximately .006 in. to .009 in. should be maintained and the compression rings should be fitted so that the face marked "top" is uppermost; the oil-control ring, however, may be fitted either way up.

Care should also be taken, if the original pistons are used, that there is not excessive vertical float between the piston rings and the piston ring groove, as if considerable service has been seen the new piston rings may not seat properly on the faces of the piston ring grooves and satisfactory service may not be obtained.

It should be a perfectly straightforward operation to withdraw the piston assembly as the sump itself is readily detachable. When the sump has been detached the rear crankshaft main bearing oil seal may be examined. The lower rear crankshaft main bearing has a groove machined in it and in this groove a cork packing of rectangular section is inserted, and this comes into close contact with the rear of the oil sump and should maintain an oil-tight joint at this point.

Care should be taken when refitting a new seal at this point that the rear wall of the oil sump is not bent or damaged, which might preclude obtaining a satisfactory seal at this point. All parts of the old cork seal should be thoroughly removed before the new one is fitted.

The front crankshaft oil seal is carried in a location at the front end and a new oil seal of the correct section should be inserted, but we would stress the fact that this should be soaked in oil for approximately three hours before insertion. One half of the oil seal is mounted in the sump and the other half is carried in the cylinder front cover, and should the upper half require renewing the weight of the engine should be taken by the means of a jack properly positioned, after which the front engine support and the crankshaft pulley may be withdrawn and the cylinder front cover may be removed to enable the new seal to be replaced."

CHAIRMAN'S NEWSLETTER.

We are halfway through the 60th anniversary year of the first production of the Model Y and this has been the theme at each of the shows in which the Register has participated. All event organisers are to be congratulated on their efforts to make it a special year. The Side Valve Club has also been prominent in their efforts which have contributed to the raising of the profile of our cars within the old car movement. I mentioned the stand at the Bristol Classic Car Show in the last issue. This time I would like to make special mention of the Chester Festival of Transport at Tatton Park in May, organised by the Region 14 team and spearheaded by John and Sue Griffiths. A brilliant stand with period dress, anniversary signs and another Jean Hunt cake with candles. The public were treated to a piece of cake and a glass of punch on the Register. The team well deserved their second prize for the best stand (out of eighty plus). Enfield was as enjoyable as usual and Dave Ball is to be thanked for doing all the groundwork on that occasion. His pair of consecutively registered Fordor Model Y taxis made a grand entrance to the stand. Jim Miles gave his usual knowledgeable commentary as the Register paraded its cars around the arena.

David and Wendy Grace laid on what was I believe the best Stanford Hall gathering yet. We failed to reach the 60 cars we had hoped for, but what we lacked in quantity we gained in quality. In the end we had 33 vehicles (one more than at the 50th anniversary gathering). The quality of the turnout was in the range of vehicles and the cross section of the members who were present. Ian Wright and Ron Topping had motored down from Newcastle, Herbert Wingate from Horsham in Sussex and David Chaffey had brought a tremendous "find" from Brecon. The "find" was a Model Y Tudor which had been converted into a pickup and had been sitting in a barn since 1962. It's odd how the "finds" seem to come in pairs or threes. In the last issue we saw the ex-Earl of Suffolk's pickup (converted Fordor), now owned by Bruce Clifford in Colorado, USA. It was a pleasure to see Bruce's parents at Stanford Hall talking Model Ys and comparing "pick-up" notes with David. We now have three Model Y pick ups on the Register. The third, a converted van, belongs to Ian Buckler (who has been conspicuous by his absence at Enfield for the last two years - where are you Ian?) Anyway, back to Stanford. Ken Devine had brought his nearly restored beautiful Knibbs and Parkin tourer which sat alongside my Kerry and Frank Johnson's Arrow Special. (One day Frank you can give us a treat and put the hood down!). Unfortunately, Bob Wilkinson had hit a pothole the previous week and had broken the front spring on his Mistral, otherwise we would have had four Model Y tourers present. Bob came in his Model CX instead to add to the full range of Model Cs and CXs present. Paul Bainbridge came, en famille as usual, with his lovely Model C (I promise we'll have an award for the best C next year Paul!). The "best Model C award" went to Frank Croucher's beautiful CX Tourer. It must be the first time that Terry King hasn't won that award. Unfortunately none of the Cs entered the driving tests, which were great fun and organised proficiently by Owen and Chris Baldock, who had done a good deal of homework to get the right balance between skill and fun. About a dozen Model Ys took part, including "Emily", Peter Brookes minimally restored Tudor, without wings and any trimmings and boasting a fresh coat of red paint hastily sprayed on the night before! I ricked my back pushing her when she stopped halfway round the tests. She was disqualified from that test as she wouldn't restart (HT lead had jumped out of the distributor!). However Peter's son, who was chief marshal on that test, allowed Dad a second go!

Enough of Stanford Hall. David Grace has a write-up elsewhere in this issue. One point of concern is that of outstanding spares orders. Both at Enfield and Stanford and over the telephone I have been approached by members who say they are still waiting for spares which they ordered. I have spoken to Kevin Briggshaw, who works hard to satisfy his "customers" and who tells me that he has no outstanding order forms and has replied to all requests, either positively if the spares are in stock or informed members if the spares are not in stock. If you have not had a satisfactory response to a spares order, please fill in the spares order form with this issue and resubmit. We can't have dissatisfied members. Would the member who approached me at Enfield about an outstanding roof stick kit please resubmit - I'm sorry my ageing memory failed with your name!

I am again in the apologies business. In the Spotlight on Members in the last issue, I failed miserably in typing up Jeff Cole's story. I inferred that the car in the picture of a very young Jeff armed with a grease gun was a Rolls Royce. Of course, it's a Bentley. As Jeff went to pains to explain, you didn't grease up a Rolls, you just pressed a central plunger, and all parts were automatically greased. I apologise Jeff for the inference that you didn't know the difference! Bert Thomas sent me his usual one liner on receipt of his copy of the last issue of the magazine. Apparently I still haven't made the positioning of the shims on the front axle absolutely clear. To quote Bert:- "The shims should be inserted between the thrust washers and the bottom of the axle beam. (They don't actually touch the stub axle)". This was followed in his letter by the statement "Keep up the good work", which is praise indeed from Bert! I was sent the Model A Ford Club newsletter last month in which Bert had blasted them with a whole page full of corrections, so we can't be doing too badly! Perhaps I could pass the same message back to you Bert - "Keep up the good work"!

I'm pleased to hear from Bob that many of you signed up to the standing order means of paying your subscriptions. We shall soon know how many have decided not to carry on membership. Most non-renewals in the past have been due to sale of car, rather than dissatisfaction with the Register or hardship. It was interesting and worrying to read in the Federation of British Historic Vehicle Club's spring newsletter that membership of old car clubs has dropped significantly all round this year due to the recession. I hope that our numbers stay at least at their average level of between 350 and 390.

I am sure you will all agree that the editorial standard of the magazine under its new team of Ken and Kath Devine remains high. In this issue Kath has brought the index of past articles up to date (Issue 75), which is no mean feat. If any member would like a photocopy of any article, please let me know. The earlier back issues themselves are in pretty short supply, but I have a complete set. Also in this issue Jim Miles has written up the Belgium run, which was great fun thanks to the Ancient Ford Club of Belgium.

Finally, the All Ford Rally preparations are well in hand for Sunday 27th September. To those of you who are free that weekend and within striking distance of Abingdon, we need a well organised team to run the event. As you know the proceeds left over on the day go towards the costly manufacture of increasingly scarce spares for our cars. Please put the Sunday and/or the Saturday in your diaries. In the next issue I will ask you to let me know on which days you are willing to help out. Happy motoring.

Sam Roberts

EVENTS REPORTS.

<u>DATE</u>	<u>VENUE</u>	<u>CLUB CONTACT</u>	<u>PHONE</u>
8/9-Aug	The Preston Guild Vehicle Festival Haslam Park, Preston	Peter Ketchell	0244 676856
30/31-Aug	G-Mex Manchester.	Peter Ketchell	0244 676856
5/6-Sept	Tatton Park	Peter Ketchell	0244 676856
27-Sept	All Ford Rally, Abingdon	Dave Curtis	0432 356302
4-Oct	Malvern Motoring Event	Dave Curtis	0432 356302

REGION 14CHESTER FESTIVAL OF TRANSPORT 17th May

The club stand was run on the theme of the 60th birthday of the Model Y, the members cars were decorated with gas filled balloons and a stall complete with blue and white awning housing a "birthday cake" and punch bowl. During the day members gave out tickets to friends and stand visitors who all gathered around at 2pm to eat and drink.

In addition to Peter, Jean and I, also present were John and Sue Griffiths and making the long trek north, Dave Curtis with his model C. We were also joined by a visiting model 7W.

CLASSIC CAR SPECTACULAR. TATTON PARK 30th & 31st May.

The intrepid band from Area 14 met again for the 2 day show. The club stand for this event was, as always, organised by John & Sue Griffiths. Once again we used the 60th birthday theme, inviting guests to join us to celebrate with a piece of Jean's cake and a glass of punch.

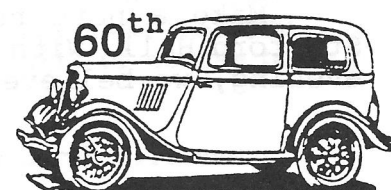
The stand comprised Model Y saloons belonging to Peter Ketchell, Sue Griffiths, Jean Hunt and Mark Slack (who came all the way from Derby), the Model CX of Kath Devine and the KP model Y tourer (still under restoration) of Ken Devine. On Saturday night a great barbecue was organised by John & Sue and went down really well despite the traditional Tatton rain. On Sunday the sun and Bob Wilkinson came out to see us (cause and effect?).

We won 2nd prize for the club stand on Saturday but were unplaced on the Sunday. With 82 club stands competing we were all very proud of our second place.

The "few" always have a good time with plenty to laugh about, any register member would be very welcome to come to events later in the year. Peter Ketchell deserves more support on these occasions so wipe off the dust and get that car to the next event even if its not "concours" people will enjoy seeing it and we will enjoy seeing you.

REG HUNT

Congratulations to all who put in so much effort, it has to be said that when it comes to organising and enjoying events the "Lancastrians" certainly know what they are doing. "WELL DONE" Ed.



1932 - 1992

STANFORD HALL CLUB WEEKEND 1992

This year, on the Y's 60th Anniversary, the weather was kind to us. We didn't reach the target of sixty cars, but we did have ten more cars there than last year, and also pleasing was the number of members still on with restorations who came along.

We had an excellent selection of vehicles there, both in variety and condition. The 22 Ys were displayed in a horseshoe and made an impressive sight ranging from short rads to the £100 Populars, some in concours condition, two in original condition, four in daily use and two running but still being restored. No less impressive was the line up of Cs, CXs, tourers and commercials.

Once again members came from all quarters of the country with Ian Wright and Ron Topping from Newcastle clocking up the most miles with approximately 500 miles round trips. Even their distance however was surpassed by Marilyn and Del Meador from Denver USA, parents of Bruce Clifford, the owner of a Y pick up truck. We were extremely pleased to meet them and hope they enjoyed their day with us.

On Saturday evening sixty barbeques were cooked to perfection by Peter Ketchell, Bob Wilkinson and Grant King. Bill Williams kindly provided a selection of 30's music and once again Jean Hunt provided a delicious decorated 60th Anniversary cake to finish off the meal.

Sunday lived up to its name and the sun shone. Bill and Sarah Williams attracted a lot of attention on their well stocked regalia stall and had their best day so far. Tony Butterfield was smiling when he left so presumably he had had a good day with his spares stall. The time and effort put into the driving tests by Owen and Chris Baldock was greatly appreciated by participants and spectators alike, providing entertainment in the afternoon as well as allowing the cars a chance to stretch their legs after posing to the visitors for most of the day.

The last member to arrive was Steve Wright at 3.30 on the Sunday afternoon. Rumour has it that he gave it a quick respray on the way there, but that's the determination we like to see. He arrived in time to see the children make two teams and have a tug of Y and C, and surprise everyone by how easily they pulled the cars. Sam then gave the chairman's address and thanked everyone for making it an enjoyable weekend, especially those who added to the atmosphere by dressing in 30's costume. Graham and Sam presented the Register awards, the prizes and drew the raffle before members departed in their different directions (Ron Topping arrived in Newcastle as the clock struck midnight)!

Many thanks to all those members, particularly the new ones, who made the effort, turned up and joined in to make the weekend a success. A special thank you to Bob Wilkinson, Gordon Batchelor, Bill and Sarah Williams, Graham Miles, Sam Roberts, Owen and Chris Baldock and Peter Ketchell for their help and support and to John Griffiths and Area 14 for providing the signs. To our friends Grant and Kate King and my wife Wendy for taking care of the catering and raffle, which raised £104 towards the cost of the weekend.

Make a note now of June 20th 1993 for our next gathering at Stanford Hall. With the barbecue down by the lakeside on the Saturday evening, we believe we have a winning formula for other years.



Club Awards at Stanford Hall were as follows:-

The Chairman awarded the Maurice Billing Trophy to John Guy and Siobhan O'Leary for the countless hours over a period of nine years devoted to editing the magazine. - Very well deserved.

The Eric Bufton Trophy went to Ken Devine for the brave restoration work he has carried out so far on is Knibbs and Parkin Tourer.

The Best Short Rad	AGH 237	Kevin Briggshaw, Dunstable
The Best Y Intermediate	BYL 276	Paul Dickinson, Bristol
The Best Y Popular	UD 7605	Herbert Wingate, Horsham
The Best C, CX	CYL 392	Frank Croucher, Stevenage
The Most Original	WP 4335	Graham Miles, Kings Langley
The Best Restoration	BYL 276	Paul Dickinson, Bristol

The Most Mileage in the Year:-

1. Ian Wright	Newcastle upon Tyne	5000 miles
2. Ron Topping	Newcastle upon Tyne	4500 miles
3. Jeff Cole	Old Harlow, Essex	4400 miles

The Driving Tests:-

1. Frank Johnson	Radcliffe on Trent	40 points
2. Chris Cheeseman	Letchworth	38 points
3. John Shepherd	Chesterfield	35 points

David Grace.

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### REGALIA REPORT

As many of you will have seen at the annual general meeting or at Stanford Hall we now have a very comprehensive range of regalia for sale. 3 new items were added to the range since last year.

The first is a scale model of a Y complete with its own display box at a very reasonable price of £7.50p. The second item is a set of leather coasters to commemorate the 60th anniversary of the Model Y, these will make a nice item for collectors, at only £2.50 for 4. The third item is a magazine binder which has been met with open arms by many members, as we all seem to suffer the same problem of keeping precious Bulletins in a tidy manner. The binders are obtainable with or without mounts to hold the magazine, (your choice whether you mount them or punch holes in them) and will hold 2 years copies. A boon to most members at the silly price of £3.50 and a pack of 10 mounts at just £1.00 if required.

This is a very good opportunity if you are stuck for a birthday or even Xmas present (it's never to early) for a club member buy them something completely different and from prices as low as 50p.

We are well stocked with all items and orders are dispatched by return of post whenever possible. If you are not completely satisfied with any item that you receive, please return it with your comments and your monies will of course be refunded. I look forward to receiving your completed order forms.

Bill & Sarah Williams

THE GERMAN SMALL FORDS

The fortunes of the Ford Motor Company in Germany during the 1930's were very closely tied to the rise of Nazi-ism and the nationalistic fervour which accompanied it. Adolf Hitler was elected Chancellor on the 13th January 1933, which was the beginning of that phenomenon, which had such disastrous consequences.

The story of the Model Typ 19 Y, or Köln, started the previous year when the Managing Director of Ford Germany, Edmund C. Heine, visited Manchester and saw the drawings and details of the "little Ford". As in England, so in Europe there was a demand for smaller cars in the aftermath of the Depression, which had seen sales of the Model B dropping significantly. The first Model Y was shipped to Germany from Dagenham in October 1932 and was immediately given to Talberg, the Danish Chief Engineer of Ford Germany, to look over. Talberg, assisted by another Dane, Vitger, and the famous German designer of the 1920's, Richard Bussien, set about making slight modifications to meet the German requirements and designing the production line.

The machinery in the Ford plant in Cologne (Köln) at that time was not up to mass producing the little cars so, initially, cars were imported from Dagenham in a knocked down (KD) state and were assembled at the plant. From January 1933, some 276 vehicles were built in this manner. It is worthy of note that at the Berlin motor show in February 1933, Hitler walked straight past the Ford stand displaying these "foreign" vehicles, even though there were two Drauz bodied cabriolets on the stand. To overcome the shortage of machinery and cash, shares in the company were sold to the Americans and British, who then sent the necessary machinery to set up the production line. It was not until the 2nd May 1933 that engines, gearboxes and rear axles were manufactured in Germany. However, the chassis and ancilliary parts were still imported from Dagenham.

The Köln rolling chassis had a variety of bodies. There was the standard Dagenham style Tudor saloon body (Limousine), rated at 21hp in German terms (4/21PS) and costing 2450 Reichmark (RM). However, the later long rad version was introduced without running boards. No four door saloons were made. Various other bodies were constructed in steel as follows:-

2 door, 4 seater Cabriolet-Limousine. Manufactured by Drauz of Heilbronn. The cabriolet-limousine had a hood over a high sided body with full doors and rear windows.

2 door, 4 seater Cabriolet. Manufactured by Drauz (The tourer recently owned by Jim Miles is one of these).

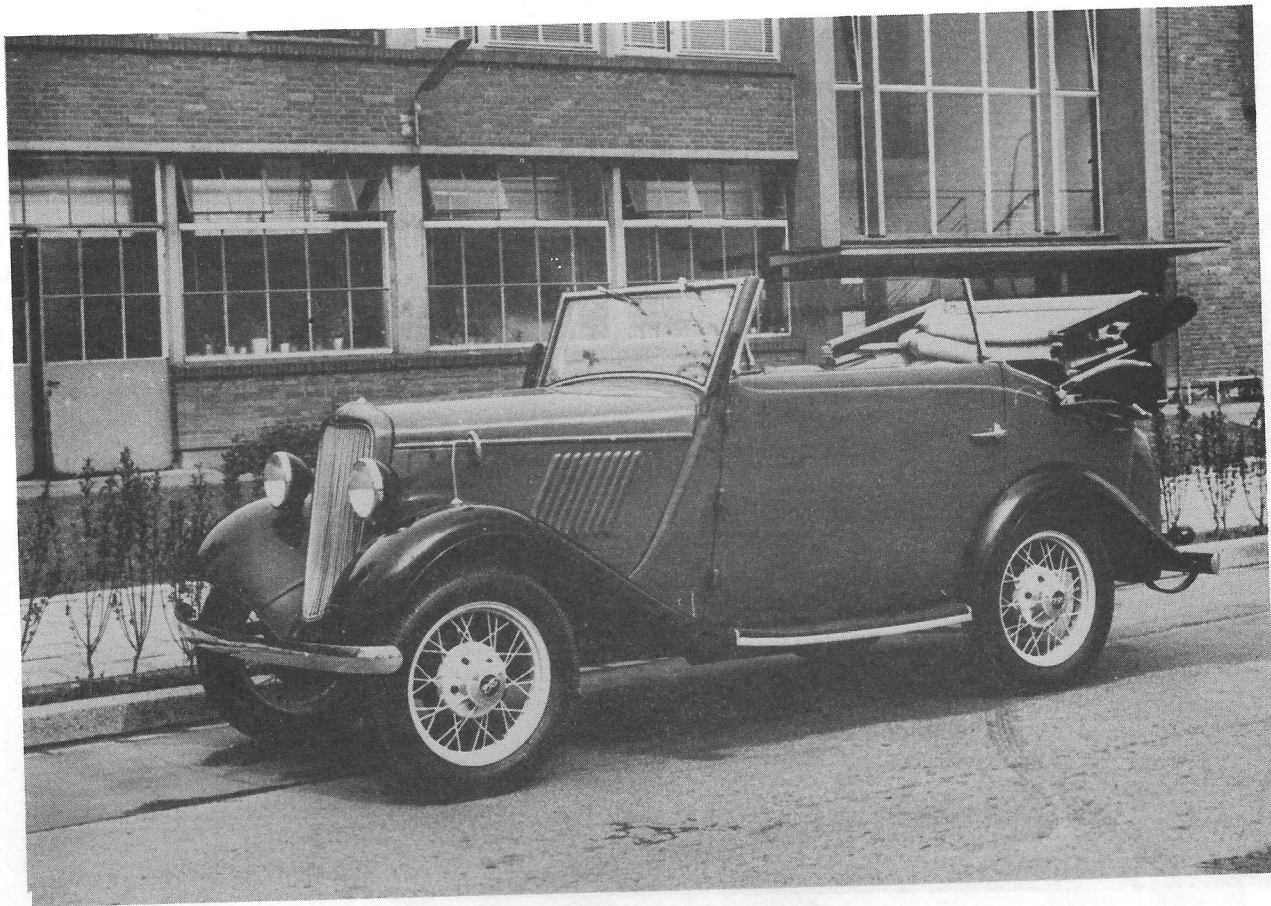
2 door, 2 seater Cabriolet. Manufactured by Gläser of Dresden. (A variety of attractive body styles came from Glaser.)

2 door, 2 seater Cabriolet. Manufactured by Karl Deutsch (wider body and hinges on the forward edge of the doors). Deutsch also manufactured bodies for Citroen and Hoch. Some 25% of Köln bodies came from Deutsch.

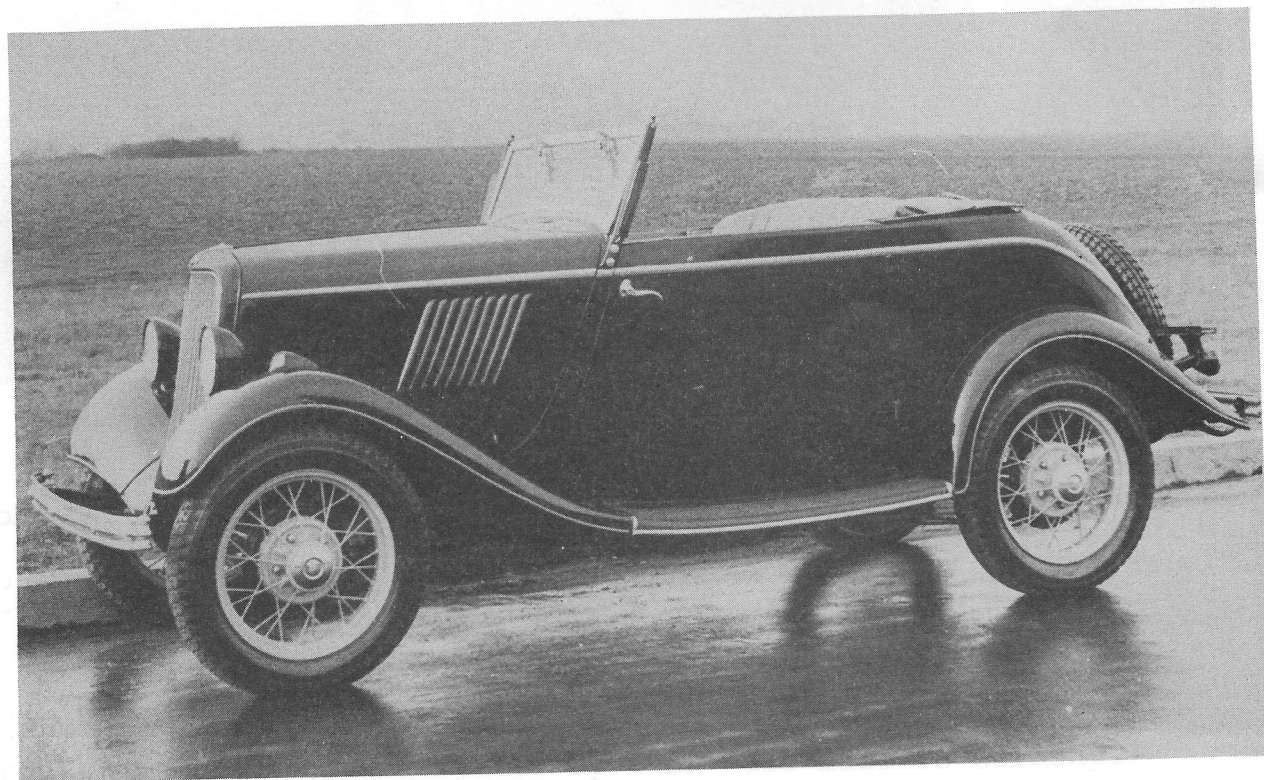
The cabriolets sold for RM 3090.

The price of the car was important in 1933 as Hitler had read that the American Buick cost only RM 1.50 per kilogramme to produce. He therefore decreed that there should be a German small car for the people (a volkswagen) weighing only 660 kilogrammes and costing no more

THE GERMAN SMALL FORDS (CONT)

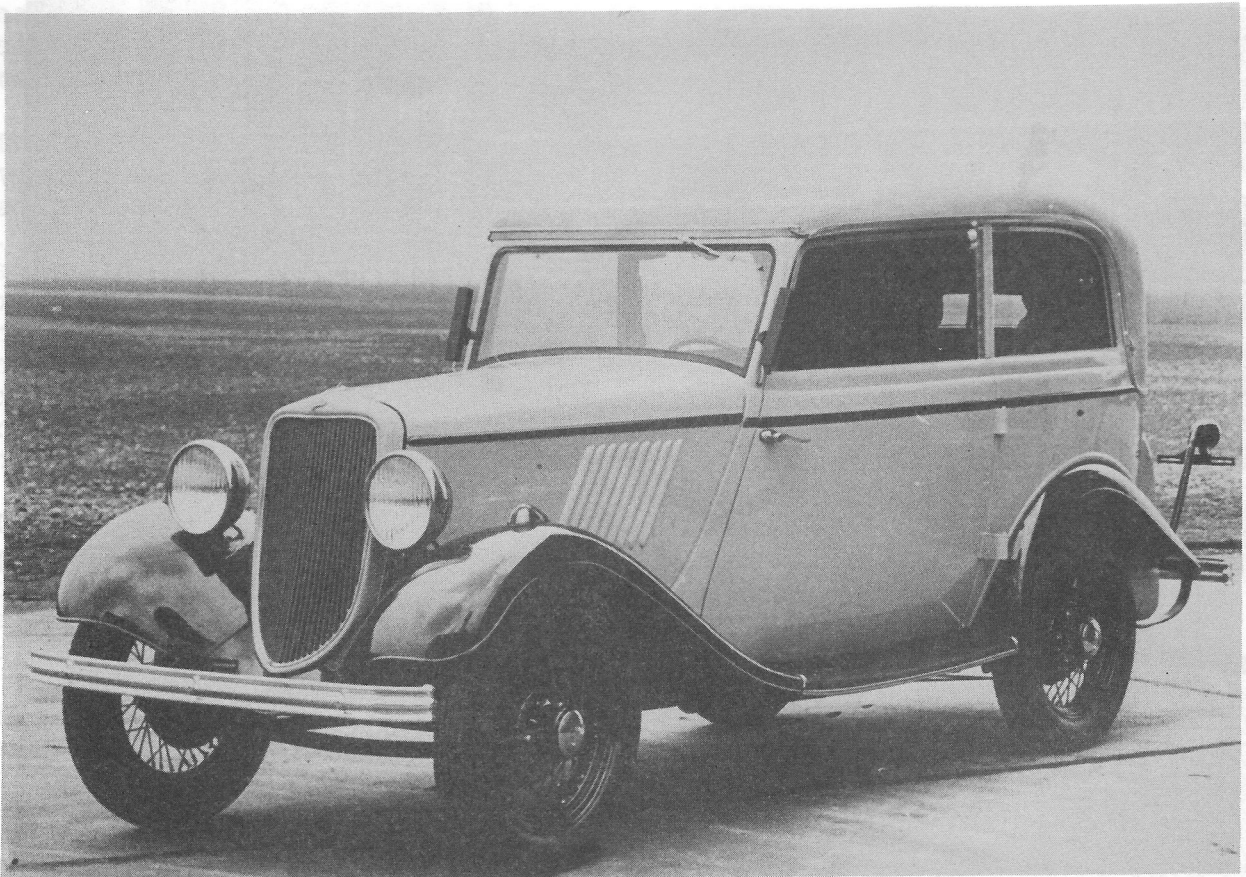


2 Door, 2 Seater Cabriolet by Deutsch

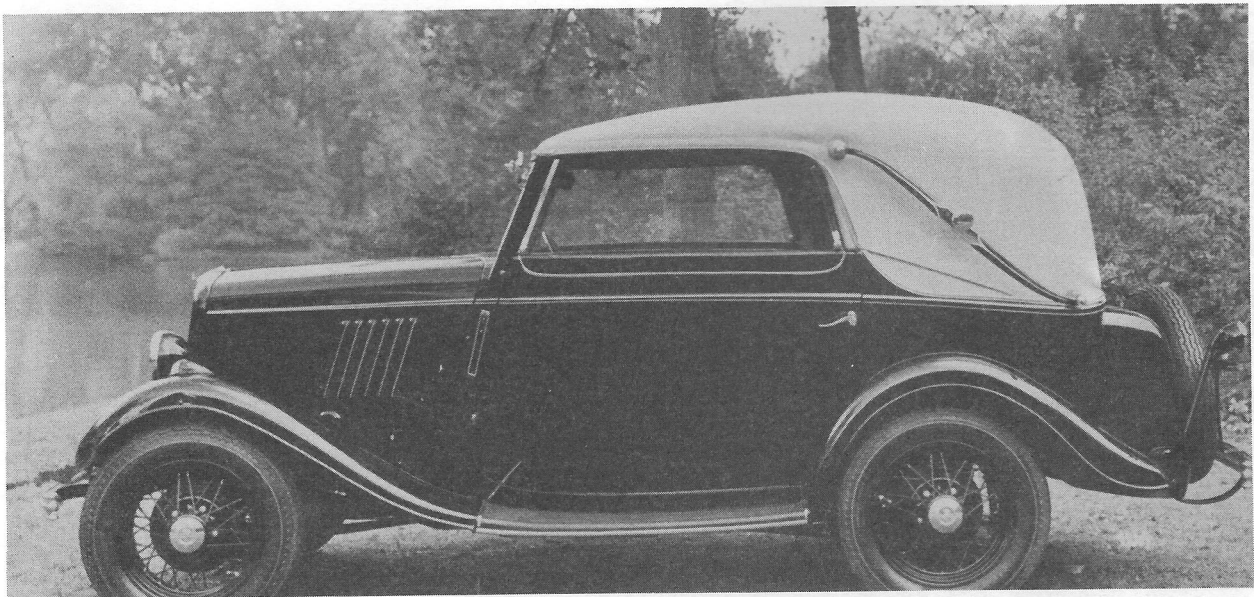


2 Door, 2 Seater Cabriolet by Gläser

THE GERMAN SMALL FORDS (CONT)

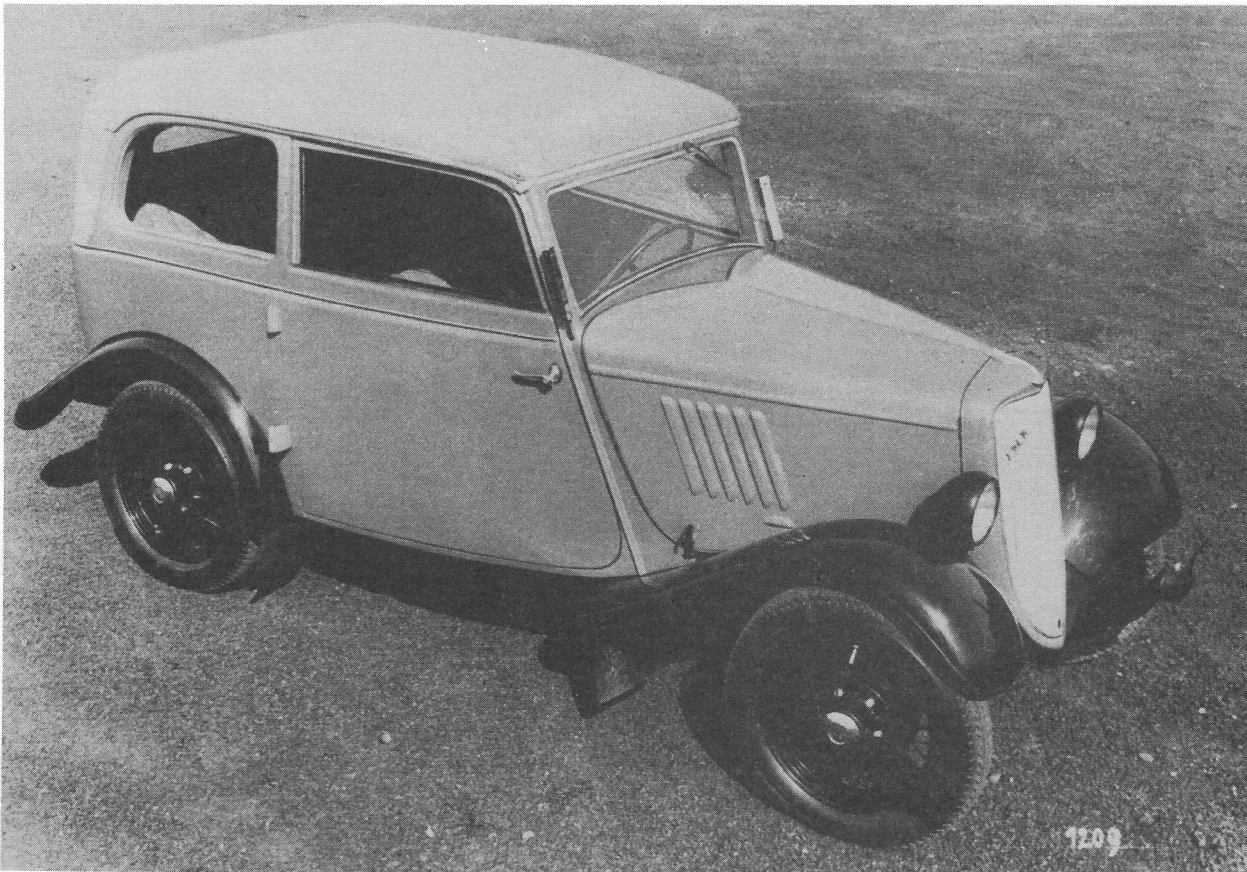


2 Door, 4 Seater Cabriolet-Limousine by Drauz



2 Door, 4 Seater Cabriolet by Drauz

than RM 990. The challenge was on amongst German motor manufacturers to reduce costs and weight as much as possible. In the end he forced Ferdinand Porsche to sign a contract to produce the volkswagen for RM 990, from whence came the familiar "beetle". Ford thought they were in with a chance and at the same time as they introduced the Köln, they introduced the Köln - Volkstyp Cabrio-Limousine ("Wagen für Jedermann"-Everybody's car), which had a hooded two door, four seater body manufactured by Traut. The bodywork panelling was made of laminated ply-wood, covered with leather. The car had no bumpers and no running boards. The Volkstyp stayed in production until August 1935. Despite the reduction in weight, Ford could not sell the car initially for less than RM 1990. By 1935 the price had dropped to RM 1850. The German motoring magazine "Motor Sport" complemented the 3 speed gearbox with its two synchromeshed gears and its vibration free, but noisy, engine. However, it did note that the heat from the engine was excessive through the bulkhead and that the engine was underpowered as it took 24 seconds to get from 10 - 60 kph. (6 - 37 mph)!



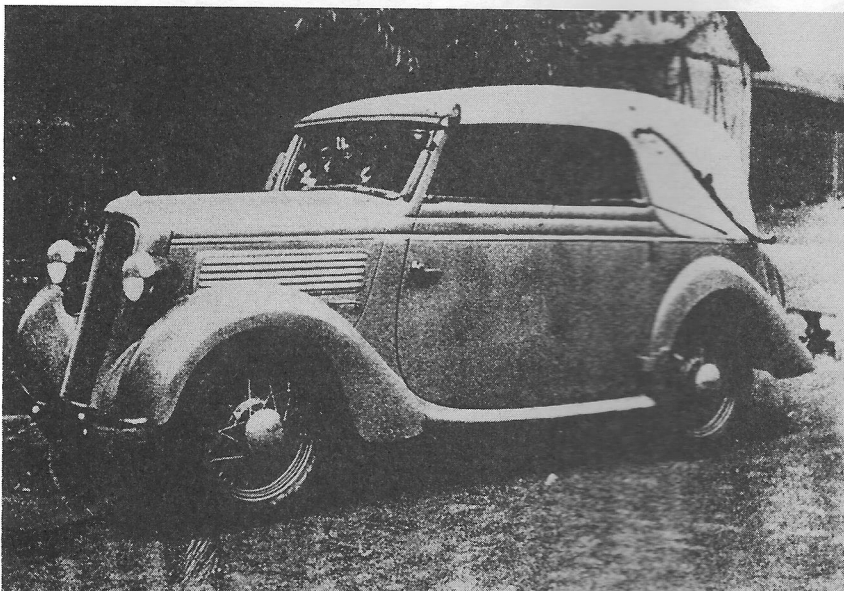
Also in early 1933, Hitler reduced car tax and insurance and, in October, introduced a one-off lump sum tax payment for life to boost car sales. In that year 80% of the car market was taken up by Adler, Auto-Union DKW, Daimler-Benz and Opel - all 100% German cars, and hence more attractive to a nationalistic public. Ford continued to apply for the coveted "Made in Germany" tag to make their products more attractive, but their application in August 1933 was rejected on the grounds that 50 percent of the car was still manufactured outside Germany. It was not until 1st February 1936 that they finally received approval as all parts and spares by then were made in Germany.

Ford were honoured at the 8th March 1934 Berlin Motorshow when Hitler did stop and look over a Köln display chassis now boasting the

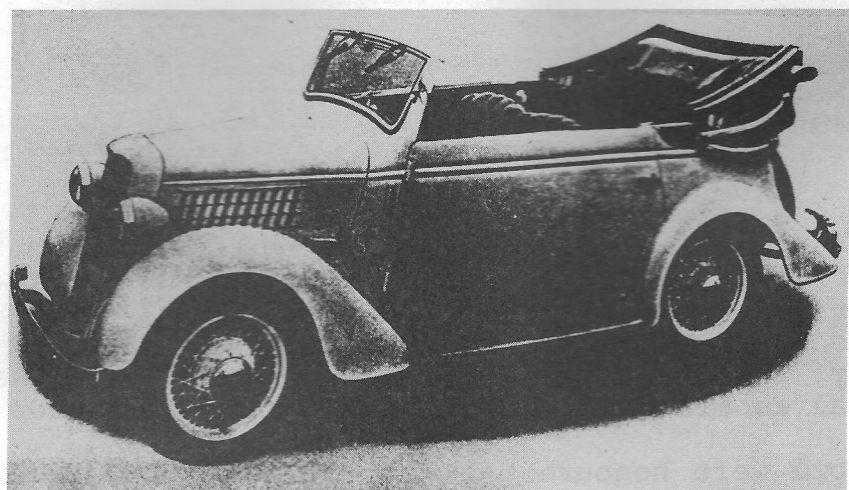
German made 921cc engine, which had a heavier than the Dagenham crankshaft, redesigned by Talberg. In all, a total of 11,121 Kölns, plus 276 imports, in the various body styles were produced between May 1933 and September 1936, when production ceased.

A smaller number of Model Typ 20C (9,881 plus 186 imports from Dagenham) were also manufactured. Their Germanic story starts in March 1934 when Dagenham offered the Model C to Köln. Initially it was built with imported bodies from Dagenham, but from the 21st May 1935, the production was totally German and the name Eifel given. The Talberg redesigned engine was of 1172cc capacity and produced 34hp on the German rating (4/34PS). The Eifel cost RM 2,800, but was in direct competition with the Opel Olympia. In November 1935 Opel introduced the P-4 for only RM 1450 which was more in line with Hitler's requirements. Hence Ford was forced to reduce the price (to RM 2650) and looked to exporting the car. A total of 138 were exported in 1935 to Austria, Czechoslovakia, Hungary and Rumania.

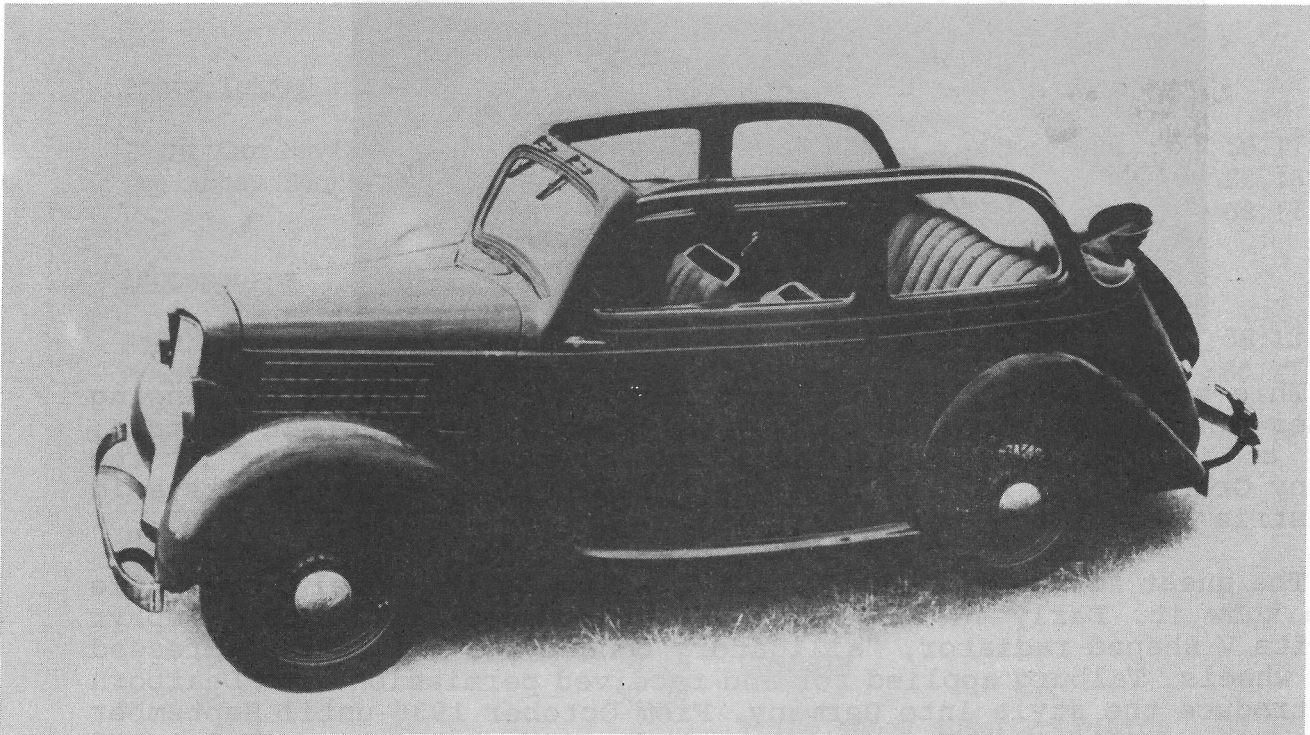
Tourer (cabriolet) bodies were available, manufactured by Karl Deutsch (with rear hinged doors), Gustav Drauz (with forward hinged doors) and private venture bodies by Gläser. Drauz also produced a 2 door, 4 seater cabriolet-limousine. Also in 1935 ex-Deutsch employee, Christian Mittelgoker formed Firma Migo, which sold to Ford an Eifel limousine (saloon) body with a small boot on the back.



Eifel Cabriolet  
by Deutsch



Eifel Cabriolet  
by Drauz

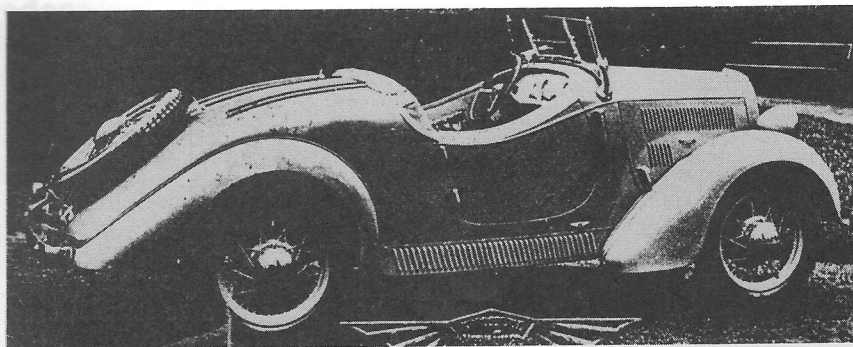


Ford, Typ „Eifel“, Limousinen-Cabriolet

Another significant happening in 1935 was the forced retirement of the Ford Germany Managing Director, Edmund C. Heine, who was not held in favour by Adolf Hitler. He had held the appointment since 1926. On his return from Detroit, where he had been told his fate and awarded a gold watch, he found Dr. Erich Diestel in his office. Diestel, who had connections with the Nazi party, became the Managing Director on 1st June 1935.

His Nazi connections however were not sufficient to sway Hitler in favour of the Ford motor car. An application to promote the Eifel at the 1936 Berlin Olympics was refused. As a result, Ford used a changeover of the Olympic torch in Austria, on its route from Athens to Berlin, as the backcloth for its Olympic advertisement. After the games they were also able to capitalise on the fact that the Olympic ice skating champion, Schäfer, bought an Eifel Deutsch Cabriolet.

1936 was also the year in which the first autobahns (motorways) were built under Hitler's direction. I understand he got the idea from the Winchester bypass in England, which opened that year. The autobahns called for speeds of up to 140 kph (87mph) and hence manufacturers were looking to streamlining their cars. Ford considered buying the Stoewer body manufacturers, who had designed a particularly attractive streamlined two seater cabriolet (sports) body for the Eifel. However, their quality was not up to Ford's standards and hence an order for 400 bodies was placed instead, of which only 200 were built. The balance of 200 went to Hebmüller & Söhne of Wuppertal to build. The bodies had two rows of "go faster" louvres along the side of the bonnet (like the Jensen bodied Mistral in England), 38 louvres along the underside of the doors (like the Kerry in England) and a long sweep to the tail on which the spare wheel was carried - a very attractive car. It was known

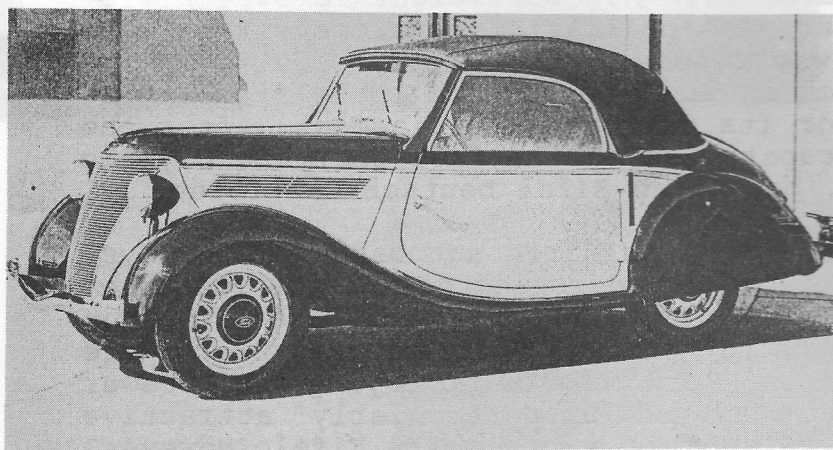


This same year, 1936, Ford introduced the practice of exchanging engines for reconditioned ones in its garages, as in Great Britain. Also, to improve sales, the Eifel was assembled in Vienna by the company Gräf & Stift AG from parts imported from Koln. These cars sold in Austria as the Gräf-Ford.

The quest for streamlining spelt the doom of the Model C bodystyle as we know it. Early in 1936 Ford USA introduced the Lincoln Zephyr with its V shaped radiator, "alligator" bonnet and "easiclean" pressed steel wheels. Talburg applied for and received permission from Dearborn to introduce the style into Germany. From October 1936 until September 1937 production switched to the new body style on a scaled down V8 chassis, still called the Eifel, but now referred to as the Ford Eifel 1937. It retained the side opening bonnet with a lifting handle on the near-side only. 18,134 of the new model were made, in the following styles:-

- 2 door, 4 seater Limousine. Manufactured by Ambi-Budd.
- 2 door, 4 seater Cabriolet-Limousine. Manufactured by Drauz.
- 2 door, 4 seater Cabriolet. Manufactured by Deutsch.
- 2 door, 2 seater Cabriolet. Manufactured by Deutsch.

The cabriolets were designed by Richard Bussien.



2 Door, 2 Seater  
Eifel Cabriolet  
by Deutsch

Although the name Eifel remained with the car after October 1937, the chassis and suspension were altered quite dramatically for the 1938 models (33,483 manufactured). The Eifel 1938 was a lighter car, had lower ground clearance and a front opening "alligator" bonnet. Production continued until the end of April 1939 when the Ford Taunus (G93A) was introduced.



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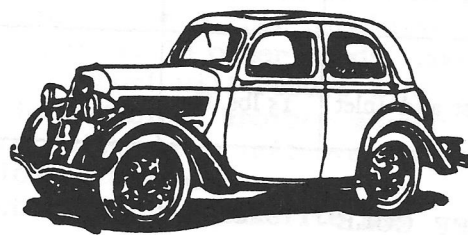
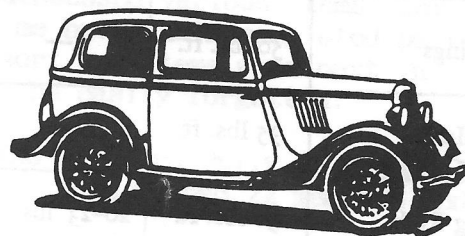
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## SERVICE LETTER No. 9

## 8 & 10 H.P. MODELS

### UP-TO-DATE TORQUE POUNDAGE FIGURES

The following tabulation provides up-to-date torque poundage figures, with the engine cold, for all model vehicles.

If the engine is at normal running temperature it is permissible to make a reduction of 15 per cent. to the figures quoted.

It is important to notice the difference in the poundage figures given for the castellated nut and the self-locking type nut.

To avoid damage or possible inaccuracy in the torque wrench it is essential that it is maintained in a good clean condition and safely retained in the correct location in the tool stores.

### TORQUE POUNDAGE FIGURES

All Models.

(Sect. Engine.)

S/L No. 9.

	8 H.P.		10 H.P.	
	Castellated	Self-Locking	Castellated	Self-Locking
Main Bearings	50 lbs. ft.	—	50 lbs. ft.	—
Cylinder Heads ..	35 lbs. ft.	—	35 lbs. ft.	—
Connecting Rods ..	30 lbs. ft.	20-23 lbs. ft.	30 lbs. ft.	20-23 lbs. ft.
Sump .. .. .	20 lbs. ft.	20 lbs. ft.	20 lbs. ft.	20 lbs. ft.
Front Cover .. ..	20 lbs. ft.	—	20 lbs. ft.	—
Manifold : Exhaust and Inlet	15 lbs. ft.	—	15 lbs. ft.	—

JEFF COLE

SPARES REPORT
---------------

I was expecting to visit a chap who has a host of both new and used 'Y & C' spares to sell. This visit was set for 27th June. However, he rang to say he had so much, that he hadn't got everything together. Add to this chap 2 others with quite a large quantity on offer to us. I fully expect to spend in excess of £2000 over the next couple of months, which should boost our stocks no end.

The first man I know has a quantity of headlamp parts, so can I ask all of you needing parts, or all the parts to make up your headlights, to please complete the wanted parts order form and return it to Kevin.

K.A. Developments continues to make good progress on his sheet metal side and has recently supplied myself with a number of parts for my special, which is taking shape. I believe up to 3 other members have recently taken complete sets of Short Rad wings. In the near future, I'm hopeful of being able to supply Ken with some patterns mainly for 'C'. As reflected on the Spares List, I am holding some S.R. sheet metal on Ken's behalf, he is now able to offer front & rear valances for both LR & SR Models, The inner SR panel, I will be supplying Ken with a pattern for this over the next couple of weeks.

Exhausts have been re-ordered: this time with removable tail pipe, which will allow me to post them, this will save in excess of £10-00 on dispatch costs. Red Star are now charging £20-00 for U.K. Mainland and more than twice as much for off shore islands. Brake shoes have also been re-ordered, I am now able to offer from stock replacement shoes of all 4 types fitted to our various cars. Incidentally the shoes fitted to the Y of about 1935 now have removable rollers. Both items are repriced. Progress on other items continues much as reported in previous Bulletins.

Several members spoke to me at Stanford Hall and discussed various items they need. In each and every case, I asked them to let me have their completed parts order forms, which will enable the parts team to sort out items when next in the Barn. Verbal orders I cannot take as these can be easily forgotten.

I look forward to meeting up with many of you at The All Ford Rally at Abingdon, please make yourself known to me, time has long gone when we had 22 members and I knew them all.

POINTS FROM BULLETINS 75 & 76 THAT WARRANT FURTHER DISCUSSION BY MEMBERS SO I'M THROWING IN MY TUPPENCE WORTH:-

At the base of page 5 we have Bob making comment about a short circuit flattening the battery: well, in practice this doesn't happen - you either discharge the battery via a bulb or something else such as the coil. In other words, some item dissipates the current stored in the battery - a short will result in a burn out, (no fuses on the Y or C.) Elsewhere in the magazine, another member reported a flat battery and a hot ignition/lighting switch when left overnight: undoubtedly due to a defective ignition switch allowing the coil to receive current and thus discharge the battery. In all probability the Bakelite has built up a carbon track over the years.

During the Belgium run Kevin's car frequently cut out, this fault was eventually traced to defective contacts of the ignition switch. Remember the back of this switch fits like a three pronged bayonet and can easily be twisted off, allowing inspection of the contacts.

John Foxon on 7/75 seems to have been misunderstood when he referred to fitting

shims above the stub axle. I think he meant above the front axle beam, not above the top stub axle bush. Remember the wear takes place on the lower side of the axle beam and the top of the lower bush housing on the stub axle. Shimmiing above helps to take up this wear when fitting new standard thrust washers. When I send out Club King Pins, I enclose a range of oversize thrusts to take up this wear and thus keep the locating groove on the King Pin in the centre of the front axle beam. It is essential to remove the end float when fitting new King Pins to help ensure good front braking. With regard to his comments on adjusting brakes he is basically correct. The front bearings are adjustable, but not so the rear. Worn bearings, hubs and the lower part of the axle casing cannot be adjusted. With the wheels off the ground in order to adjust as described by John, the weight of the wheel assembly reversed the wear in a downward motion, so a brake adjusted in this position won't be the same when the weight of the car is once again on the hub, this will undoubtedly cause the lower part of the brake shoes to bind and wear excessively. A compromise on this method of adjustment is called for and a fine balance between backplate adjuster and clevis pin is needed. To check binding brakes, run the car and allow it to come to rest by coasting to a stop uphill without use of the brakes, the drums are hot when they are binding, so (place chock behind wheels. Ed) slacken off back plate adjustment until drums no longer heat up, balance on clevis pin adjustment (bit of a bind all this) ensure your hubs are in a sound condition. \*

Ken Clarke's method of sealing the edge of the roof may well work, but is not quite the original method. The roof stick kit sold by the Club does not reflect the flanged glued edge of frame, it consists of 4 machined side frame members and 4 curved cross-over sticks in hardwood. The design of the Club's frame is a compromise between early and late designs and may need adjustment with planes and chisels to fit your car.

In issue 76-16 Sam comments that his oil pressure improves if he overfills the sump, not always a wise thing as this can cause pressure build up in the sump. It indicates that the oil pump screen filter guard may have a defective gasket, thus allowing the pump to suck air, (much easier to lift air than oil). By overfilling, the pump is completely immersed and has no option but to suck oil

Whilst on the subject of engines. page 22/75 saw an unknown contributor reviewing a service book and being quietly amused by the tip to place a rag along the base of the valve chamber to prevent cotters or other small items disappearing into the sump. There are most certainly holes large enough for items to drop into the sump - two in fact - 'T' shaped about 1.5" long x 1" wide - how else does the oil get back to the sump?. The author when referring to cotters obviously meant 'valve spring retainers' - part No. 6514. Let me assure you they can pass through these oil return holes and thus get lost in the sump. Alas I never have any rags, my wife claims to be wearing them.

Graham Miles

\* See Bert Thomas' "authorative" statement in the Chairman's Newsletter.

#### Snippets from Period Magazines Car Mechanics April 1958

##### Cleaning rusty fuel tank.

Remove the tank from the car, block up the outlet, pour a quart of paraffin & a dozen large ball bearings into the tank, then shake it vigorously for several minutes, The bearings will dislodge most of the loose rust which can be tipped out with the paraffin.



CARS FOR SALE.MODEL Y

- (3) 1935 Fordor Y84614, BAE 823. part restored, needs finishing. has V5. John Kirby K1610. Tel; 0532-823318 (Leeds) £750
- (3) 1933 Fordor Shortrad, nice condition, MOT & Tax. Scottish car. Alan M. Robertson R1808 Tel; 0360-311587 (Glasgow) £4000
- (2) Y Alan Taylor Tipper truck, poor condition. but complete. Alan Brown B1020 Tel; 0245 380245 (Essex) Offers
- (2) 1934 Y, LR. Y49052 VV 2621. 2nd oldest on register. V5 stripped down, some spares. Mrs. G. Barrett. 0686-628324 Offers
- (1) 1933 Y. SR. Tudor, Blue/black. very good condition. A. F. Johnson. 0480-216455 weekends £3500 ono
- (1) 1937 Y. GMC 168. Good, honest, sound condition. MOT & Tax. Engine & Gearbox overhauled, re-wired. Many spares. In everyday (summer) use. Glynn Jones. 0235-772900 days 0763-73341 evenings. Best offer around £2000

MODEL C

- (1) 1937 CX Tourer, Totally restored 1984, not used since 1989 Excellent condition, wanting an appreciative and caring owner. Mary Game. 0375-891272 (Essex) Best offer over £5000

CARS WANTED.

- (3) Y Tourer or Fordor SR, will swap Marlin Roadster Vitesse engine cash adjustment. Dave Durrant D1516. Tel; 0205-871090 evenings.
- (1) Y LR. prefer on the road condition or nearly. state price and condition. Owen English. 0631-65827 (Scotland)

PARTS FOR SALE.

- (2) 1933 Y windscreen glass x 2. E. L. Bryant, 22 Claredon Road, Ipplepen, Devon. TQ12 - 5QS.
- (3) Y front axle, rear spring, shock absorbers, petrol tank & various other items for model Y. Patrick Taggart, 06626-242599 (N.Ireland)
- (3) C front bumper, Y front bumper (without groove) 2 x manifolds (central exhaust) 10hp carb. Mr Long. 0734-722347 (Reading).
- (2) Y 1936 rear axle complete with brake drums. rear spring (condition unknown) M Clark C0732 Tel 0527-78666 evenings (Bromsgrove) £50 ono
- (2) C interior clock mirror, clock not working. D Gatenby 0325-486781 £30
- (2) Y Longrad 2 front mudguards, fair condition, need repair, D Pittock. 0449-767113
- (2) 4 x Y wheels, blasted/powder coated Brand new tyres 0202-674982. £200 ono

PARTS WANTED

- (3) Pre-war car sales literature, incl. non-Ford, Fred van Leeuwen O-V101, Saxen Weimarlaan 30, 1075 CC Amsterdam, Holland.
- (2) Model C front windscreen and frame. D. Gatenby. 0325-486781.
- (1) Steering box urgently for 1934 Kerry tourer, or internals for rebuild. M Cullimore 0435-32632 evenings 0435-865245 days. Sussex
- (1) Steering wheel & horn button for 1937 Y. A Anderson 041-423-6644
- (3) 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 Briggishaw. On notification of availability from Kevin and receipt of invoice, payment is to be made to Deborah Briggishaw (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 charge 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**

- Clevis 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
- Front brake rod support bracket for L.R. Y, with double holes. £26.00each
- YE5102B Front brake rod support (mounts on A-frame & looks like ?) £5.00 each
- Front road springs Y&C (Rear, used on application) £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 - left 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
- S.R./L.R./C Y2084 Front brake lever £8.00 each
- S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s £8.00 each
- S.R. Y2231 Rear brake cam shaft, R.H. or o/s £9.00 each
- S.R. Y2232 Rear brake cam shaft, L.H. or n/s £9.00 each
- S.R. Y2230 Rear brake cam shaft. £8.00 each
- S.R. Y2050 Front brake operating wedge. £10.00each
- Front inner and outer wheel bearings. £24.00per hub
- Exchange brake shoes, rollers removed. send old in first. Set of 4. £35.00per axle
- Brake shoe pull off springs, S.R./early '34Y, 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

**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
- Gaskets - price on application, upper engine only.
- C exhaust, with tail pipe - stainless. £70.00each
- Y exhaust, stainless. £66.00each
- Engine top water outlet (head to hose) £7.50 each
- Hoses, straight. Top 9.5" x 1.75"; Bottom 8" x 1.25". £2.50 each
- 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

- Y24052 Cylinder head stud and nut. £1.30 each
- B9288 Fuel connection, flexible, direct to pump, 8 o'clock inlet, straight only (no elbow), post-war pump. £6.50 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. £6.00 each
- Door stop buffers. £18.50each
- C front axle beam stop rubber (metal not incl.) some metal avail. £2.00 each
- Bushes for shock absorber linkages specifically intended for S.R., but may be used on L.R. depending on linkage design. £7.00 each
- S.R. side lights - base mats. £1.00 each
- L.R. rear brake rod support rubbers. £4.00 each
- Y under bonnet kit. £10.00each
- 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. £2.50 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. £8.00 each

**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) with steel mounting brackets. Adaptable for S.R. £83.00each
- 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 hinge centre 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
- Stock:- S.R. nearside, front wing - Ken Arthur manufacture £200.00
- S.R. rear valance - Ken Arthur manufacture £180.00

**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. £11.00each
- Hub caps - to original specification. £3.50 each
- Oil can transfers, black only. £34.00 set
- Wheel nuts. Set of 20. £11.00each
- Service Castrol poster, reprinted

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

- SPEEDO CABLES- From Speedo Graph Richfield Ltd., Rolleston Drive, Arnold Nottingham, NG5 7TR. Tel: 0602 264235. Prices on application:- K27, 5'8" long (Y 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.

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## USEFUL CONTACTS

- STOCKISTS, EARLY FORD PARTS** Mr Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey  
Tel: 0252 543840
- Mr Tony Butterfield, 2 Cockers Lane, Leyland, Lancs PR5 3SU  
Tel: 0772 424032
- BORING, WHITE METALLING, BEARINGS, PISTONS etc.** Ron Topping, Northern Rebore Services, 54-56 Elswick, Newcastle-upon-Tyne NE4 6JH  
Tel: 091 273 4326
- MECHANICAL OVERHAUL AND RESTORATION** Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket, Suffolk IP14 6AG  
Tel: 0449 711837
- 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
- Paul Beck, Vintage Supplies, Folgate Road, North Walsham, Norfolk NR28 0AJ  
Tel: 0692 406343
- BODY RESTORATION, PANEL REPAIR AND MFR.** K.A. Developments, Plasterers Yard, Foss Way, Midsummer Norton, Radstock, Avon  
Home Tel: 0225 766669
- 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 Minorities, 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

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Apply to Chairman

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