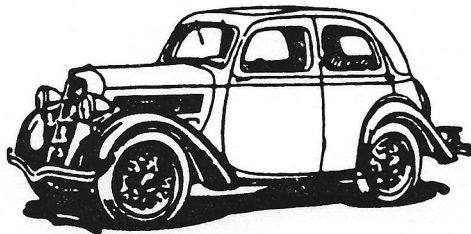
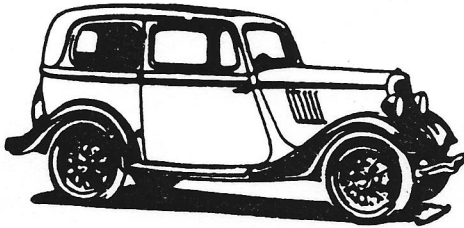


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 82
April/May 1993

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THE FORD Y & C MODEL REGISTER

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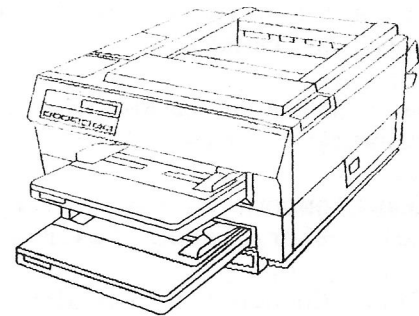
At last we can get our car's out on the roads again and do what we enjoy most, our season has already got under way with Area 14 at Oulton Park on the 8/9th May and at the Chester Festival of Transport on the 15th/16th May.

Kath has had a chance to put her tourer through its paces and is over the moon with the car, most of you will have had your cars out and about by now and hopefully will be supporting your Area Organisers in the coming months.

Our Chairman will be hoping to see many of you at Andover on the 15/16th May, as will Paul Tritton at the Enfield Pageant on the 29/31st May.

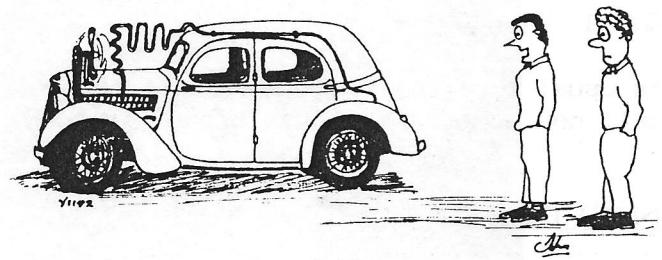
Many of you have responded to calls for articles to print. You can judge the results for yourselves, this issue is packed with letters and photos from you the members, even an article on Bright Ideas feature, which hasn't really taken off as I would have hoped, but we are getting there slowly. I feel sure that with your help and knowledge we can turn Bright Ideas into a very useful booklet.

It would be helpful, if you take a photo with the intention of it being used in the Newsletter, that you turn your camera onto its side, this way the photo's will fit the columns better and be easier for us to make the pages up, but don't worry if you can't we will always manage somehow.

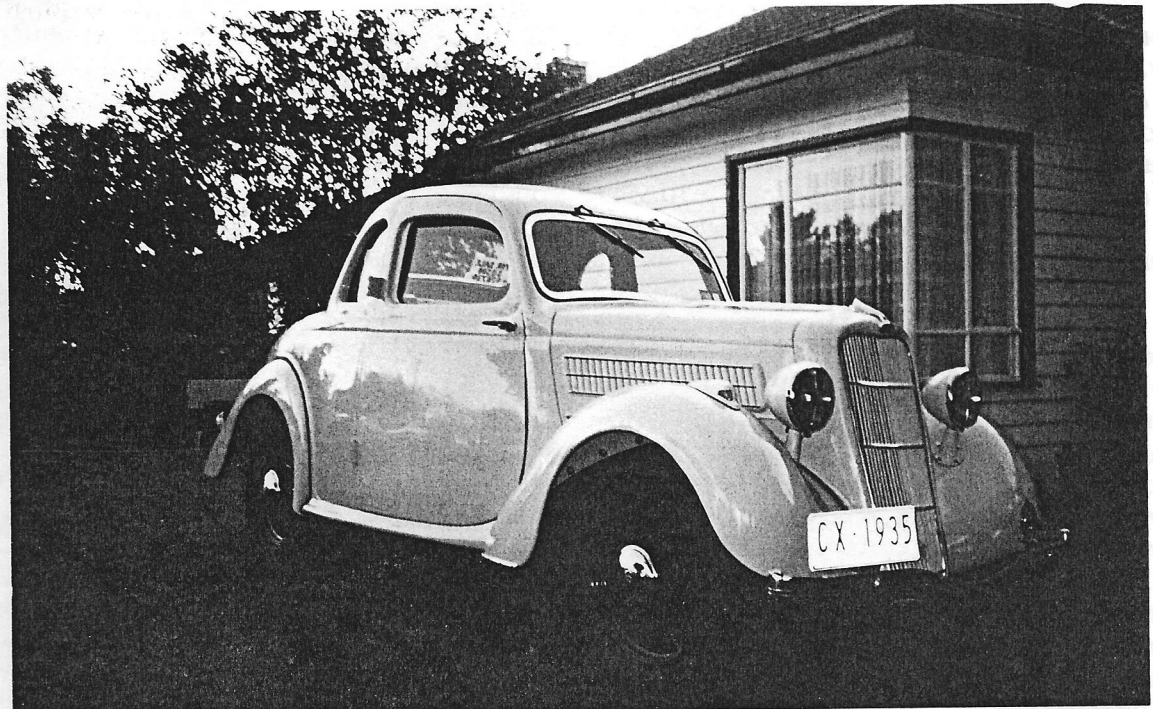


EDITORS REPORT

Subscriptions are due on the 1st June 1993 and are kept at the same rates as for the last 3 years, (see A.G.M. report) please pay promptly so that we can keep the spares remanufacture programme going. Use the pink form provided if you wish to pay by standing order, but remember to put your membership number on the form, Last year some members forgot and it was difficult for Bob to sort out who was paying since more than one member has the same name. Enjoy your motoring. Ed.



"A FEW SIMPLE MODIFICATIONS AND I'VE SOLVED THE FUEL VAPOURISATION PROBLEM."



(PHOTO BILL BALLARD)
see later article

Since our last Newsletter the following members have joined our ranks.

B1710 Malcolm Black, 73 Whitby Ave, Guisborough
Cleveland, TS14 7BA

C1015 Don Clemson, 36 Fernlea, Braiswick,
Colchester, Essex. CO4 EYW

C0726 Clive Cunnington, Clandrew House,
361/361A Heath End Rd, Stockingford,
Nuneaton, Warks, CV10 7HG

C1927 Brian Creegan, 18 Glassdrummond Rd,
Creggan, Crossmaglen, Newry, Co. Down,
BT35 9DP N. Ireland.

H0717 Gary Hill, 6 Apple Grove, Beechcroft, Bilton, Rugby, Warks, CV22 7TW

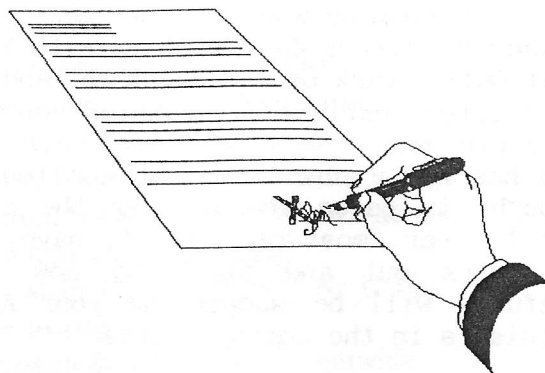
M0815 Colin McCullough, 139 Aston Clinton Rd, Aylesbury, Bucks. HP22 5AD

P1026 Brian Papps, 17 Elliott Gardens, Romford, Essex, RM3 7BH

P1206 Dick Price, Thistle Stables, Prickwillow Rd, Ely, Cambs. CB7 4TY

R0105 Sid Rice, Cross Hotel Garage, Coplestone, Crediton, Devon. EX17 5NH

S0703 Dennis Strange, 39 Mount St., Cirencester, Gloucestershire, GL7 1TJ



NEW MEMBERS

As usual I remind them to contact their Regional Coordinator and ask local members to call new members in their area Welcome!
Bob Wilkinson

NOTES ON NEW MEMBERS

Clive Cunnington in Nuneaton is a brave member! His 1934 model Y was found in a field with most of the bodywork missing! He had other problems too he writes:

"The cylinder head was nearby along with a sack containing pistons, another block a gearbox and even an unopened gasket set. the 'car' is now in my workshop with engine able to turn over and new clutch fitted, I don't know whether it will be two door, four door or a tourer?"

Gary Hill in Rugby owns a very late model Y which was apparently not first registered until Feb 1938 some 6 months after production. A complete restoration is being undertaken with an added problem of one door being missing (near side) both inner wings and running boards. *"I'm sure these will turn up soon Gary"* Bob.

Dick Price in Ely has a 1936 2 door Y undergoing full restoration. He has bought the Club publications - Workshop Manual/ Bulletins to help with the details

Brian Creegan in County Down, N. Ireland hopes to be on the road fairly soon with his 1936 4 door model 'Y'. The car was running when bought so some summer motoring is in prospect.

Sid Rice in Crediton was not pleased when his chrome plater lost some items! The windscreen opening handle is missing from his 1937 2 door model Y, can anyone help (see wanted ads) However by the time you read this he hopes to be on the road.

Colin McCullough is on the road with his 1937 2 door Y - *incidentally Colin I gave you the wrong membership number! The correct one is as listed above.* Bob

Despite all the problems of pre-war motoring Don Clemson has joined to look for a S.R. Y. Don's father owned AKL 510 which ended its life in Harlow some years ago Don is now keen to find an identical car for his dad. He says:

"I'm confident its only a matter of time before I find what I want of course I may not pass it on to dad, I'll just have to buy two"

Brian Papps will be "on the road" with his 37 2 dr Y. Bodywork and interior are fine and new kingpins and brake linings should see the MOT man give the thumbs up. The DVLC will be allocating an age related no. The no. seen in the photo ASH 158 was a mock-up for show use by a previous owner. New member Asbjorn has the restoration of a 1933 S.R Model Y saloon well in hand. Parts are not too easy to find in Norway As the picture shows Asbjorn has to

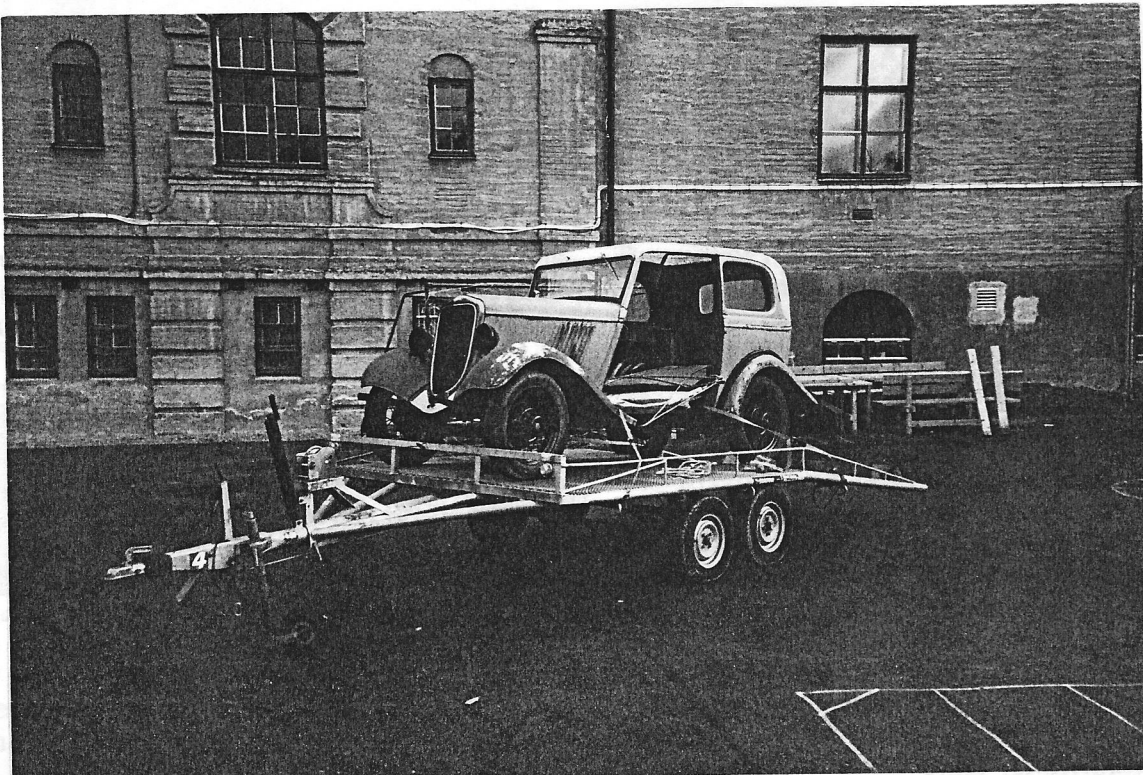
complete the bodywork.

Where are the CX models in this edition? with Malcolm Black in Guisborough. Malcolm recently purchased the 1937 CX tourer, (which previously belong to Mary Game) from the Spinning Wheel Garage in Chesterfield. The car is on the road & no doubt providing a great deal of pleasure. Let us have a progress report Malcolm.

Welcome to our ranks gentleman Bob.



(PHOTO BRIAN PAPPS)



(PHOTO ASBJORN SEEMAN-OLSEN)

1993-94 ANNUAL SUBSCRIPTIONS

Club year 1st June 93 - 31st May 94

Members are reminded that subs are due on 1st June at the rate shown below -

U.K. & EIRE MEMBERS	£15-00
U.K. RETIRED MEMBERS ONLY	£10-00
OVERSEAS MEMBERS (Sterling only please)	£18-00

Payment of subscription by
Standing Order

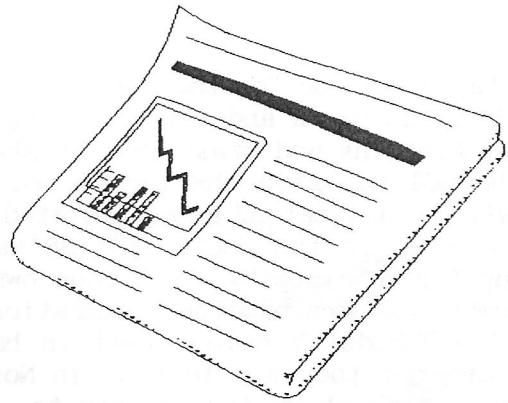
I would like to remind members of this facility - particularly useful if you are forgetful! Unfortunately this service is only available to U.K. members.

Simply complete the pink form enclosed with this Newsletter - send the top part to your bank and the bottom part to me.

Subs remain at £15-00 for this year (U.K. only).

DON'T FORGET TO INCLUDE YOUR
MEMBERSHIP NUMBER -

It is on the address label on your Newsletter envelope.



REGISTRAR COMMENTS

Please send following details-

NAME, FULL ADDRESS AND MEMBERSHIP NUMBER (on your address label)

To Bob Wilkinson, Castle Farm,
Main Street, Pollington, Nr Goole
Humberside. DN14 0DJ.

[Note - membership cards will be sent out later in year or enclose S.A.E]

Bob Wilkinson

NOW AVAILABLE

BOUND COPIES OF BULLETINS
(VIRTUALLY, WORKSHOP MANUALS)
REPRINTS FROM FORD MOTOR COMPANY LIMITED

'MODEL Y BULLETIN'

Vol. 1 No. 1 to Vol. 3 No. 7
£11.00 ea + £1.50 postage

POPULAR/DELUXE 8 & 10 BULLETINS

Vol. 3 No. 8 to Vol. 7 No. 6
£11.00 ea + £1.50 postage

Note: Model Y covered in both bulletins. Model C in second only.
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)

First we have a photo and letter from John one of our Irish Members.

"During the years I have been a member of the Ford Y & C Model Register there have been many different 'poses' of these cars in the Newsletter in various stages of 'dress' and 'undress'! But I do not recall seeing one in this attire.

The occasion was a wedding, my car, a 1936 Model Y 'KIWI' (so named because of its origin in New Zealand) and myself were requested to perform these marital duties last August.

There was much excitement leading up to the big day as the bride sought to chose her 3 bridesmaids dress material to go with the colour of the car. (Maroon)



MEMBERS LETTERS

When touring England on holiday I came across an old trunk in an antique shop.



(PHOTO JOHN MAWHINNEY)

Lovely car John, Well done. Ed.

'Kiwi' was festooned with ribbons, rosettes and streamers again being careful of colour schemes.

On the wedding day, Kiwi transported the bride and her father, four miles to the church, a lovely old parish in Antrim. Then the bride and groom, sitting tightly together in the back seat, were driven to the reception much to the delight of all the guests.

Incidentally, one of the guests, a great old gentleman of 93, informed me that he travelled over to the U.K. from Dublin in the 30's to purchase these cars and bring them here to be sold in his Auto Service Station.

The covering was tattered but the box itself seemed in good shape. I purchased it with the idea of putting it on the back of my old car. When I got home, I started work on removing the brass studs and black covering. The wood was in good order so it was sanded and given 5 coats of varnish, the studs were polished and replaced. On a label inside was the manufacturer's name and address. After some research I discovered that it was almost 140 years old. If only it could talk and tell me of all its travels I am sure there would be quite a story. Anyhow it now has pride of place on the back of my car and many people have been interested in it and its history.

John Mawhinney.

Next comes an amusing story and photo of Brian Gurney's 'C'.



(PHOTO BRIAN GURNEY)

We bought the 'C' in Aug 92 after seeing it advertised in a car magazine. The last 2 owners of the car stripped a few bits off and left it, so of course things got lost, gear box, radiator etc. We did a bit of detective work to try to find a bit of history of the car. The last person to run it apparently was in the 50's, this man died and the car stood in a barn until recently.

The engine was out of the car when bought and seized solid through standing so long. Being the original engine mating the chassis No. we wanted to salvage it, so decided to tackle this first, it was stripped down and found that the pistons were seized in the bores, so plenty of penetrating fluid, a hammer, a block of wood and patience freed them. New rings were fitted, the bores cleaned up, a shim or 2 taken out and the engine was rebuilt, surprisingly the rest of the engine was in very good order. The body was in a bad state, the bottoms of everything had rotted off, the sills were missing and because of the complex shape proved to be the most difficult to make. This work was entrusted to a local body repairer who made and fitted the sills to the car, lead filling the joints.

As the car was bought stripped out it was a problem knowing where all the bits went especially the rear window, in the end we tacked it to the wood frame and sealed it with rubber mastic. A new wood frame was made using the old remains as a pattern,

saw cuts were put across the wood to allow it to take the curved shape of the roof. The roof covering was tacked on the frame, when it was screwed to the car it pulled the material tight and the edges sealed with mastic. A new headlining was fitted, carpets laid, seat repaired and fitted. The seats are blue leather, a bit worn but we think this gives the car a bit of character.

The first run of the engine was fairly easy starting but after about 20 seconds the oil ran, not dripped, out of the hole in the clutch housing, not very healthy for the clutch, off came the sump to see if the return pipe from the back main bearing was blocked. It wasn't.

The sump refitted it still ran out when re-started, so we took the engine out, checked the back seal, re-sealed everything, no faults found, engine back in, restarted it. The engine oil ran out quicker than ever, fed up and with a large pool of oil on the floor we called it a day!

Later thinking of a car I had in the 50's, the oil we used in the winter was called 'Arctic' a very thin oil. Could this be our trouble? It was. We found the oil we were using was too thick, and being winter, like treacle, thus when the oil was cold it was too thick to go down the back main return pipe quickly enough, thinner oil solved the problem. The car passed its MOT without any problems, after the examiner gave up looking for brake pipes. *Brian*

We now have a short letter from member Bobby Gale.

"Just a short note to keep you informed of the progress on ARY 377. Please thank Kevin and Deborah for the despatch of the bits and Bob Wilkinson for the other information. As always he was right the FMC Model 'Y' Bulletin has proved an invaluable aid to de-bugging the car and the information therein has proved itself an absolute must to a would be Model 'Y' mechanic.

I initially experienced some difficulty with the engine but traced the fault to a faulty condenser, with the help of an old garage mechanic who pointed me in the right direction when I explained the problem.

The rear shocks were beyond economic salvage, having dried out years ago and been used in that condition, the internals were well worn; but with a little ingenuity and help we adapted the rear set of (dare I say it) a Morris 1000.

(Diagram for our Bright Idea feature) Bob? Door hinge bolts were no problem, having in the past owned a LWB Safari Landrover I recognised the rear door hinge bolt ball spring and locking tab assembly immediately, not Kosher to the purist but when you are bumbling along at 30 mph+ who can tell.

The next part of the project before MOT will be the roof, which is at present just a hole, as it was when I purchased ARY 377 If you can send me any detail of the make-up of the roof. The fixed timber stock kit is available I know,

but what else do I need? I have nothing to provide any form or pattern. Any information would be gratefully received".
Bobby Gales.

Next we have a letter from Reg Hunt regarding the Jennings (that was featured in Issue 80) also an answer from Jennings themselves. (See next page Ed)

"The article in Issue 80 on the Jennings conversion was of particular interest to me as I work in Sandbach, and have a slight nodding acquaintance with Dereck Jennings the current M.D. of Jennings Coachwork Ltd.

The company still exists although now removed to Crewe and has always been associated with the Sandbach lorry industry particularly with ERF.

I have sent a copy of the article to Mr Jennings and asked him if he has any other information on the Jennings conversion.

I was also interested in the Spotlight on members, (Issue 80) that Ian Wright mentions his car sticking in first gear. I borrowed a gear box off our editor Ken last year when Jean's car did the same thing, again for no traceable reason and without re-occurrence. Can any old hands tell us if this is a recognised problem with the model Y, and if so what is the easy cure? I took the gear-box out and the selector then moved over with no problem, perhaps unlike Ian I didn't shake it hard enough or long enough!

(Sounds a bit rude to me Reg - Ed)

Reg Hunt.

A period shot of Robert Hale and his L.R. model Y taken at Little Linford, Bucks in 1956. A car he still owns today.



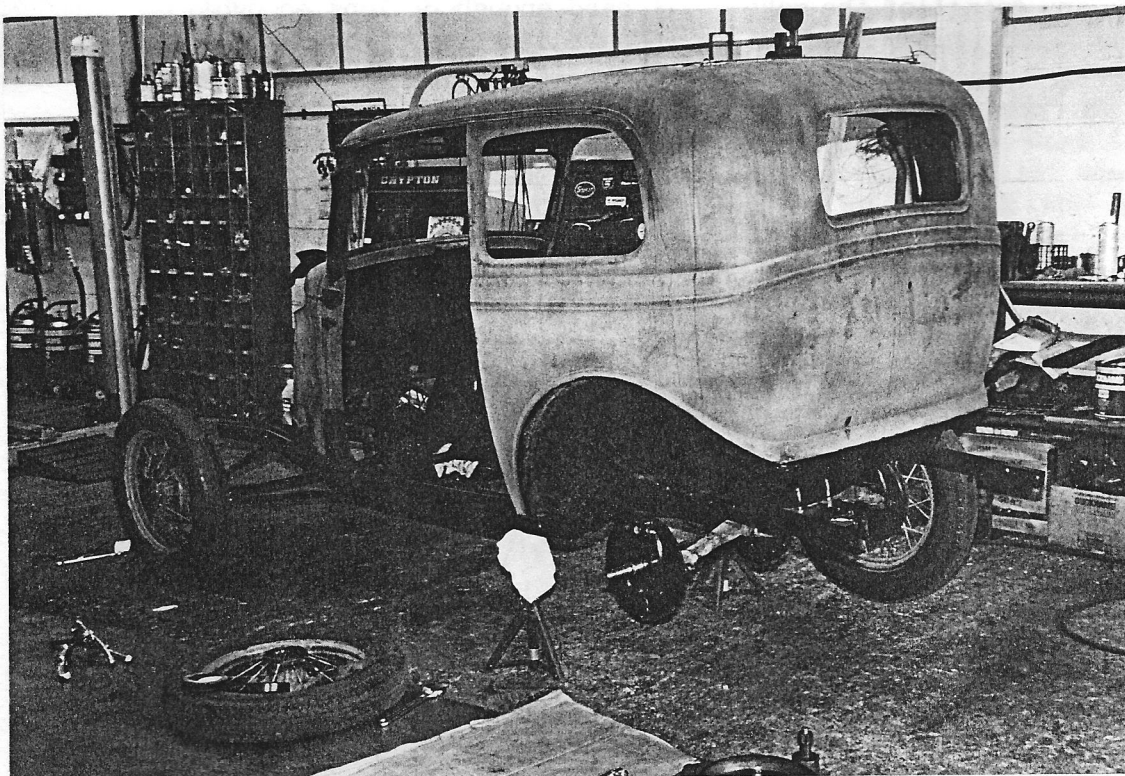
Finally we have a letter and photo from Martin Pattison.

"Tony and myself own and run a mechanical repair, service and MOT workshop in Essex. We both became interested in classic vehicles, when we were asked by a customer if we would restore the chassis and engine of his XK 150. It was whilst we were doing this work that 2 other customers asked if we could do some work for them, an engine rebuild on a M.G. TD 1953 and a gearbox rebuild on a Citroen traction avant (which had been driven back from France with no oil in the gearbox).

Having enjoyed working on these cars so much, we decided that it would be nice to own one. About a month after, I went to a local garage to pick up some parts we had ordered, whilst I was there I saw an old Austin sitting in the corner, upon asking I found out that it was being stored for a customer, over the winter or until he could find a buyer, I rang the owner and arranged an inspection at our workshop. It turned out to be a 1953 Austin A70 Hereford 4 door saloon. A price was agreed and the car stayed. Just after this we heard about "The Earl" for the first time, a friend who was carrying out the body restoration on the Jaguar, had been to see a Ford Y that was for sale, he could not make up his mind to buy or not. Tony went and had a look and said that if his friend did not buy it he would.

3 weeks later Tony was told that our friend had bought it. Tony decided that a "Y" was the car he wanted and found an advert in a classic car mag. for a Y up in Yorkshire. Up we went the following weekend and he bought it. After getting it home on a trailer we started to take it apart, it was worse than it looked (I'll let Tony write that story) A month later we heard that "The Earl" was up for sale again. I did the wrong thing and went and had a look. It was too good to turn down, a quick chat with the bank and CLL 857 had a new home.

Restoration has started, the back axle was already done and we have just finished overhauling the front one, most of it is just cleaning & painting. The car has only done 21,000 miles and has been off the road since 1960, the last tax disc came with car. Last year I carried out some research on the history of it's owners. The buff log book shows from 1948 the owner was the Earl of Caledon, but I believe he was the first owner as the log book is a continuation one. I went to our library and looked up the Earl of Caledon and found that he was the 5th Earl and as he had never married, on his death the title passed to his nephew, who's son is the present Earl. One of the Earl's seats is at St. Albans, this ties in with the other registered owner on the log book, a Mr Henley.



(PHOTO MARTIN PATTISON)

With our dad,s help Tony and I are well on with both car restoration's

Dad did his apprenticeship at Gates of Walthamstow Starting in 1948 Y's & C's were still very popular then.

Martin.



JENNINGS COACHWORK LIMITED

SECOND AVENUE, WESTON ROAD, CREWE, CHESHIRE CW1 1BD

Telephone: 0270 583358 (3 Lines)

Facsimile: 0270 505548

Your Ref.

Our Ref. DBJ/MG

Date 4th February, 1993

Mr. R.J.Hunt,
The Byre
Eastern Road.
Willaston
NANTWICH
Cheshire
CW5 7HO

Dear Mr. Hunt,

I write to thank you for your letter of 29th January enclosing the article from the Newsletter of the Ford Y & C Model Register.

My grandfather, J.H. Jennings was always very forward-looking and this car conversion is an example of his many inovations.

He had close connections with the Ford Motor Company when their factory was at Trafford Park, Manchester, prior to them moving to Dagenham and we built many bodies (some are shown on the leaflet you sent to me) at this time on Ford chassis.

We have always covered the whole spectrum of vehicles from the lightest to the heaviest, and the car conversion was just a part of our production.

I am afraid I have no information on how many Ford cars were converted as all the old records of this sort have long since gone.

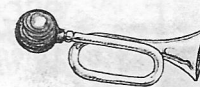
It is very good of you to take the trouble to send me these details and it is most interesting to note that at least one example of the conversion is still in existence.

Yours sincerely,

D.B. Jennings
Director.

CHAIRMAN'S NEWSLETTER

Spring is here promising some good motoring. Weather permitting, I'll have Kerry with hood down out on the 75 miles Andover Road Run this weekend. Weather not permitting, CNN will be doing the run, assuming I can sort out the non-charging problem which developed on the 100 mile run back from the AGM at the beginning of the month. Worn out dynamo brushes are suspected.



Poop! Poop!

The AGM went well and the minutes are written up elsewhere, thanks to Kath Devine. I'm delighted to say that despite our printing problems, we felt we could keep the subscriptions at the same level as they have been for three years now. It was a pleasure to see a good number of new members and members attending the AGM for the first time. I'm also grateful to Bob Wilkinson and Kevin Briggins for dragging themselves off their sick beds to attend and contribute. The regalia sold well again. I must say I now have a Register T-shirt to complement my sweatshirt and a Register grill badge to enhance the front end of Kerry. The excellent hubcaps are also selling well and we will soon have to have another batch manufactured. If you want your Model Y to be well shod this Summer, I should get your orders for hub caps into the Regalia Officer, Bill Williams a.s.p., while current stocks last.



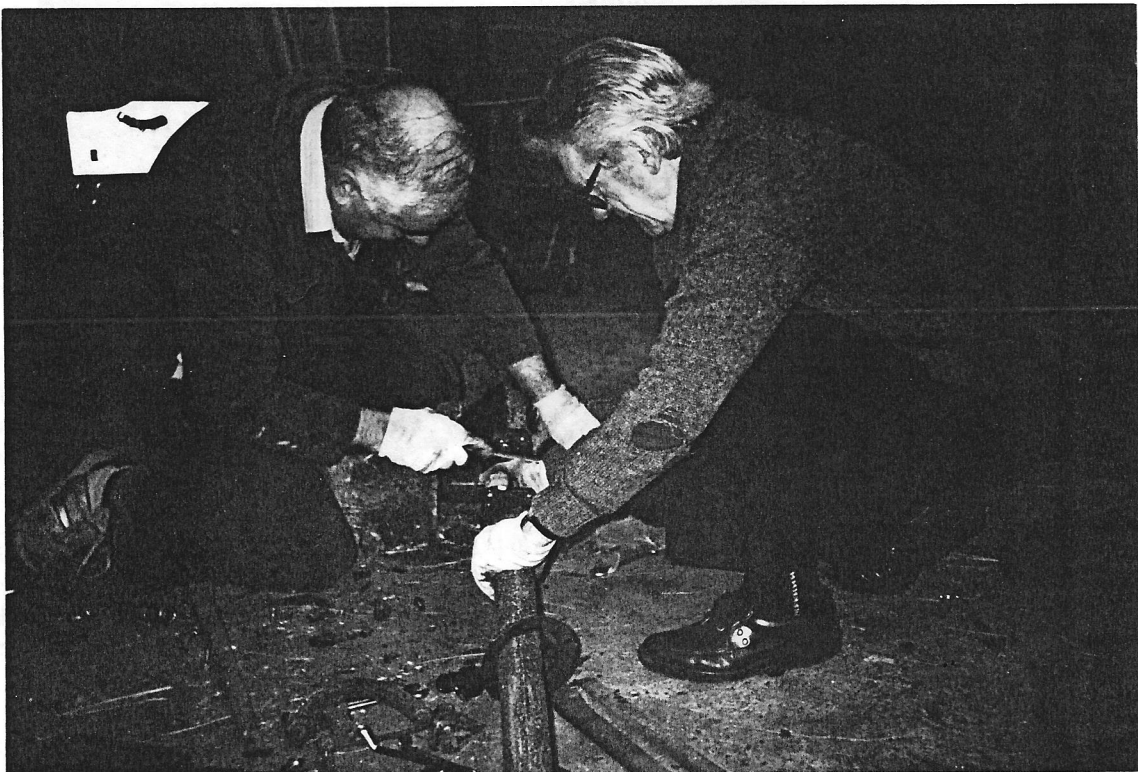
CNN on parade outside the Willoughby village hall at the AGM, being admired by no less than three Regional Coordinators:- Bryan Dixon, Rod Evans and Mike Samuel.

I'm not sure whether Jean Hunt, our new Spares Treasurer, was delighted or flabbergasted when she found herself taking in nearly £1000 in cheques and cash at the AGM from outstanding invoices and new orders. The sample set of newly manufactured single groove bumpers were snapped up. These are an excellent buy and are now accompanied on the spares list by newly manufactured bumper bar bolts and end caps. As we have a lot of capital tied up in the bumpers, please get your orders

in quickly. I was surprised to learn that you are ordering more rear bumpers than front. Having seen so many nearside front bumper ends snapped off at the bumper bar bolt hole, I anticipated that there would be more of the front on demand. I can only assume that the grit, salt and general muck eddying around the back end of the car has caused excessive corrosion to the rear bumpers, making them more popular.

The other pleasant, and surprising, piece of news I learnt at the AGM was that Reg Hunt has bought the older of the late Arthur Fletcher's cars, forsaking his Austin 7. Welcome fully aboard Reg. We'll be really nice to you now! I was also grateful to Geoff and Eileen Murrell from Royston, who volunteered at the AGM to take the mailshot administration off my hands.

Before I leave the subject of spares, the major outstanding task now is to carry out a stocktake of the mass of bits in the barn, which Graham has been actively gathering together over the past few years. If any of you living within a stones throw of Watford would like to help out with this task over a weekend or three, please write to Graham Miles and he will let you know when he will be starting.



Graham Miles and Jeff Cole removing a prop shaft from a rear axle in the barn where the spares are stored.

The Bristol Classic Car show went well again. Robin Prebble and Phil Wookey between them manned the stand, with other members standing in to give them a break every now and then. Regrettably, the Model Y Pickup did not arrive from Wales, which left a hole, but Phil's Tudor proved to have drawing power with the public. It was my first opportunity to try out the "List of Known Surviving Vehicles" on one of our cars. It came as a shock to Phil to find that his supposed 1934 Model Y (by chassis number) had in fact been fitted with a post 1936 body at some stage in its life. It's amazing how similar incidents come in twos. Within a week I discovered that another Member's immaculate Model Y also had an exchange body. I am surprised that I have not heard from other members who have found that their vehicles do not match up with the stated design build in the "List of Known Surviving Vehicles", which was sent out in the mailshot. Please check out your vehicles and, particularly if your chassis number

or body number is not included, please forward them to Bob or me for inclusion in the 1994 issue.

A second Model Y has appeared with a boot modification similar to Ian Fewtrell's (Issue 73). It was advertised for sale in Classic Car Weekly, so we'll try to trace it. It looks as though it has had a transmission transplant as it also has "easiclean" wheels. I was also given a photograph of the "Devon" van conversion of the Tug. We haven't had much to say about the Tug for a number of issues now, so it is a pleasure to receive the photograph from the Truck and Driver magazine. I was also contacted by Jon Pressnell of the Classic and Sports Car magazine, who has a special interest in the history and development of estate cars. He had seen our article on John Follon's Model Y 3-door Jennings conversion (Issue 80) and wishes to expand on it for his magazine.

CNN appeared in the Hampshire Chronicle alongside David Leach's ex Model A at a Mondeo launch photo call in Winchester. How many other members were invited to help Ford in the Mondeo launch?



You will notice that the inside covers of this issue have been updated. Under "useful contacts" you will see we now have a couple of recommended carpet suppliers and upholsterers listed, one in the North and one in the South. Each has templates of our carpets and is a quality manufacturer. Whilst on the subject of the magazine, we do need contributions from you the members. Tell us about your restorations, bargain buys, events attended and memories of yesteryear. Anything of Model Y or C flavour is of interest.

Finally, I'm already working on the preparations for the All Ford Rally. Please keep the weekend 26/27th September free. I'll be calling for volunteers in the next issue.

Happy motoring.

Sam Roberts.

Y & C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE Please use the Club order form. Complete, listing items required & price in column provided. All prices include Postage & Packing, Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARES SECTION. EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. PLEASE NOTE- The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y&C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable.

We are unable to supply to N. AMERICA.

MECHANICAL - SUSPENSION. BRAKES AND STEERING

Clevis pins (20 thou oversize) with split pins:- S.R./C
 Clevis pins (20 thou oversize) with split pins:- L.R.
 Front or Rear shackles (pattern part)
 Bushes for shackles, front or rear
 Rear hub seals (large - outer) Y1175
 Y&C king pins - 4 bushes, 2 thrusts - exchange. Stock permitting
Relined Front brake drums-exchange in clean condition
 Rear brake rod support bracket for L.R. Y, with double holes
 YE2502B Front brake rod support(mounts on A-frame & looks like ?)
 Front road springs Y&C (Rear, used on application)
 Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.
 Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.
 L.R./C CE2225 Bracket (rear brake operating shaft)
 L.R./C CE2231 Rear brake cam shaft, R.H. or o/s
 L.R./C CE2235 Rear brake cam shaft lever, R.H. or o/s
 L.R./C CE2236 Rear brake cam shaft lever, L.H. or n/s
 S.R./L.R./C Y2084 Front brake lever
 S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s
 S.R. Rear brake cam shaft:-Y2231 R.H. or o/s Y2232 L.H. or n/s
 S.R. Y2230 Rear brake cam shaft
 S.R. Y2050 Front brake operating wedge
 L.R. Y2050 Brake operating wedge
 Front inner and outer wheel bearings
 Set of brake linings & rivets:- L.R./C (4 shoes' worth)
 Exchange brake shoes, rollers removed, send old in first. Set of 4
 Brake shoe pull off springs, S.R./early '34Y, double roller Set of 6
 Brake shoe pull off springs, L.R./C, single roller shoe Set of 4

MECHANICAL - ENGINE AND TRANSMISSION

Y2786 Hand brake ratchet paws
 Fan belts - 3" dynamo pulley only
 Y9737 Accelerator return spring (on cross rod or accel. rod assy.)
 Gaskets - price on application, upper engine only
 C exhaust, with tail pipe - stainless. plus (Red Star carriage £22-00)
 Y exhaust, stainless (* Carriage not included)
 Engine top water outlet (head to hose)
 Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)

Please note Register does not stock moulded angled hoses

Engine pistons, various sizes - send pattern, non-returnable From
 No post-war 8hp pistons in stock
 Engine valves - early engine only - send pattern, exhaust or inlet
 Engine valves - long
 Clutch plate centre - exchange
 Clutch Pressure plates - exchange
 Clutch release bearings (pre-packed)
 Y24052 Cylinder head stud and nut
 B9288 Fuel connection, flexible, direct to pump 8 o'clock inlet
 straight only (no elbow), post-war pump
 Universal joint - complete assembly - exchange
 Universal joint only.
 Y4513 Cap (Universal joint housing) inner
 Gearbox I hold large number of parts Please send list requirement

RUBBER PARTS

Front radius ball
 Brake and clutch pedals - exchange (send your old ones first)
 non-exchange

<u>CLUB PRICE</u>	Gearbox mounts	£ 19-25 ea
£ 5-00 set	Door stop buffers	£ 2-30 ea
£ 6-70 set	C front axle beam stop rubber (metal on request)	£ 7-50 ea
£ 5-50 each	Bushes for shock absorber linkages specifically intended for S.R. but	
£ 1-70 each	may be used on L.R. depending on linkage design	£ 1-20 ea
£ 2-70 each	S.R. side lights - base mats	£ 4-20 ea
£ 29-50 set	L.R. rear brake rod support rubbers	£ 4-20 ea
£ 37-00 each	Y under bonnet kit	£ 10-30 ea
£ 27-00 each	Steering joint dust covers	£ 1-20 ea
£ 5-50 each	Engine mount - exchange	£ 5-40 ea
£ 26-50 each	<u>ELECTRICAL</u>	
£ 3-00 each	Headlamp lenses, S.R. & both intermediate models type (Flat)	£ 10-50 ea
£ 3-00 each	Rear lamp mounting bracket - finished black with fixing bolts	£ 28-50 ea
£ 8-50 each	Battery fixing bolts	£ 2-30 pair
£ 8-50 each	YE14300 Battery to switch cable assembly	£ 10-25 ea
£ 8-50 each	Battery lug bolts	£ 0-50 ea
£ 8-50 each	6 volt coils - not Ford	£ 10-00 ea
£ 8-50 each	Headlamp bulbs (wattage not stated)	£ 2-75 ea
£ 8-50 each	Bulbs, various (if rear lamp, state straight or off-set pins)	£ 1-00 ea
£ 9-50 each	Late type distributor points (not early type)	£ 3-25 ea
£ 8-50 each	Late type rotor arms	£ 2-75 ea
£ 10-50 each	Early distributor caps	£ 3-25 ea
£ 9-50 each	Early distributor points	£ 6-25 ea
£ 25-00 hub	Early type rotor arms. (with spring contact)	£ 4-25 ea
£ 10-75 set	CE13075 Headlamp double contact bulb holder/cable S.R. & early L.R	£ 5-50 ea
£ 29-00 axle	Dynamo cut out controls	£ 9-00 ea
£ 11-50 axle	L10 Spark plugs - 4	£ 15-00 for 4
£ 7-50 axle	<u>FITTINGS - BODY</u>	
	L.R. & C MODEL Front bumpers chromed	£115-50 ea
	L.R. & C MODEL Rear bumpers chromed	£ 95-50 ea
	Bumper bar end caps chromed	£ 6-50 pair
	Chassis to carpet rails inside door (state 2 or 4 door)	£ 33-50 pair
	Running board draught trims, adjacent to chassis, painted black	£ 30-00 ea
£ 52-50 ea *	Running boards, for L.R. Y. Moulded in fibre glass (incl matting)	
£ 57-50 ea *	with steel mounting brackets. Adaptable for S.R.	£ 88-00 ea
£ 9-00 each	S.R. front valance below grill (external part only - fibre glass)	£ 21-00 ea
£ 3-00 each	Floor board screws	£ 0-10 ea
	Late L.R. Y four door hinge centre bolts. (Lock tabs on order)	£ 1-20 ea
£ 27-50 set	Brass balls, door hinge	£ 1-00 ea
	Y fixed timber roof stock kits in hard wood	£ 70-00 ea
£ 3-75 each	Stock:-S.R. rear valance - Ken Arthur manufacture carriage extra	£180-00
£ 5-25 each	Striker wedges - female - door pillar - housed 'C' Model	£ 8-50 pair
£ 21-50 each	Enamel rad. badges, Dark blue-L.R. & C - Light blue-S.R. & early L.R.	£ 13-40 ea
£ 38-00 each	L.R. badge mounts under manufacture. Send applications please	
£ 8-50 each	Hub caps - to original specification	£ 11-50 ea
£ 1-50 each	Oil can transfers, black only	£ 3-70 ea
	Wheel nuts. Y Set of 20	£ 35-50 set
£ 6-75 each	Wheel nuts. C each	£ 0-65 ea
£ 17-50 each	Bifurcated Rivets	£ 0-03 ea
£ 8-50 each	Service-Castrol poster, reprinted	£ 11-25 ea
£ 5-75 each	<u>CHASSIS REPAIRS</u> - Undertaken by Dave Tebb. Tel 0937-557410	
	<u>SPEEDO CABLES</u> -Speedo Graph Richfield Ltd. Rolleston Drive, Arnold,	
	Notts. NG5 7JR Tel 0602-264235 Prices on application.	
	K27 - 5'8" long (Y) or K28 - 5'1" (C). Apply Direct	
£ 4-25 each	<u>REMEMBER: SEND EXCHANGE ITEMS WITH ORDER FOR NEW OR</u>	
£ 5-25 each	<u>RECONDITIONED PARTS.</u>	
£ 6-25 each		

REGALIA ORDER FORM - ISSUE 82

To be returned to

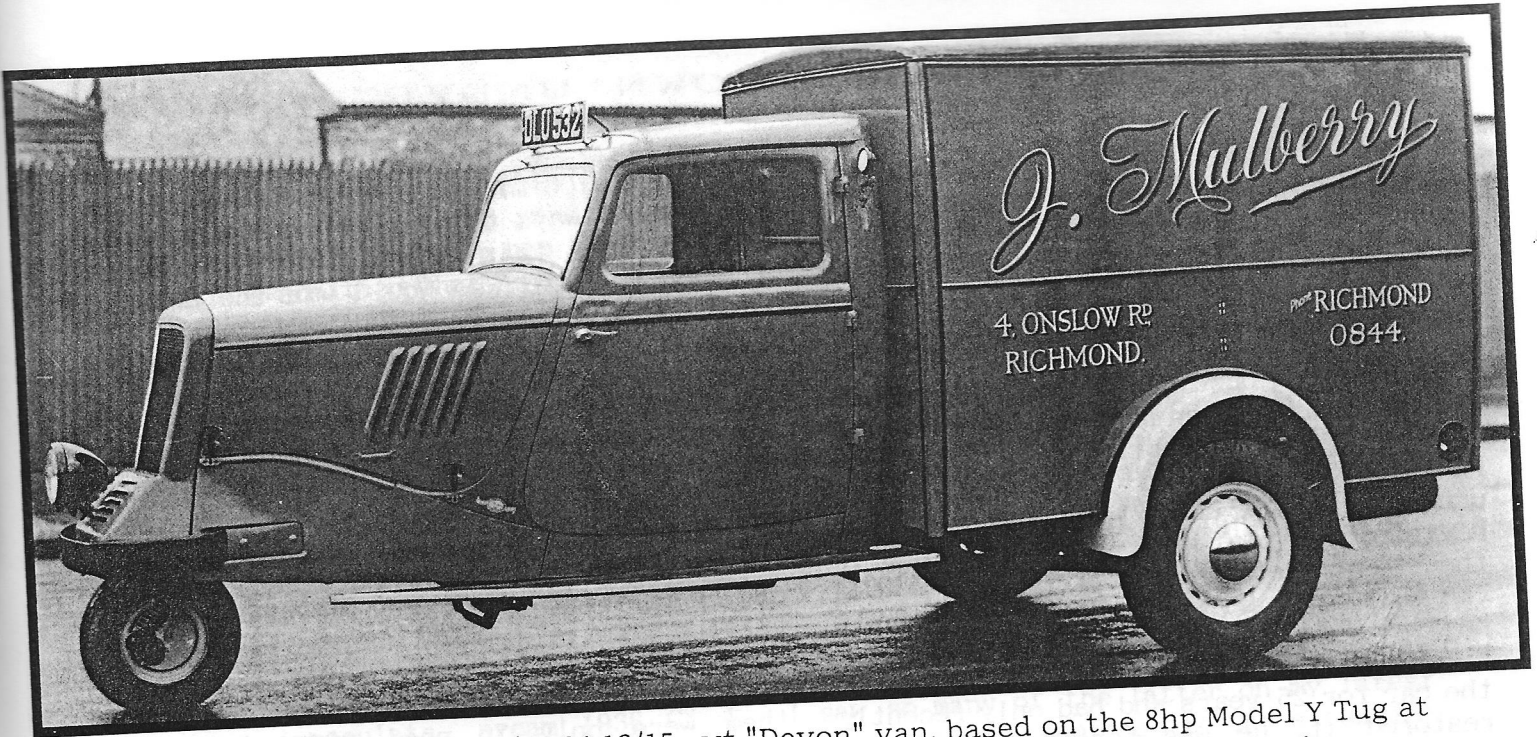
BILL & SARAH WILLIAMS
30 STATION RD,
COGENHOE, NORTHAMPTON. NN7 1LT

<u>DESCRIPTION</u>	<u>SIZE</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>TOTAL</u>
Y & C NOTELETS			£ 0-50	
Y & C. T SHIRT NOW IN BLUE SIZES:- XL, L, M, S.			£ 5-75	
Y & C SWEATSHIRT SIZES:- XL, L, M, S.			£12-50	
CAR BADGE RADIATOR			£ 8-25	
CAR BADGE BAR			£ 8-25	
KEY CASE WITH Y & C LOGO			£ 2-25	
MUG WITH Y & C LOGO			£ 3-00	
PATCH BADGE			£ 3-75	
ENAMEL PLAQUE			£12-00	
TAX DISC HOLDER			£ 0-55	
MAGAZINE HOLDER HOLDS APPROX 10 ISSUES			£ 3-50	
MAGAZINE MOUNTS (10)			£ 1-00	
COASTERS X 4			£ 1-00	
CHRISTMAS CARDS PACK			£ 1-00	
POSTAGE AND PACKING (ALL ORDERS)				£ 1-75
TOTAL PAYMENT ENCLOSED				£

NAME.....NUMBER.....

ADDRESS.....

PLEASE MAKE CHEQUES PAYABLE TO FORD Y & C MODEL REGISTER
 AND SEND TO MR BILL WILLIAMS AT THE ABOVE ADDRESS.



County Commercial Cars' 1936 12/15 cwt "Devon" van, based on the 8hp Model Y Tug at the front and the 5 cwt van chassis at the rear, but with 4-speed transmission.

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

Abbey Tourer

Would the owner of these photographs please contact me as they have come adrift from their covering letter. They show a beautiful shortrad Abbey tourer, which, alas is no longer with us, before and after restoration. Sam Roberts.



"Betsy", the car with Joan, the wife.

A refurbished "Betsy" in 1949, with aluminium dash, strapped bonnet, new hood and Brooklands silencer with fishtail exhaust.



SIDEVALVES "DOWN UNDER" by BILL BALLARD

We have all heard about the wonderfully weird Sidevalves that were built "down under", and I have been fortunate enough to see many examples of them at firsthand during the course of two holidays spent in Australia in March 91 and March 93.

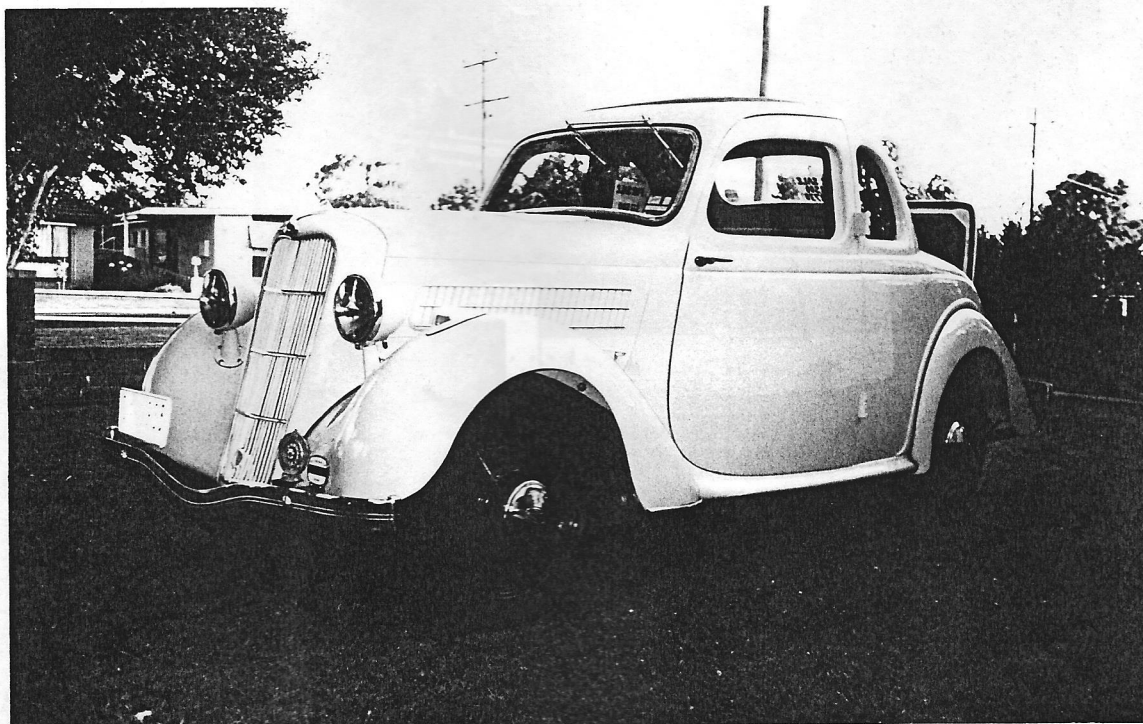
I hadn't long been in the country for the 2nd time around when I purchased a copy of "Restored Cars", published by Eddie Ford Publications Pty Ltd., and noticed an unusual 1935 CX coupe with the victorian registration plate, CX 1935, for sale in the "Swap Meets" section, of all places (an editorial error, no doubt). I did not hesitate to contact the vendor, Danny Ellerton, who told me that he had owned the car for 25 years and had only recently restored it, He was forced to sell it because he was recently made redundant.

He had advertised the coupe, (1 of only 5 of its type known to exist in Australia) for \$13,500 but was prepared to accept offers over \$10,000. A 2 seater with dicky seats, the coupe is painted white with black wheels, an odd combination I thought, believing it would look better with either white wheels or black wings.

A week later, at the invitation of Keith Mattingley, I was to give a slide show about the U.K. Sidevalve scene to members of the 8 & 10 Club of Victoria, as a result of which I was to meet Alan Stevens, who lives at Epsom, a beautiful

city about 100 miles north of Melbourne. Now I had always thought it was a toss-up between Andy Main, John Miller or Bob Wilkinson as to who would win the award for owning the most Sidevalves, until I met Alan, who has 31! I just couldn't resist his invitation to view his collection, and so I borrowed by brother's car to visit his ranch-style home, the approach to which is down several kilometres of "outback" type roads. As suspected, many of the Sidevalves, which included several interesting utes, tourers and roadsters, were nothing more than rusting (but restorable) hulks stored in a field. The 10 best vehicles are kept securely under cover in a barn and most of them were only in need of mechanical attention and a respray.

Pride of place in Alan's collection was his immaculate 1936 CX 4 door saloon, understood to have originated from South Australia with the registration CX 1936. It now bears the Victorian "Club" registration CH.0761. It is one of 5 C/CX's owned by Alan (another record?) the other 4 I know of are a 35 C 4 dr saloon, a 36 CX roadster, a 36 CX 4 dr saloon (green paint job and brown trim in this instance) and a CX roadster utility of unknown age. I say "at least" 5 because since returning to the U.K. and having my photos developed, I have identified what appears to be another C hidden away in the barn in one of the prints.



(PHOTO BILL BALLARD)

A 2 dr CX coupe with dicky seat

Asked how he came to have such a large collection of Sidevalves, he confessed that he just hated to see them "crushed" and when told about one derelict in a quarry, cornered in a scrap yard or just sitting in a field, he just has to go and rescue it! He admitted that he is unlikely to restore many of them himself, and was willing to part with those outside to dedicated enthusiasts for a modest sum. He would like to concentrate on C/CX's and knew of an un-restored coupe like Danny's that he might acquire in the near future. It is likely he will part with the green CX as it duplicates CH.0761

I was to discover where the registration CX.1936 had gone to when I attended the "All Ford Show" at the Modbury Oval, in Adelaide, for it was there that I saw its holder, an immaculate, cream 1936 CX 4 door saloon. I also came across an immaculate off white C 4 door saloon. One of these 2 cars was owned by a nice old gentleman by the name of Quentin Durward who was to win the award for the best Sidevalve at the show, unfortunately, I failed to record which was his car!

The reader may have noticed the absence of Y's in the story. I have only ever seen one of the marque "down under" and that was on the 91 trip, when I saw and photo'd a green 1932 "short rad" roadster with dicky seats and appropriate registration mark at the "All Ford Show" This dearth of "Y's" was later explained to me by Philip Handel when I met him in Sydney.

Philip like myself, Keith and Alan owns a 7W (or 6 to be precise, if we include his son Mark's tourer, which is similar to mine and originated as a rusting hulk from Alan's "collection" a few years previously) told me that when introduced in Australia in 1932, the model Y "short rad" had initially sold well, but by the time the "long rad" had been introduced, it had suffered competition from other makes, its lack of power and comparatively poor suspension letting it down in the conditions prevailing in Australia at the time. The only "long rad" model available in Oz was the 4 door saloon and this was dropped when the 10hp "C" was introduced. As a consequence, the "long rad" is very rare and much sought after in Australia today, the "short rad" is less rare and the "C/CX" quite common. This explains why I saw so many of the latter on my latest visit - quite a contrast to the situation with these models in the U.K.!

Oh! by the way, that slide show (which was also repeated to the South Australian Sidevalve Club) was to create a lot of interest: I had included shots of various "Y" tourers, John Hampton's "Y" vans, Ford's "tug" and Dave Curtis's "CX" tourer, the likes of which, apparently, they had never seen "down under"!

In conclusion, I would like to add that its apparently very easy and quite cheap, to obtain a "cherished registration" in Australia - hence the reason why so many of the Sidevalves I saw had appropriate registration marks!



(PHOTO BILL BALLARD)

The CX is capable of pulling trailer

SPOTLIGHT ON MEMBERS - KATH DEVINE

Getting involved in the classic car scene was not my idea of a weekend out, I say was not because really I didn't know much about what went on or how much fun could be had, but of course I now know different.

It was not a choice I made of my own free will, it was more like coercion (if you can't beat em, join em) or gently being persuaded. Ken had just restored his first classic, a 1957 Ford Van. We had been rallying the van for a season and I began to see that it could be fun to meet new friends and exchange not only ideas but bits and pieces as well.

It was whilst we were manning a club stand for the F.S.O.C at G-Mex that we first came into contact with Area 14 members of the Y & C. I didn't know why but they always seemed to be happy and having a good time. I fancied owning a small car of my own and being more involved with fellow enthusiasts and joining in the fun.

Eventually a chance came to buy a 1936 CX 4 door from John Griffiths of the Y & C. Ken went to see the car and decided at once that the price was fair and a suitable restoration project, for me to drive. So once again Ken was banished to the garage and lost to the rest of the world.

Within 12 months the car was through the MOT and touring the rallies, Now 3 years on the CX has gone to our son Kevin, and the van has been traded in to buy a CX tourer for me (see photo) soon to be seen at many Y & C events. I am looking forward to the season beginning more than before for two reasons, first to drive the tourer and second to meet up with all the good friends and acquaintances that we have met over the last few years.

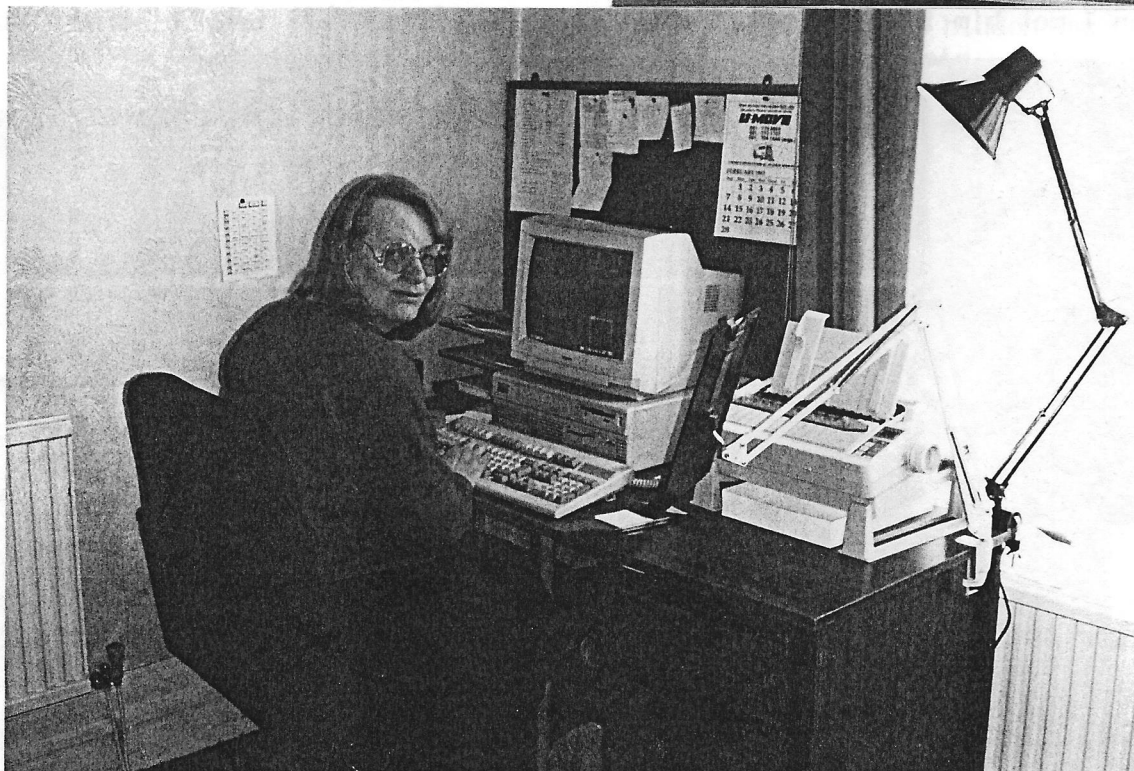


PHOTO - KATH AT WORK ON ISSUE 81

MINUTES OF THE 14TH A.G.M. OF THE FORD Y & C MODEL REGISTERSunday 4th April 1993 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, especially Jim Miles from France.

1. Apologies for Absence

Apologies were received from Graham Miles, Jeff Cole, Paul Bainbridge, Bruce Allen, David Grace and Roy Cleaves.

2. Members attending

Chris & Owen Baldock-Tonbridge Barry Barnes-Tamworth; Derek Birch-Kings Norton; Kevin Briggshaw-Dunstable; D & G Coker-Norfolk; Dave Curtis-Hereford; Geoff Deewarks; Ken & Kath Devine-Lancs; Bryan Dixon-Sheffield; Rod Evans-Ascot; Nick Glenister-Battle; John Griffiths-Ewloe; Jean & Reg Hunt-Nantwich; John Keenan-Hastings; Peter Ketchell-Chester; David Leach-Silchester; Yvonne & Brian Mace-Norwich; Jim Miles-France; Eileen & Geoff Morrell-Royston; Martin Pattison-Herts; Stan Renshaw-Notts; Sam Roberts-Andover; Kath & Mike Samuel-Pontypool; Mark Slack-Derby; Kieron Whiting-Banbury; Bill & Sarah Williams-Northants; Ken Williams-Banbury; Bob Wilkinson-Goole;

3. Minutes of A.G.M. held 5/4/92

Minutes of the 13th A.G.M. were read and approved. The approval was proposed by Owen Baldock and seconded by Derek Birch.

4. Chairman's Report

The Chairman opened his report by thanking the committee for all their hard work throughout the past 12 months, he also thanked the membership for making it another good year for the Register.

The Chairman reported that it had been a good year on the spares front and thanked the spares team for all their hard work in keeping our car's on the road.

Due to a new job and extra work at home, Debbie Briggshaw had decided to stand down as Spares Treasurer, Sam thanked her for all her hard work over the years, running the spares account. He then welcomed Jean Hunt and thanked her for volunteering to take over from Debbie.

The Chairman reported that owing to personal reasons Dave Curtis would be standing down as Events Coordinator, but he did agree to organise next year's celebrations for the 60th anniversary of the 'C'

It was decided not to reappoint a new coordinator but to ask all organisers of events to inform the editor for publication in the Newsletter.

The Chairman thanked Dave for the duties he had performed over the years, he also stated that events the past year had been well attended in particular Stanford Hall, G-Mex and the All Ford Rally, which had again proved to be worth all the hard work put in by the members, and had put some £1700, into the coffers of the Register. We will again be organising the All Ford Rally for 1993. Volunteers required please.

Sam then asked for a volunteer to take over the duties of organising the mail shot and breathed a sigh of relief when Eileen & Geoff Morrell offered their services.

Sam reported that although he had been disappointed to lose the sponsorship of Ford's, who printed our newsletter, he was pleased with the results produced by the Neuro Muscular Centre, who had taken over printing the Newsletter for us at a realistic price, and that he would be trying to offset the cost of printing by obtaining sponsorship from National companies, like Ford who had generously offered £500 this year. Footman James £75 and National Breakdown Recovery Club £25.

The Chairman thanked the Editorial team for producing the Newsletter during the last 12 months and asked that members keep the supply of information flowing.

The Chairman reported that it had been an interesting year regarding the type of vehicles. He had try to chase up the 00001 vehicle and there had been an interesting write up on the Jennings also a few pick-ups had come to light.

The Chairman reported that the register had been joined by the Ford 8 & 10 hp Club of Australia, and hopefully we would learn more about our Australian counter-parts in due course.

The Chairman reported that Regalia was selling well and that he liked the new blue T-shirts.

5. REPORT BY MEMBERSHIP SECRETARY

The Membership Secretary stated that at the end of Feb the club membership was standing at 386, of those 57 were new members, with 36 new to the register. He also reported that there were a good number of enquiries but only about 50% taken up from the cards.

There are still a lot of 'new' cars out there to try and enrol as members, otherwise the Register was very healthy

He also reported that since the last A.G.M. free membership transfer of cars sold had been taken up by 3/4 new members.

The Membership Secretary also reported that any member who had lost their original registration number and needed help with DVLC. should get in touch with him and he will try to assist.

6 REPORT BY TREASURER

The balance sheet of the Y & C Model Register was presented which showed a healthy bank balance but because of the lost of Ford Motor Company we would now have to spend money each year on the printing of the Newsletter.

It was agreed that there would be no increase in subscriptions but he did ask members if they could please renew on time.

The Chairman thanked Bob for his hard work as both Secretary and Treasurer.

7 REPORT ON SPARES

In the absence of Graham Miles the Spare's Secretary, the report this year was given by Kevin Briggins and Peter Ketchell.

Kevin stated that the team had spent two evenings a week plus every weekend, sorting out the spares in the new barn therefore some items were difficult to locate at the moment, but they had packed and posted about 2000 items so far.

Kevin asked would members please bear with them. He also asked members to use the new order forms that is printed each issue in the Newsletter, and to state if spares where required urgently for MOT's. also would members please make their cheques payable to the 'Ford Y & C Model Spares Section.'

Peter Ketchell said that they had gone to a lot of trouble to provide the complete bumpers and as a complete package they looked very good, so the club would appreciate members buying them.

It was reported that during the next twelve months the Register would concentrate on the remanufacture of MOT items to help keep our cars on the road.

The Chairman thanked the spares team for all their hard work in doing the best to keep our cars running on the roads.

8 REPORT BY LIBRARIAN

John Griffiths mentioned that only the Chairman had so far used the library. But he hoped that in time more members would use the service.

Sam thanked John for keeping the library

9 REPORT BY REGALIA OFFICER

The Regalia officer reported that he was now selling blue T. shirt's He also reported that the Binders were selling well.

The Chairman thanked Bill & Sarah for the effort that they had put in during the last twelve months.

10. ELECTION OF OFFICERS FOR 1993/1994

<u>POST</u>	<u>NAME</u>	<u>PROPOSER</u>	<u>SECONDER</u>
Chairman	Sam Roberts	Mike Samuel	Owen Baldock
Spares Secretary	Graham Miles	Ken Devine	Dave Curtis
Spares Administrator	Kevin Brigginsshaw	Jim Miles	John Griffiths
Spares Provisioner	Peter Ketchell	Owen Baldock	Derek Birch
Newsletter Editor	Ken & Kath Devine	Chris Baldock	Reg Hunt
Membership Secretary - Treasurer & Registrar	Bob Wilkinson	Dave Curtis	Bryan Dixon
Treasurer to Spares Secretary	Jean Hunt	Peter Ketchell	Owen Baldock
Librarian	John Griffiths	Ken Devine	Derek Birch
Technical Adviser	Model C Paul Bainbridge Model Y Jeff Cole	Mike Samuel Mike Samuel	Bryan Dixon Bryan Dixon
Regalia	Bill & Sarah Williams	Chris Baldock	Jim Miles

11. ANY OTHER BUSINESS

Jim Miles asked if there would be plans to manufacture Model C sliding roof kits. He also stated that at Enfield they would be celebrating 90 years of Ford and were expecting a large contingent of vehicles.

Owen Baldock asked if there could be some help on the day at Stanford Hall to run the driving tests.

Finally the Chairman thanked everyone again for attending and closed the meeting at 3.30pm

This was then followed by the partaking of refreshments and discussions of the ongoing restorations of our vehicles.



BEDFORD, DE PARYS AVENUE, APPROACH

81457

PERIOD POST CARD SENT BY
CHRISTINE BALDOCK

In view of the absence in issue 80/81 of the Bright Ideas feature, these jotting's might be of use, nothing comprehensive, but a few matters that come to mind regarding the interchangeability of parts.

The Ignition coil at around 60 years old can become unreliable and mimic condenser failure, or indeed fail completely without too much warning, this happened to me a couple of summer's ago and my last spare genuine "Ford" embossed coil had expired.

A number of modern cars using a ballast resistor set-up have coils with an operating voltage approximately to 6 volts and this can get you out of trouble.

Condenser's likewise can fail, it appears as much as anything through age rather than use. I acquired a small quantity of "New old stock" condensers for the early type distributor, however they did not last long, in fact they were a waste of money. Modern type condensers that can be adapted are the Ducellier 1203, or the Commercial Ignition Co. Ltd. part no. CON 79 or possible intermotor 33650, but I am not sure about this one, it is currently fitted to some Renaults, one of these seems to be working for me so far.

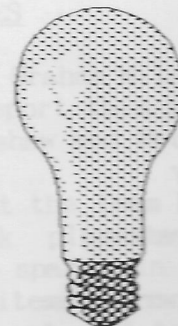
Some horns fitted to motorbikes also fit the brackets of the Y type and are 6 volt.

Has anyone investigated the interchangeability of gearboxes?

The 'Y' case has lugs on the side of the bellhousing, as on the E83W and unlike, as far as I know, other casings, obviously the rear mount end plate would have to be changed. I also note that my "Y" has unused mounts on the o/s side of the casing which suggest took part of the hand brake assembly of the 7Y - 7W, if so perhaps this gearbox is non-original, but then why the bellhousing lugs?

The plot thickens here, perhaps other members can enlighten me, is it possible to use an E83W gearbox in a "Y"?, if so, you would then have the luxury of a dipstick instead of that awkward level plug, and if memory serves me right slightly higher 1st and 2nd gear ratios.

On a different subject, I see that fuel evaporation problems have been given an airing a couple of issues ago, now I've got some additional ideas on the matter, so I am planning another article on this subject and will send a copy as there are



BRIGHT IDEAS

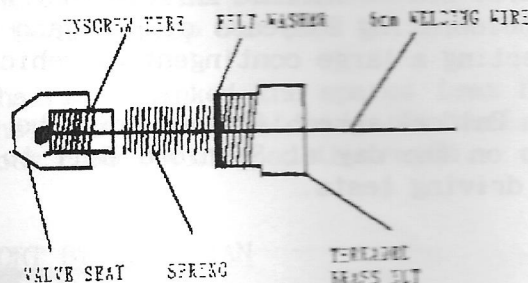
a number of common factors in the various models up to 1950 or so!

I regret my knowledge of "C"s is minimal so please excuse my lack of mentioning them

Dave Durrant

Let's have more of the same Thanks Dave.
Ed

CHOKE CONTROL - WIRE REPLACEMENT



Have you had problems with the wire on the choke control breaking, or perhaps bought a second hand carburettor with the wire broken? if so the problem can be resolved by removing the choke control from the Carburettor by unscrewing the threaded brass nut.

Then split the valve seat into two pieces, remove old wire, replace new wire and fit to carburettor. I have found the best wire to use is a piece of 6mm welding wire, this will have a blob of weld on the end and is ideally suitable for the job, you should be able to get a piece of wire from anyone who uses a MIG welder, make sure you ask for a piece of wire that has been cut off the welder.

Ed.

More than twenty years ago when the company I was working for took over the site of a former Ford main dealer, who had gone into liquidation, the place was a shambles and looked what it had been, a badly run company, but such companies have their advantages, especially when they've been a Ford main dealer through the 30's

I was given permission to look through the stores. Along with an old time store-man, I went through the obsolete stock, it was our findings that gave us our start with the register stock. From my point of view I was in heaven, especially as many of the items were for S.R. Y's.

Well you can imagine that over the years I've checked out that place time and time again, but to no avail. Today the demolition started, to make a fine new Ford dealership, and the final clean up produced five exchange connecting rods. (I'll follow the bulldozer all week)!

Since starting the register, I've been able to attend every A.G.M. but this year I was not able to be present to put in my tuppence worth, so I have to work from Sams's Report, Since that report was issued we've moved on with the Magnaflex Bars, in as such that they've been produced and fifty have been sent for polishing and plating, along with the second batch of bumper bars. 'C' wheel nuts have made the reverse trip and are now on the parts list.

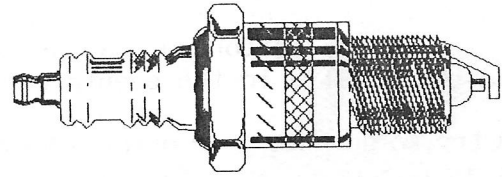
Regards the discussion about reproduction of steering parts. For those of you not so sure about what happens under the bonnet so to speak I'll just go over the purpose of the two parts discussed.

One the "Track Rod" and the other the "Drag Link".

Now what are they and what do they do?

The "Track Rod" keeps the two front wheels running parallel, (well almost, but that's another matter).

The second rod, as it's name suggests, drags the wheels from side to side as the driver requires. The two items are similar in principal, in as much as they are both rods with swivel ends. The drag link connects to the track rod via a connection point forged and machined at one of the ends.



SPARES REPORT

The statement that Ford welded their assemblies is not quite correct, only the drag link had welded parts, never the track rod. The original design of the track rod was changed from female ends to male ends, but in both cases the ends were forged and machined, to one of these ends via a forged lug the drag link is attached.

Now the suggestion to replace the parts, is that a swivel joint much like an egg cup is produced and then welded to the ends of a rod, in order to produce the drag link, the track rod is the same part welded to the replacement track rod end. The attachment points is also welded to this end.

When Ford Motor Co. produced welded drag links, the weld took place not adjacent to the swivel cup, but to the end of a forged part that formed an integral forging of the end.

True the very first cars had a weld much as proposed, but not for long. These obviously gave trouble and were soon replaced. As previously stated the track rod ends were never welded.

Failure of any of the five welds, and welds do fail! especially if a severe blow occurs - 'ever kerbed your steering or struck a pot hole?'

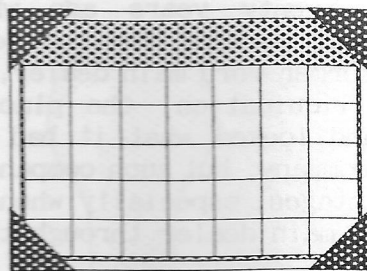
Added to which steering parts cannot be welded on modern vehicles. (Under current MOT regulations)

I don't intend to repeat the mistakes of the 1930's on such important matters. The proposal to use welded steering parts does not have my support.

Graham Miles

As you will see from the AGM minutes we no longer have an events co-ordinator. Therefore will all regional organisers or any members that are organising club stands please inform the editor so that we can include the details in the events calendar.

Please try to support your organisers at as many events as possible. Kath



EVENTS DIARY

<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL NO</u>
22/23rd May	80th Anniversary Morris Cars. Thoresby Hall, Newark.		
29/31st May	Enfield Pageant of Motoring	Paul Tritton	0245-360138
5/ 6th June	Tatton Park	Peter Ketchell	0244-676856
20th June	Y & C Register Annual Gathering. Stanford Hall, Junc.M1/M6 Leics. (Bar-b-que evening 19th June)	David Grace	0937-842258
3/ 4th July	Lover Rally, Nr Salisbury	Bert Hopkins	0725-20228 (day)
10/11th July	Stratford on Avon	Dave Curtis	0432-356302
31 Jul/1 Aug	Hickstead Antiques Craft and Festival 1993. West Sussex	Owen Baldock	0732-353404
7/ 8th Aug	Arley Hall Festival of Classic Motoring & Auto Jumble	Peter Ketchell	0244-676856
14/15th Aug	Oldham Summer Show	Peter Ketchell	0244-676856
29/30th Aug	G-Mex, Northern Classic Car Show. Manchester. (Indoors)	Peter Ketchell	0244-676856
4/ 5th Sept	Yorkshire "Do" (Leeds Centenary) Temple Newsam Park, Leeds.	Bob Wilkinson	0405-860836
26th Sept	All Ford Rally, Drayton. Nr. Abingdon. Oxford	Sam Roberts	0264-365662
2/ 3rd Oct	Malvern Motoring Event	Dave Curtis	0432-356302
17th Oct	National Restoration Show, Stoneleigh, Midlands.		

Once again we repeat an appeal from Rod Evans Area 8 Co-ordinator.

Yorkshire "Do" 4-5th Sept 1993.

In the last issue I appealed to Region 8 members (Berks, Bucks & Oxon) to contact me if they are interested in taking part in local activities, despite the underwhelming response (1 member replied) I still hope to generate enough support in our area. Don Faulkner has suggested some interesting venues and others are being planned. If you are interested in taking part my phone number appears on the inside front cover. Members of adjoining regions would of course also be welcome.

Rod

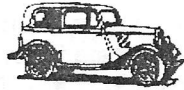
This year the Yorkshire "Do" will coincide with the Leeds Centenary Festival of Motoring. There will be a Y & C club stand on both days.

I understand that there is likely to be a local cavalcade, a cross Pennine run and an area parade for participating clubs. There are even plans for an autojumble.

If you are available for one or both days please contact me. Full details in due course.

Bob

DON'T FORGET STANFORD HALL CLUB GATHERING 20TH JUNE

FOR SALE

- (3) 1936 Fordor L.R. AAB 903 Featured in several calendars, winner of numerous awards. Excellent mechanically. Three spare engines plus an array of other spares:- carbs, bulbs, starters, tyres etc. Must sell to refurbish cottage. Robin Smith. Tel 0507-327708 £4000

* * * * *

- (3) 1936 L.R. Tudor V5. Part restored, Hundreds of hours and pounds already spent. Chassis, engine, axles etc., restored. Got as far as body. Wings running boards etc., all very solid Bargain to true "Y" enthusiast who will finish it. David Edwardes. Tel 0756-760800 £1250

* * * * *

- (3) 1937 L.R. Tudor. Taxed and MOT,d. New clutch and tyres, rechromed professionally rewired, spent £5200. Excellent condition. D. Smith. S0221 Tel 0793-876611 £3900

* * * * *

- (3) 2 Door. (see photo issue 80) contact NON-MEMBER. Peter Hill, 4 Bumbles Close, Rochester, Kent ME1 2TY.

* * * * *

- (2) 1936 Fordor. Bristol to Bournemouth finisher. Resprayed, rechromed, new MOT, Original registration. Seats need recovering and some trim. F1210 Dave Freed. Tel 0272-733775 £2250

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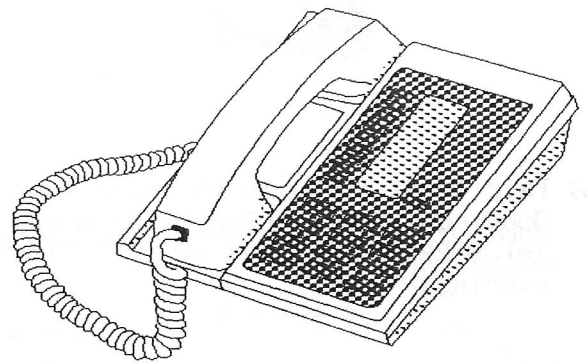
- (2) 1933 L.R. Immaculate (seen in Pieces of Parkin issue 79) Rebuilt chassis up Commercial considered in part exchange Van/flat or dropside. Up to early 50's To be driven on car licence. Richmond. J. J. Fryer 0748-818483 £5000 o.n.o.

* * * * *

- (2) 1936 Tudor BVP 117 Unfinished restoration. Refurbished most parts, wheels brakes/chromework etc. some bodywork to do. New electric's -Lots of spares. J. Cassidy. Tel 0742-523102 work. Tel 0604-643389 home. For quick sale will accept offers in region of £1000

* * * * *

**DEADLINE FOR COPY FOR
NEXT ISSUE 28-JUNE-93**

FOR SALE/WANTED

- (2) 1933 S.R. Tudor. Blue/Black, Very good condition. J1201 A. F. Johnson Tel 0480-216455 weekends. £3000 o.n.o.

* * * * *

- (2) 1937 4 door model Y older restoration price to include huge amount of spares. B White W0812 Tel 0628-26888 eves. £3000

* * * * *

- (2) 1937 2 Door. Y good condition 78,000 miles (genuine) MOT. 17yrs present owner £2500 Also 55 Zodiac, Duo tone paint-work. Reupholstered in leather Engine overhauled. £4500 o.n.o. Sale of both due to illness Also Model Y spares for sale. Don Firth. 0422-361613

* * * * *

- (1) Various mechanical spares (new and used) for model Y's Ring for list Eric Butcher Tel 0924-376999

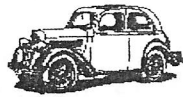
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- (2) Ford 8/10hp con rods machined to take shell bearings (instead of white metal) £75 set of 4. Recon.E93A 10hp engine with adjustable tappets £350. D. Pearson 0262-488468

* * * * *

- (2) L.R. Body Panels, Wings/Bonnet, Doors, Trims, Bumpers, Radiator, Plus others. NON-MEMBER M Mee 0609-81446

* * * * *



(2) Front seats complete with base and all fittings. Any condition parts or information for a 1933 S.R. 2 door Y. A. Dodsworth. D1603 Tel 0964-622615
* * * * *

(2) Pair front doors 36 CX Tudor 4 door Good condition. Offers R Donovan Tel 0622-698310 days or 0622-717594 evenings
* * * * *

(2) To borrow for patterns-Model Y luggage carrier fixing bars. Bryan Dixon 0742-345417
* * * * *

(2) Sidelights - pair for C model.exchange for Y items. D. Faulkner 0494-714788
* * * * *

(1) Windscreen wiper and arm for 1937 2 door Y F Reynolds, 0925-752945
* * * * *

WANTED

(3) Old bicycle (adult size) The older the better. Tradesman's-Tandem-two or three wheeler. Anything considered. Any condition. Paul Bainbridge B1509 Tel 0602-782413 days Notts



(1) Centre bonnet bar for 1936 Y model J. Mawhinney. N. Ireland 0232-864258
* * * * *

(1) Windscreen opening handle for Long Rad Model Y. Sid Rice Tel. 0363-84430
* * * * *

(1) Model Y-Short Rad preferred. (see new members page) Don Clemson 0206-845902
* * * * *

(1) Early model Y' narrow block engine. Reg Hunt 0270-60696
* * * * *

(3) 8hp engine and 2 front seats for Y Owen English 0631-6582
* * * * *

(1) Guidance on restoring model Y sliding roof or payment for sound restoration job. Also wanted Pressed Steel Luggage Grid. Peter Millican 0602-470164
* * * * *

(1) Ford 100E Bumper Kevin Brigginshaw 0582-601692
* * * * *



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.

Back issues of the Bulletin, if available, can be obtained at 50p per copy from the Editor.

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
(Can supply gaskets) Tel: 0772 424032

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South: Family Repair Service, Beales Close, Andover, Hants SP10 1HT
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Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,
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Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU
Tel: 021 561 4196/2847/2848

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Tel: 0375 850146 or 03752 2239

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