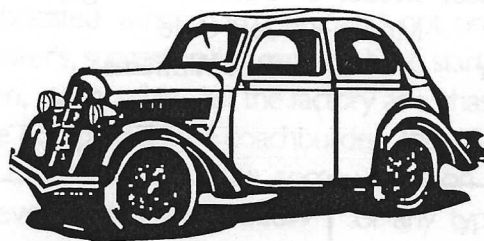
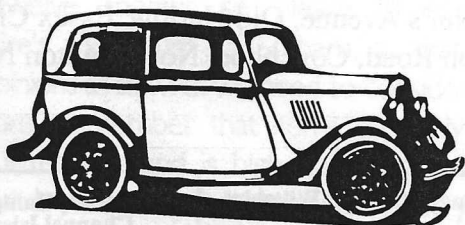


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 86
December 1993 / January 1994

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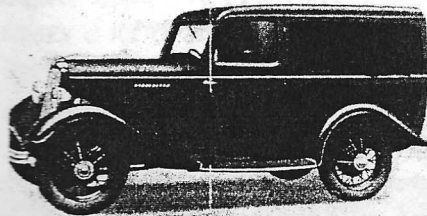
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Out with the old year and in with the new, here's hoping for some real sunshine in 1994 so that we can get out and about in our cars, particularly the 'C's and CX's, please try to get them on the road or at least to the various rallies and have a good showing for the Golden Jubilee year.

In this issue we have detailed drawings of the Model 'Y' sliding roof, long awaited by some of our members, our thanks to our Chairman, Sam Roberts, for all the hard work he put in obtaining the drawings,. I'm sure it will be appreciated by many.

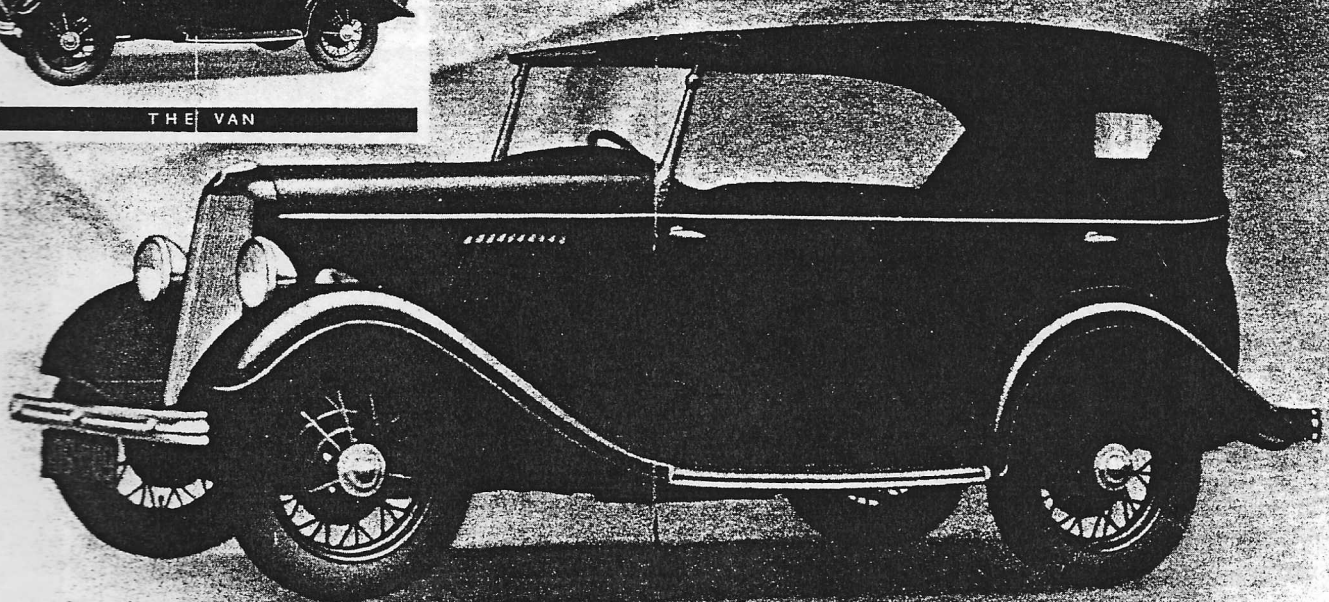
The next committee meeting is scheduled for Sunday 13th Feb, at which time the committee will be deciding on the spares remanufacture programme for the next twelve months so please fill in the Questionnaire's and return to Graham, so that we have your opinions as to what we need to consider for remanufacture, remember that items can only be considered if the demand is high enough to justify tooling costs, it is your club! the committee need your help to run THE CLUB in your own best interest.

Later in this issue is an interesting Model Y Phaeton tourer belonging to Mykl and Crys from Australia, Mykl says the chassis number is that of a Y van.



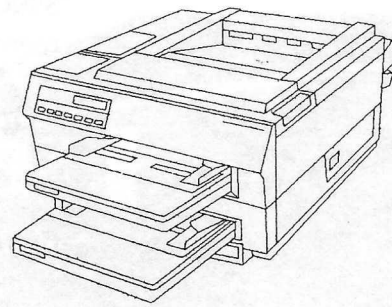
THE VAN

CHAPTER 7 SMALL FORD FOURS



THE PHAETON

The 1932/4 Y Type Ford announced in Australia in 1933. The 8 HP (7.96 SAE) engine developed 23.4 BHP at 4000 RPM. The Phaeton was coded 19P while the Roadster was a 19R and the Van 19PD.

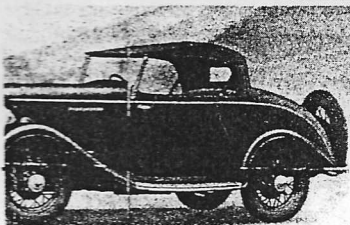


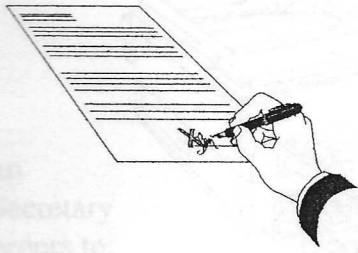
EDITORS REPORT

I would venture to suggest that he is correct assuming it was a 'Y' van originally. Mykl's tourer has stout integral windscreen pillars and original windscreen surround similar to the Y van, (inset below) whereas the factory Phaeton has chrome pillars and chrome fabricated windscreen surround not unlike the "C" tourer's, suggesting this car may have started life as a Y van, or possibly, left the factory as a chassis scuttle to be completed by a coachbuilder, there may even be a coachbuilder's plate somewhere on the vehicle, never the less a Model Y of any type is rare in Australia and is therefore a worthwhile restoration, albeit expensive. Enjoy your motoring and all the best for 1994

Ken

P.S. All the Australian car bonnets have 10 louvres as opposed to ours with only 9.





NEW MEMBERS

SINCE our last Newsletter we have welcomed the following new members.

O-B105 Wayne Brown 12 Rangeview Rd, Boronia 3155
Victoria, Australia.

B0255 Randal Brown 3 The Bowling Green, Cannington
Bridgewater, Somerset TA5 2HD

C1039 Ian Cooper 12 Wearmouth House,
Joseph Street, London. E3 4JB

F1807 Jim Forbes 12 Tower Gardens, West Hill, Inverness. IV1 2DQ

H1122 David Hopwood 34 Leech Ave, Chesterton, Newcastle, Staffs. ST5 7PN

J0210 George Jarman Stoneleigh, Curland, Taunton, Somerset.. TA3 5SA

O1601 Jack Ord 18 East Mount Road, York. YO2 2BD

O-L102 Per Langøy Moreneveien 21, 3058 Solbergmoen, Norway

N0901 Jim North The Old Chequers, Gaddesden Row, Hemel Hempstead. Herts. HP2 6HH

As usual I ask existing members living near to new members to make contact and for new members to contact their Regional Coordinators.

NOTES ON NEW MEMBERS

Wayne Brown in Victoria, Australia is our most distant new member, but no doubt envied by most members for the relatively rust free climate he enjoys! Wayne has just joined as I write being a Y owner needing new hubcaps (*the club remanufactured ones are excellent!*) Please let me have full car details Wayne and some photo's for a future Newsletter. We have enjoyed seeing the different body styles on 'our' cars down under, perhaps Wayne can help us with this item too.

Per Langøy in Norway suffers a much colder climate than Wayne, however he uses his German produced 1933 short rad model Y (left hand drive) for as much of the year as possible and has great fun, he tells me. Please write and tell us about motoring (old style!) in Norway.

Ian Cooper is restoring a 1936 2 door Y JT 5950 in green and black

Bob Wilkinson

Jack Ord and friend Nigel in York are restoring AVF 162 a 1936 model Y which was previously owned by David Hughes. I remember looking at this car with member Alan Ogden in a Leeds snooker table manufacturers workshop several years ago. It looked very sad then - I hope Jack is able to make good progress.

Jim Forbes in Inverness bought from Frank Brown a 1936 Y WS 7493 and is undertaking general restoration work. Keep us informed of progress.

Jim North is on the road with CBJ 576 his 1937 2 door model Y.

David Hopwood recently bought a 1937 4 door Y which is undergoing some restoration. The car has been converted to hydraulic brakes which David hasn't decided whether to keep or not. David is hoping to have a close look at a few Y's in his area (Staffordshire) to check out some details.



(PHOTO - PER LANGØY - NORWAY)

Randal Brown bought AV 9278 a 2 door Y from member Dennis Smith in May 1993. He writes.-
I have already attended several rallies including the "Festival of Transport in Yeovil. I use the car on a regular basis - shopping and afternoon outing etc. It raises a lot of interest wherever I drive" Well done Randal - this shows that our vehicles can be useful everyday transport, with care and regular routine attention as per the handbook requirements.

George Jarman may be quite envious of members with finished restoration projects. His 1936 CX 4 door saloon was purchased partly dismantled with many other spare parts. He will doubtless be helped by the Club service manual he bought but has a lot of work ahead of him. 1994 is the 60th Anniversary of the model C. Will you be on the road in 1994 George?

Good luck to all of you.

Bob.



(PHOTO - SAM ROBERTS)

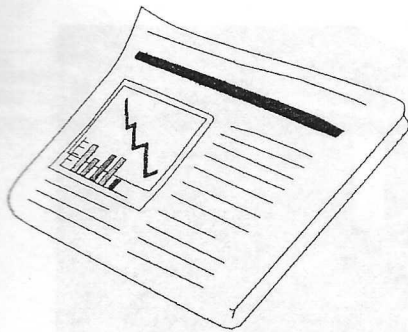
"The Committee outside Willoughby Village Hall - November 1993"

Back row -left to right:

Graham Miles - Kevin Brigginsshaw - Jeff Cole - Peter Ketchell.

Front row - left to right:

Ken Devine - Bob Wilkinson - Sam Roberts - Dave Curtis.



ROAD FUND LICENCE - U.K.

Members will be pleased to note that the Chancellor of the Exchequer did not raise the duty on pre-1947 registered cars in his recent Budget!

The fee payable stays at £38-50 for 6 months and £70-00 for a full 12 months.

REGISTRAR COMMENTS

Bob Wilkinson

Y & C CLUB STAND -ALL FORD RALLY 1993 - PHOTO DON FAULKNER



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

Postoage 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).

Y' Bother !

This latest acquisition of ours is all guilios fault. He found it where it lay patiently rusting for 30 years under Red gum trees waiting to be restored by its previous owner. You know one of those 'roundtoit' jobs! A phone call to the owner set the pulses racing. "Yair all you need to do is blow up the tyres and push it out to the firebreak" came the laconic response. Methinks he was living in an earlier time frame as the account of the rescue mission will relate!

A common reaction among non-believers when confronted with a restoration project of this magnitude is Y bother? Would they have said that to Edmund Hillary or Neil Armstrong? Of course not. The answer is 'because it's there'!

To this particular pair of lunatics (sorry enthusiasts!) it was 'Y' not. It has a few minor problems admittedly. The chassis has faded into history, the doors are a shadow of their former self, the white ants have carefully removed all the woodwork from the nails, the headlights are missing and the tyres are flat! Nothing we can't handle in the next 20 years or so! The only vehicle capable of getting through the bush and trees to the corpse was or dear old '63 Kombi. Since there was no chassis to speak of this would assist our labours. How do you get a 'Y' into a Kombi? Simple, two loads.. Back end first and then the front end. Great fun was had sifting through 30 years detritus where the floor used to be Two door handles were discovered, 'Oh joy! The ex-owner came up with a pristine wheel to replace one that had succumbed to the dreaded feral oxide. 'Oh bliss'!



MEMBERS LETTERS

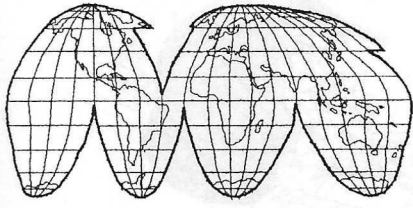
A short discussion was held on whether we should dig up the iron rich compost where our pride and joy was sitting. If we planted it could we regrow the chassis? Sanity prevailed. A days work to tear it apart. four strong blokes to lift the front end and we had it. Now for a few minor details.

Anyone out there got a chassis? how about a window frame!!? Minute investigation revealed yet another numbers puzzle. The one that creates correspondence with the wise men in the East. (We hope!) The number is 19 PD 46. According to the records from the library of the palace of Ford, this indicates a panel delivery chariot. Either a serf in the court of the great king Ford has been playing silly buggers with the numbers again or this is an example of good old Aussie ingenuity! Maybe there was a surplus of PD chariots and it was whipped off the production line and converted into a four stool chariot for the rich merchants of this fair city.

All correspondence will be entered into.

Mykl and Crys

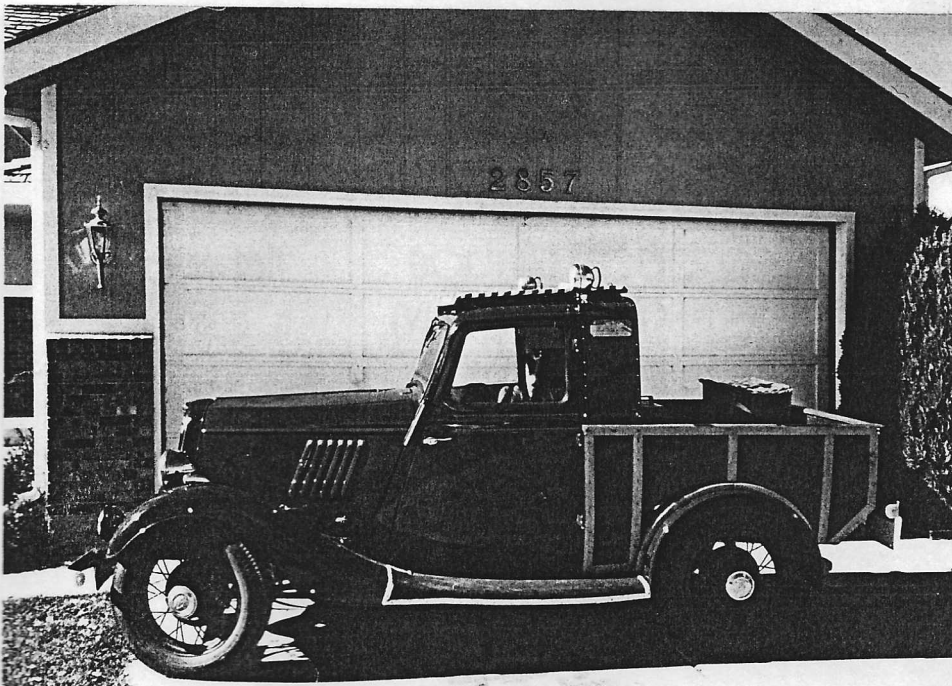




OVERSEAS COLUMN

JUST a few notes and some pictures of "Percy" in his new green coat,

I took him to the Colorado English Motoring Conclave on 19th Sept 93 and earned a second place for my trouble. It was tremendous fun talking to a few of the several thousand English car enthusiasts that turned out to admire the nearly 500 cars and motorcycles..



Only 2 Fords were present, Percy and a nice 48 Anglia. Someone came in an MGS, something I was not familiar with.

I recently sold my 68 MGB to buy something "more practical". I'm really missing it.

I have a friend who is looking for a Ford V8 Pilot. Are these to be found if so what do they cost? He would also like to buy a V8 Pilot distributor.

That's all for now

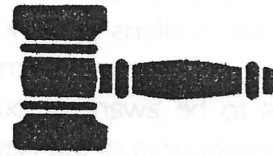
Bruce Clifford

SITUATION report: - It's the 28th December.

The Christmas debris has been cleared up and the New Year festivities are a couple of days away. Yesterday, I brought my Model Y tourer, Kerry, back to life in her damp council garage, to make her ready for a good run on New Year's day; a tradition of old car owners in these parts. After giving the battery a burst on the battery charger, she sprang into life at the first pull of the starter. It was great to drive her round the town, with the chill wind blowing through what is left of my hair. That is until she cut out on me - just died! The immediate action on these occasions is to pull out the choke, in order to bypass the carburettor jets. After what seemed to be an inordinate length of time, and before she ground to an inglorious halt, she fired and we carried on, until it happened again. We continued this kangaroo style of motoring for the rest of the journey home, where she was tucked up in my more comfortable garage, to await me blowing through her jets. This morning, it is raining, so I thought I would start my Epistle for the magazine.

I was able to put Kerry in my home garage because CNN, my model Y saloon, is with Geoff Foss of Family Repair Service, the upholsterer in Andover, whose advertisement at the back of the magazine has attracted three members to use his skills for the manufacture of carpets. CNN is being used as a template. Incidentally, one of the members asked for "blue or black" carpets. Of course, you may ask for any colour you wish but, in the interests of originality, you should be aware that our cars came off the production line with only three colours of carpet; Dark, almost bottle, green: a cheerful red, not quite pillar box: and a light blue. These in general matched the coach line painted on the outside of the body. When CNN returns, I shall continue trying to remove a stubborn running board, which has rusted central support and which contributed to her MOT failure.

The main item to report in this issue is the November Committee meeting, which we held in the Willoughby Village Hall. Having listened to your pleas for a continuance of an annual gathering, we discussed various options for a venue and agreed that a meeting combined with the Wellingborough Vehicle Preservation Society's rally would most suit the bill. I have written to the organisers and hope to give you full details in the next issue. Wellingborough is not too far from Stanford and hence is still a central spot for most members. The dates are 11th/12th June for



CHAIRMAN'S NEWS

those who want to get it in their diaries.

It is also the year of the 60th anniversary of the first production of the Model C, so we discussed various ways of celebrating that. It is also the 60th anniversary of the opening of the Mersey Tunnel. Peter Ketchell has already made progress towards combining the two celebrations in the 'Pool. We will hopefully be giving prominence to the Model C at the various rallies we attend as a Register, but for that we need the participation of the Model C owners in the Register. Please help us to help you to make your cars better known to the public.

A report on the accounts showed that we have had a good year, partly due to the proceeds from the All Ford Rally, but also due to the hard work of your Committee in keeping costs to the Register right down. In particular, we must thank Kath and Ken Devine for shopping around and finding a relatively cheap source of printing of the magazine. The fact that some of our payment goes to charity gives us a double pleasure. However all the Committee members have contributed significantly to the continuing success of the Register and I thank them all on your behalf for their efforts in 1993. The main account has approximately £7000 working capital in it; the spares account, £3700, and there is a few hundred in the Regalia account. Unless something unforeseen occurs before April, we do not see any need to raise subscriptions in 1994. We also have sufficient capital to consider tooling up for any spares that appear to be in demand. I hope you responded to the loose leaf questionnaire sent with the last issue of the magazine, for without you telling us, we do not know what is in demand.

Whilst on the subject of spares, it is with regret that we learned of Bert Thomas' decision to sell up his marvellous stock of spares and take a well earned retirement. Bert has been a pillar of strength and the font of all knowledge on old Ford cars and has come to the aid of many of us in moments of helplessness.

I wrote to him on behalf of all members of the Register, thanking him for his efforts over the years and wishing him a healthy and enjoyable time with his family. He continues to be aware of our activities through Honorary membership of the Register. Bert has sold his stock to Gary Miller of Belcher Engineering in Stanton, near Bury St. Edmunds. Now that there is a healthy stock of spares under the same roof as a source of manufacture of scarce spares, a party of Committee members is to visit Gary in January, to see what way the Register can benefit from this concentration.

The other main topic we discussed was that of bringing new and younger blood onto the Committee. It was agreed that we would encourage those members who would like to, to shadow our appointments until they feel sufficiently confident to take over. It would then be up to the other members at the AGM to elect them into post. Those who show more than a passing interest in the Register, are asked to consider putting their names forward at the next AGM in April.

As I mentioned in the in the last issue, I visited Doug Barber on the Isle of Wight and confirmed that he has a longrad Model Y with a chassis number, which precedes the previously recognised change over number from shortrad to longrad production, as quoted in Dave Turner's book on sidevalves. With body number of 165/100, Doug's car must have been manufactured on the first day of longrad production. The "List of Known Surviving Vehicles" - the register, which you should receive sometime in February, will show the new suggested change over.

Those of you who take the Automobile magazine will have noted, in December's issue, the Buyers' Guide article on the "Ford Model Y 8hp saloon". The prices quoted were a little on the low side ie. "tidy examples between £1500 and £2000. You should not pay more than £2500 for a good four door example". I jumped at Michael Worthington-Williams statement that "Ford never made more than a handful of open tourers on this chassis, and survivors are correspondingly rare". Ford did not produce any tourers on the Model Y chassis and I wrote accordingly to the Editor, pointing out the error of that statement.

I have been receiving advertisements from a company called Classic Car Tours, based in Dover, for cheap "Hotel/ferry inclusive club tours" the near continent of

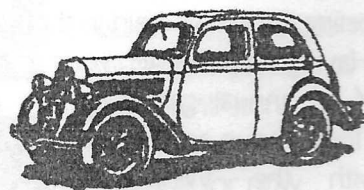
Europe and Ireland. They normally arrive too late for inclusion in the magazine, but we have had good notice of a special for Ford clubs to travel to Bologne over the weekend of 23rd/24th April. The cost is only £49 per person (car + 2 persons) and is inclusive of hotel and ferry costs. If anyone is interested in this, or would like details of other offers, please let me know.

Overseas news, this time, comes from Per Langøy in Norway, who has just finished restoring an early 1933, imported, LHD Model Y. The Dagenham built Model Y was advertised throughout Scandinavia as the Ford Junior from Per. I also received a letter from Wayne Brown in Victoria, Australia, bringing me up to date on Antipodean activities. He sent an amusing article concerning the discovery of what would appear to be a Model Y Phaeton tourer, in a pretty poor state, in a gum tree wood in Western Australia., Although it would appear to be beyond restoration, I believe it is the only Phaeton bodied Model Y recorded. Even then, the article infers that it might be a converted Model Y van, as the body number would seem to read 19 PD 46. PD was the suffix for vans manufactured in Geelong. I have suggested that, due to rust and ageing, the number could be 19 P 046; P being the suffix for the Phaeton tourer.

I close this newsletter by wishing you and the Register a successful and prosperous 1994. I understand that our Editorial team have treated themselves to improved computer hardware and software, so the quality of the magazine should show an improvement as from this issue. The old hardware has been graciously passed on to Bob Wilkinson, from whom we can now expect an even better service! If that is at all possible.

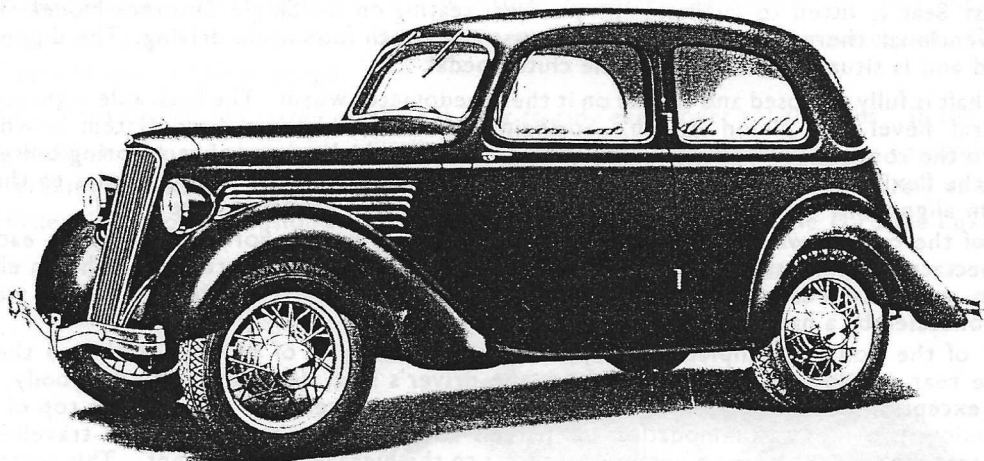
Sam Roberts.

P.S. The run out in Kerry on New Year's days was great. Clear blue skies and not a hiccup from the carburettor.



60th ANNIVERSARY

T H E E X H I B I T S



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

(£ 1 0 T A X)

The focus point of Ford products in the Exhibition is undoubtedly the new De Luxe Ford (£10 tax). It is a new conception of low-cost motoring, for at £135 for the single entrance and £145 for the double entrance saloon, it brings to the field of owners of small cars the power and luxury hitherto denied them because of the price.

The features of the new model are many. The engine, built on the well-known simple and efficient lines adopted by the Company in the Popular Ford (£8 tax) has a cubic capacity of 1172 ccs. with $2\frac{1}{2}$ in. bore and 3.64 in. stroke. The wheelbase enables the car to have an unusually small turning circle, and yet the chassis is so scientifically designed that each passenger has an abundance of leg room and, in addition, an unusually large luggage compartment is available behind the rear seat.

Three speeds forward are provided, the top two being synchronised, the gears being helically cut and constantly in mesh—features which ensure maximum silence. The gear lever is placed centrally and incorporates a new device for signalling which will be welcomed by many motorists. The knob of the lever when turned, causes one or other of the signalling arms, which are concealed in the body centre pillars, to come into action and at the same time a light appears in the top of the knob as a reminder.

T H E E X H I B I T S

THE DE LUXE FORD — continued

The dash panel is neatly arranged with the instruments grouped on the right directly in front of the driver, and a glove locker on the left covered by a hinged door. The choke and starting knobs, together with the ignition and lighting switch are placed centrally. The horn button is in the wheel centre and the wheel itself is 16 inch in diameter. The lighting equipment includes concealed lighting for the dash and for the clock which is fitted in the centre of the driving mirror above the windscreen. The windscreen is centrally controlled by a single thumb screw operating a lazy-tongs mechanism which permits the windscreen to be opened to the desired extent.

Both front seats, which are of the semi-bucket type, are adjustable, 7 inches for the driver and 3 inches for the passenger, both operated by a simple release lever without rising, on Double Entrance Model, whilst a "throwover" Pass Seat is fitted to facilitate entry to rear seating on the Single Entrance Model. The foot controls are conventional, there being ample room to rest the clutch foot while driving. The dipper switch is foot controlled and is situated to the left of the clutch pedal.

The driving shaft is fully enclosed and carries on it the speedometer worm. The back axle is three-quarter floating and spiral bevel and pinion driven. Springing is the well-known Ford system in which only two as opposed to the conventional four springs are used, with the thick centre of each spring bolted to the chassis to allow the flexible ends to take the road shocks. Sturdy torque rods tie the axles to the chassis and keep them in alignment. Hydraulic shock absorbers and four-wheel brakes are fitted.

The wheels of the car are wire spoked constructed in the well-known Ford way in which each spoke is welded. A spectacular demonstration of the strength of this method of construction is shown elsewhere in the Exhibition, where two cars are suspended from the hub of a wheel constructed in this way. The wheel nuts are concealed by a handsome wheel cap.

The interior of the body is completely equipped, the upholstery is of durable cloth and the roof is cloth lined. The rear window blind, operated from the driver's seat, disappears into the body, and the window itself is exceptionally wide to facilitate reversing. A wide parcel shelf between the top of the rear seat and the window provides accommodation for parcels and oddments required while travelling. The back of the rear seat hinges at the top to obtain easy access to the luggage compartment. This compartment takes a large suitcase, a dressing case, a hat box, an attaché case, a tennis racquet, and two coats with ease.

All windows of both the single and double entrance models lower by neat handle controls, while the doors have remote control handles and handy pockets to front doors. The front windows are provided with an ingenious mechanism which comes into operation when the windows are fully raised. A further partial half turn of the window control handle causes the glass to slide back, leaving a space about 1½ inch wide, through which the air in the saloon is drawn by the partial vacuum caused by the rush of the outside air past it. This novel ventilation method not only keeps the atmosphere in the saloon fresh but accomplishes it without causing a draught and avoids condensation on windows. The position of the slit is such that it is protected by the front edge of the door frame so that there is scant likelihood of rain getting into the saloon. It is probably the simplest no-draught ventilation device ever produced.

The bodywork is also an arresting feature of the car. The design has been planned to ensure a maximum of comfort first by the seating position of the passengers and secondly by its unusual width. The sweep of each side reaches almost to the width of the rear wings so that an exceptional amount of shoulder room is provided and running boards are discarded. The engine has been fitted well forward in the chassis, so that all seats are further forward than is usual in cars of this size. Thus the seating positions are between the front and rear axles and in consequence riding comfort is improved.

The external appearance of the car is most striking. The radiator shell is surmounted by a neat design with the Ford name, the bonnet—which is held by a simple "push-lift" control—has a chromium strip down the centre and horizontal louvres and the scuttle ventilator, operated by a knob under the dash convenient to the driver's hand, fits flush with scuttle. The windscreen frame is chromium-plated and dual windscreen wipers are standard equipment.

The sweep of the body with its streamline curves and rounded corners gives the car a well-balanced appearance and makes cleaning an easy matter—a point which will be appreciated by most owner-drivers.

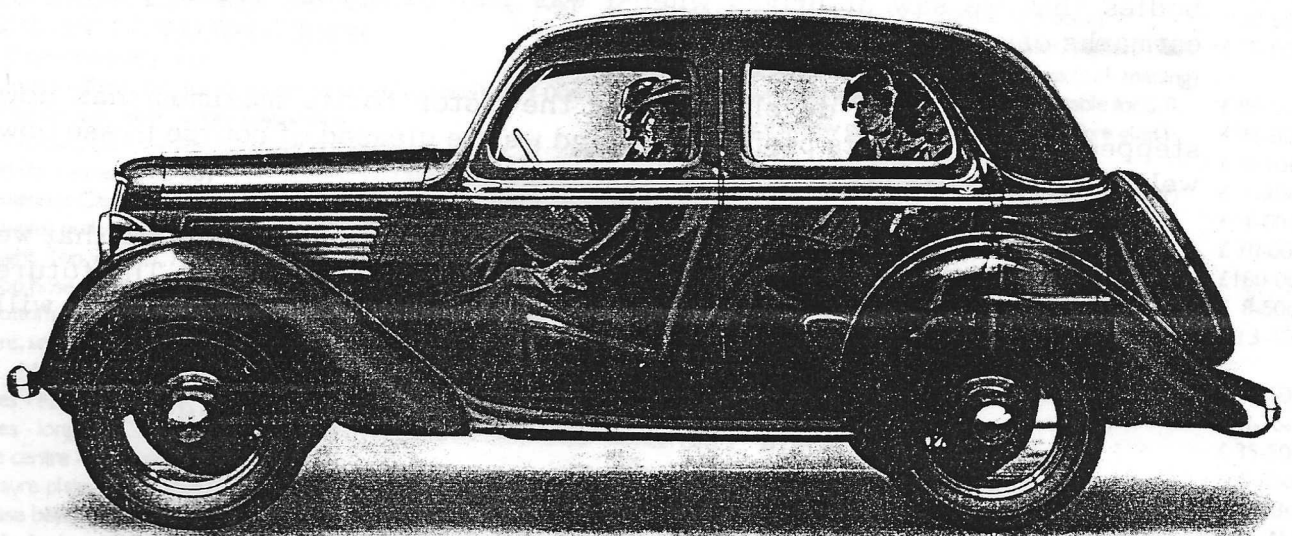
Leather upholstery and a sliding roof are optional extras at £5 10s. and £5 respectively. Both single and double entrance models are available in a choice of attractive colours.

RIDING FEATURES OF THE DE LUXE FORD

Delightful riding comfort is an outstanding feature of the De Luxe Ford. Many owners of large and much costlier cars may envy its steadiness and smoothness when driven at high speeds and on uneven road surfaces. In particular your passengers will appreciate its rear-seat riding smoothness, which is a distinctive advantage.

Notice how the design of the De Luxe Ford differs from that of most other cars and you will understand the reason. The forward-mounting of the engine has enabled all seats to be brought forward so that rear passengers sit in front of the back axle instead of immediately above it. This improved weight distribution gives a new and remarkable degree of riding comfort which distinguishes the De Luxe Ford from other cars of less advanced design.

The unique Ford suspension system enables the car to ride easily over rough roads. In the Ford method of springing road shocks are absorbed, not partially by the chassis, but by the springs themselves. Driving strains and braking thrusts are taken by radius rods, so that Ford springs function purely as springs. It is the most efficient form of suspension in use and makes driving or riding in the Ford De Luxe a delightful experience.



Then you will notice that the De Luxe Ford is a remarkably *roomy* car. The streamline body permits of wide seats and maximum elbow and shoulder room. Never before has so wide and spacious a body been built on a chassis of these dimensions.

All passengers have excellent visibility. Ford no-draught ventilation ensures perfect circulation of air inside the body without discomfort. Wide doors give easy entrance to front or rear compartments. A host of convenient appointments contribute to pleasant travel.

MODEL C FEATURE - THE EARLY DAYS.

The De Luxe 10hp Ford was officially unveiled at the Ford Dealers' Convention, at the Norbreck Hydro in Blackpool, on the 17th September 1934. The announcement of the new model was made by the Chairman of the Company, Sir Percival Perry, K.B.E. The 400 dealers and other Ford officials, having cheered enthusiastically at their first sight of it, were able to try the car out for themselves. At a record low price for a car in the £10 tax class, (£135-single entrance: £145-double entrance), the car was obviously well received, as can be seen from the following telegram, sent by Mr A. R. Smith, the General Manager of the Ford Motor Company at Dagenham, to Mr Charles E. Sorenson at the Rouge Plant in Dearborn:-

"ALL EXECUTIVES WHO HAVE DRIVEN TEN HORSE CAR VERY ENTHUSIASTIC ABOUT ITS WONDERFUL PERFORMANCE AS REGARDS SPEED ACCELERATION STEERING AND ROADHOLDING QUALITIES PERIOD BELIEVE IN ALL THESE RESPECTS IT IS FAR AHEAD OF COMPETITION AND WILL PROVE GREAT SUCCESS PERIOD DEALERS AT CONVENTION ACCLAIMED IT AS A WINNER AND ARE DELIGHTED WITH OUR NEXT YEARS PROGRAMME"

Mr Sorenson replied:-

My dear Smith:

Thanks very much for your wire of September 18. The sample bodies that we saw at Briggs when I was last with you certainly had the earmarks of a beautiful car.

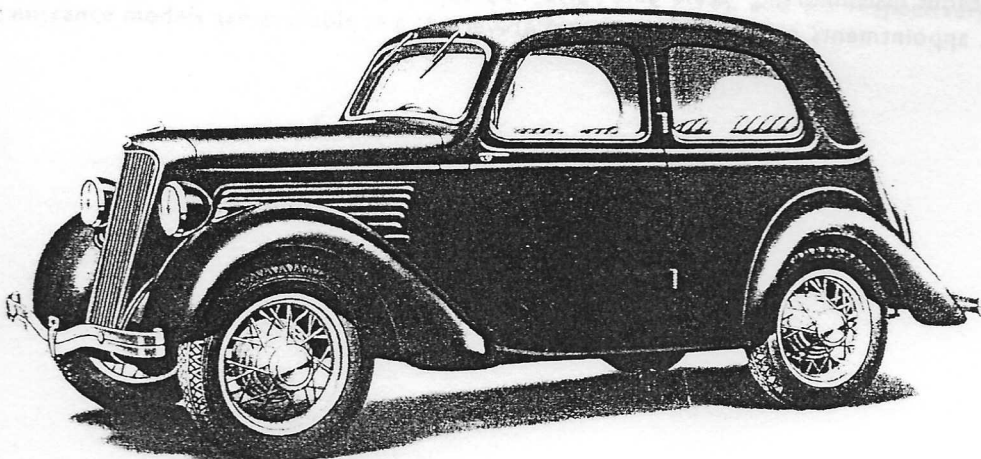
The development of the motor to its maximum has now stepped the car up in its performance, and we are pleased of course to see how well everybody has taken to it.

Squire has returned and has all the backing of data that we worked out on the little motor. I think it is now up to its limit. The future spells something else, and we are working on it. Ultimately your small car will want a V-8 engine in it, and you will see something like this before long.....

Yours very truly,

Chas. E. Sorenson.

From the above it would appear that the CX, which was introduced in October 1935, came within a hair's breadth of having a V-8 engine! I can only assume that common sense prevailed through a resistance from Ford at Dagenham to increasing the tax on the car above £10. The higher powered engine would have also required major modifications to the gearbox and braking system.



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 U.K. prices include Postage & Packing Eire & Overseas Postage will be invoiced according to costs. Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARE 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.	£ 5-00set
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70set
Front or Rear shackles (pattern part)	£ 5-50ea
Bushes for shackles, front or rear	£ 1-70ea
Rear hub seals (large - outer) Y1175	£ 27-00ea
Y&C king pins-4 bushes, 2 thrusts-exchange. stock permitting	£ 29-50set
Relined Front brake drums-exchange in clean condition	£ 37-00ea
Rear brake rod support bracket for L.R.Y. with double holes	£ 27-00ea
YE2502B Front brake rod support(mounts on A-frame looks like?)	£ 5-50ea
Front road springs Y & C (Rear, used on application)	£ 26-50ea
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.	£ 3-00ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.	£ 3-00ea
L.R./C. CE2231 Rear brake cam shaft. R.H. or o/s	£ 8-50ea
L.R./C. CE2235 Rear brake cam shaft lever. R.H. or o/s	£ 8-50ea
L.R./C. CE2236 Rear brake cam shaft lever. L.H. or n/s	£ 8-50ea
S.R./L.R./C. Y2084 Front brake lever	£ 8-50ea
S.R./L.R./C. Y2076 Front brake shaft. R.H. or o/s	£ 8-50ea
S.R. Rear brake cam shaft: Y2231 R.H. or o/s Y2232 L.H. or n/s	£ 9-50ea
S.R. Y2230 Rear brake cam shaft	£ 8-50ea
S.R. Front brake operating wedge	£ 10-50ea
Front inner and outer wheel bearings - on order	
Exchange brake shoes, rollers removed, send old in first Set of 4	£ 29-00
Brake shoe pull off springs, S.R/early"34Y, double roller Set of 6	£ 11-50
Brake shoe pull off springs. L.R./C. single roller shoe Set of 4	£ 7-50

MECHANICAL - ENGINE AND TRANSMISSION

Fan belts - 3" dynamo pulley only	£ 5-50ea
Y9737 Accelerator return spring (on cross rod or accel., rod assy)	£ 3-00ea
Gaskets - price on application, upper engine only	
C exhaust, with tail pipe - stainless (Carriage not included)	£ 52-50ea
Add (Red star carriage £22-00)	
Y exhaust, stainless Carriage included	£ 57-50ea
Engine top water outlet (head to hose)	£ 9-00ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)	£ 3-00ea
Moulded Top hose - suit post Y head	TBA
Moulded Bottom hose - suit post Y engine	TBA
Engine pistons, various sizes - send pattern non-returnable From	£ 27-50set
No post-war 8hp pistons in stock	
Engine valves - early engine only - send pattern exhaust or inlet	£ 3-75ea
Engine valves - long	£ 5-25ea
Clutch plate centre - exchange	£ 21-50ea
Clutch pressure plates - exchange	£ 39-00ea
Clutch release bearings (pre-packed)	£ 8-50ea
Y24052 Cylinder head stud and nut	£ 1-50ea
Universal joint - complete assembly - exchange	£ 17-50ea
Universal joint only	£ 8-50ea
Y4513 Cap (Universal joint housing) inner	£ 5-75ea

Gearbox I hold large number of parts send list of requirements

RUBBER PARTS

Front radius ball	£ 4-25ea
Brake & clutch pedals - exchange (send old one first)	£ 5-25ea
non-exchange	£ 6-25ea
Gear box mounts	£ 19-25ea
Door stop buffers	£ 2-30ea
C Front Axle beam stop rubber (Metal on request)	£ 7-50ea
Bushes for shock absorber linkages specifically intended for S.R. but may be used on some L.R. depending on linkage design	£ 1-20ea
S.R. side lights - base mats	£ 4-20ea
L.R. rear brake rod support rubbers	£ 4-20ea
Y under bonnet kit	£ 10-30ea
Steering joint dust covers	£ 1-20ea
Engine mount - exchange	£ 5-40ea

ELECTRICAL

Headlamp lenses. Both intermediate model types (flat)	£ 10-50ea
Rear Lamp mounting bracket - finished black with fixing bolts	£ 28-50pr
Battery fixing bolts	£ 2-30pr
YE14300 Battery to switch cable assembly	£ 10-25ea
Battery lug bolts	£ 0-50ea
6 volt coils - not Ford	£ 10-00ea
Headlamp bulbs (wattage not stated)	£ 2-75ea
Bulbs, various (if rear lamp, state straight of off-set pin)	£ 1-00ea
Late type distributor points (not early type)	£ 3-25ea
Late type rotor arms	£ 2-75ea
early distributor caps	£ 3-25ea
Early distributor points	£ 6-25ea
Early type rotor arms (with spring contact)	£ 4-25ea
CE13075 Headlamp double contact bulb holder/cable	
S.R. and early L.R.	£ 5-50ea
Dynamo cut out controls	£ 9-00ea
L10 Spark plugs - 4 OUT OF STOCK	
Headlamp Magnaflex Bars (diamond shape)	£ 9-00ea

FITTINGS - BODY

L.R. & C MODEL Front bumpers chromed (not CX)	£ 115-50ea
L.R. & C MODEL Rear bumpers chromed (not CX)	£ 95-50ea
Bumper bar bolts (oval shape)	£ 12-00pr
Bumper bar end caps chromed	£ 6-50pr
Chassis to carpet rails inside door (state 2 or 4 door)	£ 33-50pr
Running board draught trims, adjacent to chassis, painted black	£ 30-00ea
Running boards, for L.R. Y Moulded in fibre glass (incl. matting) with steel mounting brackets, Adaptable for S.R.	£ 88-00ea
S.R. front valance below grill (external part only - fibre glass)	£ 21-00ea
Floor board screws	£ 0-10ea
Late L.R. Y four door hinge centre bolts, (lock tabs on order)	£ 1-20ea
Brass balls, door hinge	£ 1-00ea
Y fixed timber roof stock kits in hard wood	£ 70-00ea
Stock:-S.R. rear valance - Ken Arthur manufacture carriage extra	£ 180-00
Striker wedges - female - door pillar - housed "C" Model	£ 8-50pr
Enamel rad. badge. Dark blue-L.R.&C. -Light blue-S.R.& early L.R.	£ 13-40ea
L.R. badge mounts under manufacture Send applications please	
Hub caps - to original specification	£ 11-50ea
Oil can transfers, Black only	£ 3-70ea
Wheel nuts Y set of 20	£ 35-50set
Wheel nuts C each	£ 0-65ea
Bifurcated Rivets	£ 0-03ea
Service-Castrol poster, Reprinted	£ 11-25ea

SPEEDO CABLES -

Speedo Graph Richfield Ltd. Rolleston Drive, Arnold. Notts.
 NG5 7JR TEL 0602-264235
 Prices on application Apply Direct.
 K27 - 5' 8" long (Y) or K28 - 5' 1" (C)

PARTS ORDER FORM - ISSUE 86

To be returned to KEVIN BRIGGINSHAW,
102 HADRIAN AVENUE,
DUNSTABLE
BEDFORDSHIRE, LU5 4SP

MEMBER'S NAME:-

NUMBER

MODEL/YEAR

TEL NO: DAY

DATE

EVENING

PARTS WANTED FROM FORD Y & C SPARES

£

USED OR NONE LISTED ITEMS
PRICE ON APPLICATION

NEW ITEMS

TOTAL

OVERHEAD CHARGE £ 3-00

TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

PLEASE SEND YOUR CHEQUES FOR GOODS MADE PAYABLE TO "FORD Y & C MODEL SPARES SECTION"
TO:- KEVIN BRIGGINSHAW AT THE ABOVE ADDRESS PLEASE PRINT CLEARLY
REMEMBER: SEND CLEAN EXCHANGE ITEMS WITH ORDER FOR NEW OR RECONDITIONED PARTS.

REGALIA ORDER FORM ISSUE 86

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.

NEWSLETTER INSERTION ISSUE 86

To be returned to
KEN & KATH DEVINE
5 EDWARD STREET,
WERNETH,
OLDHAM. OL9 7QW

MEMBER'S NAME _____

NUMBER _____

ADDRESS:-

TEL. NUMBER DAY _____

DATE _____

EVENING _____

Request for insertion in NEWSLETTER under Members Parts for Sale/Wanted * (Include cars)
(* delete as necessary)

REMEMBER TO SPECIFY MODEL & YEAR OF CAR FOR WHICH PARTS ARE WANTED OR FOR SALE

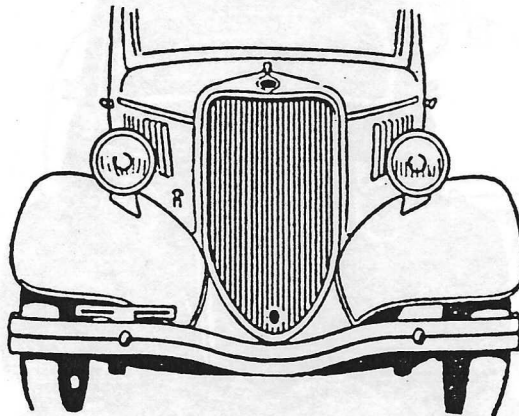
PLEASE PRINT CLEARLY

(ADVERT WILL BE PLACED 3 TIMES, UNLESS SPECIFIED)

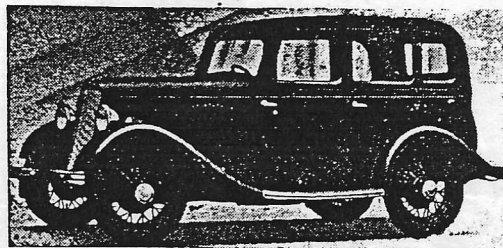
IDENTIFICATION MANUAL

Ford Motor Company of Australia Pty. Ltd.

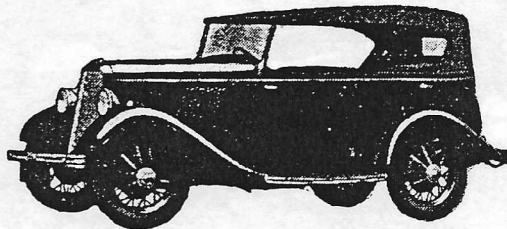
1932 - 1934 Model "Y"



Front End.



Four Door Sedan.



Tourer.

BODY MODELS.

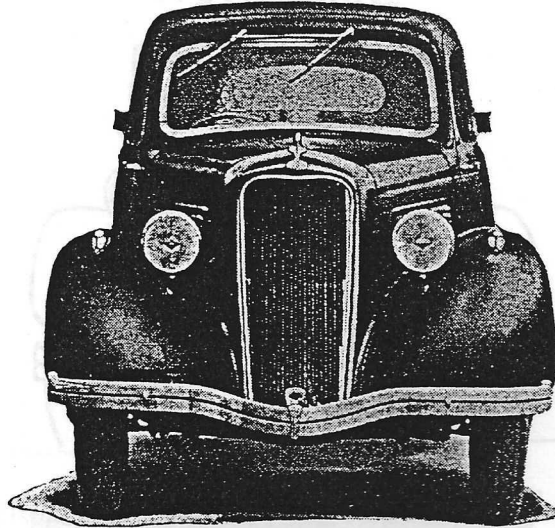
Type.	Body No. Prefix
Roadster	19R
Phaeton	19P
Coupe	19C
Sedan	19S
Van	19PD
Utility	19LD

Body No. is located on L.H. side of tool box.

IDENTIFICATION MANUAL

Ford Motor Company of Australia Pty. Ltd.

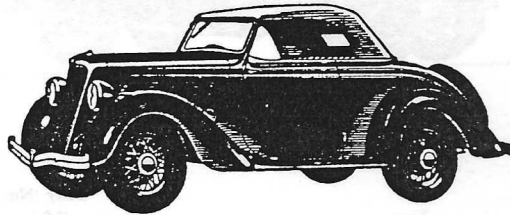
1935 Model "C"



Front End.



Four Door Sedan.



De Luxe Roadster.

BODY MODELS.

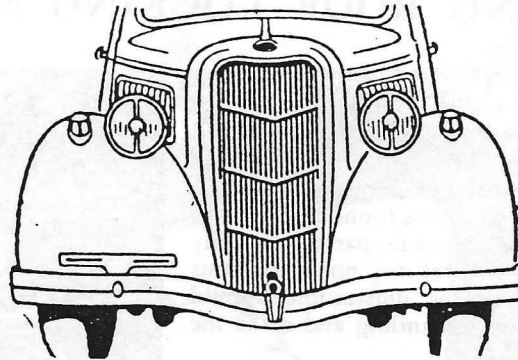
Type.	Body No. Prefix
Roadster	20R
Coupe	20C
Sedan	20S
Van	20PD
Utility	20LD

Body No. is located on L.H. end of tool box.

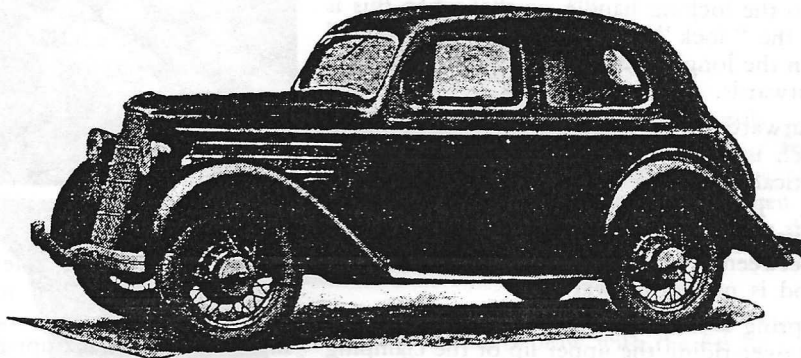
IDENTIFICATION MANUAL

Ford Motor Company of Australia Pty. Ltd.

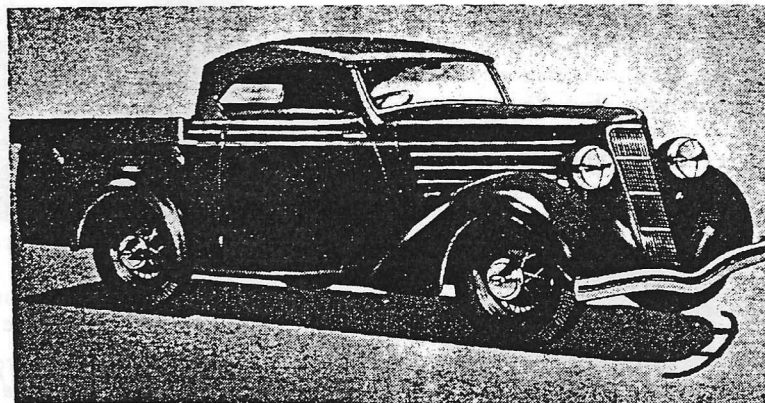
1936 Model "CX"



Front End.



Four Door Sedan.



Roadster Utility.

BODY MODELS.

Type.	Body No.	Type	Body No.
Phaeton	Prefix	Sedan	Prefix
Roadster	20BP	Van	20BS
Coupe	20BR	Utility	20BPD
	20BC		20BLD

Body No. is located on L.H. end of tool box.

SERVICE BULLETIN. 8 H.P. & 10 H.P. MODELS

*Ford Motor Company Ltd.,
Dagenham*

Section 14 :

BODYWORK

Subject:

SLIDING ROOF

SLIDING ROOF LOCKING MECHANISM.

The sliding roof which is fitted to certain Prefect and Ford "Eight" Saloons may be held frictionally in any convenient position by the locking mechanism incorporated in the roof panel.

This mechanism normally requires no attention but occasions may arise when it is found necessary to remove the sliding roof. Since no parts are readily visible, the method of removal may not be obvious at once but reference to the illustrations should prevent any unnecessary dismantling and make the constructional details clear.

Each control bar A is hinged to a circular disc attached to the locking handle, so that when this is turned to the "lock" position, i.e. with the "T" pointing in the longitudinal axis of the car, they are moved outwards.

This outward thrust is taken by each clamping lever which is hinged in the horizontal plane and has a vertical extension against which the control bar abuts. The horizontal finger of the lever C has a suitable face so that the slide rail may be gripped between it and the fibre pad D when the control rod is moved outwards.

A flat spring E is fitted above each control bar to prevent it over-riding the upper lip of the clamping lever.

At each side of the roof two holes F, are drilled in the metal housing beneath the control bars but they are concealed by the trim although their position may be readily located as reference to the illustration will indicate (Fig. 2).

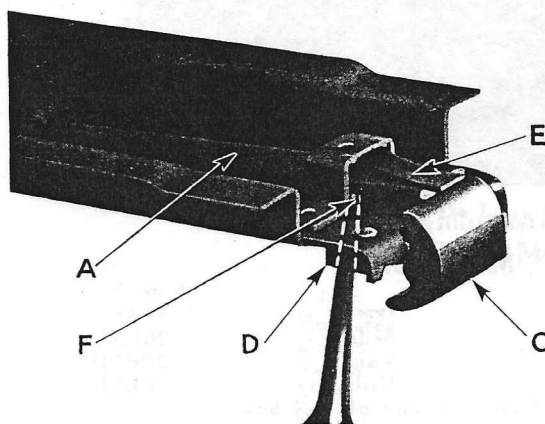


Fig. 1.

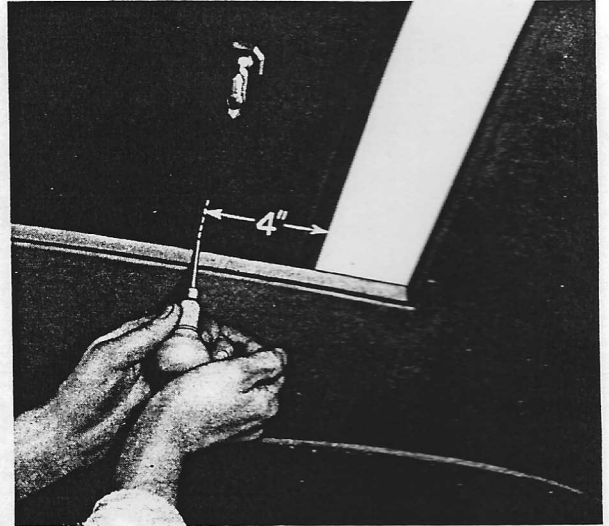


Fig. 2.

By inserting a suitable tool through the drilled hole, the control bar may be pressed upwards against the spring pressure, thus releasing the clamping lever so that the upper member hinges inwards. As the horizontal finger is integral with it, this also hinges downwards clear of the slide rail.

To Remove the Sliding Roof.

Turn the locking handle to the "release" position and slide the roof back so that it is open approx. 6 ins.

Leave the handle in the unlocked position.

Obtain a tool such as a bradawl with a pointed end, measure off a distance of approx. 4 ins. from the front of the roof as indicated in Fig. 2, and carefully insert the point through the trim against the vertical edge of the frame opening.

The hole which gives access to the control bar may then be located, taking care not to damage the trim.

Give a sharp blow, which will have the effect of springing the control bar upwards, freeing the clamping lever and releasing the roof from the slide rail.

Free the opposite side and then carefully ease the roof towards the front of the car so that the rear guides G (Fig. 3) may be disengaged from the slide rails.

Serial No. 9

Last issue was No. 8 see Section 14.

BODYWORK

Number of sheets : 1. Sheet No. : 1

Date :

DECEMBER 11th, 1939

Take care not to damage the paintwork and do not raise the front of the roof more than is sufficient to clear the handle otherwise undesirable loading may be placed on the rear guides due to leverage against the fixed part of the roof.

Replacing the Roof.

Ensure that the slide rails are true and that there is no foreign matter in the channels at the side. Lightly grease the sliding surfaces and each rear guide.

Place the locking handle in the released position and ensure that each clamping lever is beneath the control bar to the limit of its travel otherwise the slide rails will foul the fingers when the roof is lowered into position. Carefully enter the leading edge of the rear slide rails into the slots of the guides as shown in figure 3 and push the roof back into position, leaving it open approx. 6 ins.

Obtain a piece of wood some 6 ins. long by 1 in. wide and taper this across its width so that the taper varies from $\frac{1}{2}$ in. to $\frac{1}{4}$ in. at the thinner edge as shown in the illustration. Insert this so that it

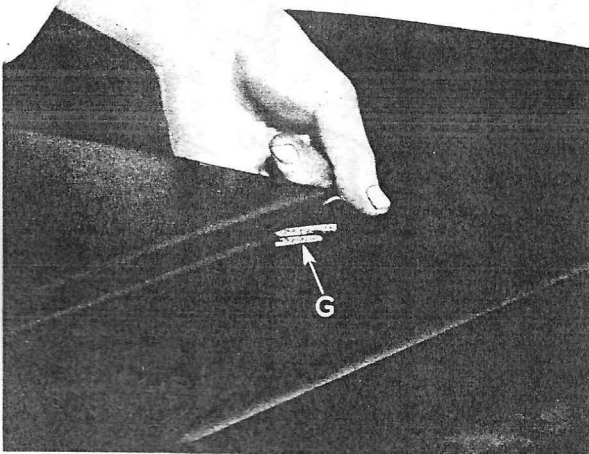


Fig. 3.

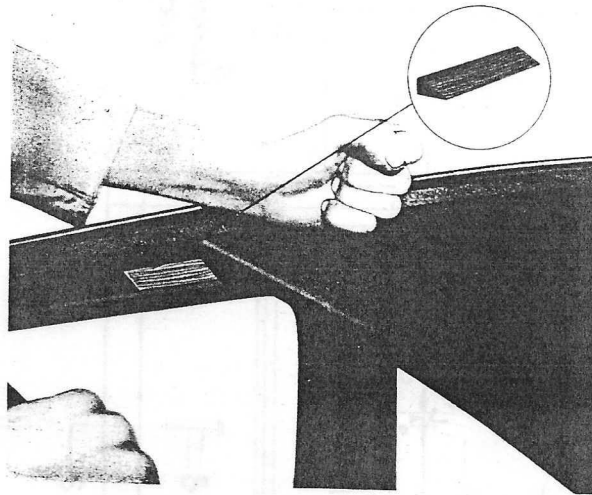


Fig. 4.

lies in the channel carrying the slide rails, with the thicker edge outwards. Slightly lift the front of the roof and slide the wooden wedge beneath the clamping lever so that the weight is taken on the wedge. It is important, at this stage, that the fibre pad should not rest upon the upper face of the slide rail.

When so positioned, give the outer edge of the sliding roof a smart blow with the fist on the solid frame as illustrated in Fig. 4.

This will have the effect of returning the clamping lever to its normal position beneath the slide rail and with the vertical extension abutting the control rod end.

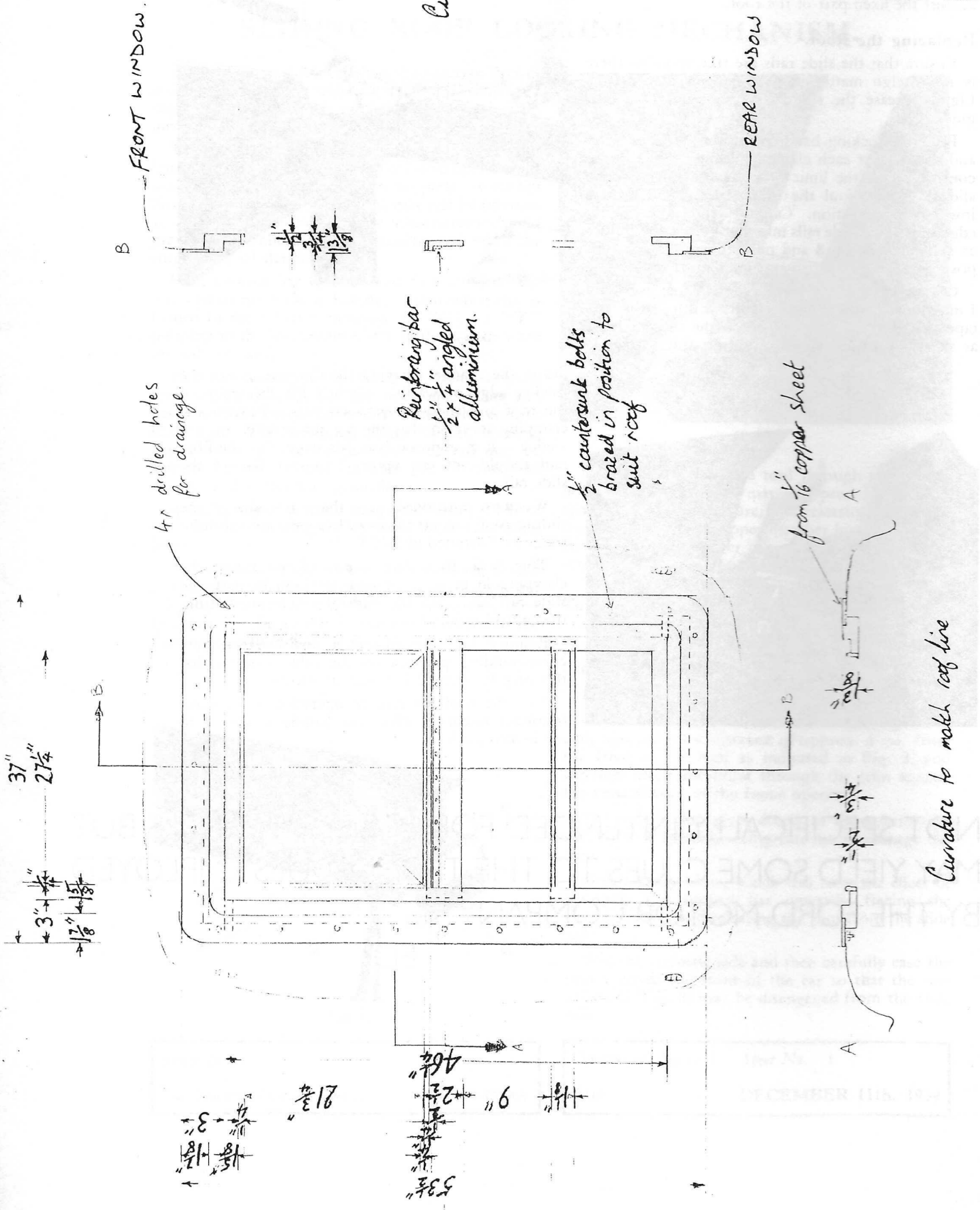
Remove the wooden wedge and insert it in a corresponding position on the other side so that this may be secured in a similar manner.

Test the roof for ease of operation and correct frictional retention when the handle is turned to the locked position.

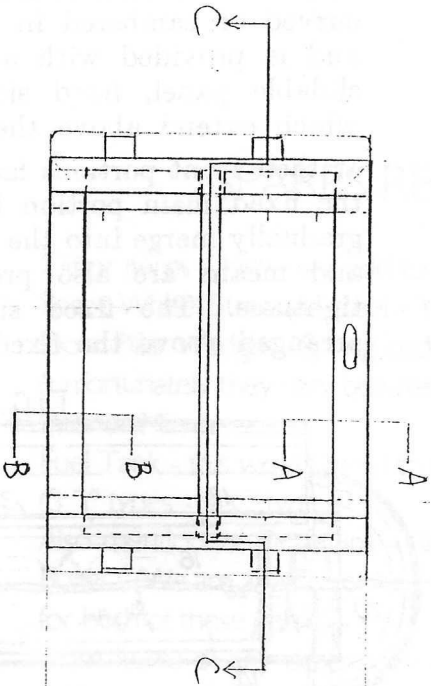
NOT SPECIFICALLY INTENDED FOR 'Y' OR 'C' MODELS BUT MAY YIELD SOME CLUES TO THE TECHNIQUES EMPLOYED BY THE FORD MOTOR COMPANY.

ED

Ford's Sunroof c 1934
NOT TO SCALE
Roy M Heikig.



31"
28 1/2"
20"



for AA see figure 7 of Patents extracts

for BB see figure 8 of Patents extracts



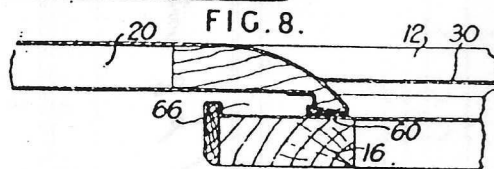
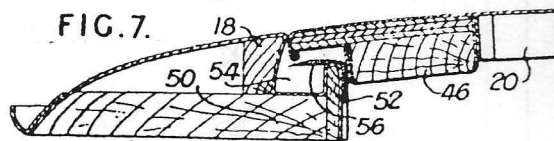
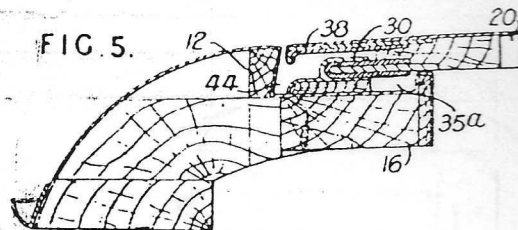
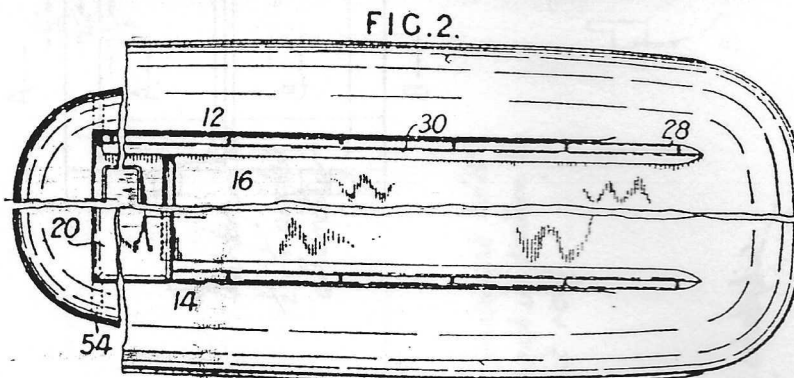
scrap metal cut from 1/8" aluminum sheet

See figure 5 of British Patents extract for detail of cloth covered metal guides and corresponding aluminium channel.

Model No. E.1934
Suking neef
NOT TO SCALE

341,100. Road vehicle opening tops.
 PYTCHLEY AUTOCAR CO., Ltd. and
 MOBBS, H., 201, Gt. Portland Street,
 London. Oct. 11, 1929, No. 30941. [Class
 108 (i).]

In road vehicles of the kind in which the roof is curved or cambered in the longitudinal direction and is provided with an aperture closable by a slidable panel, fixed side portions are provided which extend above the fixed main portion and at their front portions have the same curvature as the fixed main portion but at their rear portion gradually merge into the plane of the fixed portion and means are also provided to ensure water-tightness. The fixed side portions 12, 14 are arranged above the fixed main part 16 as shown



and the latter is provided with slides 28, 30 for a closing panel 20 having felt or rubber-covered fins and marginal fins 38. Gutters 35a, 44 are provided for any water which may have found an entry. The front 46 of the sliding panel is arranged to abut against an upright 52 carried by a member 50 supporting the cross member 18. A trough 54 is provided as shown into which the troughs 35a, 44 may drain. A resilient flap 56 may be provided as shown. At the rear the panel coacts with a wedge 60 for closing purposes and a trough 66 is provided. Specifications 267,173 and 295,408, [both in Class 108 (i), Road vehicles, Body details &c. of], are referred to.

THE QUESTIONNAIRE.

A good response - the best yet - just under 8.5% of the membership replied - well done, that 8.5%. I must now assume that the other 91.5% don't need any of the following items listed, but I'm not that naïve, fortunately for you. I'm going to ask Ken to repeat the questionnaire in this issue, only this time I will add a few more items plus room for any other items not thought about. Now the results from that 8.5%

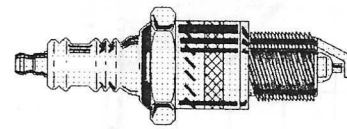
1	Oval Oil Cans		17
2	Oil Can Brackets		10
	(some in club stock already)		
3	Complete Side Lights	3 x 2	6
	a) Lenses	5 x 2	10
	b) Covers	4 x 2	8
	c) Bases	3 x 2	6
4	Head Lamp Lenses		
	L.R. x C	13 x 2	26
5	Head Lamp Rims	14 x 2	28
6	Dash Knobs - Starter		7
	Choke		8
	Dash Light		7
7	Running Boards - complete	N/S	8
		O/S	8

So what can I assume so far - well, frankly, if that is the true picture nothing can go ahead. So let's hear from the other 91.5%. Let's take a pessimistic look at the situation as the figures above indicate.

Head Lamp Rims should get the go ahead - low tooling cost, say, £300 + VAT. Head Lamp Lenses - not enough support - high tooling cost - best guess £1,300 - £1,500 + VAT - about £60 - £65 each - just for tooling. Come on, a lot more of you need them, Oil Cans and Brackets - comparatively low tooling cost but high on labour content - makes for an expensive item in, low volume, the other items at six's and eight's hardly get off the ground.

Side Light Lenses in acrylic plastic are a low cost item - cover high on tooling cost, and base - well, only 6 needed. It would suggest I make up another batch by hand, as I did before. Dash Knobs are high on tooling but if this is all that is needed I think I can supply Starters and Chokes from personal and Club stock. Not so with the Dash Knob of the Lighting Switch.

Running boards look like a problem - tooling cost about £1,300 + VAT ea and remember, each side is different, and only 8 of each would mean tooling at £2,600 + rubber material and steel. They could be expensive. So I need to hear from the rest of you, this is clearly not the true picture.



SPARES REPORT

Other items which I will add to the questionnaire:

Spare Wheel Straps, in steel - Y Model.

Door Pillar Wedges - Spring loaded for Y & C Models, (unfortunately they vary between the two models)

Interior Mirror

Fuel Tank - this would need to be exchange.

(3 'Y' types - 1 'C' type.)

Also mentioned, Drag Link - Reconditioned Steering Boxes., (We are already looking at outside contractors for both of these items)

Trim Items of any description - I don't get involved with these. There are too many colour and shade problems.

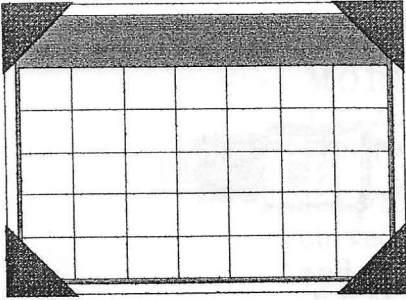
Also requested were S.R. Head Lamp Lenses and S.R. Bumper Bars. I'm afraid tooling cost for an extremely low volume, rules these out. We paid £3,000 for L.R. Bumper tooling, and will not recover costs until 200 are sold. S.R. Bumper tooling would be considerably more than L.R.

Can I ask any member with "surplus to requirements" S.R. Bumper Bars to let me know and for that matter also let me know if you have surplus Head Lamp Lenses.

I know that Colin Ault and Alan Oakes had a collection and perhaps they still have them or perhaps the new owners of their vehicles were given them with the purchase, if so could they offer them for sale, it would help other members.

Returned questionnaire's after christmas are not included. If you previously answered and wish to do so again please only answer second batch of questions. Please send as soon as possible as our next committee meeting will be 13th Feb.

Graham



EVENTS DIARY

THE new year has started and we can now start filling our diaries of this year's events. We have two so far one from Paul Tritton Region 10. and one special one from Peter Ketchell of Region 14.

1st from Paul Tritton.

"The first date for my area is Sunday 8th May 94. It is the 1994 Colchester Classic Vehicles Show. Anyone interested please contact me, Paul Tritton.

Next comes details of a special event in Region 14 from Peter Ketchell,

"As you are aware 1994 is the Diamond Jubilee of the Ford Model 'C', this also coincides with the Diamond Jubilee of the Mersey Tunnel. To celebrate these two momentous occasions the Region 14 Committee will be organising a Great Northern Spectacular Weekend on the 16/17th July 1994.

For those people wishing to come for the weekend we can assemble on Friday at a convenient spot in North Wales or the Wirral and use this as a base for the weekend. Local members can supply some accommodation and there is plenty of accommodation to suit all pockets. There will be two events organised, Saturday the Mersey Tunnel Rally and Sunday the Ruthin Rally.

THE MERSEY TUNNEL RALLY

Assemble at the Albert Dock in Liverpool by 11.00am. The people arriving on Friday can go in convoy. At 12.30pm parade of vehicles through Liverpool and the Queensway Tunnel to the Birkenhead Transport Museum where the vehicles will be on display until about 4.30pm

Each entrant will receive a specially struck medal to commemorate the event, these will be based on the medals given out at the original opening of the tunnel on 18th July 1934. (A collector's item if ever I have seen one.)

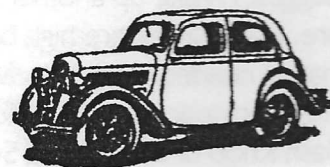
The streets of Liverpool, the Wirral and Birkenhead will be closed off for the duration of the parade and vouchers for the tunnel toll will be issued to be used for the journey to Liverpool. A free recovery service within the tunnel, in the event of a breakdown, will operate, it must be worth the trip just to use this unique offer. In addition there will be trophies for various classes of vehicles, We are seeking sponsorship from local Ford agents in order to make this a truly spectacular day.

THE RUTHIN RALLY

This is a road rally organised by the Chester Vintage Enthusiasts Club and starts about 10.00am from the outskirts of Chester, with morning coffee at the registration point.

The morning section is usually about 30 miles of very scenic North Wales countryside, with a lunch stop at mid-day for approximately 2 hours. The afternoon section is about 25 miles long finishing in Ruthin around 3.00pm, by the time tea is taken the results are published and the trophies distributed. Again we will be seeking additional sponsorship to make this an event to remember.

All members are welcome to enter both or one of the events, if the response is sufficient we will establish a base to operate from for the weekend. If you are interested please send a stamped addressed envelope for further details to Peter Ketchell, (address in front cover)



60th ANNIVERSARY

FOR SALE

- (3) 1935 Model Y - 2 door with V5 a MOT.
Will swap for pick-up or flat bed up to the early 50's or stationary engine about same value. A. Burrows. 0784-251747

- (3) 1936 Model Y - 2 door L.R. with sunroof. Unmarked black coachwork and chrome. Green interior and wheels, Excellent condition throughout, very correct and original in all respects, including leather interior, oil can, pork pie rear light, vacuum wiper, registration number etc., Taxed, MOT'd and running perfectly. This car has been in my ownership for the past 6 years and has won many awards. Has been very reliable and is undoubtedly one of the very best cars available anywhere today. Will accept offers in the region of £5000 Price to include some valuable spares. Ivan Ford. Lisburn, Co. Antrim.
Days -0547-66311 Nights -0846-673561

- (3) 1933 Model Y L.R. - 2 door, nice useable car MOT'd £2950 Paul Murawski 0954-52307

- (2) Y engine. Can be seen running, very good condition. Offers 0285-810612

- (2) Model Y - complete but partially dismantled Best offers Tel 081-310-2991

- (2) 2 door Y. Low mileage. Totally refurbished to excellent condition. Reluctant sale £3500 (Lincoln Area) 0526-343090

FOR SALE/WANTED

- (2) 1966 Ford Zephyr 4 MK111 in excellent condition. 32000 genuine miles £2000 o.n.o. or will exchange for Model Y of similar value. John Slocombe Yorks. 0924-895698

- (2) Original Model Y books as supplied with 'new' cars - complete with brown wallet/envelope Dec 1933. Offers John Howe (evenings) 0642-700232

- (2) 1934 Model Y - 4 door. W2621. Y49052 With sunroof. Stripped for restoration but complete. V5 £1200. Mrs J Barrett. Tel 0686-628324

- (2) 1937 Model Y - Chassis number Y171399. Green. Part restored. Also 1935 Model C.- Chassis number C15007. Black. very good condition. Both open to offers Bristol. Dave Hancock 0272-662211

- (1) 1937 Model Y Pick-up. As seen in issue 85 Very reluctant sale. MOT'd till Oct 94. Drives very well. Chassis no Y169196. Needs a little finishing. £1495 o.n.o. Dave Chaffey 0874-86314

- (1) 1934 Y type Kerry tourer. PV 1661 Older restoration. Maroon. One of only two on the road. Reluctant sale £12,000 o.v.n.o. Mervyn Cullimore. Days 0435-865245 Evenings 0435-812631

- (1) 1936 Model Y - 2 door saloon, In need of restoration AFH 960 on V5. Ivor Bryant 0454-411028

- (1) Model Y 2 door, registered Dec 35. some original sale documents of June 36. Present owner since 1985. Taxed & MOT'd to Sept 94. Restored some years ago and still in very good condition inside and out. Oil can, Jack & Pork pie rear light. Drives beautifully. With regret 'Henrietta' has to go to help finance light aircraft flying. £3250 Steve Morris -Sussex -0323-423098



- (1) 1935 Model C - 2 door black saloon. with spare wheel cover and luggage carrier. Interior requires a little more attention. Spare Recon engine, also gear box & rear axle. £2500 Ron Watson 0526-833824

WANTED

- (1) Driving side front inner door panel in red/maroon for 2 door Model C. Ron Watson 0526-833824

- (1) For 1933 S.R. Y.- Shock absorbers and linkages, Original or replacement types or diagrams for identification. Per Langøy. Moreneveien 21, 3058 Solbergmoen, Norway.

- (3) Complete engine for Model Y. Brian Wood. Tel 061-775-3766

- (2) 2 Bonnet tops for L.R. model Y Brian Dixon Tel 0742-345417

- (1) Pair of Model C exterior door handles. Dave Curtis Hereford 0432-356302

- (3) 2 Headlamp Rims - L.R. Model Y. Terry Thomas Tel 0977-554551

- (3) Headlamp Lens to suit Magnaflex bar 1936 2 door Y Len Williams 0295-250536

- (3) Badge Bar for 1936 Model CX. Kevin Devine 061-626-1256 (anytime)

- (1) 4 Window winder handles for L.R. Model Y 1934 Barrie Whitworth, Cumbria 0539-823282

- (1) All wanted for 1933 Model Y S.R. Set of 4 window handles - 1 P/side door handle for outside. - 1 metal frame to go round the rear window inside. - 2 headlamp lenses curved diamond centre. - 2 side lamp lenses. 1 badge mount. - 1 front window frame D.R. Pittock. 0449-767113

- (1) Model Y in roadworthy condition for new member. Reasonable price. Mike Gent. 0742-655427

- (1) For Model CX. Radiator to bulkhead bracing bar. Passenger door handle, Bumpers. Good boot lid for 103E. Ivor Bryant 0454-411028

DEADLINE FOR COPY FOR
NEXT ISSUE 28-FEB-94

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.

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South: Family Repair Service, Beales Close, Andover, Hants SPIO 1H
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Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU
Tel: 021 561 4196/2847/2848

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