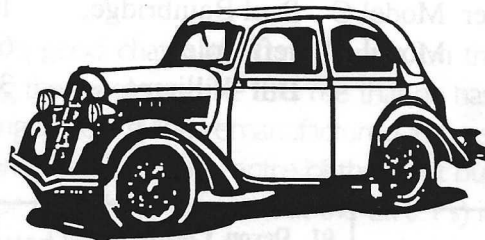
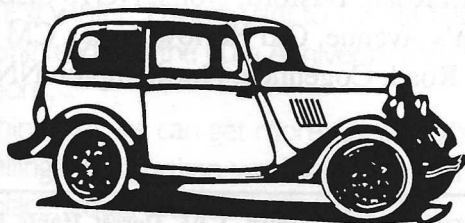


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



TRANSVERSE TORQUE  
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 87  
February / March 1994

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SP10 3AF

**THE FORD Y & C MODEL REGISTER**

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Well I don't know what you people have been doing for the last few days but I have been kept busy with getting the C/CX/ & KP Tourer ready for the rally season.

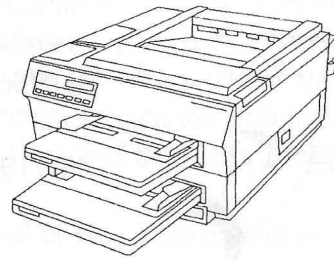
This was forced on me in a way by a request from our local Ford agent, who requested to borrow the CX and KP Tourers for a week long launch of the new Ford Probe, which starts on Thursday 17th March. On top of that we have had to get the Newsletter out and ready for printing, and a few other bits of club work along the way.

Kath's CX now looks well with its new interior and hood, I had hoped to give it a respray before the season started but problems with the upholstery and long delays in completing the work has put the respray back now until next winter, I don't want to risk starting now and not being ready for the 60th Anniversary trips around the regions.

I would like to think that we can get more C's or CX's together at Wellingborough than we have ever seen before in one place, could we even outdo the 'Y's'?

I know it will take a lot of effort for some members but lets give it a try, It's the numbers we are after not the condition, part restored cars create a greater interest than the pristine cars anytime!

Bert Thomas has been kind enough to offer his services (see below) to members who have technical questions to ask or mechanical problems they need guidance with. Please remember that Bert is doing this on his own behalf so please send a S.A.E. if you require a reply.



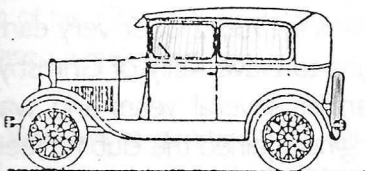
## EDITORS REPORT

The next event for the club is of the course the A.G.M. which will be held on the 24th April at Willoughby, as usual we ask as many of you as possible to attend and enjoy the day.

I had a good chat with Tom Tomlin on the phone during the week, and he tells me that he has had the starting handle guide remanufactured in brass (that's the one that fits in the centre of the front bumper on a C or CX, they may even fit the L.R. Y's) if you are interested let me know and I will be glad to pass your requirements on to Tom, he also mentioned that he was able to use the sills from the Austin 1100's to fit onto his model C, with a bit of cutting needed to obtain the curve to suit the side of the C, then welding up 'Who'd a thow't it' we learn something new every day.

Take care and see you at the A.G.M.

*Ken Devine*



*With Compliments*

*from*

*Bert Thomas*

145 CREWE ROAD  
HASLINGTON  
CREWE  
CHESHIRE CW1 1RG  
(0270) 582781

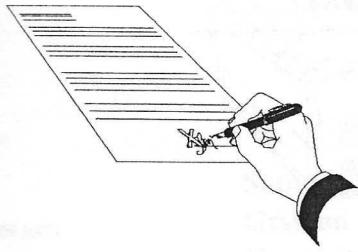
Technical "Facts" helpfull advice and encouragement for Ford owners  
Visitors, phone calls and letters are welcome

All spares and parts, special Ford tools and machinery have been passed on to Belcher Engineering Ltd, to whom enquiries should be addressed at the following  
Shepherds Grove Industrial Estate  
Stanton

Bury St Edmunds  
Suffolk

Fax & Tel (0359) 50347





## NEW MEMBERS

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

B1956 Jim Boland P.O. Box 23, Wexford, Ireland.

F0919 Michael Floyd 8B Goldfield Road, Tring,  
Herts. HP23 4BA

G1517 Mike Gent The Sherwood, Birley Moor Road,  
Sheffield, Yorks S12 4WG

G0722 Ronald Grant, 146 Holbrook Lane, Coventry CV6 4BN

G1624 John Gardham, 4 Lowsbrough Way, South Elmsall, Nr Pontefract, W. Yorks, WF9 2TS

K1611 Dave Kelly 9A Farebrother St. Grimsby, Lincs. DN32 0NH

R0823 Rod Roadnight Inglenook, 'Worster Rd, Cookham Rise, Berks. SL6 9JG

S0805 Nigel Stroud Cuckolds Holt Farm, Gagingwell, Nr Enstone, Oxon. OX7 4EF

S1009 Mrs. Dorothy Stradling-Smith. 18 Pyefleet Close, Brightlingsea, Essex. CO7 0LL

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.

*Bob Wilkinson*

## NOTES ON NEW MEMBERS

In the anniversary year of the Model C we start with John Gardham who has discovered a 4 door 1936 CX saloon. The car has been off the road for about 20 years but fortunately is complete. John has purchased the Service Bulletins to help him with the restoration. He is no stranger to the pre-war car scene being into the 1930's BSA sports cars, - the 4 wheeler sort.

Mike Gent in Sheffield has recently bought a lovely 1937 model Y ADR 202 - he writes "*The car is in immaculate restored condition and just requires a few finishing touches and should be in regular use in a few weeks. It is originally from the Devon area mainly having owners in Plymouth. It was restored over 20 years ago by Bernard Thorn of Tatterstall in Lincolnshire and has covered only 34000 miles (only 40 since its last MOT test in 1972)*"

Jim Boland in Wexford has purchased a 1937 2 door model Y which originally has a sliding roof. The car is undergoing a re-paint and hopefully should be back on the road fairly soon.

Another on the road car is a 1933 2 door very early long rad model belonging to Dave Kelly of Grimsby. He has owned the car for several years and was considering selling. Having now joined the club he feels he will now have his interest rejuvenated and will start to use the car again.

Nigel Stroud is hoping to complete the work on his 1936 2 door model Y - EPA 917 He has rejoined the club after a gap of several years to gain the necessary information and details to ensure he restores the vehicle in the correct spirit.



Ronald Grant is also restoring a 1936 model Y - a 4 door - AFH 45. The club was able to help Ronald to regain his 'lost' registration mark.

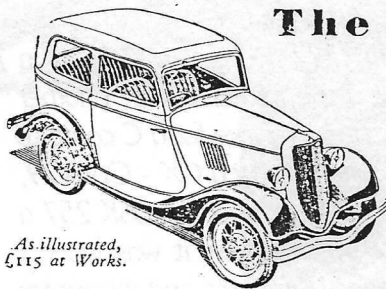
Rod Roadnight in Berkshire has recently bought the 1935 4 door model Y from Mark Keast in Penzance, Cornwall. There is some work to be done before the car is 'on the road' although it does run. Rod is looking for headlamp glasses, rear lights and a blue carpet set. None of these should present any great problem.

Dorothy Stradling-Smith owns a 1936 model Y - she writes - "My model Y has gone to be restored, luckily the engine and chassis are very good but the body needs some work" Dorothy bought the club Service Bulletins to help with the detail of the restoration work.

Good luck to all of you. Please send in photographs showing progress.

*Bob Wilkinson*

### BLOTTER



*As illustrated,  
£115 at Works.*

## The POPULAR FORD

(£6 Tax)

*"There is no Comparison"*

Run a Popular Ford this year. It is a comfortable four-seater car, easy to drive, strongly made and beautifully finished. Its performance and acceleration will delight you. Its low price, low running and maintenance cost will suit your pocket. Let us demonstrate.

Given to Nigel Stroud by a friend, whose father owned the garage.

★ RING UP WESTERHAM 117 ★  
FOR A TRIAL RUN

FORD SPARES AND STOCKISTS  
SALES AND SERVICE

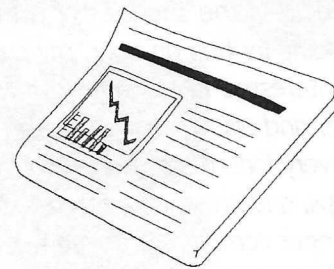
LONDON ROAD GARAGE  
(Propr.: W. J. WELLER)  
WESTERHAM, Kent

### OBITUARY - RALPH JARVIS

Sadly Ralph Jarvis of Sheffield died just before Christmas.. Ralph had been keen to complete the restoration of his 1936 CX (2 door) saloon which he had purchased a few years ago.

Members who were at Stanford Hall last year will recall his close attention to other CX models there as he patiently sought out the details to follow in his own restoration work.

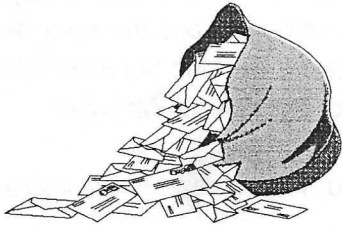
Club members extend their sympathy to Mrs Jarvis and family.



### REGISTRAR COMMENTS

The Yorkshire 'Do' will be slightly different this year as we will probably be holding it in Lancashire (if they will have us). Details to follow later.

*Bob Wilkinson*



## MEMBERS LETTERS

First comes a letter from Colin in Hants.

"There has been slow but steady progress with my model Y over the past five years. Having stripped off all paint from body I found it changed from Black to Maroon and so having made a big decision I took it back to bare metal, repaired the door bottoms and various small areas around the lower body. The body now looks clean and bright in cream primer and awaiting the time to put to on a few top coats of Maroon and Black

About 18 months ago we were lucky enough to find three mudguards with only minor dents to replace the originals. So now I have some repaired spares - just in case.

As I have welding equipment of my own I have remade the radiator grille and various body repairs without having to pay out any big bills for it all.

I will get this car on the road if it kills me - sh or bust!

To change the subject a little, I was working on a lorry at a mansion type building about a month ago (I am a Motor Technician - to give it the posh name) and found a model Y Fordor hiding in the shadows of a building. After poking and prodding for half an hour, my customer asked if I might be interested in buying it, or if I knew anyone that might be, and also what would it be worth? The poor thing looked very forlorn sat there with model C wheels, pop Headlamps, and handbrake fitted to it. Riley one and half front bumper complete with overrides, and ali roof. I said you might be lucky enough to get £100 for it - there was a pause and he said, Its yours, but move it soon. Needless to say I moved it one week later.

I now have a Tudor and a Fordor Y both 1937 I believe, as your records may show. Reg no ACR 20. Chassis Y152509. Engine RY1458775. Body 166/8195. Colour Blue and Black (True colours).

Hope to meet you all soon

*Colin Payton*

Next we have a letter from Tom down in Cornwall. He writes:-

"I would like to know how many model C's are left? in the world, how many in England, but not CX as all mention of model C's turn into CX. I have a 1935 C, I have been rebuilding it over the winter, can you tell me, when was the first one sold? what year? how many sold? and how long did production last for the model C's?

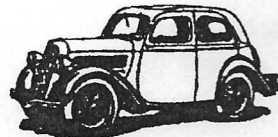
As a member of the Y & C Register, I find the club newsletter rather biased towards the model Y - almost totally, is this because there are not many C's or CX's left or because no one sends information in to you?

As this is the anniversary of the model C here are some photo's you may wish to use in the next Newsletter. The first C I owned was BKP 227 found Nr Helston in Cornwall, next to the car is the former owner, another photo shows how I got it home. My love for a C came to life at Dorset Steam fair, where I saw a CX - CYV 129, so the hunt for a C was on, finally I bought OSK 257 a 1935 model C. The photo shows how it was when I bought it. I have rallied it for 18 months and this winter started to restore it, at the moment it is in the paintshop and I will do the interior on its return. Just to show I am not biased, I enclose a photo of a model Y van CLF 909 seen at one of the many rallies I go to. I am now looking for a model C van or pickup, and now is the time as there are no leaves on the trees' or bushes.

*Tom Tomlin*

Fair comment Tom! as far as bias goes and for just the reasons you have stated, I can only print what I receive and have said so in the Newsletter before, you have taken the time and effort to make your feelings known perhaps now other C / CX owners' will follow your lead. By now you should have received your copy of the List of Known Surviving Vehicles, where you should find the answers to your questions.

*Ed*







Tom Tomlin's first Model C' being transported home.

The former owner of Tom's first Model C stood alongside the car. Which has since been sold to Stan Billious.



Tom's current Model C' when first bought currently in the paintshop

Is that a 7W front bumper Ed.



## THE LAST WORD ON THE JENNINGS CONVERSION - OR IS IT

Following the article by Jon Pressnell on John Follon's Jennings Model Y in July's Classic and sports Car magazine, John was surprised to receive a letter from Mr. Frank Hilditch, who said that he had worked on the conversions whilst employed at Jennings at Sandbach. On questioning Frank Hilditch further, he sent me a full explanation of the conversion process, a couple of photographs and a booklet, which was published by Jennings on their bicentenary in 1964. The latter is a fascinating history of this family of coachbuilders, who made carts, drays and traps in the early days and who progressed with the advance of technology into making specialist bodies for motor vehicles of all sizes, particularly specialist bodies on ERF lorries as they shared premises.

The following is the text of Frank Hilditch's letter (demonstrating a crystal clear memory in what must be an octogenarian body!):-

Dear Mr. Roberts,

Thank you for your letter of October 18th.. In reply - I think the number of Y car conversions to what, amongst Jennings work people, were called travellers Broughams, probably numbered 6 or 7. Some were converted for garment manufacturers, fish-mongers, tool salesmen etc.. The orders for these were sent to Jennings by Ford agents in different parts of the United Kingdom.

When one of the cars was brought into the body shop, the trimmer took down the rear part of the head lining, side and corner panels. A body builder (myself for one) removed the spare wheel and rear glass and then the job was ready for cutting. We would then find the centre of the rear window and lined it up with the spare wheel bolt holes, marked the top and bottom with pointed soft chalk, then marked off each of the side corners, checking across each corner to make sure that the door aperture was square, then joining each corner by using a straight edge (a piece of wood planed straight). After drilling three or four small holes at the corners with a hand drill. The with machine hacksaw blade (which I still have in my tool box) cut out the panel. By using this type of blade its length and thickness saved any breakage of blade or scratching across the outside panelling.

Then we made patterns to the shape at the end of the cut (we kept these). We cut out the pillars and cross pieces in ash or beech wood. We fitted the frame to the car first (jointing each corner) with 1/2" 4 screws and filed the edges smooth all round. The door panel was framed the same way, hinged with 4" x 2" brass coach hinges on the off side and Budget locks with Tee key, or slam locks and locking handle as required by the customer. Also on the slam side dovetail buffers were fitted. The rear glass was fitted, the spare wheel fitted to the door by two bolts.

Alum door lapping (tee moulding) fitted all round the door, and gutter moulding above the top of the door. Inside head lining refitted. Outside moulds and wooden pillars painted. All this work was done on a contract price to the employees of seventeen shillings and sixpence, out of which I paid my boy apprentice.

About 30 years ago J.H. Jennings & Son was bought out by the firm of E.R.F. Ltd.

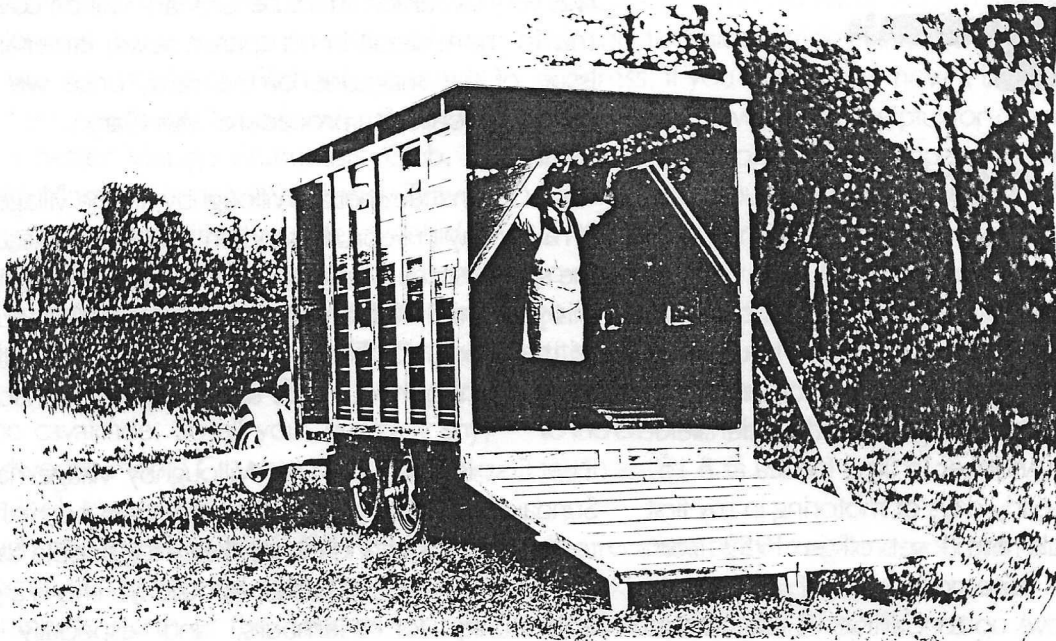
About ten years on they closed the Body Shop so the two grandsons of Jennings started their own business in Crewe. They did the same sort of work (motor body building). Regrettably this business has closed down, a few weeks ago.

I was apprenticed to Jennings at the age of 15 and worked for them until they were taken over completely by E.R.F. Ltd. For a number of years I was Works Manager over the Body section for E.R.F. Ltd. until I retired in 1974.

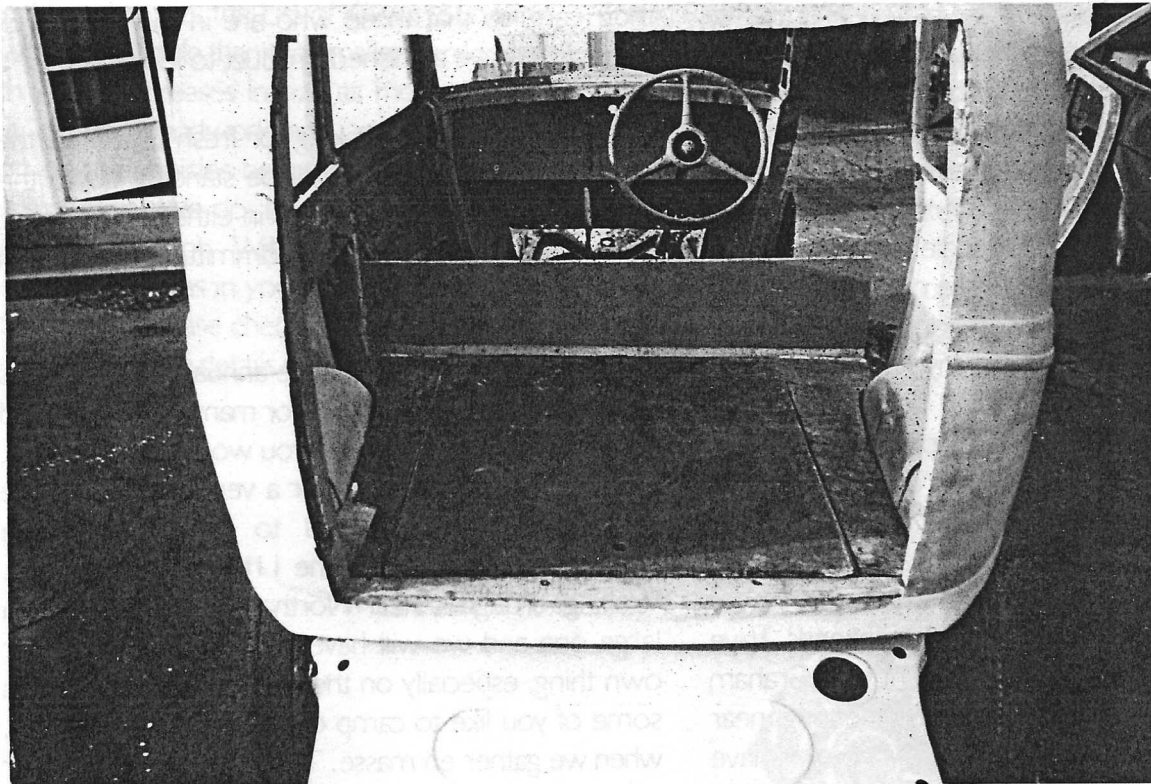
I enclose a booklet entitled "Two centuries of Craftsmanship". This you can keep but the photograph of myself when I was working in a cattle truck, and the newspaper cutting, I would like back. Also you can keep the copies of the vehicles showing some of the conversions.

I hope the information is of some use to you - it is difficult to explain in a letter but if I can be of further help, please let me know.

Yours sincerely,  
Frank Hilditch.

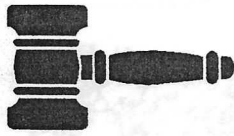


Frank Hilditch building a cattle truck at Jennings



John Follon's Jennings converted Model Y





## CHAIRMAN'S NEWS

After a leisurely breakfast this morning, I set out from Gateshead, down the A1(M). I had a four-hour break in conference and having lunch at our offices at the base of the Emley Moor tower, near Huddersfield, and arrived home in Andover in time for tea at 5.15. I thought back to my early days of motoring in my first Model Y; how Paula and I set off in 1959 from Shrivensham, an hour's drive north west of Andover in a Model Y, and drove up to Carlisle. It was almost 1960 when we arrived! The quality of the roads and the increased performance and comfort of modern cars has certainly taken the hassle out of motoring. Mind you, it has also taken away the spirit of adventure, which is why, presumably, we like to drive our "hobby" cars. Adventure equals fun.

Spring is just around the corner and another rally season is upon us, I connected the battery and tried to start my Kerry tourer on Sunday, to prepare her for her stint on the Register stand at the Bristol Classic Car Show on the 11th and 12th March. Regrettably, although I have extended the starter handle to reach the starter dog over the Kerry's extended front valance., She doesn't like the handle, so I have to rely on the starter motor. She failed me on Sunday, so the battery has been removed for charging before another attempt next weekend. CNN, my Model Y saloon, remains off the road having failed her annual health check. Time is the enemy here, plus some frozen, stubborn and difficult to get at nuts and bolts holding the running board to the chassis.

Apart from a busier than normal domestic diary over the last couple of months, two weekends have involved me in Register activities, I went with Graham Miles and Jeff Cole to visit Belcher Engineering, near Bury St. Edmunds, on one of them. As you will have read, Gary Miller, who now runs Belcher Engineering, bought up Bert Thomas' stock of Ford spares. So we went to see what sort of service he will be able to provide for you the Members, once he has sorted them all out and entered them onto a database. With

the backup of the engineering company, the answer was very favourable. I'm sure Graham will be covering this in more detail in his spares news, either in this issue of the magazine of the next, once we have agreed an ordering procedure with Gary.

Your Committee met at Willoughby, in the village hall, on a Sunday in February and, in addition to discussing the spare's scene, went through the diary of events for this year - the 60th anniversary of the first production of the Model C. There are three major events this year to which I would like to draw your attention to.

The first is the AGM, in Willoughby village hall on Sunday, the 24th April. A little later than normal, due to the early Easter and the tendency for people to take the week or so after Easter as holiday. This is a good opportunity for Members, and especially new Members, to meet each other and compare notes, as well as meeting the Committee members. All your questions can be addressed, if not answered, by the experts or by looking through the archives, which are on display. The AGM itself gives an opportunity to hear the latest developments in the Register as well as providing a platform for ideas and grievances to be aired. Those living not too far away are asked to bring their cars, so that those who are in the process of restoration have a finished product to look over.

Remember, we are looking for fresh blood on the Committee also. We will all be standing down this year, so you have a free hand in either volunteering your services or electing the Committee members of your choice.

The second event to note is the annual gathering. This has been held at Stanford Hall for many years now and you, the Members, have said you would like a change. Bearing in mind the need for a venue central to the majority, we have opted to join in with the Wellingborough show on the 11th and 12th of June. Wellingborough is near Northampton. The site is a large one and we will have ample space to do our own thing, especially on the Saturday evening, when some of you like to camp over, and on the Sunday, when we gather en masse. There will be many other cars there, a bar and food outlets, plus the usual entertainment for the family at the larger shows. It promises to be good so we will give it a whirl this year. Please put that date in your diaries.



The third event, or rather events, is specifically aimed at the Model C owners, but is open to the Model Ys as well. Not only is it the 60th anniversary of the Model C, but this year marks the 60th anniversary of the opening of the Queensway Tunnel under the River Mersey. The Chester Vintage Enthusiasts' Club, in conjunction with Mersey Tunnels and Mersey Travel, are celebrating the event with a parade of vehicles from the Albert Dock in Liverpool, through the Tunnel to Birkenhead on Saturday the 16th July. Peter Ketchell has persuaded the powers that be to combine the two anniversaries, such that the Model Cs will have pride of place in the cavalcade. So all you, normally shy, owners of roadworthy Model Cs, note particularly the 16th July. We look forward to a good turnout. As if that isn't enough, the following day is the Ruthin rally, a run out from Chester around some of the most beautiful countryside north of the Thames. So, for those who want to make a weekend of it in the height of summer, this is ideal. You will find the contacts for each of these events elsewhere in the magazine.

By now, you should have all received the February mail shot, courtesy of Geoff and Eileen Murrell in Royston, who relieved me of this time consuming chore at the last AGM, for which, again many thanks. I hope that the register, ie. the List of Known Surviving Vehicles, was more legible than the smaller version last year. Each year it increases in size as more vehicles come out of the woodwork and, each year, the information on the vehicles becomes more accurate and more extensive. We do, however, rely on your good selves to let Bob Wilkinson know of any omissions or inaccuracies in your entry, or any other entry for that matter. Please check the list and forward any wayward or missing details to Bob.

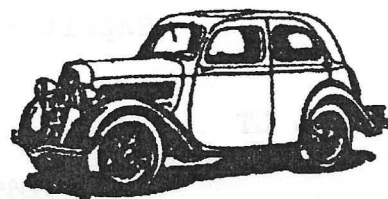
Can I also call on you to provide the Editor with news on your cars. The last issue of the magazine was a bit thin on technical articles and stories of restoration progress. If you don't know how a bit works, or you do and think it would be helpful for others to know, then jot it down on a piece of paper and send it to Ken Devine. We would also like to hear your comments on the Register and the magazine. Even if they are not to our liking, they give us useful feedback and a chance to improve the service. Use the magazine. You are after all paying for it in your annual subs! (which incidentally, the committee at this stage see no reason to increase this year, however the final decision will be taken at the A.G.M.)

As a recipient of this magazine, your name and address is held on the Register's computer. Under the requirements of the Data Protection Act, you are to be made aware of this fact and be given the opportunity to ask to be excluded. You should let me know in writing. However, let me assure you that the membership list is kept very much within the Register. Even within the Register, only those who need to know the details are given access through me.

Paul Tritton is organising the register stand at the Enfield Pageant of Motoring - 28/29/30 May 1994. As always, this will be a superb event with a large autojumble and hundreds of classic vehicles and steam traction engines. The main day for the Register is the Sunday, but Paul would welcome company either of the other two days of this late May Bank holiday. Entry forms may be obtained by ringing 081-367-1895 direct. If you do intend to come along, please let Paul know on 0245-360183. I look forward to meeting you at the AGM

*Sam Roberts*

60th  
Anniversary  
of the  
Model 'C'



THE MODEL C - A copy of a letter in the archives.

R-8

Attention Mr Roberge  
Ford Motor Company  
Dearborn  
Michigan  
U S A

17 April 1935

Gentlemen:

SPECIAL IVORY AND BLACK FINISH FOR  
THE DELUXE FORD

With reference to our letter of November 12th announcing the production of a limited number of DELUXE FORD in special Ivory and Black finish, in view of the enthusiastic reception of these models, it has been decided to continue this finish as a standard production, at an extra charge of 25/- nett.

For your information we list below the standard production colours and upholstery available for the POPULAR and DELUXE MODELS: (Genuine leather at usual extra charge).

POPULAR MODELS:

BLUE with blue rexine or blue leather  
CORDOBA GREY with blue or red rexine, or  
blue or red leather.  
BLACK with green, red or blue rexine.  
BLACK with green, red or blue leather.

DELUXE MODELS:

BLUE with cloth or blue leather  
CORDOBA GREY with cloth, red or blue leather  
BLACK with cloth, or green, red or blue leather  
IVORY and BLACK with cloth upholstery or black  
leather.

It will be noted that MAROON is no longer available.

Yours very truly,

FORD MOTOR COMPANY LIMITED

Export Sales Department

PAL LT

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.

<u>MECHANICAL-SUSPENSION. BRAKES AND STEERING</u>	<u>PRICE</u>	<u>ELECTRICAL</u>	
Clevis pins (20 thou oversize) with split pins:-S.R./C.	£ 5-00set	Headlamp lenses. Both intermediate model types (flat)	£ 10-50ea
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70set	Rear Lamp mounting bracket - finished black with fixing bolts	£ 28-50ea
Front or Rear shackles (pattern part)	£ 5-50ea	Battery fixing bolts	£ 2-30pr
Bushes for shackles, front or rear	£ 1-70ea	YE1 4300 Battery to switch cable assembly	£ 10-25ea
Rear hub seals (large - outer) Y1175	£ 2-70ea	Battery lug bolts	£ 0-50ea
Y&C king pins-4 bushes, 2 thrusts-exchange. stock permitting	£ 29-50set	6 volt coils - not Ford	£ 10-00ea
Relined Front brake drums-exchange in clean condition	£ 37-00ea	Headlamp bulbs (wattage not stated)	£ 2-75ea
Rear brake rod support bracket for L.R.Y. with double holes	£ 27-00ea	Bulbs, various (if rear lamp, state straight of off-set pin)	£ 1-00ea
YE2502B Front brake rod support(mounts on A-frame looks like?)	£ 5-50ea	Late type distributor points (not early type)	£ 3-25ea
Front road springs Y & C (Rear, used on application)	£ 26-50ea	Late type rotor arms	£ 2-75ea
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.	£ 3-00ea	early distributor caps	£ 3-25ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.	£ 3-00ea	Early distributor points	£ 6-25ea
L.R./C. CE2231 Rear brake cam shaft. R.H. or o/s	£ 8-50ea	Early type rotor arms (with spring contact)	£ 4-25ea
L.R./C. CE2235 Rear brake cam shaft lever. R.H. or o/s	£ 8-50ea	CE1 3075 Headlamp double contact bulb holder/cable	
L.R./C. CE2236 Rear brake cam shaft lever. L.H. or n/s	£ 8-50ea	S.R. and early L.R.	£ 5-50ea
S.R./L.R./C. Y2084 Front brake lever	£ 8-50ea	Dynamo cut out controls	£ 9-00ea
S.R./L.R./C. Y2076 Front brake shaft. R.H. or o/s	£ 8-50ea	Spark plugs - not L10 but equivalent (i.e. same as ) set of 4	£ 12-00x4
S.R. Rear brake cam shaft: Y2231 R.H. or o/s Y2232 L.H. or n/s	£ 9-50ea	Headlamp Magnaflex Bars (diamond shape)	£ 9-00ea
S.R. Y2230 Rear brake cam shaft	£ 8-50ea	<u>FITTINGS - BODY</u>	
S.R. Front brake operating wedge	£ 10-50ea	L.R. & C MODEL Front bumpers chromed (not CX)	£ 115-50ea
Front inner and outer wheel bearings - on order		L.R. & C MODEL Rear bumpers chromed (not CX)	£ 95-50ea
Exchange brake shoes, rollers removed, send old in first Set of 4	£ 29-00	Bumper bar bolts (oval shape)	£ 12-00pr
Brake shoe pull off springs, S.R./early"34Y, double roller Set of 6	£ 11-50	Bumper bar end caps chromed	£ 6-50pr
Brake shoe pull off springs. L.R./C. single roller shoe Set of 4	£ 7-50	Chassis to carpet rails inside door (state 2 or 4 door)	£ 33-50pr
<u>MECHANICAL - ENGINE AND TRANSMISSION</u>		Running board draught trims, adjacent to chassis, painted black	£ 30-00ea
Fan belts - 3" dynamo pulley only	£ 5-50ea	Running boards, for L.R. Y Moulded in fibre glass (incl. matting)	
Y9737 Accelerator return spring (on cross rod or accel., rod assy)	£ 3-00ea	with steel mounting brackets, Adaptable for S.R.	£ 88-00ea
Gaskets - price on application, upper engine only		S.R. front valance below grill (external part only - fibre glass)	£ 21-00ea
C exhaust, with tail pipe - stainless (Carriage not included)	£ 52-50ea	Floor board screws	£ 0-10ea
Add (Red star carriage £22-00)		Late L.R. Y four door hinge centre bolts, (lock tabs on order)	£ 1-20ea
Y exhaust, stainless Carriage included	£ 57-50ea	Brass balls, door hinge	£ 1-00ea
Engine top water outlet (head to hose)	£ 9-00ea	Y fixed timber roof stock kits in hard wood	£ 70-00ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)	£ 3-00ea	Stock:-S.R. rear valance - Ken Arthur manufacture carriage extra	£ 180-00
Moulded Top hose - suit post Y head	£ 7-00ea	Striker wedges - female - door pillar - housed "C" Model	£ 8-50pr
Moulded Bottom hose - suit post Y engine	£ 7-00ea	Enamel rad. badge. Dark blue-L.R.&C.-Light blue-S.R.& early L.R.	£ 13-40ea
Engine pistons, various sizes - send pattern non-returnable From	£ 27-50set	L.R. badge mounts under manufacture Send applications please	
No post-war 8hp pistons in stock		Hub caps - to original specification	£ 11-50ea
Engine valves - early engine only - send pattern exhaust or inlet	£ 3-75ea	Oil can transfers, Black only	£ 3-70ea
Engine valves - long	£ 5-25ea	Wheel nuts Y set of 20	£ 35-50set
Clutch plate centre - exchange	£ 21-50ea	Wheel nuts C each	£ 0-65ea
Clutch pressure plates - exchange	£ 39-00ea	Bifurcated Rivets	£ 0-03ea
Clutch release bearings (pre-packed)	£ 8-50ea	Service-Castrol poster, Reprinted	£ 11-25ea
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		
<u>Gearbox</u> I hold large number of parts send list of requirements			
<u>RUBBER PARTS</u>			
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	<u>SPEEDO CABLES -</u>	
L.R. rear brake rod support rubbers	£ 4-20ea	Speedo Graph Richfield Ltd. Rolleston Drive, Arnold, Notts.	
Y under bonnet kit	£ 10-30ea	NG5 7JR TEL 0602-264235	
Steering joint dust covers	£ 1-20ea	Prices on application Apply Direct.	
Engine mount - exchange	£ 5-40ea	K27 - 5' 8" long (Y) or K28 - 5' 1" (C)	



# PARTS ORDER FORM - ISSUE 87

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 87

To be returned to

BILL & SARAH WILLIAMS  
30 STATION ROAD,  
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 \_\_\_\_\_

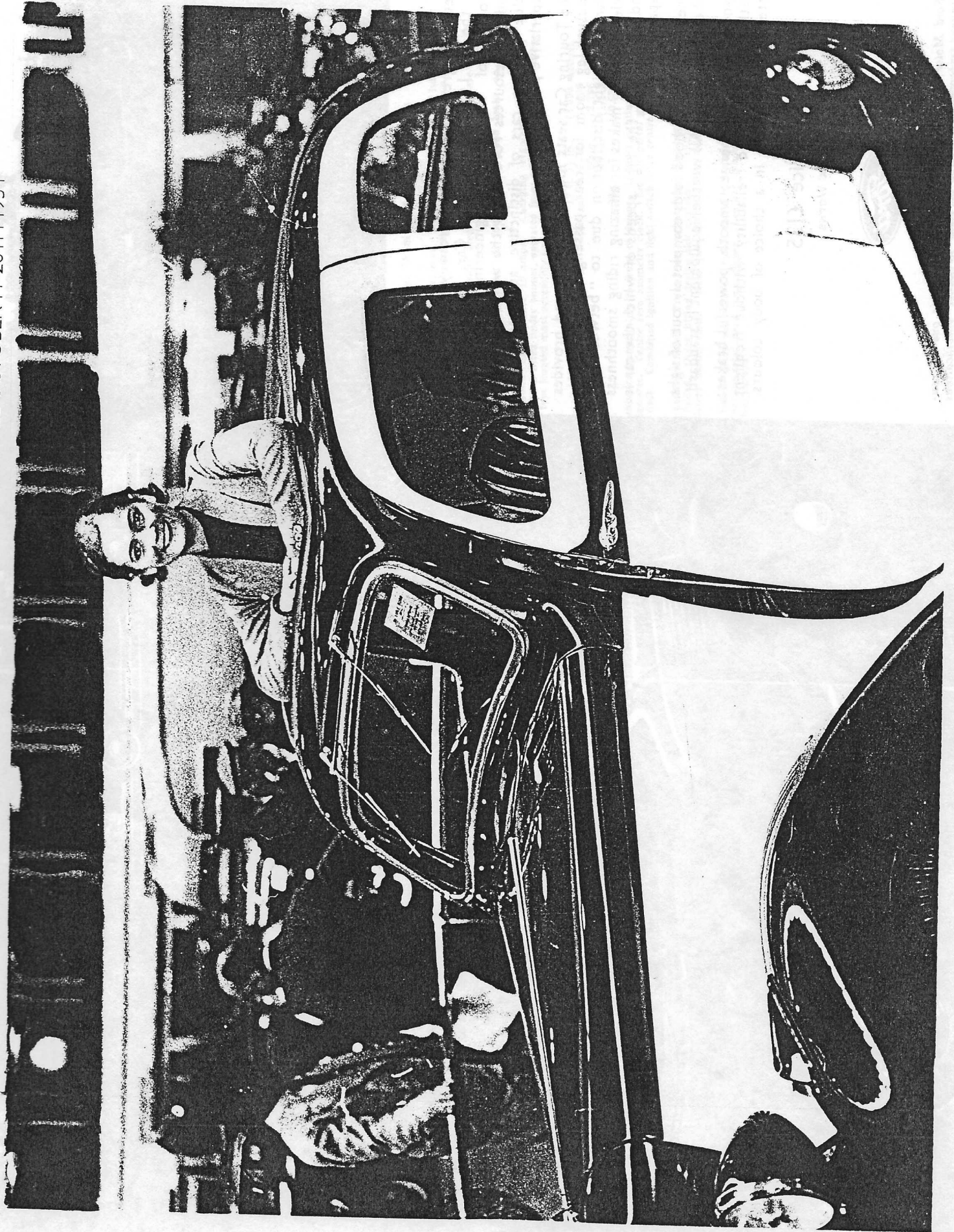
ADDRESS. \_\_\_\_\_

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

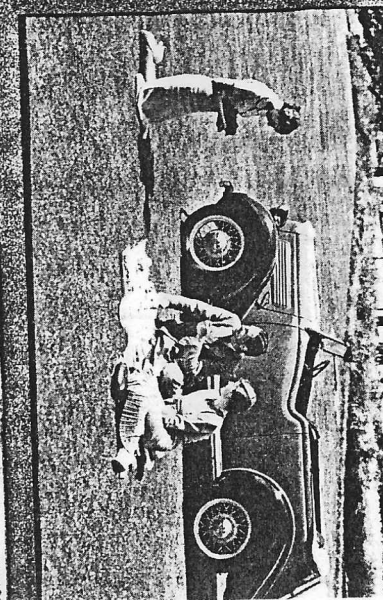
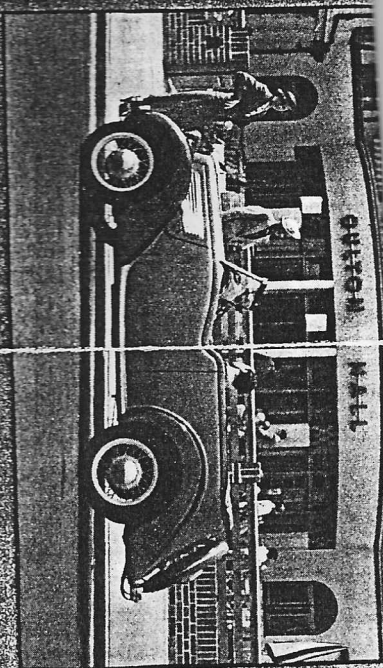
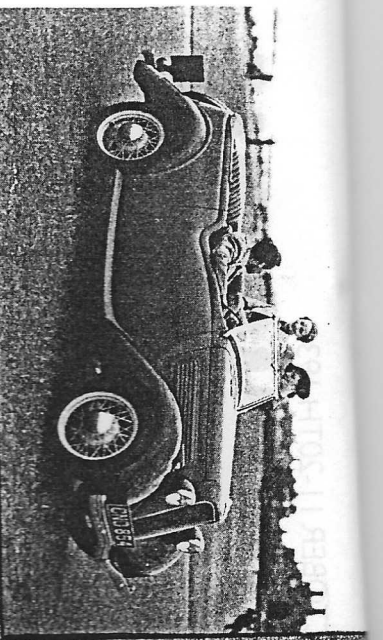




MODEL C' ON SHOW AT THE FORD MOTOR EXHIBITION ALBERT HALL OCTOBER 11-20TH 1934







# DE LUXE FORD

Get still greater enjoyment from your motoring in the De Luxe Ford Touring Car. In this latest product of tremendous engineering and body-building resources Ford offers the world's greatest value in open cars of distinctive appearance and superlative performance.

The Touring Car seats four in comfort and provides unusual leg room for rear passengers. Carefully-planned weight distribution due to "between-the-axes" seating makes for amazing riding smoothness and stability at the high speeds of which the car is capable.

The easily-erected hood folds completely out of sight when not in use. All-weather equipment is standard. Synchronised gear-change; smooth, powerful brakes; lasting efficiency and reliability without frequent attention. Available in a choice of body colours.

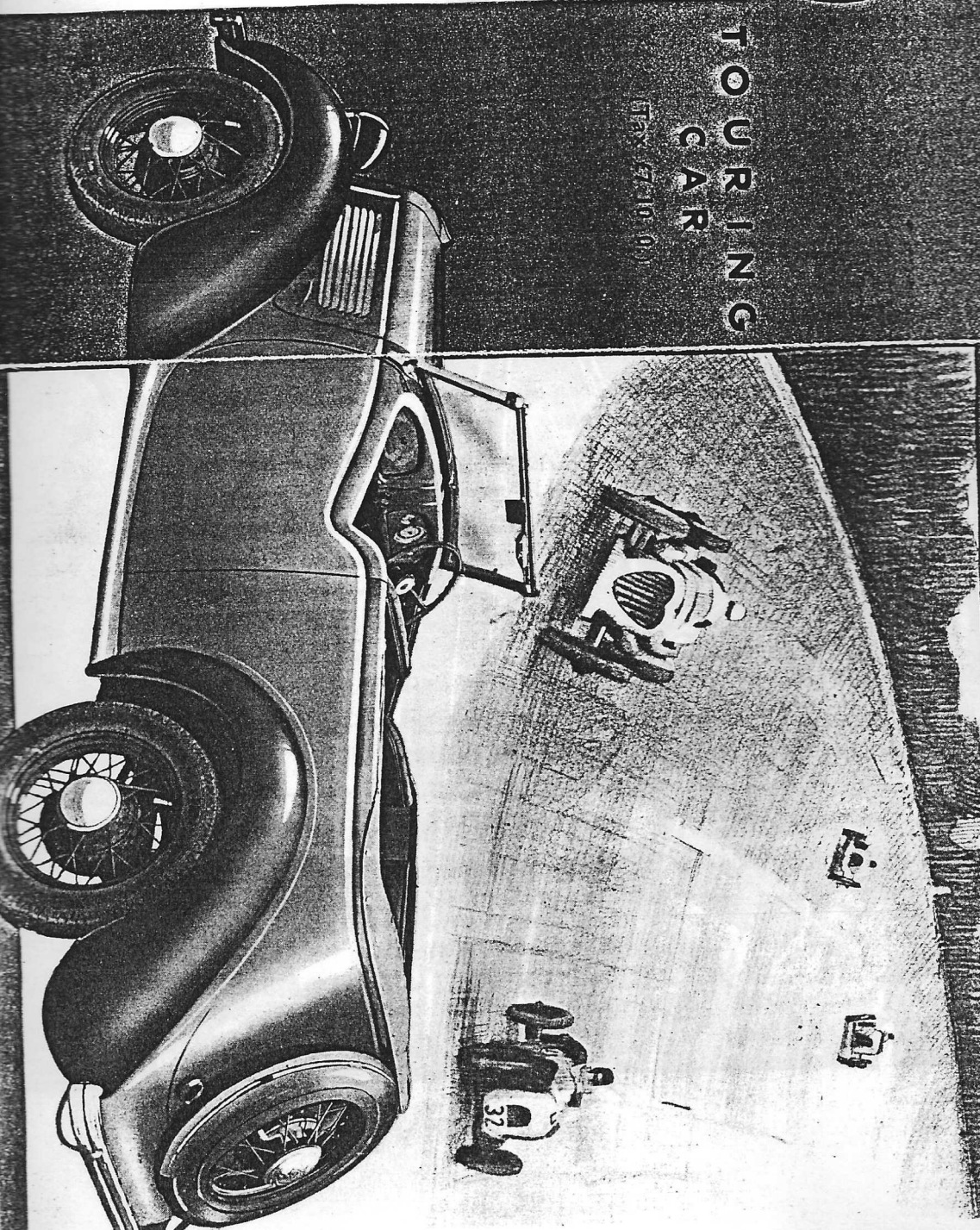
Price £135

Ex Works



## TOURING CAR

(Tax £10.00)



# TOURING CAR SPECIFICATION

**ENGINE**—Four cylinders cast integral with top half of crankcase. "L" head. Bore : 2.5 in. (63.5 mm.). Stroke : 3.64 in. (92.55 mm.). Capacity : 71.55 cu. ins. (1,172 c.c.). Treasury and R.A.C. rating 10 h.p. Three bearing crankshaft weighing 20 lbs. Total main bearing area 24.25 sq. ins. Detachable cylinder head. Fabric camshaft gear. Aluminium alloy pistons. Engine lining pin fitted to cylinder front cover. Three-point suspension on rubber. Mushroom-ended valve stems.

**ENGINE LUBRICATION**—Full pressure feed by submerged gear pump to crankshaft main bearings, camshaft bearings, big end bearings via oil ducts cast in cylinder block and drilled crankshaft. Gudgeon pins and cylinder walls splash lubricated. Dip stick oil level gauge fitted. Oil sump capacity 5½ pints (3.12 litres).

**IGNITION**—Battery and coil (Battery accessible located under bonnet). Automatic advance and retard. Distributor accessibly mounted on cylinder head. Firing order : 1, 2, 4, 3.

**PETROL SUPPLY**—Petrol tank at rear. Capacity 6½ Imperial gallons (29.55 litres). Diaphragm type fuel pump operated from camshaft. Petrol gauge on instrument panel.

**CARBURATION**—Down draught type, incorporating easy starting device.

**COOLING**—Thermo siphon. Two-bladed fan driven by "V" belt. Tube and Fin type radiator. Capacity 1½ Imperial gallons (6.82 litres). Radiator filler cap under bonnet.

**TRANSMISSION**—Clutch : Dry single plate, spring cushioned. Release bearing : heavy duty ball thrust bearing. Gears : Selective sliding gear, synchro-mesh. Helically cut constant mesh gears. Lubricating oil capacity of gearbox : 1½ pints (.71 litre). Synchro-mesh top and intermediate gears.

**REAR AXLE**—Ratio : 5.5 to 1. Type : Three-quarter floating with radius rod and torque tube drive. Spiral bevel drive pinion and gear. Roller bearings fitted throughout. Lubrication capacity 1 pint (.57 litre). Special Ford design universal joint.

**FRONT AXLE**—"I" beam. Castor : 8 degrees. Camber : 2 degrees. Taper roller wheel bearings.

**CHASSIS FRAME**—Double drop type. Width of flange, 1½ ins. (3.81 cm.). Depth, 4 ins. (10.2 cm.). Length overall, 122.78 ins. (3,118 metres). Three heavy cross members. Radius rods front and rear electrically seam and butt welded.

**STEERING**—Worm and nut type. Ratio : 10 to 1. Steering wheel dia. 16 ins. (40.6 cm.) three spokes. Turning circle : 33 ft. (10,058 metres).

**SUSPENSION**—Springs : Ford Transverse design, 8 leaves front, 10 leaves rear. Hangers steel bushed and lubricated by Tecalemit type nipples. Shock absorbers : Double action adjustable hydraulic shock absorbers on all four wheels. All link joints bushed with rubber.

**WHEELS AND TYRES**—Five detachable wheels. Concealed bolts. Welded steel-spoked type with well base rims. Rustless steel hub caps. Tyres : 4.50 ins. x 17 ins.

**BRAKES**—Four wheel mechanical internal expanding. Foot brake on all four wheels. Hand brake on rear wheels only.

**ELECTRICAL EQUIPMENT**—Ford Generator. Normal charging rate, 10 amps. Charging regulator, 3rd brush, Drive : "V" belt, easily adjustable. Electric horn fitted under bonnet, operated from centre button on steering wheel. Starter Motor : Ford. Battery : Ford type located most accessibly under bonnet. 6 volt.

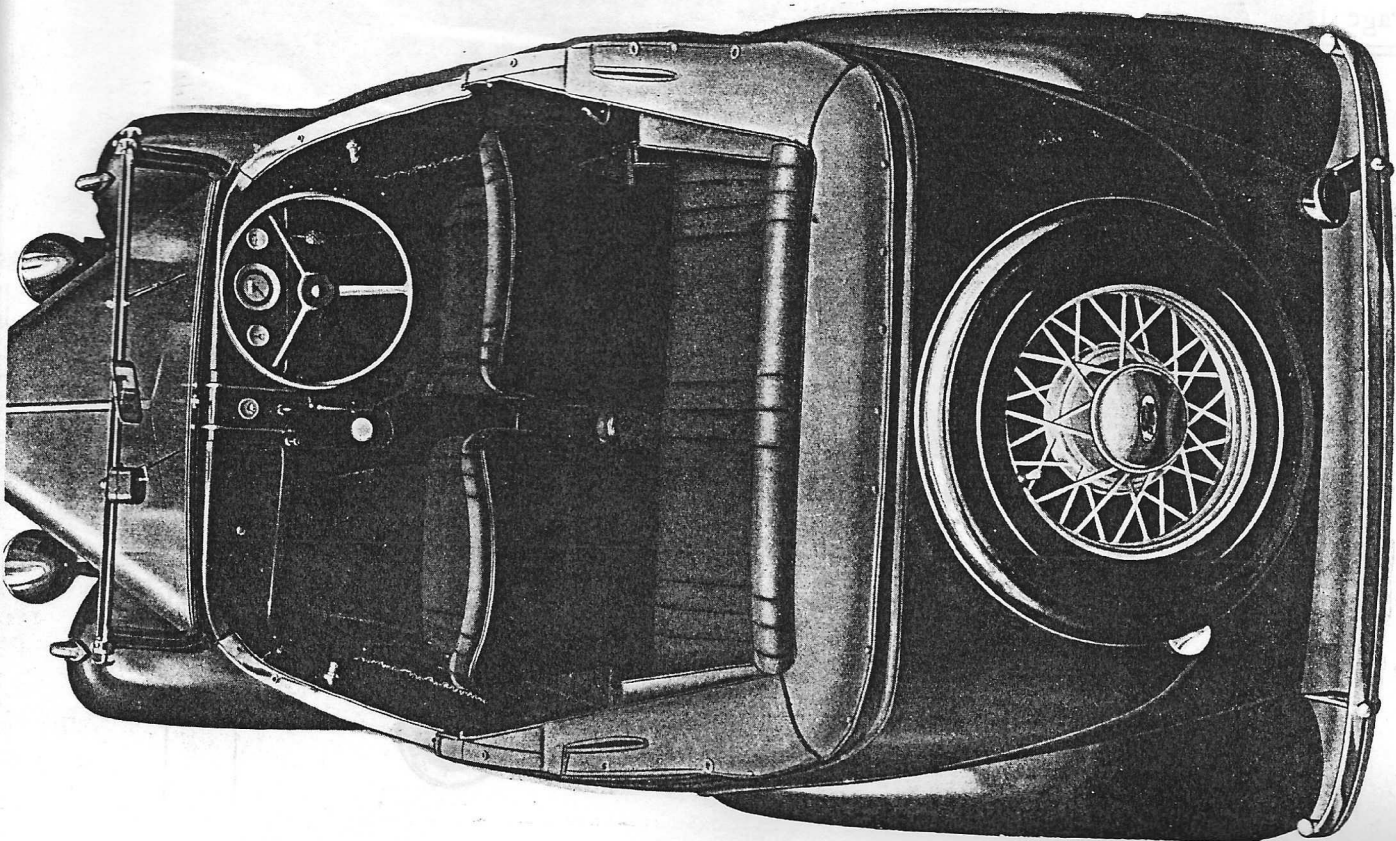
**GENERAL DIMENSIONS**

Overall length (including bumpers)	12 ft. 1½ in.	(3,695 metres)
Ground clearance	approx. 8½ in.	(.209 "
Wheelbase	50 in.	(2,286 "
Track	45 in.	(1,143 "
Turning circle	33 ft.	(10,058 "

**INSTRUMENTS**—Mounted in steel panel on dashboard immediately in front of driver. Indirect lighting controlled by switch on bell rail. Large diameter speedometer. Centre zero ammeter clock. Electric petrol gauge. Glove compartment with door on passenger's side of dash. Combined ignition and light switch fitted centre of dashboard. Starter and choke are located in centre of dash.

**BODY**—Four seater steel body with two doors. Cellulose finish. Front seats bucket type. Driving seat adjustable. One man hood concealed in rear panel when folded. Quick fitting design side curtains. Ventilating chromium-plated windscreen of non-folding type. Upholstery leather cloth. Rear view mirror. Tool box with set of tools located under bonnet.

**GENERAL EQUIPMENT**—Windscreen wipers. Safety glass windscreen. Head and side lamps. Front and rear bumpers. Tail and stop lights combined. Foot operated head lamp dipper. Leather upholstery at extra cost. Black metal tyre cover, relieved with rustless steel mould.





THE BRAKING SYSTEMS

One error in the "List of Known Surviving Vehicles", which has now been corrected, is the queried date of the introduction of the double rod rear brakes, The entry was as a result of seeing many early Shortrad Model Ys with double rear brake rods. As it now appears, these had been retrofitted, they having come off the production line with single rear brake rods. If I had read my Ford Model Y Bulletins more thoroughly, I would not have made this mistake. My mistake was pointed out to me by Doctor Ford, alias Graham Miles, when we visited Belcher Engineering.

Brian Belcher owns what is claimed to be the second oldest Model Y on the register. We had a good look at it and, to my surprise, I noticed that it had double rear brake rods. Graham then told me that even the early Longgrads were fitted with single rear brake rods on production. It was this comment that had me scurrying to my set of Bulletins when I arrived home.

Sure enough, Vol. 1. no. 2. dated October 1932, describes the single rear brake rod system and it is not until Vol. 2. no. 10. dated November 1933, that the introduction of the double rear brake rod system is announced.

The change begs two questions that Doctor Ford, or another knowledgeable reader could probably answer. First why change from the relatively simple single rod system? In all my readings of archives, I have not seen any reports of failures of the single system. From an engineering and road safety point of view, I can see the need to have a "belt and braces" system, which would actuate the brakes in the event that either the foot brake mechanism, or the handbrake failed for some reason. Even then, you have only half achieved safety, as both rods actuate the same rods, wedges, shoes and other bits connected to the brake housing plates. Was it perhaps because of road safety legislation? Again, I do not see why. This begs the second question; Why was the Model C introduced in September 1934 with single rear brake rods? If the change has been as a result of legislation, or even as a result of a known safety problem, it seems strange that a vehicle out of the same stable, but one year later, was designed with the single rod system.

It is a mystery to me and I would welcome some light to be shed on the subject. Incidentally, the Bulletin articles give a very detailed account of how to adjust your brake rods and brakes. Copies of the Bulletins are available from Bob Wilkinson.

Sam Roberts

Fig 1. Single rear brake rod system

BRAKES

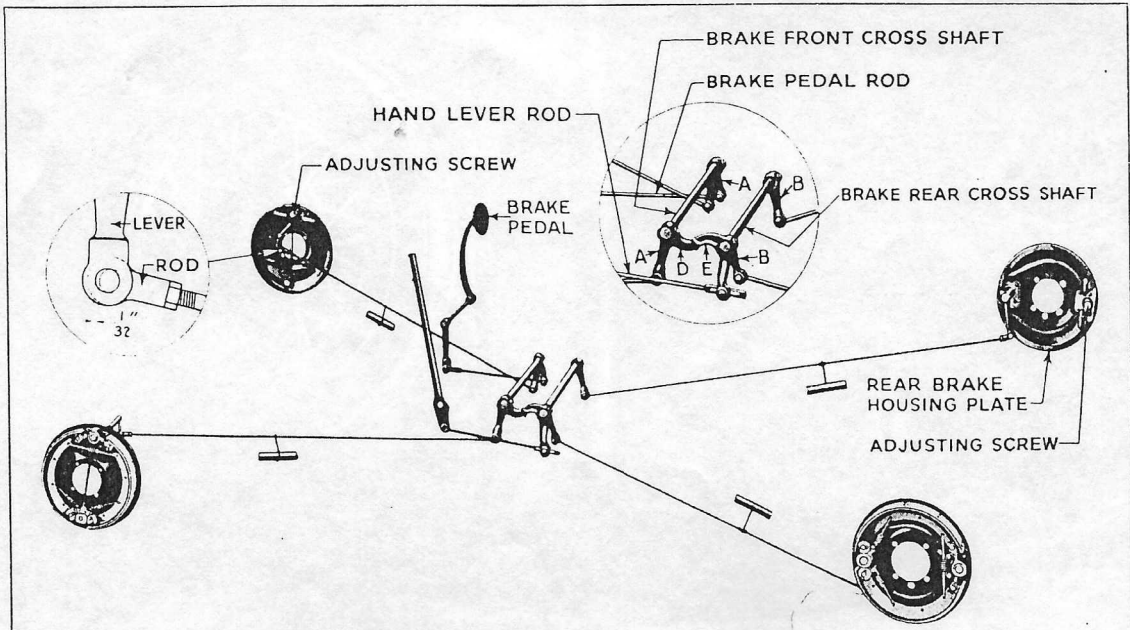


Fig. 2. Double rear brake rod system  
FORD MODEL "Y" BULLETIN

### THE NEW TYPE BRAKING SYSTEM

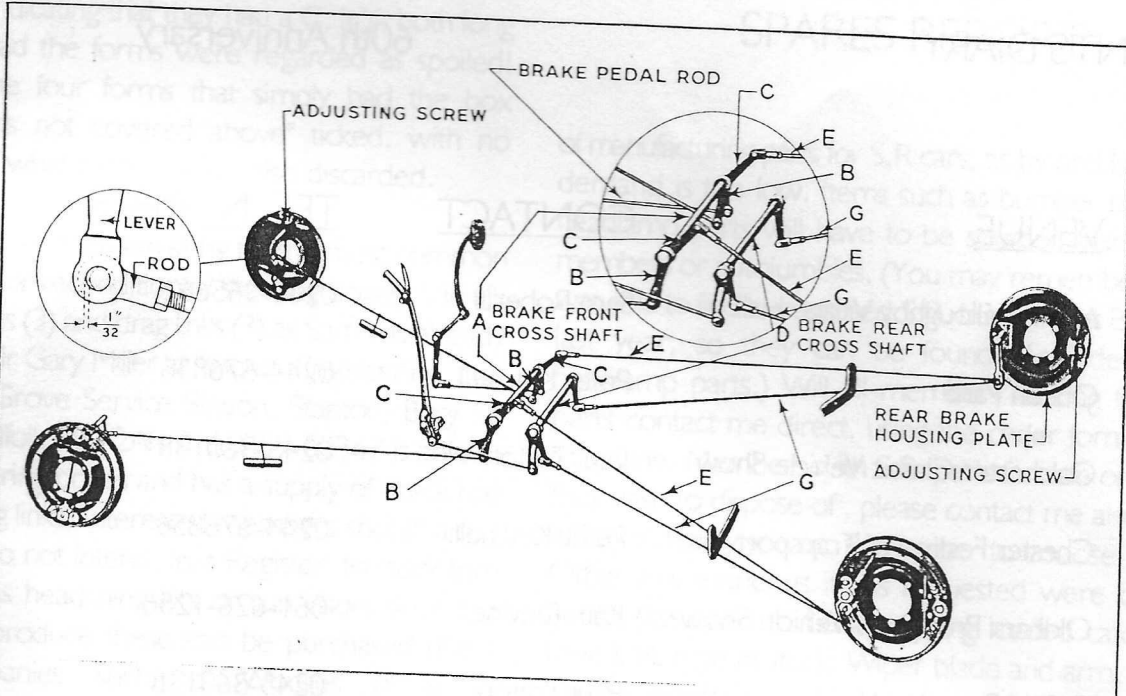
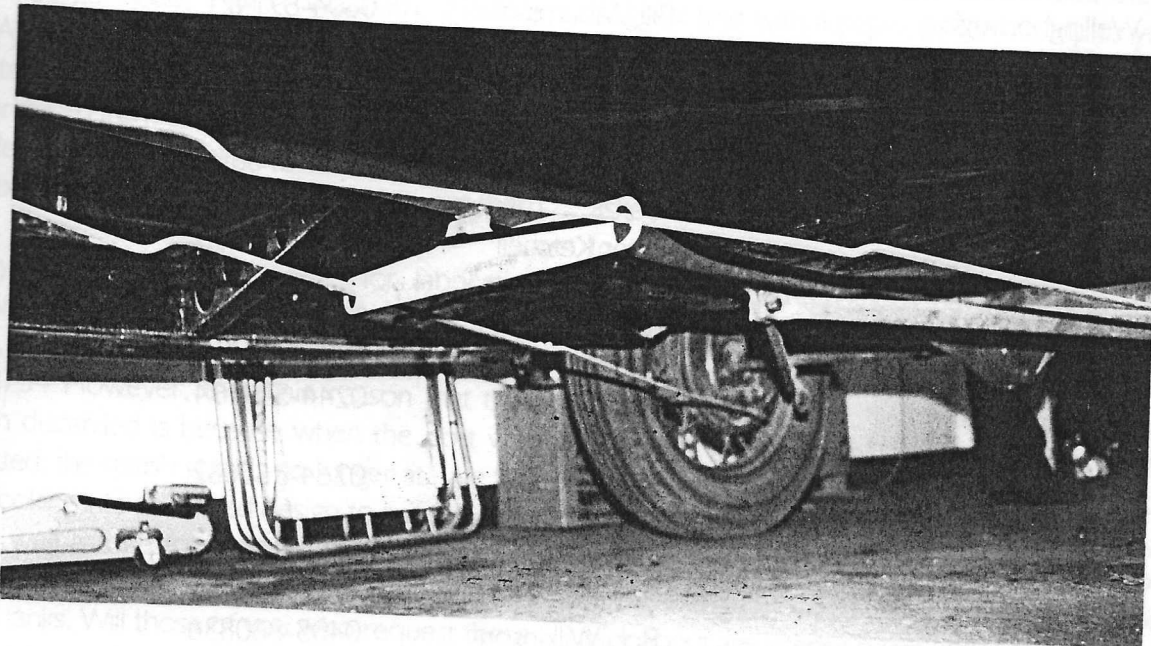
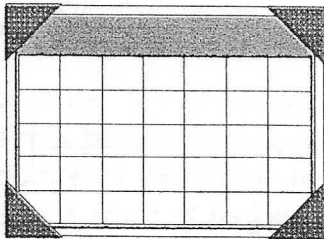
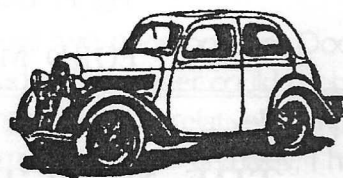


Fig 3. Underside of an early model C (John Keenans')





## EVENTS DIARY



## 60th Anniversary

<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL. NUMBER</u>
24th April	AGM. Willoughby Village Hall	Sam Roberts	0264-365662
7/8th May	Oulton Park	Peter Ketchell	0244-676856
8th May	Colchester Classic Vehicle Show	Paul Tritton	0245-360138
14/15th May	Chester Festival of Transport	Peter Ketchell	0244-676856
15th May	Oldham Preserved Vehicle Show	Kath Devine	061-626-1256
28/30th May	Enfield Pageant	Paul Tritton	0245-360138
4/5th June	Tatton Park	John Griffiths	0244-534194
11/12th June	Wellingborough	Bill Williams	0604-891421
3rd July	Lover (Nr Salisbury)	Bert Hopkins	0725-20228 (Day)
16th July	Queensway Tunnel Diamond Jubilee	Peter Ketchell	0244-676856
17th July	35th Ruthin Rally	Peter Ketchell	0244-676856
28/29th Aug	Northern Classic Car Show	Peter Ketchell	0244-676856
3/4th Sept	Tatton Park	John Griffiths	0244-534194
25th Sept	All Ford Rally	Sam Roberts	0264-365662
2nd Oct	Malvern	Dave Curtis	0432-356302
TBA	Yorkshire 'Do'	Bob Wilkinson	0405-860836



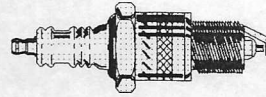
At the time of our February committee meeting, 46 of the first questionnaires had been completed and 55 of the second. Since then, a couple of each have also been received.

Not everybody signed their name on the second questionnaire, so there is a possibility of some of the information being duplicated. Where members ticked every box, indicating that they had a C, a Y, both long and short rad the forms were regarded as spoiled! Similarly, the four forms that simply had the box "Other items not covered above" ticked, with no indication of what items, were also discarded.

I considered the other items! by far the most common request was for reconditioned steering boxes, 5 in all; track rod ends (3) and drag links (3) as Sam has already mentioned Mr Gary Miller at Belcher Engineering Ltd, Shepherds Grove Service Station, Stanton, Bury St. Edmunds, Suffolk IP31 2AR. Tel 0359-50347 is able to overhaul steering boxes and has a supply of track rod ends and drag links. Interested members should apply direct. We do not intend, as a Register, to stock trim items such as headlining kits or sun visors since the material to produce these can be purchased direct from companies such as Woolies (I & C Woolstenholmes Ltd) Off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr. Peterborough. PE6 8LD. Tel 0778-347347 or Paul Beck, Vintage Supplies, Folgate Road, North Walsham, Norfolk. NR28 0AJ. Tel 0692-406343 as indeed can lock striker plates. Windscreen frames complete with glass, can be purchased from Brasscraft, Farley Mount, Hogs Back, Seale, Farnham. Surrey. GU10 1EU Tel. 0252-782702 but make sure to say you do not want them chromed.

Engine trays or splash guards are items for fabrication by Ken Arthur, KA Developments, Plasterers Yard, foss Way, Midsomer Norton, Radstock, Avon Tel. 0761-418754 However, the main reason that they have been discarded is because when the post war engine is fitted, the splash guards no longer fit. We are therefore looking into an altered design to suit the later engine, as well as one for the early engine. Another item you should approach Ken for is roof guttering, as well as fuel tanks. Will those of you who request these sheet metal items please contact him direct

In the last Bulletin I drew your attention to the difficulty



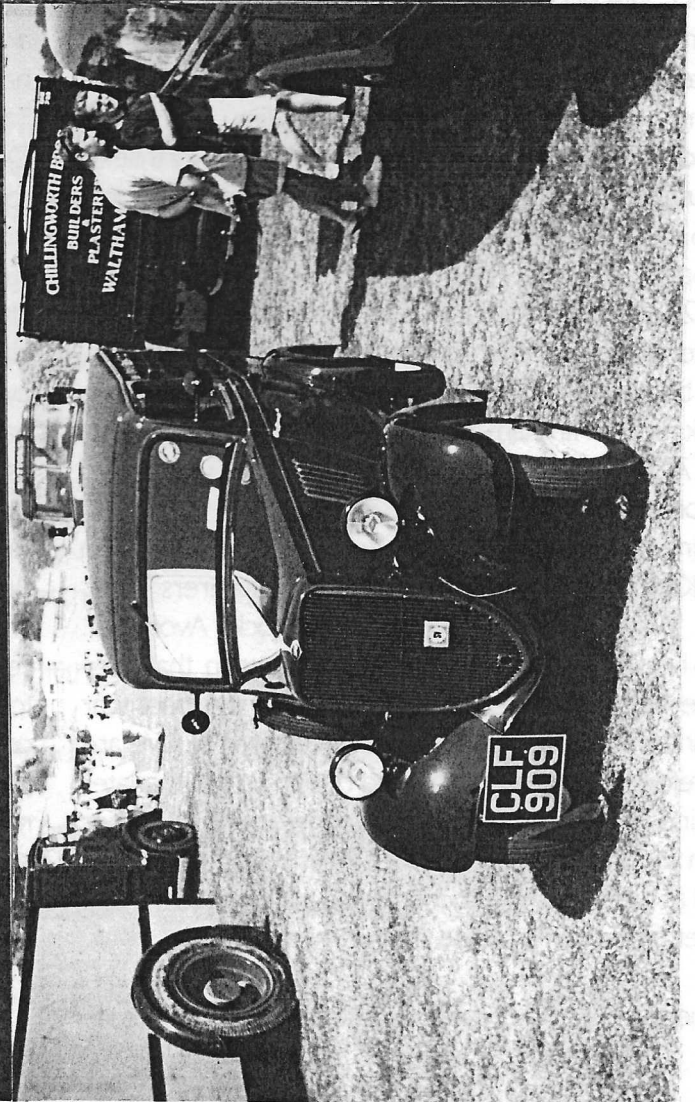
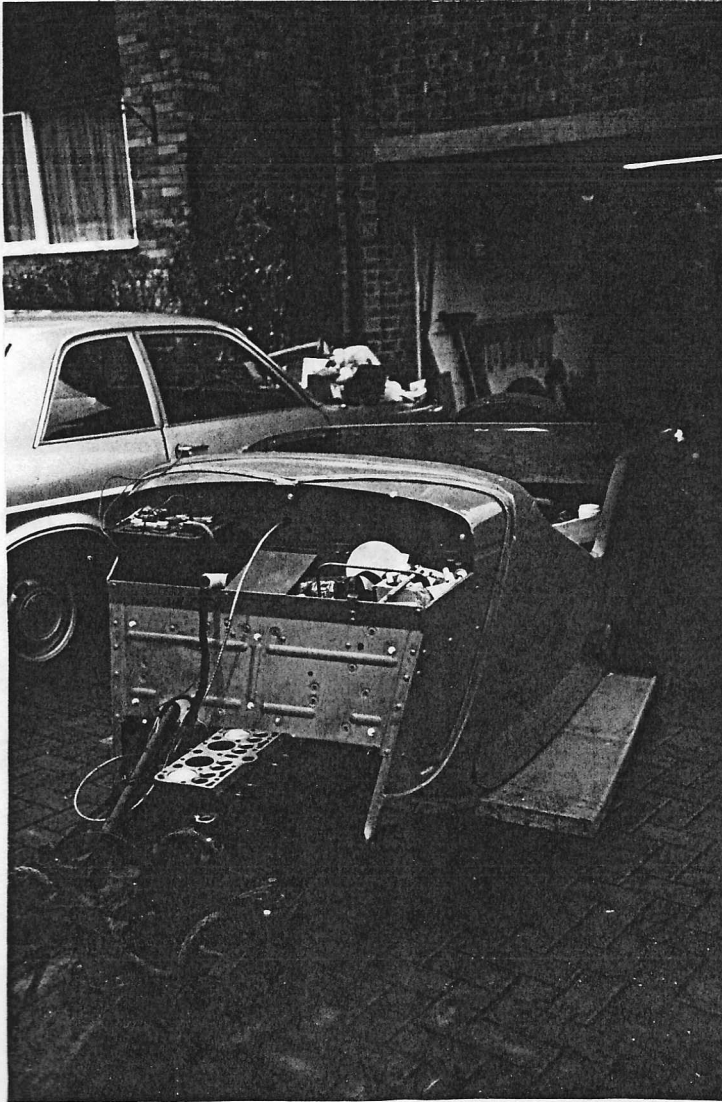
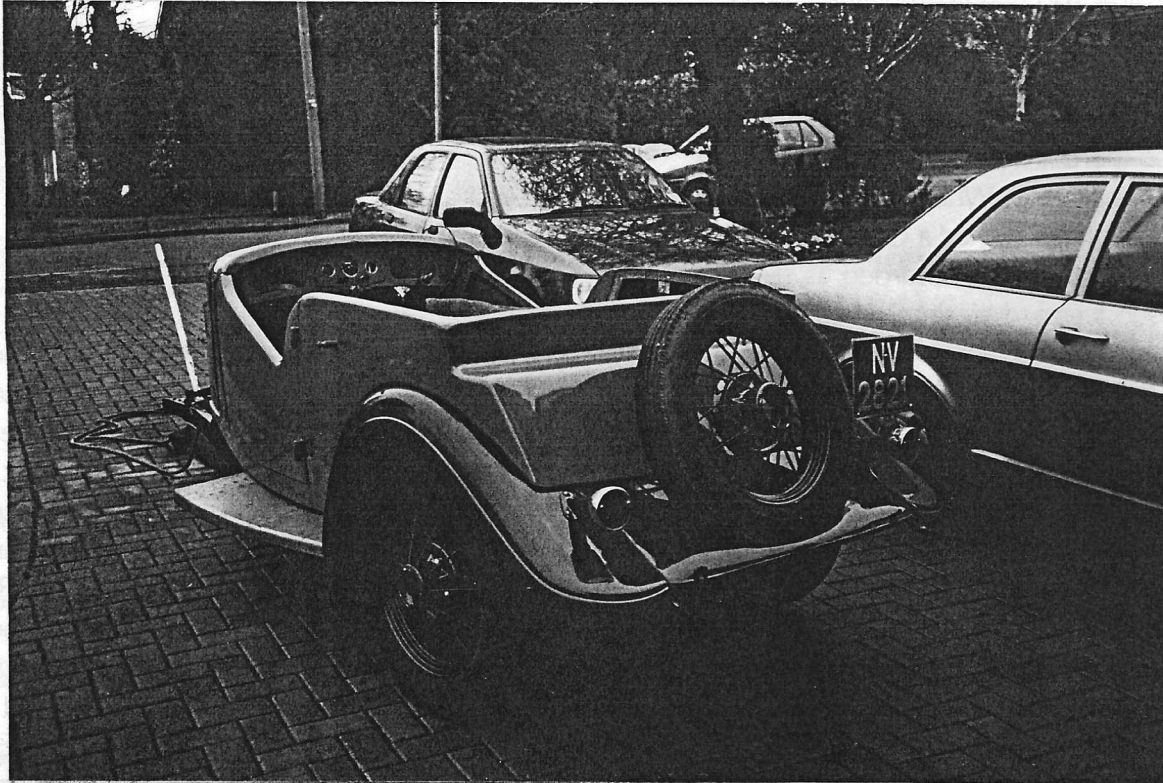
## SPARES REPORT

of manufacturing parts for S.R cars, as by and large the demand is too low. Items such as bumper bars and headlamp parts will have to be sourced from other members or autojumbles, (You may remember that I was able to find two unused S.R. bumpers at Beaulieu last year, so they can be found! As indeed can headlamp parts.) Will all members looking for S.R. parts contact me direct, using the order form in the magazine. Members with S.R. parts for sale or which they wish to dispose of, please contact me also and I will try to marry you up. Remember to enclose S.A.E. Other miscellaneous items requested were bonnet hooks (assumed to be the spring loaded catches) I have L.R. type in stock: Wiper blade and arm, I think Saturn Industries. 145 Wimbourne Road, Poole, Dorset. BH1 5BG Tel 0202-674982 should be able to help here. Side window glass was also asked for, but the problem of transportation ruled these out. I suggest that with a paper pattern, a trip to your local glass dealer will solve the problem. Ask for laminated glass for safety reasons. 'Y' exhaust manifolds are still available from club stock for the moment. Door handles, both in and out, C./L.R./ & S.R. have been asked for, but no less than 13 moulds will be needed to cover the range, so we need to think this one through. Windscreen knobs have also been asked for. Because of their complexity, Model Y sliding roof kits are just too big a problem at present. Arising from your requests, we intend to try and proceed with the following items:- Oval oil cans, brackets for same, complete model Y side lamps or parts of, L.R. /C. headlamp lenses, headlamp rims for same, metal running boards with rubber, spare wheel straps, door spring wedges, both Y & C, ignition condensers. To think about are interior mirrors. That little lot will keep us occupied for some time to come

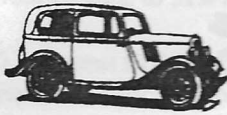
*Graham Miles*



NO PRIZES FOR GUESSING, BUT WHO IS BUILDING THE 'Y' TOURER AND WHAT IS THE MODEL? ED



## FOR SALE



- (1) 1935 Model Y - 2 door with Tax and MOT  
£2800 or offers, price to include some valuable  
spares. i.e. engine, front & rear axles, wheels  
front seats, gearbox, starters, bumpers, dynamos,  
front wing + others too many to list.  
A. Burrows - Middlesex. Tel 0784-251747

\*\*\*\*\*

- (1) Model Y L.R. 4 door body shell, chassis, doors,  
(repairs needed at bottom) complete with glass,  
front & rear axles, steering box with spring S wheel  
early rear bumper (needs chroming) radiator  
2 front mudguards. + for Model C 4 road wheels  
Any reasonable offers accepted. Colin Payton.  
Tel eve. 0425-475010 days 0202-827470

\*\*\*\*\*

- (1) 1936 Model Y 2 door. Black paintwork, new  
chrome, fully refurbished throughout, rebuilt  
radiator, original oil can, many spares, drives  
perfectly, new MOT. Have owned for 5 years.  
class winner at Stanford Hall, any trial, reluctant  
sale. £3800. ovno (Coventry area) J. Pullman  
Shilton nr Coventry Tel 0203-614654.

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

- (3) 2 door Y. Low mileage. Totally refurbished  
to excellent condition. Reluctant sale £3500  
(Lincoln Area) 0526-343090

\*\*\*\*\*

- (3) 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



## FOR SALE/WANTED

- (1) 1935 Model Y L.R. 2 door. Last nut & bolt  
restoration to concours condition. Immaculate and  
historically correct £5000. ono P. Dickinson.  
Bristol. Tel 0275 830533

\*\*\*\*\*

- (1) 1936 Model Y AAB 903 Excellent condition body  
& mechanics.. Featured on several classic car  
calendars & received several awards. Two spare  
engines (1 is original unit) many spares from engine.  
Spares to tyres. £4000. R. Smith. Grimoloby.  
Lincs. Tel 0507-327708

\*\*\*\*\*

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

\*\*\*\*\*

- (3) 1934 Model Y - 4 door. W2621. Y49052  
With sunroof. Stripped for restoration but  
complete. V5 £1200. Mrs J Barrett.  
Tel 0686-628324

\*\*\*\*\*

- (3) 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

\*\*\*\*\*

- (2) 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) I pair front wings LR Y £80. 1 rear bumper, rusty L.R. Y £20. 2 st Y hub caps, not perfect £8. pair I pair bumper mounting irons 36 Y £6. pair. I pair front wings Ford E93A 1950 £60. Front wings, bonnet, valances, for Austin 8 1939-47 offers. P. Ellis. Somerset Tel 0278-427253

\*\*\*\*\*

- (1) Ford 8hp engine second hand £75. 2 front wing brackets "under headlamps" L.R. (1 new) £10. 1 new starter motor Bendix £5. 2 S.R. headlamp rims new £25. 3 S.R. headlamp rims second hand £20. 1 S.R. headlamp rims small damage £10. Stainless steel. S.R & L.R. headlamp lens (most types) Model T & Model A headlamp lens, Rear pork pie lamps in pieces with lens etc. Lots of other stock. (phone) Will swop parts for Indian Military motor cycle 741 model 500cc V twin. J. Janicki. Horsham . Tel evenings only 0403-251184

\*\*\*\*\*

- (2) 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

\*\*\*\*\*

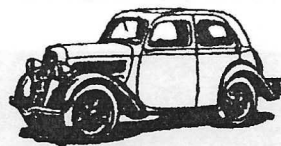
- (2) 1936 Model Y - 2 door saloon, In need of restoration AFH 960 on V5. Ivor Bryant 0454-411028

\*\*\*\*\*

- (2) 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

\*\*\*\*\*

DEADLINE FOR COPY FOR NEXT ISSUE 30-APRIL-94



- (2) 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

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

\*\*\*\*\*

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

\*\*\*\*\*

- (3) 2 Bonnet tops for L.R. model Y Brian Dixon Tel 0742-345417

\*\*\*\*\*

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

\*\*\*\*\*

- (2) 4 Window winder handles for L.R. Model Y 1934 Barrie Whitworth, Cumbria 0539-823282

\*\*\*\*\*

- (2) 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

\*\*\*\*\*

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

\*\*\*\*\*



# 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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## USEFUL CONTACTS

### BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,  
Powys LD3 8LA Tel: 0874 624433

### BODY RESTORATION, PANEL REPAIR AND MFR.

K.A. Developments, Plasterers Yard, Foss Way, Midsomer Norton,  
Radstock, Avon Home Tel: 0225 766669 (Eve.)

### BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Metal Magic, The Mews, Brickhouse Hill Rd., Eversley,  
Hants, RG27 0PY Tel: Works 0734-731631, Home 0276-32079

### CARPETS, UPHOLSTERY

Ron Topping, Northern Rebores Services, 54-56 Elswick,  
Newcastle-upon-Tyne NE4 6JH Tel: 091 273 4326

### CHASSIS RESTORATION/EXCHANGE

North: Standish Car Trim, Unit 13, Bradley Hall Trading Estate,  
Standish, Nr Wigan WN6 0XQ Tel: 0257 425428

### INSURANCE QUOTATIONS

South: Family Repair Service, Beales Close, Andover,  
Hants SPIO 1H T Tel: 0264 323144

### MECHANICAL OVERHAUL AND RESTORATION

Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet,  
Leeds LS25 6HQ Tel: 0937 557410

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Bain Clarkson Ltd, PO Box 27, Falcon House, The Minorities,  
Dudley DY2 8PF Tel: 0384 455011

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Footman James and Company Ltd., Waterfall Industrial Estate,  
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU  
Tel: 021 561 4196/2847/2848

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David R. Melleney & Son, 217a Dock Road, Tilbury, Essex RMI8 7BJ  
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Mr T.J. Brandon, 5 The Street, Stonham Aspel, Stowmarket,  
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Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD  
Tel: 0778 347347

Paul Beck, Vintage Supplies, Folgate Road, North Walsham,  
Norfolk NR28 OAJ Tel: 0692 40634

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts  
(Callers by appointment only) Tel: 0923 31699

Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA  
Tel: 0629 640227

The Bristol Upholstery Spring Company Ltd., 79a Grove Road,  
Fishponds, Bristol BS16 2BP Tel: 0272 583995

Mr Tony Butterfield, 2 Cockers Lane, Leyland, Lancs PR5 3SU  
(Can supply gaskets) Tel: 0772 424032

Mr Gary Miller, Shepherd's Grove Service Station, Stanton,  
Bury St. Edmonds, Suffolk, IP31 2A3

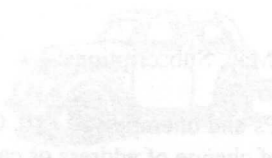
Mr Julian Janicki, Riverside, Blackbridge Lane, Horsham, West  
Sussex, RH12 1RR Tel: 0403 251184

Advertising rates:

Members - no charge: Non-members - £20.00 per insert per annum (6 issues).

Apply to Chairman

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Can you run from the June to the May...  
 UK and the ECU...  
 Secretary who requires notification of change of address or...  
 Half price of the Bulletin if available, can be obtained at 50p per copy from the Editor.

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