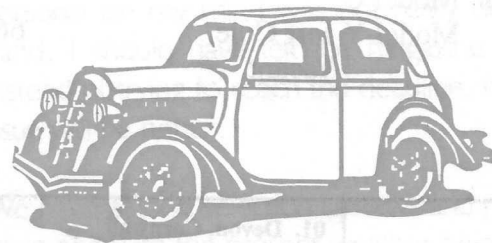
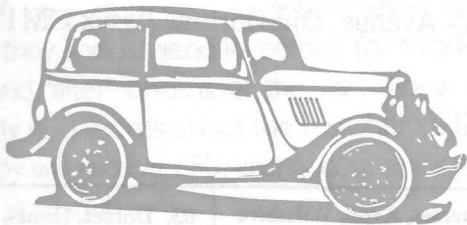


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 89

June/July 1994

NEWSLETTER EDITOR:-

KATH DEVINE
5 EDWARD STREET
WERNETH
OLDHAM
LANCS. OL9 7QW

REGISTER CHAIRMAN:-

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE
SP10 3AF

THE FORD Y & MODEL REGISTER

REGISTER OFFICERS

Chairman	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX
Spares order to:	Kevin Brigginsshaw	102 Hadrian Avenue, Dunstable LU5 4SP
Spares Provisioner	Peter Ketchell	2 Manor Road, Westminster Park, Chester CH4 7QW
Newsletter Editor	Kath Devine	5 Edward Street, Werneth, Oldham. Lancs OL9 7QW Tel: 061 626 1256 (8pm-10pm only)
Membership Secretary & Treasurer	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole Humberside DN14 0DJ
Registrar	P Brooke	40 High St. Rawcliffe, Goole. DN14 8QW
Asst. Treasurer to	Jean Hunt	The Byre, Eastern Road, Willaston, Nantwich, Cheshire CW5 7HU
Spares Secretary		
Librarian &	John Griffiths	77 Circular Drive, Ewloe, Deeside, Clwyd, CH5 3DA
Technical Advisor Model C		
	Model Y Jeff Cole	66 St.John's Avenue, Old Harlow, Essex CM17 0BD
Regalia Officer	Vacant	

<u>REGIONAL COORDINATORS</u>	01. Devon, Cornwall	02. Somerset, Avon, Wiltshire	03. Dorset, Hants, IoW Channel Isles
	David Ramon 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	Robin Prebble Conduit Cottage Batcombe Nr Shepton Mallet Somerset BA4 6HF Tel: 0749 850667	Sam Roberts 16 Croye Close Andover SPIO 3AF Tel: 0264 365662
04. Surrey, W.Sussex Julian Janicki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 251184	05. E.Sussex, Kent Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	06. S. Wales Mike Samuel "Bryn-Gomer" 20 Greenhill Road Griffithstown Pontypool Gwent NP4 5BE Tel: 0495 755219	07. Hereford & Worcs, Gloucs,Warwicks Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel: 0432 356302
08. Oxon, Bucks,Berks. Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0344 21800	09. Beds, Herts Kevin Brigginsshaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not' phone	10. London, Essex, Middx. Paul Tritton Haslers Farm Little Waltham, Chelmsford Essex CM3 3NH Tel: 0245 360138	11. Salop, Staffs, W. Midlands Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel: 021 459 6100
12. Leics, Northants, Cams. Bill Williams 30 Station Road Cogenhoe Northampton NN7 1LT Tel: 0604 891421	13. Norfolk, Suffolk Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 425558	14. N. Wales, Cheshire Lancs, Manch, Mersey Vacant	15. Notts, Derby, Lincs, S. Yorks Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417
16. N. Yorks, W. Yorks, Humberside Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 0DJ Tel: 0405 860836	17. IoM, Cumbria, Durham, T & Wear N'umberland, Clvld. Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	18. Scotland John Hudson 43 Acredales Linlithgow West Lothian Tel: 0506 845935	19. Ireland Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin, Eire Tel: 010 353 1 280 2093

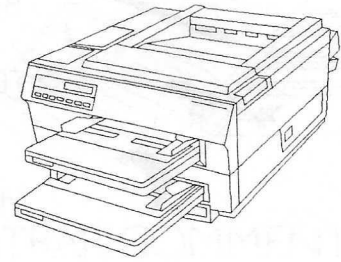
Every month 'Club Talk' in Practical Classics contains news and profiles on classic car clubs, an events diary and the Club Register. If you have news concerning your club, or details of forthcoming events, please send them in. We need at least six weeks notice of any events.

A good quality colour photograph (print or transparency, but don't send your negatives) is always welcome, as are details of any unusual cars within your club, or just-finished home restorations. Please write your name and address on the back of any prints you want returned.

We are always looking for readers' restorations, particularly of rare and unusual models. If any members of your club wish to submit their home restoration, they should send in 'before' (or 'work-in-progress') and 'after' photos of the car, along with approximately 400 words about the restoration. If it is published they will receive £50, and of course it's good publicity for your club!

Send club news and events to David Lillywhite, at the address below. Changes to your entry in the Club Register should be sent to David Lillywhite or Judy Scott. Restoration articles again go to the address below, and should be marked 'Readers' Restorations'.

PRACTICAL CLASSICS & CAR RESTORER
BUSHFIELD HOUSE, ORTON CENTRE,
PETERBOROUGH. PE2 5UW



EDITORS REPORT

I am keeping my report short so that all the articles and photos that have been sent can be included.

First I would like to apologise to everyone for the mistakes in the last issue, because of bad news in my personal life my mind was not really on the job in hand, I should have left the magazine at the time instead of trying to reach the deadline, hopefully this issue will be better.

We have a good selection of news and photos in this issue and with the present weather being perfect for getting out and about I hope that there will be lots more photo's coming in for future issues.

We were looking forward to attending the Mersey Tunnel celebrations but work commitments have forced us to cancel. (The movers are moving) but we will be at G-Mex.

Kath Devine

NOW AVAILABLE

BOUND COPIES OF BULLETINS
(VIRTUALLY, WORKSHOP MANUALS)

REPRINTS FROM FORD MOTOR COMPANY LIMITED

'MODEL Y BULLETIN'

Vol. 1 No. 1 to Vol. 3 No. 7

£12.50 + £1.50 postage (U.K. only)

'POPULAR & DELUXE, EIGHT AND TEN BULLETIN'

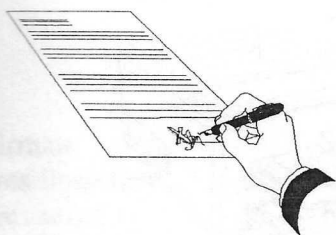
Vol. 3 No. 8 to Vol. 7 No. 6

£12.50 + £1.50 postage (U.K. only)

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

Postage for overseas members £5.00.

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



Since our last Newsletter the following new members have joined us: -
 B1023 L. Baker 44 Prince's Rd, Buckhurst Hill, Essex IG9 5EE

F0110 Roger Fronde Moorview, Trethevy-Stone, Darite, Liskeard,
 Cornwall. PL14 5JJ

H0501 Derek Hazlehurst Cott Farm, Brook Street, Woodchurch,
 Ashford, Kent. TN26 3SY

H0409 Mike Hutchinson 89 Longlands Way, Heatherside, Camberley Surrey.

NEW MEMBERS

M0116 Roger Mitchell 37 Pendrea Park, Norther Roskear, Camborne, Cornwall, TR14 8PH

O-P101 Joseph Pace 17 Cospicua Rd, Fgura, Malta.

P0721 Nigel Pritchett 92 Walkwood Rd, Hunt End. Redditch, Worcs. B97 5NN

O-T103 Pierre Terlinden Ave Marie-Jose 119, 1200 Bruxelles, Belgium

Welcome to you all. As usual I ask existing members to contact new members in their area and new members to contact their Area Coordinator.

NOTES ON NEW MEMBERS

Nigel Pritchett and Pierre Terlinden are both rejoining the club. Pierre in Brussels, Belgium owns a 1934 model Y which I think is on the road now. Nigel who has recently returned to the UK from living abroad also owns a 1934 model Y. After a few mechanical repairs (eg. brakes) he will be 'on the road' again.

Joseph Pace in Malta is undertaking a complete restoration on his 4 door 1935 model Y. 'Our' cars are obviously thin on the ground in Malta and Joseph will need a good deal of determination and technical support to complete the restoration.

Derek Hazlehurst in Ashford is on the road with his 1937 2 door model Y. That is he will be on the road when he has sorted out some adjustments to brakes, replaced the exhaust (*club ones are excellent*) and cured some 'lazy' indicators. His car is unusual in that it is fitted with a "DELANEY GALLAY" heater. We now have 2 or 3 cars with heaters - could owners send in photos or diagrams so that we can all see what they look like to help us identify the right sort at autojumbles.

L. Baker (sorry I don't know your first name) has taken over his father David's 1933 S.R. Y and hopes to be on the road again after an engine rebuild.

Our cars are rare in Cornwall though I guess there are a number lurking in sheds awaiting restoration. It is good to report two new members in the area.

Roger Mitchell in Camborne is more fortunate since his 1936 two door model Y - DHX 949 - is currently on the road. He plans to carry out full restoration work after the end of the 1994 rally season.

Roger Fronde in Liskeard is undertaking a restoration on a 1933 short rad model Y - AGO 751 - which has had restoration attempts by previous owners but being virtually a basket case, most work is required to chassis and body, the mechanical parts (except torque tube) being in good order.

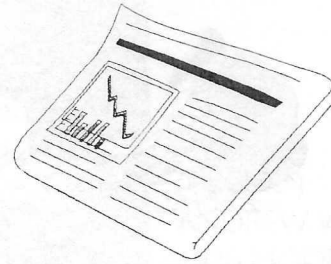
Mike Hutchinson contacted me to find out information on his 4 door 1934 model Y prior to purchase. The car, previously owned a couple of years ago by Don Faulkner, had been restored to top condition a few years ago. Mike is well pleased with the car having never driven a vehicle of prewar design. He is looking for a luggage carrier for summer trips.

Welcome to you all - don't forget to send in the photographs and restoration tips from which we can all benefit.

Bob Wilkinson

A THANK YOU

It has been rewarding to have messages of thanks to club officers sent in with subs. recently. All club officers and regional coordinators give a great deal of unpaid time and effort to assist us with our hobby, as we do come in for some criticism occasionally so it's also good to have the thanks too!



REGISTRAR COMMENTS

BOB GOES 20TH CENTURY!

Due to current illness, I have not been always available to accept phone calls from members, (you may have had to wait longer than normal for replies to letters). However, due to the kindness of a club member, who makes an annual donation to club funds I now have a new FAX machine. By the time you read this it will be functioning with an answering machine for automatic reception of either normal calls or FAX messages 24 hours per day. This will be useful to anyone who has access to an FAX machine and particularly to overseas members. The number is (UK) 0405-860836. I look forward to your messages! .

SUBSCRIPTION REMINDER

Subs. were due on 1st June at rates of: -
 £15-00 UK & EIRE
 £10-00 Retired/unwaged UK only
 £18-00 (Sterling) Overseas

Thanks to all those members who paid promptly by cheque and standing order. If you haven't renewed. PLEASE DO IT TODAY. Please quote your membership number which appears on the envelope that you have just thrown away! and send to me Bob Wilkinson. Castle Farm, Main Street. Pollington, Nr Goole, DN14 0DJ Humberside.

Bob Wilkinson

Free binder worth £6.25 !

— when you subscribe to

Take advantage of our 'free binder' subscription offer and make sure of having *The Automobile* delivered promptly to your door every month for a year for only £32 — and get a free binder to hold 12 issues, worth £6.25!

Offer applies to new UK subscribers only and is for a limited period.



The Automobile

The only magazine devoted exclusively to pre-1950 cars

SUBSCRIPTION ORDER FORM

(Please write a note or telephone if you prefer not to cut your magazine.)

To: Enthusiast Publishing Ltd., Holmerise, Seven Hills Road, Cobham, Surrey KT11 1ES.

Tel: (0932) 864212. Fax: (0932) 862430.

Please send me my free binder & *The Automobile* magazine for one year (12 issues) at £32, commencing with the '94 issue.

I enclose cheque/postal order for £..... (payable to Enthusiast Publishing Ltd.)

Or charge my VISA/ACCESS card no..... Exp. date.....

Name.....

Address.....

Post code.....



MEMBERS NEWS

We have a good selection of stories from our members plus a good selection of photos, keep it coming as it make for interesting reading. Kath

Andrew Whewell in the Isle of Man (New member in the last newsletter) has sent in a photo of his 1935 four door model Y, first registered in Plymouth, Devon By now Andrew should have got JY 7527 through the Isle of Man vehicle test. *(Is this more stringent than for the rest of the UK?)*

Barry Godfrey in Derbyshire has sold his four door model Y (to Spinning Wheel garage in Chesterfield) in exchange for an Austin 10. He is staying with the club but is looking for a model Y restoration project to keep him busy this winter. Can anyone help? *(See advert in wanted section)*

John Gardham from the Pontefract area joined us recently having just discovered a 1936 CX model CYN 423 a few miles from home. He is finishing off some work on a BSA motor cycle before starting work on his car. *(see photo)*

Bill Yates in Ipswich had a setback recently when all his tools were stolen out of his van *(he is a self-employed forklift truck repair engineer)*. and was let down by his insurers. He is now beginning to make some welding progress on his model C - 'Betsy' *(named by his grown-up children!)* He has had a blasting cabinet made to help with his restoration project and is looking to earn a little money with it to help towards his restoration work. Want any sand blasting? . Why not give Bill a ring on 0473-830437

Brian Hodges has now completed the full restoration of his 1935 model Y BWE 268. Brian has taught himself how to weld and spray and has achieved a creditable end product. *(See photo)* His Y is a stablemate for a 1929 model 'A' phaeton.

Dennis Pittock bought his model Y YG 4904 on 19-9-91 and restoration started straight away. *(See photos)* He writes to us as follows: -

"Dismantling every thing right back to chassis, which required extensive work, cutting out rusty pieces and repair as required, also making a new crossmember at the back. Rear axle was repaired and new oil seals fitted and brake parts fitted. Front axle was acquired through Ford bulletin, the engine was found to be in reasonable condition and got running quite well.

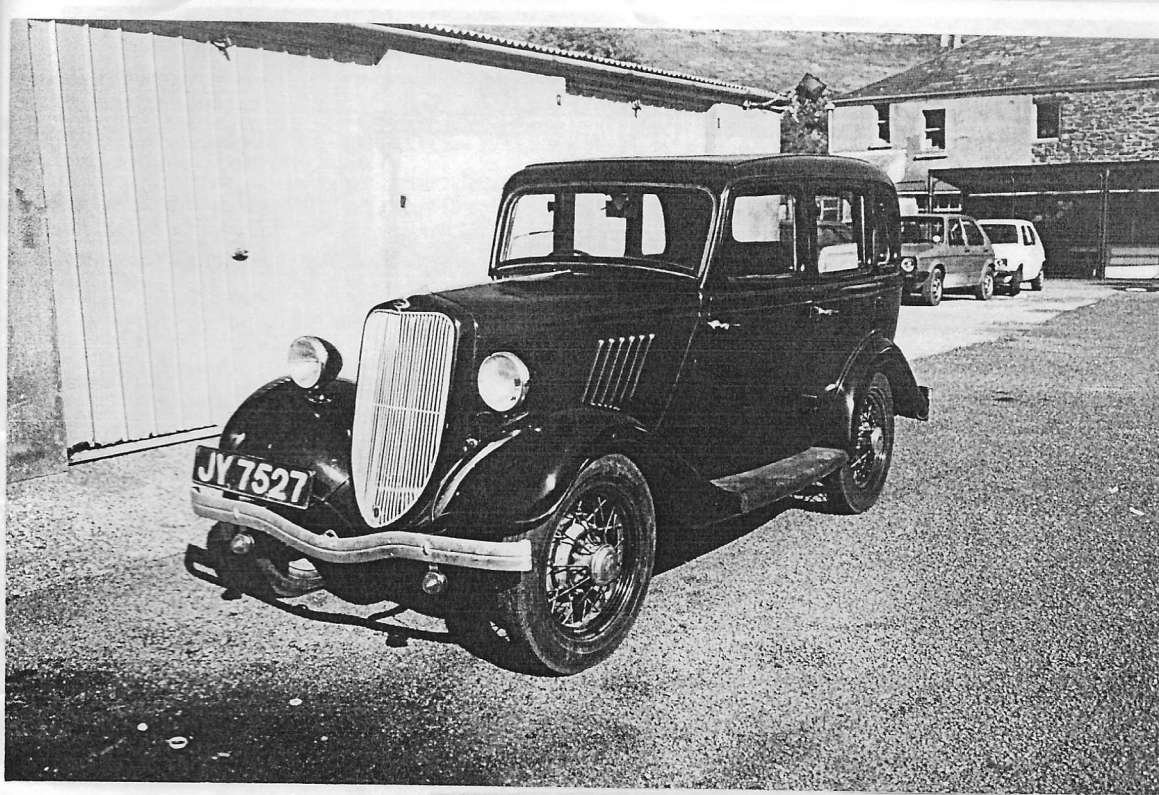
Top half on the body was good, but mudguards, running boards and valances replaced, purchased from K.A. Developments, *(what a good tradesman, first class panels, all fitted well, I was really pleased with them, thanks Ken)*. The bodywork was carried out and undercoats applied, then with help my local garage completed the black top coats, *(another good job done well)*.

The upholstery was carried out by a friend *(again a good tradesman, thanks Max)*. A new wiring loom was fitted also a near luggage rack and every thing now working well a MOT was booked and car taken by road the first time for over 30 years, The test was taken and passed without any problems, 2.5 years of work nearly completed, a badge mount and driver's side door handle for outside with lock still required.

I must make a few apologies and thanks too: My local garage, T, Brandon, K.A. Developments, B. Banham, Max Creasey, F. Barber, Bob Wilkinson, G. Miles, K. Briggshaw, S. Roberts and others who helped me in any way. Thanks to Y & C Club for spares and assistance. My thanks again to all and I wish the club every success in the future." Dennis Pittock.

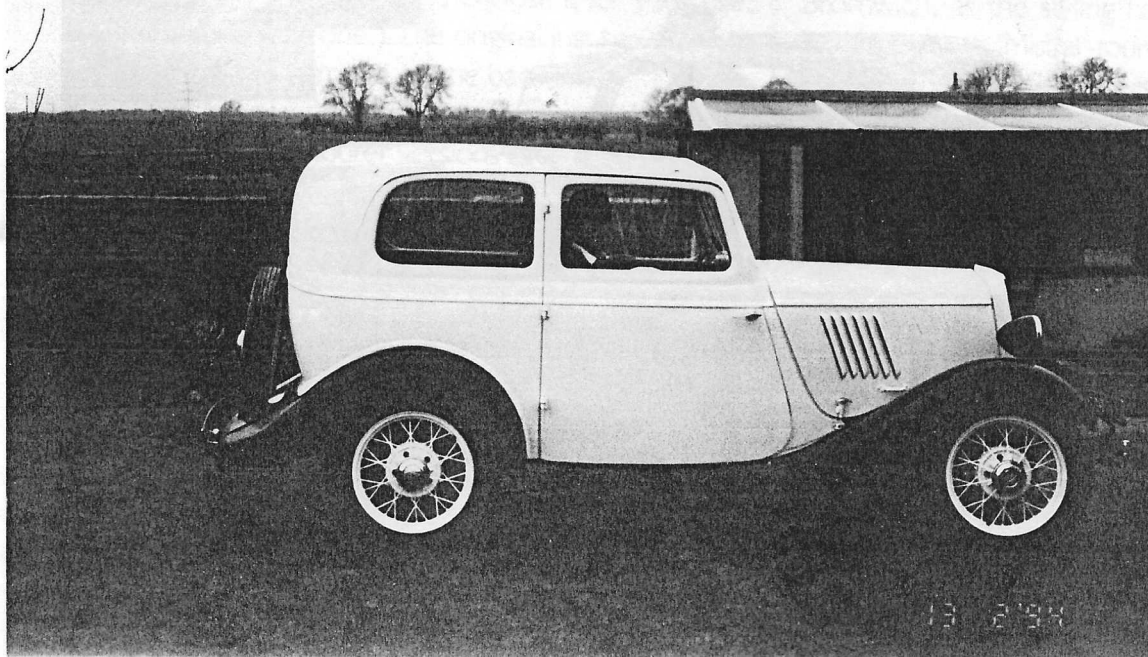
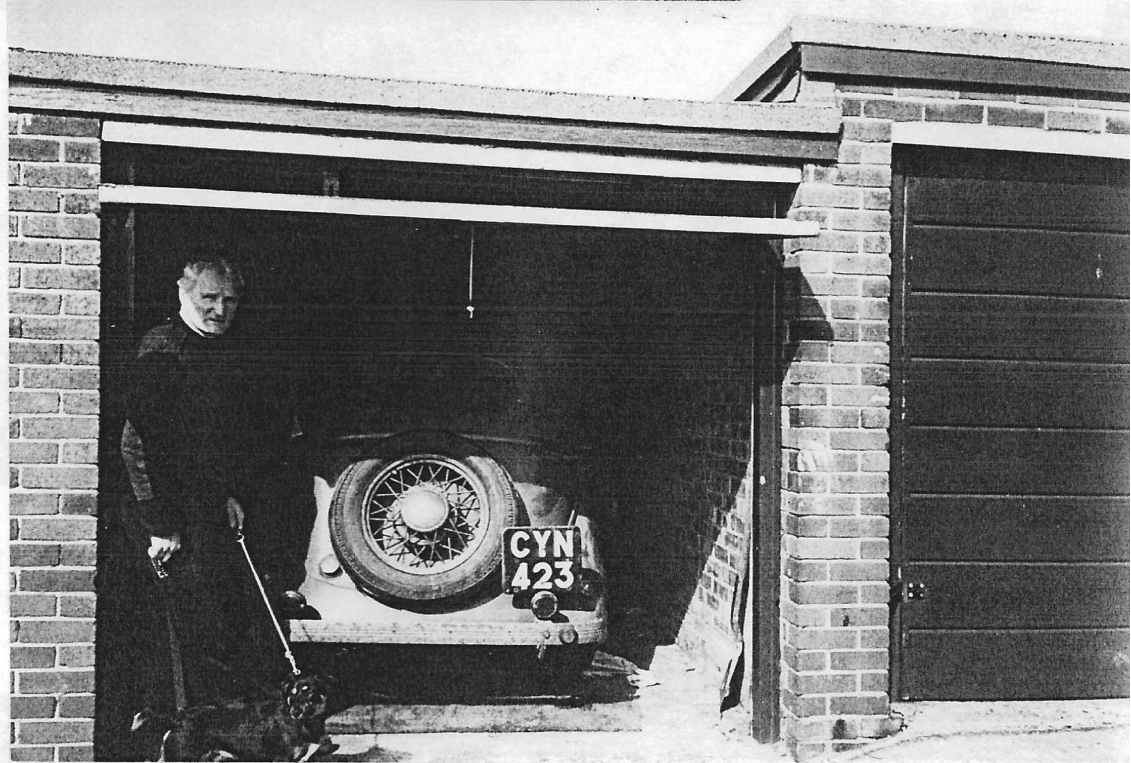
Evan Manuel in Middlesborough recently bought some model Y spares from a local old car enthusiast - David Gibb *(who is a trainer in auto restoration in a local education centre.)* David may be able to help members who require restoration work undertaken at minimal cost. *Sounds a great idea of mutual help to those involved.* Contact Evan 0642-593682 or David Gibb 0642-822362 for details. Also, Evan says: -

"Over the past two years, I have been looking for a luggage carrier for my 1937 Y Tudor. Without one, the family outings *(myself, wife & two daughters)* have been miracles of storage and knee balancing acts.



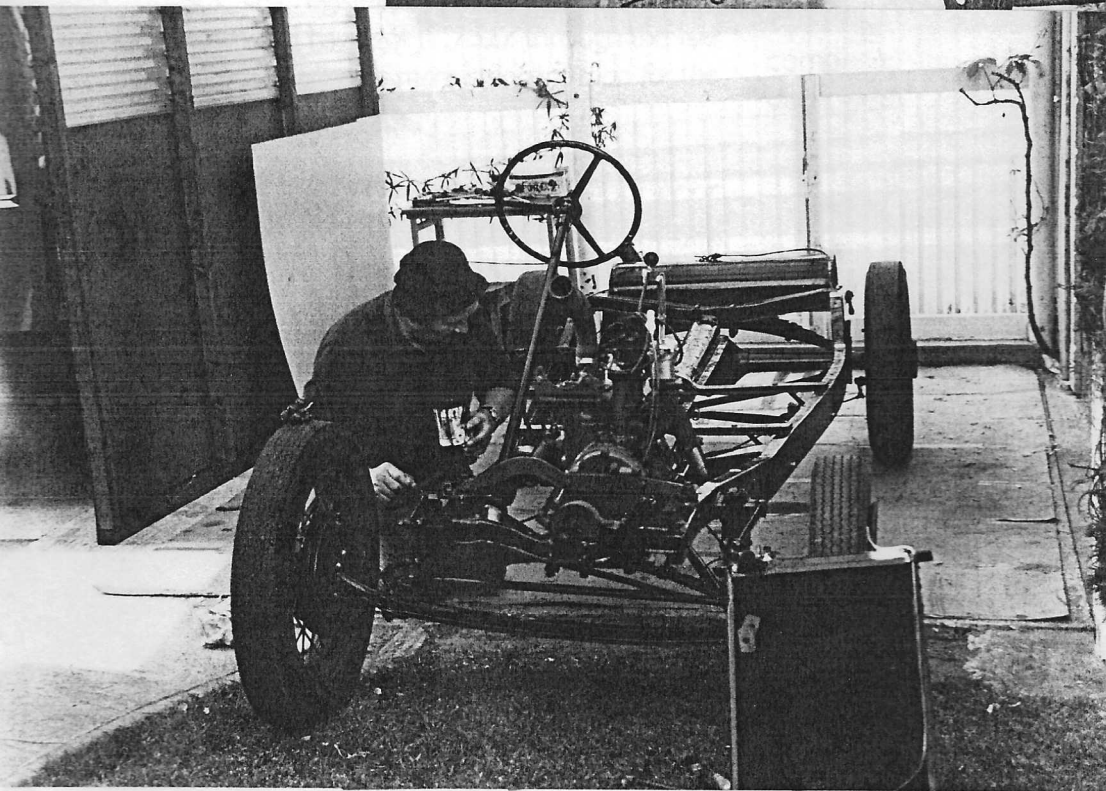
(PHOTO)
ANDREW WHEWELL
1935 MODEL Y
ISLE OF MAN.

(PHOTO)
JOHN GARDHAM
WITH GUARD DOG
FOR HIS 1936 CX



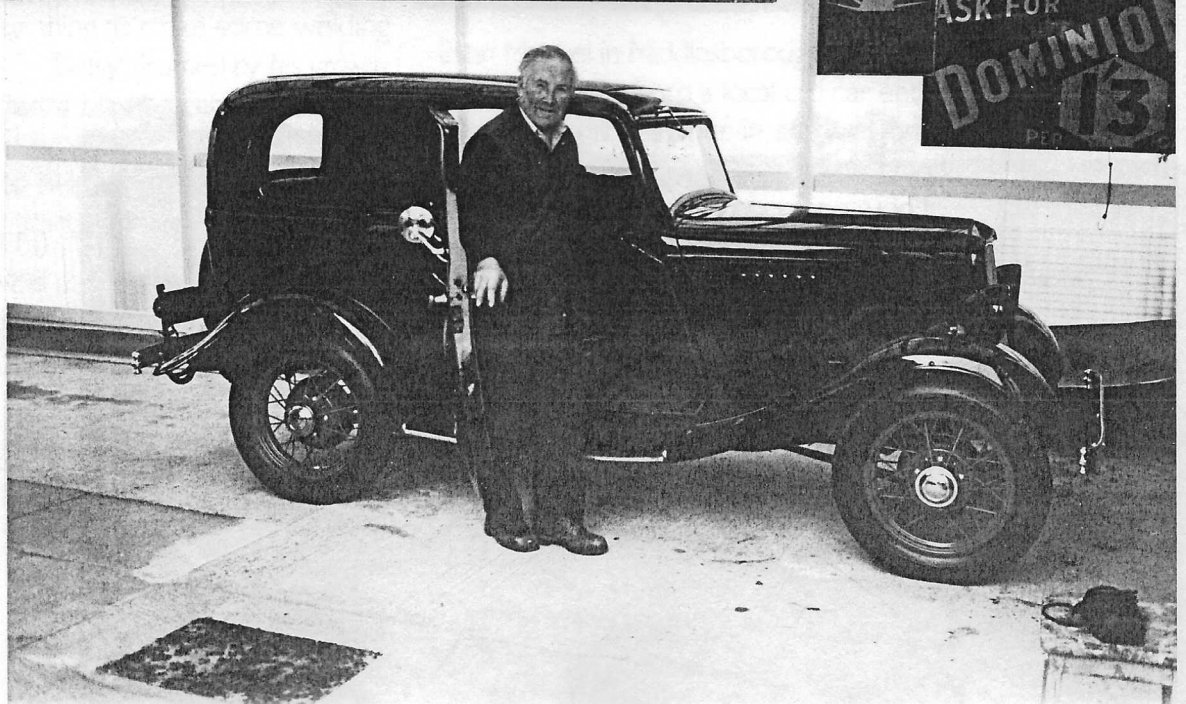
(PHOTO)
BRIAN HODGES
1935 MODEL Y

(PHOTO)
DENNIS PITTOCK
SEPT 1991
BEFORE



(PHOTO)
DENNIS PITTOCK
1991-1994
DURING

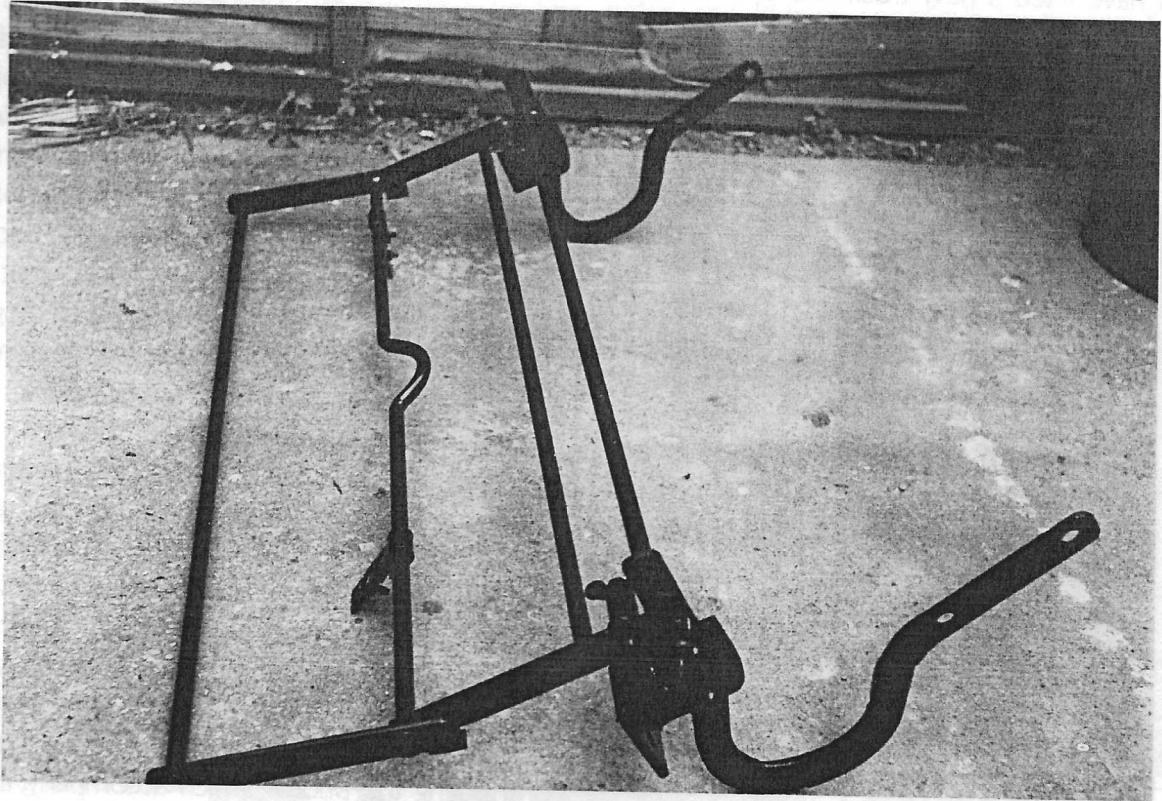
(PHOTO)
DENNIS PITTOCK
JUNE 1994
AFTER



I recently managed to borrow an original from fellow club member Eddie Hamilton, who is patiently following a ground up restoration on a 1934 Y Fordor. I took this to a local engineering firm and they produced an exact painted copy for £125. Now I realise this is expensive by comparison to the old price when the club had spares. But as an individual one off it does seem reasonable.

The firm concerned have produced templates and if any other members are interested they will produce further individual copies at the same price. The carrier is an exact copy as per Ford Bulletin, page 74, part YE 18575 (see photo) The firm is: -

N.R.E. NORTHDALE (ROTARY)ENG. LTD
P.O. BOX 5, TOFTS FARM INDUSTRIAL ESTATE,
BRENDA RD, HARTLEPOOL. TS25 2BQ
TEL- 0429 276891 Mr A. Nixon, Managing Director



Finally a short item of interest from Bill Ballard who keeps an eye open for anything regards Y or C for me.

In the autojumble at the "Classic Cars" auction/show at Sandown Park Racecourse, I stumbled across a small, postcard-type photograph that I'm sure will be of interest to Y & C members. I've photocopied/enlarged it and enclose it for your use. (See page twenty-one) The original just has the date "May 25 1936" stamped on the back of it.

When one talks of tourer versions of the Y and C/CX, one tends to think of the "standard" Briggs body on the C/CX, with only the Y having bodywork by various "outside" coachbuilders. It was not until recently that I discovered that "outside" coachbuilders also offered alternative Tourers on C/CX chassis. The enclosed photograph is of an elegant drop-head coupé which, judging by the chevrons on the grille, is on a CX chassis.

Apart from the grille and perhaps the wings, there appears to be few standard body panels on the vehicle which, it will be noticed, has "suicide" doors. I suspect it could have been bodied by Jensen Bros. of West Bromwich, as the styling has certain similarities with Bob Wilkinson's "Mistral" tourer based on the model Y. Perhaps one of the members can throw some light on it.

Bill Ballard

"Keep us all up to date with your progress folks, don't forget that what you have learned from your restoration work - or driving 'our' cars will be of great help to others via the Newsletter."

Bob Wilkinson.

CHAIRMAN'S NEWS

I am up against stops for the submission of this newsletter. The deadline for submitting copy to Kath Devine is the 28th of every alternate month. Today is the 28th June! Parked outside my window is an ever improving Model Y saloon. CNN, having failed her MOT at the end of last year, is being treated to a year of TLC. I have fitted a new track rod end and by tightening up the front nearside hub nut, managed to convince the MOT inspector that the wheel was not about to fall off. Having removed the offending running board with the rusty support bracket, he agreed to give me a certificate. The next stop was Ken Arthur's workshop in Radstock to have the rust seen to around the rear nearside wheel arch, and of course to have a new running board support fitted. Ken has done a superb job. It looks as good as new and the paint match is perfect. She was ready for collection last Saturday, which coincided with Dave Leach trailering his Model CX saloon to Ken's for restoration work. Dave kindly trailered my Model Y back for me. On the Sunday, I fitted her new carpets; courtesy of Geoff Foss at the Family Repair Service, here in Andover. I've also discovered the modern equivalent bearings for the front axle, so have those on order ready to confound the MOT inspector next time round

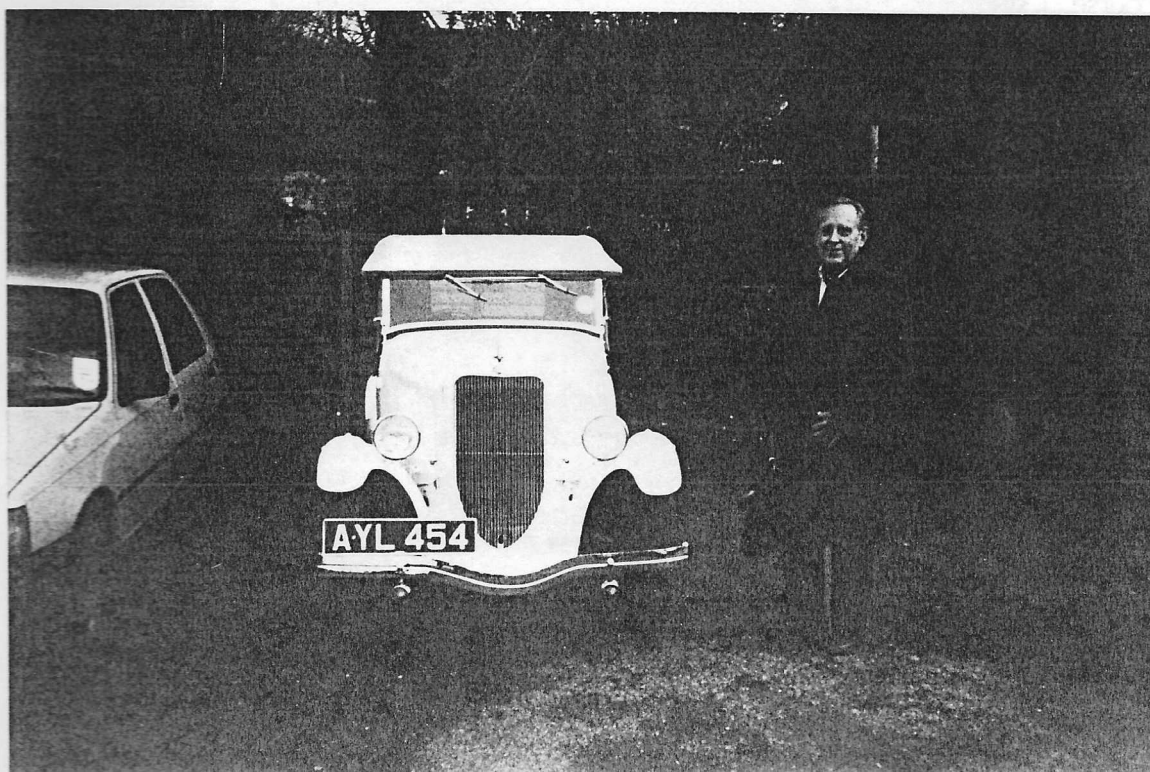
Mention of modern equivalents, reminds me that Rod Evans has kindly offered to champion the "Bright Ideas" booklet, which is a project we have been trying to get off the ground for some time. The aim is to collect and publish all the good ideas, which members have, to make ownership of our cars more simple.

A list of the modern equivalent bearings is a typical example. Graham Miles, in his spare's article spells out the procedure.

You will recall that, in the last issue, I said we were short of volunteers to take on the Regalia, to help Bob Wilkinson with the register and to look after Region 14. I am delighted to report that Robert Hale has offered to relieve Bill and Sarah Williams of the Regalia and is in the process of taking it over, and Peter Brooke has come forward to help Bob out. As Peter lives within spitting distance of Bob, which could not be more convenient. Thanks to you both, and to Rod, for helping the Register prosper. Unfortunately, nobody has stepped forward as yet to act as a focus for the Region 14 area (N. Wales, Cheshire, Lancashire, Manchester and Merseyside). Although that active region does tend to work extremely well by general consent, it would be nice to have a contact name in the front of the magazine for new members.

Would the new owner of DKE 988 please declare himself to me! I have a terrible memory; its about as long as a Williams pit stop! At the AGM. I was given the chassis, body and engine numbers of DKE, but I failed to note who it was who gave them to me. Hence I cannot update the register of vehicles.

I am grateful to Luis Cascante, from Barcelona, for contributing the photos which accompany the Ford Iberica article. The accompanying photo was taken outside the Mayfly pub, when he took a day out to see me on his recent visit to England.

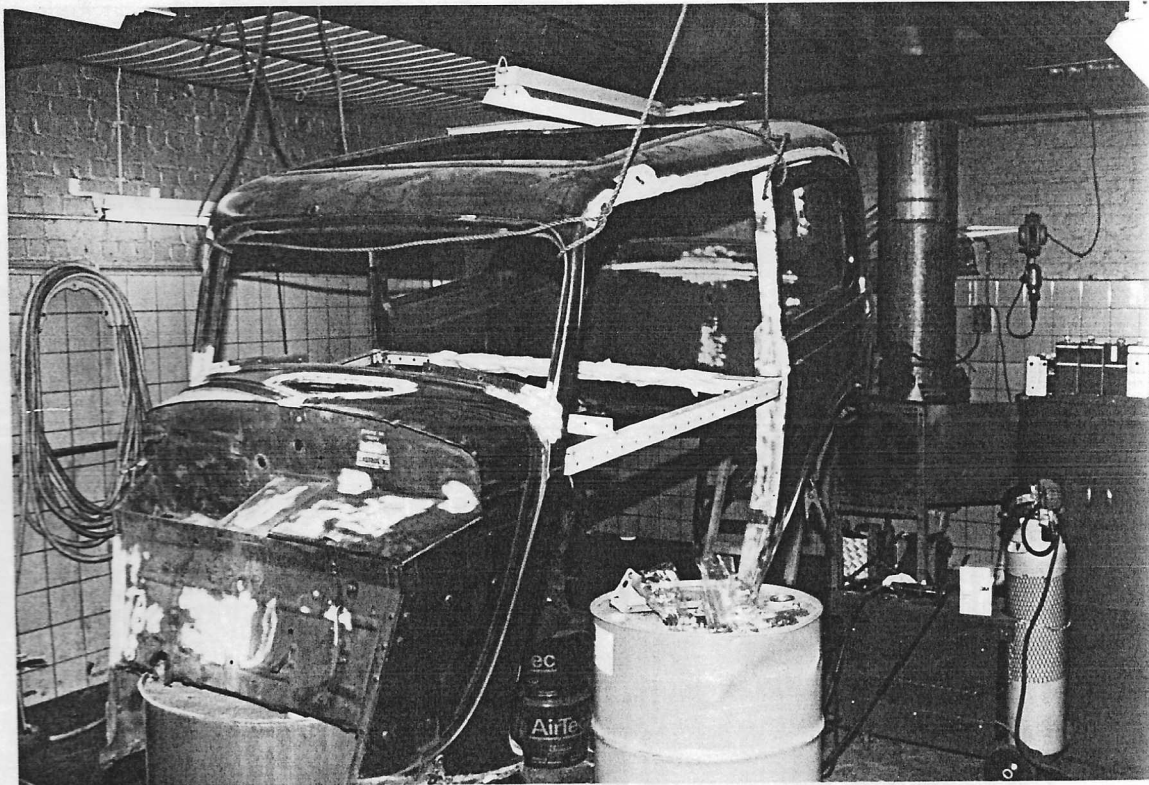


(PHOTO)

Luis Cascante having survived a trip in the 1934 Model Y Kerry sports.

The 60th anniversary year of the Model C is going well with a good turnout at the major shows. By the time you read this, we would have completed the next major Register event which is the run through the Mersey Tunnel on its 60th birthday (16 July). The Register will be represented by Model Ys, Model CX and Tourers. I will be travelling up to Nantwich on the Friday in my model Y Kerry tourer, staying with Reg and Jean Hunt and then travelling with them in convoy to the 'Pool for the procession through the tunnel. Hopefully the weather will be fine as, on the Sunday, I plan to join Peter Ketchell and other members on the Chester Enthusiasts' Ruthin rally, along the country lanes of North Wales, before returning back south to God's country on the Monday.

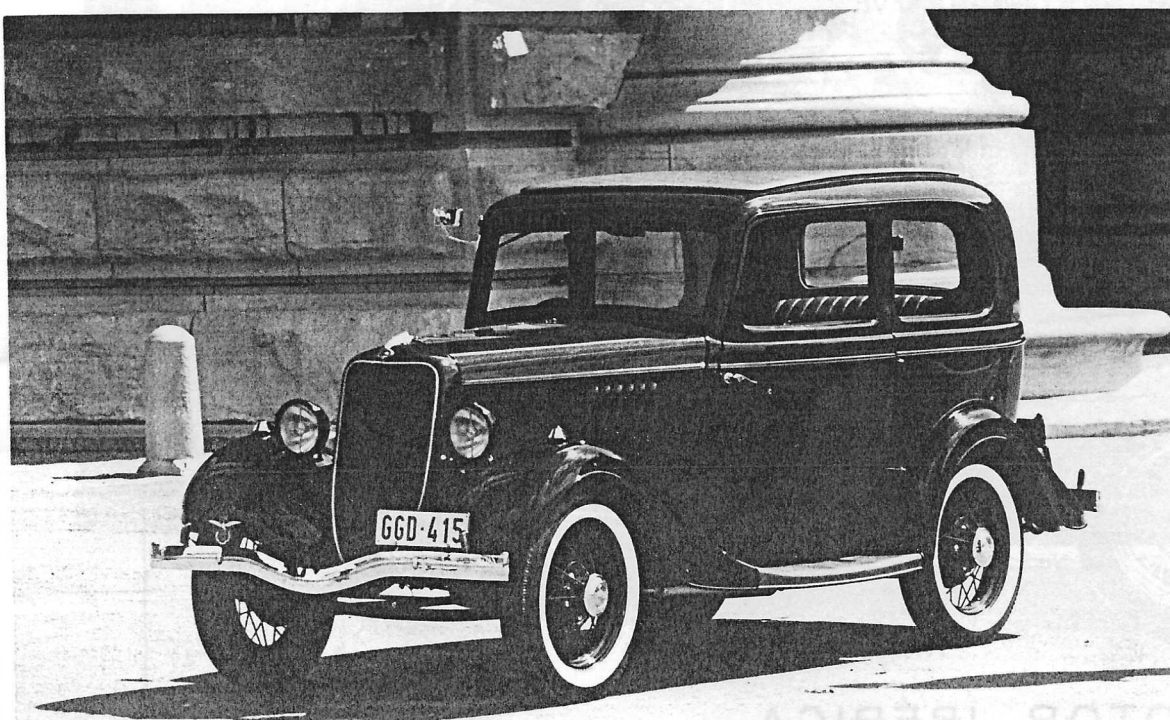
I was delighted to receive a letter, in French, from Pierre Terlinden in Brussels, reporting that he had at last finished the restoration of his Model Y. Those of you who came on the Belgian run two years ago, will remember him and Jim Miles trying to converse in Cockney French!



The Model C enjoyed a full page spread in last week's Classic Car Weekly, under the heading of "A Barrel of Fun". The article was accompanied by a photo of Brian Durrant's nice Fordor CX saloon.

The other news on the Model C front comes via Yvon Precieux, who pointed out that the second Model C tourer in the "Ford Team" photo in the last issue was an aluminium bodied tourer by Jensen. You will note the lower armrest lines on the doors. They were built, by order I should think, specifically for rallying. Yvon has a fund of information on the Model Cs, which I hope he will contribute to future issues of the magazine.

Sam Roberts



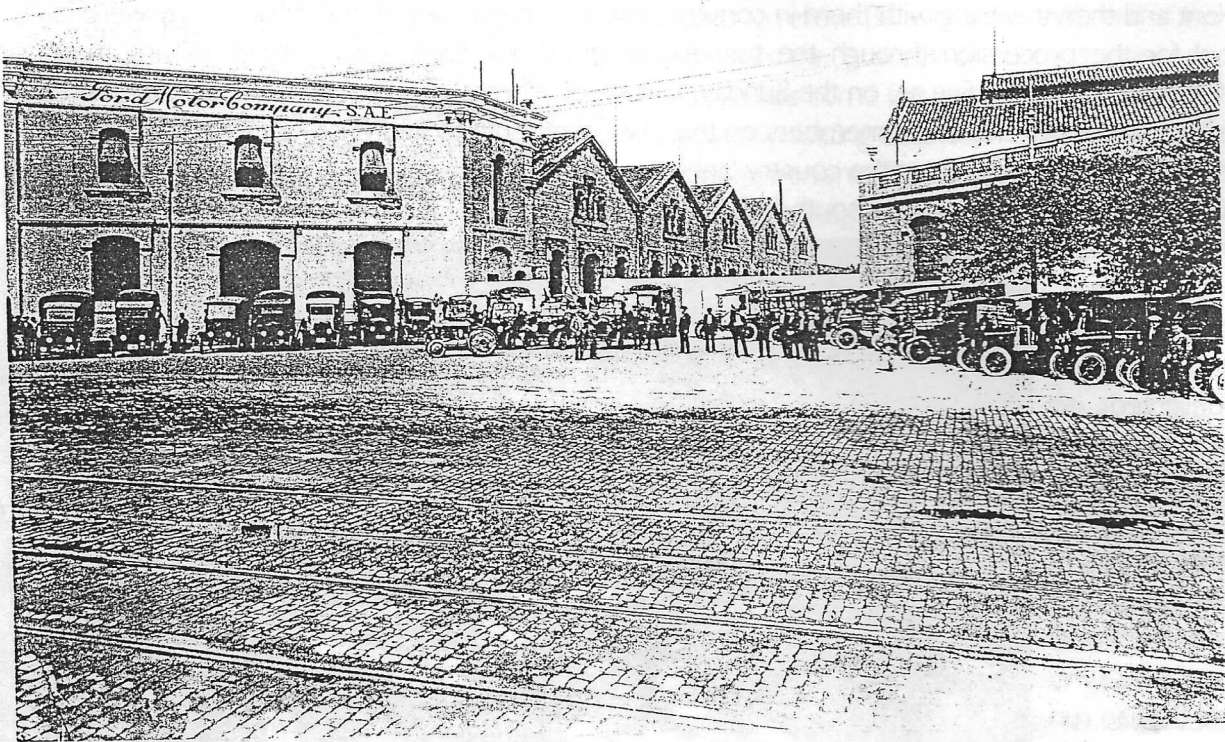
However, give Jim his due, Pierre did join the Register as a result. Unfortunately, Pierre has since cracked his cylinder head. Could be due to not following the correct sequence for tightening the cylinder head nuts.

(PHOTO'S)
Pierre's Y during and after restoration.

EL FORD IBERICA

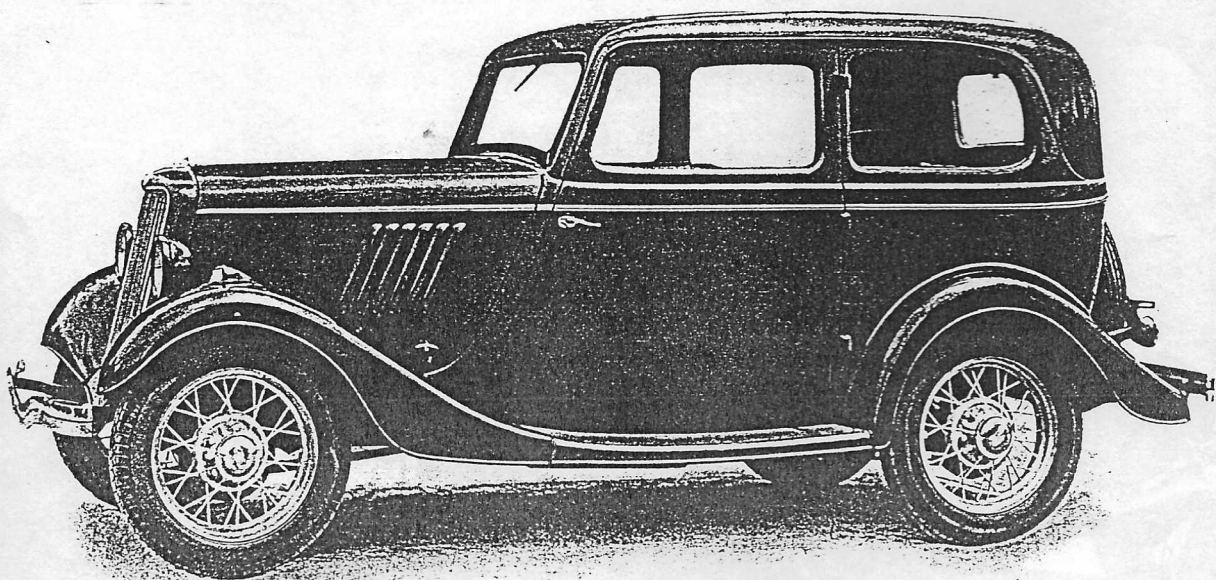
I am grateful to Luis Cascante for adding more material to my "Spanish Ford" archives on his recent visit to London. The Ford Motor Co. in Spain started life in Cadiz in March 1920, but soon realised that the commercial heart of the country was centred on

Barcelona and moved to Avenida de Icaria No. 149 (Photo 1) three years later in March 1923. There it remained until its closure in December 1965. The photo shows the Avenida and the range of vehicles manufactured in the 1920s.



Between 1920 and 1965 some 93,711 vehicles were manufactured with a further 22,817 imported in a "Knocked Down" (KD) condition and assembled at the factory. During the years of our interest, 1932 to 1937, passenger vehicle production was: - 1932: 1137, 1933: 2190 1934: 3157, 1935: 4428, 1936: 1934 and 1937: 727. These included "el Modelo 8, Modelo 10 y el V8".

It is interesting to note the peak in 1935 when the Modelo 10 (Model C) was added to the range and the dramatic tail off in production, and presumably sales, in 1936 and 1937 as the Spanish Civil War ravaged the country and fuel became scarce. Understandably, truck production soared over the same period, from 981 in 1936 to 4507 in 1937.



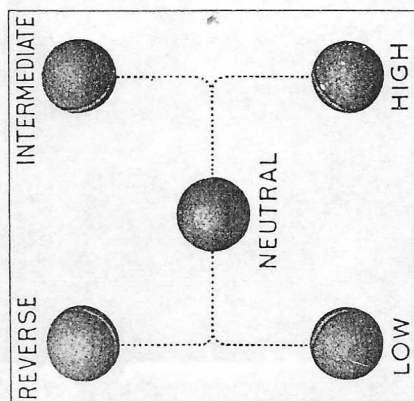
I was amused by the promotional literature for the Modelo 8. The artist, one Paco Riger, was obviously given free licence. He has however, captured superbly

the bow and bow wave effect, which we are assured, the ex-yatch designer, Eugene Gregorie, incorporated into his design of the longrad Model Y.



MODEL C (EIFEL) CABRIOLET PRODUCTION

starting device into operation, pull out this control and turn clockwise. When the engine has warmed up, release by turning anti-clockwise. This device should not be employed when the engine is warm.



The Starting Motor Control is immediately to the right of the ignition switch. Pulling out the control closes the starting circuit, and the starting motor will crank the engine. Return the control to its normal position immediately the engine fires.

The Clutch Pedal (on the left) provides control of the clutch engagement. **AVOID RESTING THE FOOT ON THIS PEDAL WHEN DRIVING.**

The Gear Change Lever permits the selection of the ratio required. The gear change positions are arranged in the conventional manner. (See Fig. 8.) **THE LEVER SHOULD ALWAYS BE IN NEUTRAL POSITION WHEN STARTING THE ENGINE.**

The Direction Indicator Switch is incorporated in the gear lever knob and is actuated by rotating the knob to the left or right as may be desired. An illuminated "tell-tale" in the end of the knob shows that an indicator is in use. The indicator circuit is connected through the ignition switch preventing unauthorized operation of the indicators.

The Accelerator Pedal (right) controls the amount of the fuel and air mixture entering the cylinders by opening the throttle valve in the carburettor.

The Brake Pedal (centre) controls the brakes on all wheels. Pull the hand brake lever back when parking, particularly on inclines.

The Horn Button is located on top of the steering column at the centre of the steering wheel.

The Speedometer is located in the centre of the instrument panel. In addition to indicating the speed, it registers the total mileage, which may be used as a guide for periodic lubrication and maintenance requirements (see page 19).

Para hacer funcionar este dispositivo, tirese hacia fuera y haga girar hacia la derecha. (Véase la fig. 2). Cuando el motor se haya calentado, suelte el botón, haciéndolo girar hacia la izquierda. Este dispositivo no deberá utilizarse cuando el motor esté caliente.

El botón del motor de arranque está situado a la derecha del botón del cebador del carburador. Al tirar del botón se cierra el circuito de arranque, y el motor de arranque hará girar el motor del coche. Tan pronto como el motor arranque hay que dejar el botón en su posición normal.

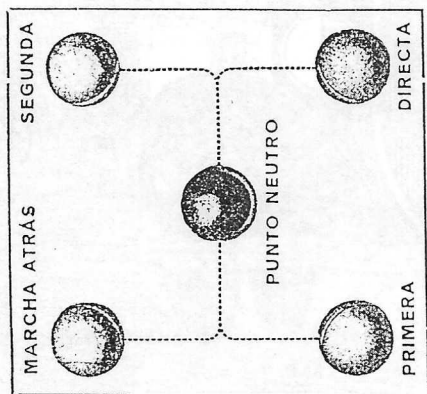


Fig. 3
Posiciones de la palanca de cambios

la izquierda) es el que controla el movimiento del embrague. **TENGASE CUIDADO DE NO DESCANSAR EL PIE SOBRE ESTE PEDAL AL CONDUCIR, EXCEPTO EN EL CASO EN QUE SEA NECESARIO UTILIZARLO PARA EMBRAGAR O DESEMBRAGAR.**

La palanca del cambio de marchas permite la elección de las distintas velocidades requeridas. Las posiciones del cambio de marchas están dispuestas en la forma corriente. (Véase la fig. 3).

LA PALANCA DEBE ESTAR EN POSICION DE PUNTO NEUTRO AL ARRANCAR EL MOTOR.

El interruptor del indicador de dirección está en la bola de la palanca de cambio de marchas, y se acciona haciendo girar dicha bola hacia la izquierda o a la derecha, según se desee. Al aparecer un punto luminoso en el centro de la bola es que hay un indicador en uso. El circuito del indicador está conectado con el interruptor de ignición para evitar la manipulación indebida de los indicadores.

El pedal del acelerador (derecho) regula la cantidad de mezcla de gasolina y aire que entra en los cilindros, abriendo la mariposa que hay en el carburador, para permitir el paso del gas.

El pedal del freno (centro) acciona los frenos en las cuatro ruedas. La palanca del freno de mano o emergencia acciona los frenos en las ruedas traseras. Tire de la palanca del freno de emergencia hacia atrás al dejar el coche parado, especialmente en calles que sean pendientes.

El botón de la bocina está situado en la parte superior de la columna de dirección.

El cuentakilómetros está situado en la parte central del tablero de instrumentos, y a más de señalar la velocidad en kilómetros por hora, registra el kilometraje acumulado, lo que puede

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

	<u>PRICE</u>
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	£ 2-70ea
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
L.R./C 48/2050 Brake operating wedge	£ 9-00ea
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. Y2050 Front brake operating wedge	£ 10-50ea
Front inner and outer wheel bearings	
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) or collect	
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	£ 7-00ea
Moulded Bottom hose - suit post Y engine	£ 7-00ea
Engine pistons, various sizes - <u>send pattern</u> non-returnable	From £ 27-50set
No post-war 8hp pistons in stock	
Various piston rings held send pattern & s.a.e	
Engine valves - early engine only - <u>send pattern</u> exhaust or inlet	£ 3-75ea
Engine valves - long	£ 5-25ea
Timing Chain	£ 16-00
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 cover	£ 1-20ea

Engine mount - exchange	£ 5-40ea
<u>ELECTRICAL</u>	
Headlamp lenses. Both intermediate model types (flat)	£ 10-50ea
Rear Lamp mounting bracket - finished black with fixing bolts	£ 28-50ea
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 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
Spark plugs - not L10 but equivalent (i.e. same as) set of 4	£ 12-00x4
Headlamp Magnaflex Bars (diamond shape)	£ 9-00ea
Exchange condensers	£ 4-00
<u>FITTINGS - BODY</u>	
L.R. & C MODEL Front bumpers chromed (not CX)	£122-50ea
L.R. & C MODEL Rear bumpers chromed (not CX)	£102-50ea
Bumper bar bolts (oval shape) No stock - on order	
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
Only 1 n.s left. Do not intend to restock until after final decision on new design.	
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, with spring	£ 1-20ea
Brass balls, door hinge	£ 1-00ea
Y fixed timber roof stock kits in hard wood	£ 70-00ea
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 "Y" type	£ 11-50ea
Oil can transfers, Black only	£ 3-70ea
Wheel nuts Y set of 20 (in sets only)	£ 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)

NEWSLETTER INSERTION - ISSUE 89

To be returned to
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 INSERTED 3 TIMES, UNLESS SPECIFIED)

REGALIA ORDER FORM ISSUE 89

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 _____

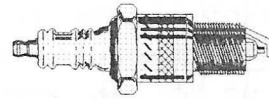
PLEASE MAKE CHEQUES PAYABLE TO FORD Y & C MODEL REGISTER
AND SEND TO MR BILL WILLIAMS AT THE ABOVE ADDRESS.

So what's been happening; well on some of the ideas that we have mentioned in previous articles we are almost there.

Since I last wrote I've been committing the mega bucks! Over £6000 in fact, which will put into stock L.R. & C. Head Lamp lenses and Rims to suit, and for that matter the locking Tags for the door centre bolts.

By the time Bulletin 90 arrives on your mat we will hope to have these items in stock. Initially we will be offering them in pairs, this will give you the opportunity to put a matching pair on your car at reasonable cost. The lenses and rims will be sold at £23 the pair, and this price will include post & packing.

It is thought that many of the original Ford Lenses have taken various shades over the years, with some a mauve/blue tint, and others a yellow shade. This has been caused by various impurities in the cheap glass that Ford Motor Co. used. The Rims will be spun in Brass and Chromed, the small bracket at the bottom of the rim for fixing to the body is to be included. Later we hope to offer the spring fixing clips, and perhaps the cork seal.



SPARES REPORT

The introduction of these two items will lower our funds, but with your support we hope to quickly return some cash back to the bank. Then the other items can begin to go forward, let me remind you that work is in hand on S.R. and Van etc., Side Lights, here the tool for the base production is made, as are the lenses, but our supply of covers proved to be less than we had hoped it would be and tool to stamp these out had been sent to a company for costing purposes.

The parts to make up Spare Wheel Straps are yet to be received, so no progress there. A printer for Oil Can Labels is still needed, as is some help for the manufacture of Choke Knobs etc., Running Boards are still at the development stage, so no news yet on them.

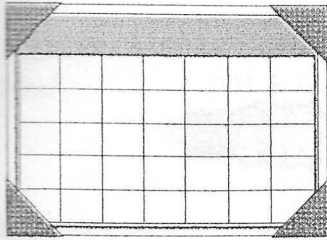
Graham Miles

We follow with a letter from Yvon Precieux reference Graham's article on Track Rod Ends in last issue. Ed

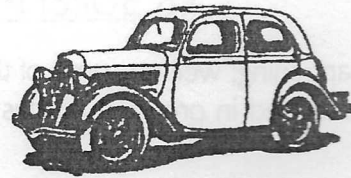
The "lack of clearance" identified with the illustration on the track Rod End/Draglink/Spindle assembly in the April/May issue of the magazine can only refer to the model Y as this is the only small Ford with this steering assembly sited above the 'A' frame. Although a male track rod is shown, the model Y was originally provided, as with the C and CX models, with a male track rod and female track rod end and accordingly if the service part in the illustration is to be used, the post 1937 female type track rod has to be obtained by those who may still be using original parts (use of the original track rod is not advised as there is not much metal at the outer screwed ends and if stressed by a kerb blow at the front wheel may fracture at these points).

Although the model Y and C front wheel spindles appear identical, they are not. This similarly applies to the track rod end with the taper for the Draglink. On the 8hp Ford the TRE/Spindle connection is taken from the top, whereas on the 10 horse C and CX it is taken from below. Subsequently the taper at the spindle and Draglink is reversed to that of the model Y. Hence the track rod end to Draglink assembly must be supplied with a double taper at the Draglink connection if it is also to fit the model C and CX. Finally regardless of the clearances concerned, providing the service part is reproduced to Ford male/female patterned part, there will be no problem in its fitment.

Yvon Precieux



EVENTS DIARY



60th Anniversary

<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL. NUMBER</u>
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

The All Ford Rally will be the last major get together of this year, on Sunday 25th September near Abingdon. Already there are a goodly number of members entered and Rod Evans has agreed to organise the Register stand.

I have a fistful of entry forms, so those of you who want to enjoy the biggest Ford gathering of the year, please give me a call. I am delighted to say that we are not organising it this year!

Sam Roberts



(PHOTO - Tony Eldridge's 1936 Fordor Model CX - Enfield 1994)

THE ENFIELD PAGEANT

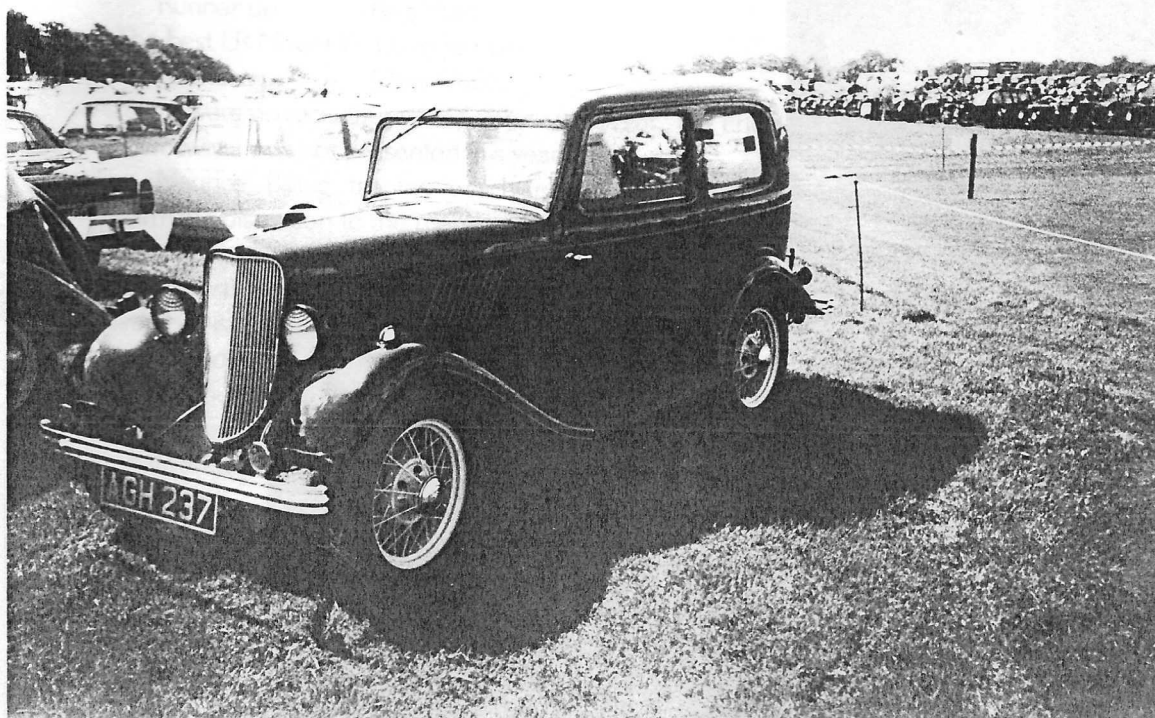
On the main routes around the huge area of playing fields, on which the Enfield show is held, the ground was waterlogged. So much so that, walking on it was like walking on a water bed (or so I should imagine; having never actually been on a water bed). Driving on it was heavy going and a number of the heavier classics came to grief, especially those with little ground clearance. For most of the Sunday we were entertained by various attempts to extricate a gleaming red Stingray out of the mire in front of the Y&C stand. Unfortunately, there was no indication that it was the Y&C stand, other than by the vehicles parked on it. Our illustrious organiser, Paul Tritton, has had to keep his driving down to an absolute minimum, which meant that he was unable to collect the flags, bunting and signs

What we lacked in frills was more than made up by the variety and quality of the exhibits. On this, the 60th anniversary of the Model C, we were superbly represented by Frank Croucher in his CX Tourer and Tony Eldridge in his immaculate CX saloon. The Model Ys ranged from Kevin Briggishaw's maroon shortrad, through most of the different "intermediate" variations, to Clive Litchfields' pristine, recently restored example, which appeared in the Automobile magazine. I travelled up in my Kerry tourer, which added yet more variety to the display. Tim Brandon had probably travelled the furthest, from the Stowmarket area, closely followed by Tony Hurst from Mayfield, in East Sussex.

The sun shone brightly during the morning and early afternoon, and I seemed to be talking to many familiar faces and meeting new ones; Some of whom, hopefully will become members.

Geoff Murrell seemed to attract enquiries from a number of passers by with interesting stories and "finds" and passed them on to me. It was a pleasure to see some ex-members, who still think highly of the Register. Mike Chapman, for example, whose wife, Eve, owned the immaculate Abbey tourer, which is now in storage, whilst its present owner, member Michael Bell, serves his time working in the USA. Graham Game appeared; his wife Mary's, CX tourer now owned by member, Andy Aldridge in Lymington. One visitor had an exciting story to tell about yet another unknown tourer; a make which we did not realise had survived; but more about that in a later issue, once the story develops and is proved correct. I didn't have an opportunity to wander far from the stand. I managed to get as far as the "commercial" stand on which, as usual, sat the historically interesting model Y pickup belonging to member Ian Buckler. This was converted from a van in 1939 by its market gardener owner in Herne in Kent (to answer Don Faulkner's question in issue 85). One day Ian might join us on the Register stand, where he would be very welcome.

At three o'clock, just as we were due to parade in the arena, it started to rain. The organisers wisely abandoned the arena programme in order to keep movement on the site down to a minimum. A number of us feared a disastrous, muddy exit from the site at the leaving time, made an early getaway. Once away from the traffic jams on the roads surrounding the site, I made good time round the North Circular Road and on to the M3.



At Fleet Services, I pulled in, put down the hood and drove the rest of way home along the back roads, with the wind in my face and enjoying intermittent sunny spells. Bliss!

(PHOTO - Enfield 1994
Kevin Briggishaw's
1933 S.R. Model Y)

THE WELLINGBOROUGH VEHICLE PRESERVATION SOCIETY RALLY AND THE FORD Y & C REGISTER ANNUAL GATHERING

It was a funny old show! Although there, was some variety, there were very few exhibitors; a handful of buses, a clutch of steam traction engines, a couple of brace of tractors, three or four fire engines and a motley collection of mainly post war cars. All were shown up by the nicely roped off area and vehicles on the Y & C Register stand. Our thanks to John & Sue Griffiths, Gordon Batchelor and Bill and Sarah Williams for their preparation of the stand.

If the exhibitors were thin on the ground, the public were even thinner! There couldn't have been more than 20 cars in the public car park at any one time over the weekend. The organisers must have made quite a financial loss on the event.

As is our wont at the annual gathering, it was well into the Saturday afternoon before our members started to arrive in any number. Roy Hocking was not aware of this ritual and his 1934 Fordor Model Y spent most of Saturday in splendid isolation on the stand. It was 4.30 before Paula and I joined him, having driven cross-country in our Model Y Kerry sports tourer from Andover. We were later joined by Kath Devine and Peter Ketchell, each towing their Model CX Tourers; (see photo) Owen and Christine Baldock from Tonbridge (120 miles) in the newly refurbished "Fordy" Tudor Model Y and Reg and Jean Hunt, who had taken all day on a shopping spree whilst driving from Nantwich in the oldest Model Y on the road (Chassis no Y982)

It wasn't long before my weekend was made! One of the few members of the public arrived on the stand, in ecstasy at seeing the Kerry. He had been looking out for one for years as his father had owned and rallied one both pre and post war; registration number AJJ 100. Those of you with good memories will recall that that was the "sawn off" vehicle that appeared at the 1989 All Ford Rally, which I then identified as the remains of an Abbey tourer. It is now owned by Nick Pinkett down in Somerset. Suffice it to say, I was wrong in my identification but with good reasoning. I now have a grasp of the fascinating history of this vehicle, with some photographs of it in its rallying prime. I am in the process of following up a good lead given to me and will tell all in a later issue.

We dined that evening in a local pub, where we were joined by Tony Hurst, who had driven up from East Sussex in his Model Y Tudor, via the D-day US veterans' Liberty Ship in Chatham Dockyard.

Sunday was a beautiful day, and I got very sunburnt! 19 vehicles were on the stand, including six of the Model 20C variety. In addition to Kath and Peter's tourers, Brian Gurney entered fully into the Model C 60th Anniversary spirit by bringing his 1935 Tudor Model C and his 1937 Fordor Model CX saloons. Dave Curtis and Frank Croucher each arrived with their immaculate Model C Tourers. It was probably the best display of Model Cs ever seen at a classic car gathering. A fitting tribute to a beautiful car on its 60th birthday.





(PHOTO- BRIAN GURNEY WITH 1935 MODEL C AND 1937 MODEL CX)

The day was spent with the usual banter between Members. Don Faulkner took a series of photos, some of which accompany this article. I tried to hold a Committee meeting at 1 pm., but the committee was applying its engineering skills to the erection of the new Register flag pole and ignored me completely. We eventually had a short meet at which the latest spares manufacturing was agreed.

Peter Brooke didn't bring 'Emily' this year, but arrived with a trailer mounting an ex-government oil filtration test bed, which was driven by an 8hp sidevalve. She ran smoothly all day. After a run round the arena, we had a short gathering to present the raffle prizes and the awards for the best cars. The winners were:-

- The best Model C; Frank Croucher
- The best SR Model Y: Kevin Brigginsshaw
- Runner up: Reg Hunt
- The best LR Model Y: Dave Jarman
- Runner up: Chris Childs

As there were no recently restored vehicles present, the Eric Bufton award was not presented this year.

The Maurice Billing trophy, which is awarded at the Chairman's discretion to the member whom he considered has contributed significantly to the smooth running of the Register, was awarded this year to John Griffiths, for all his unsung assistance behind the scenes in the manufacture of spares. And so ended the day. It had been a pleasant get-together but lacked that something special to make it memorable. We must get our thinking hats on for an extra special venue for 1995



(PHOTO - GRAHAM MILES MODEL Y VAN)

Sam Roberts

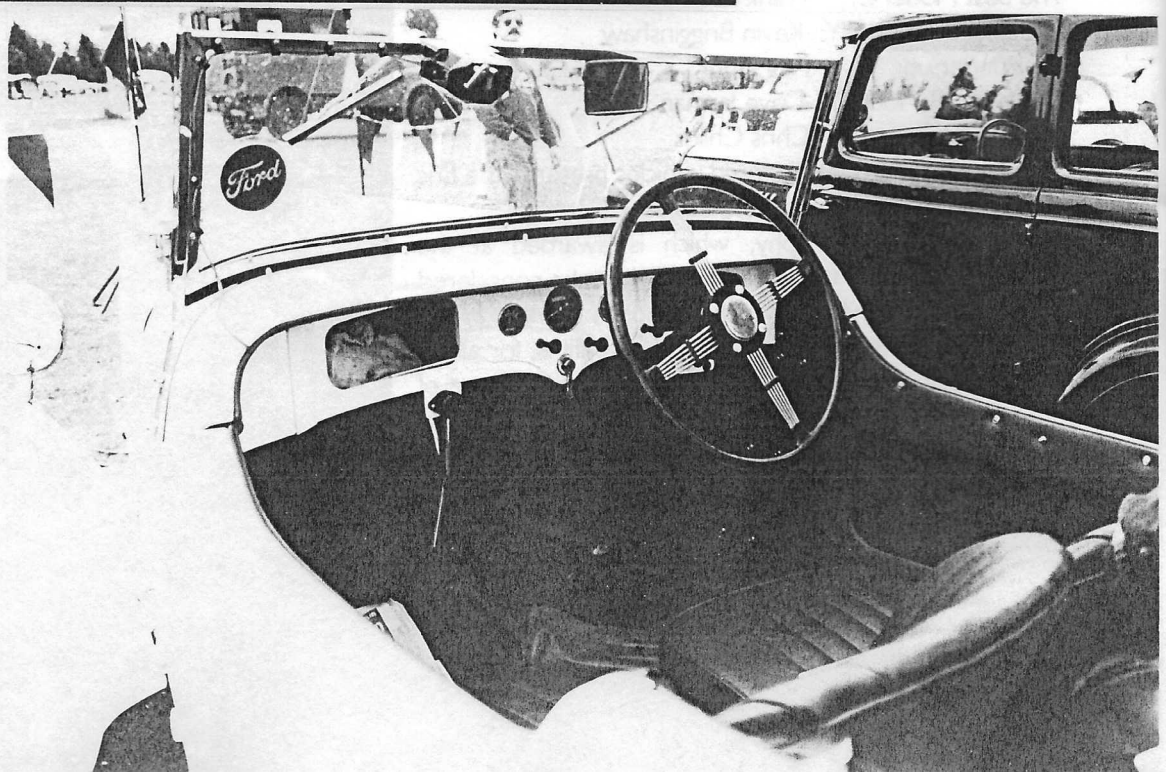
ALL THE PHOTO'S AT
WELLINGBOROUGH
ARE COURTESY OF
DON FAULKNER

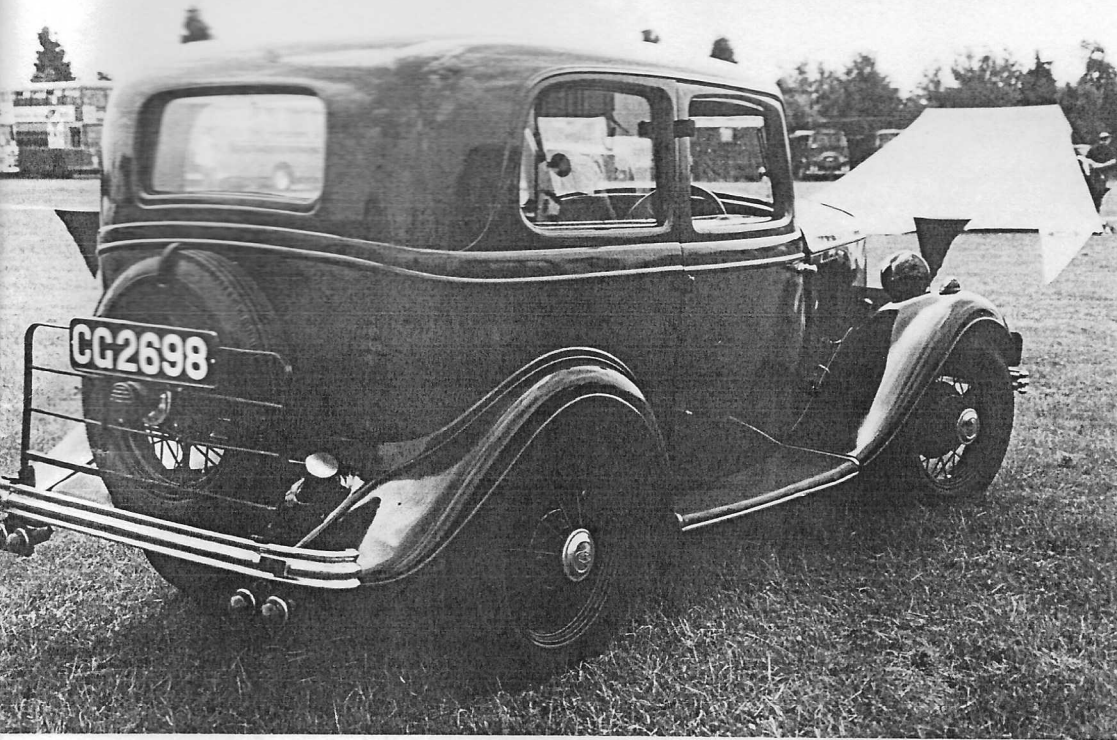
(PHOTO)
LINE OF MODEL C/CX



(PHOTO
COMMITTEE TRYING
TO ERECT FLAG POLE

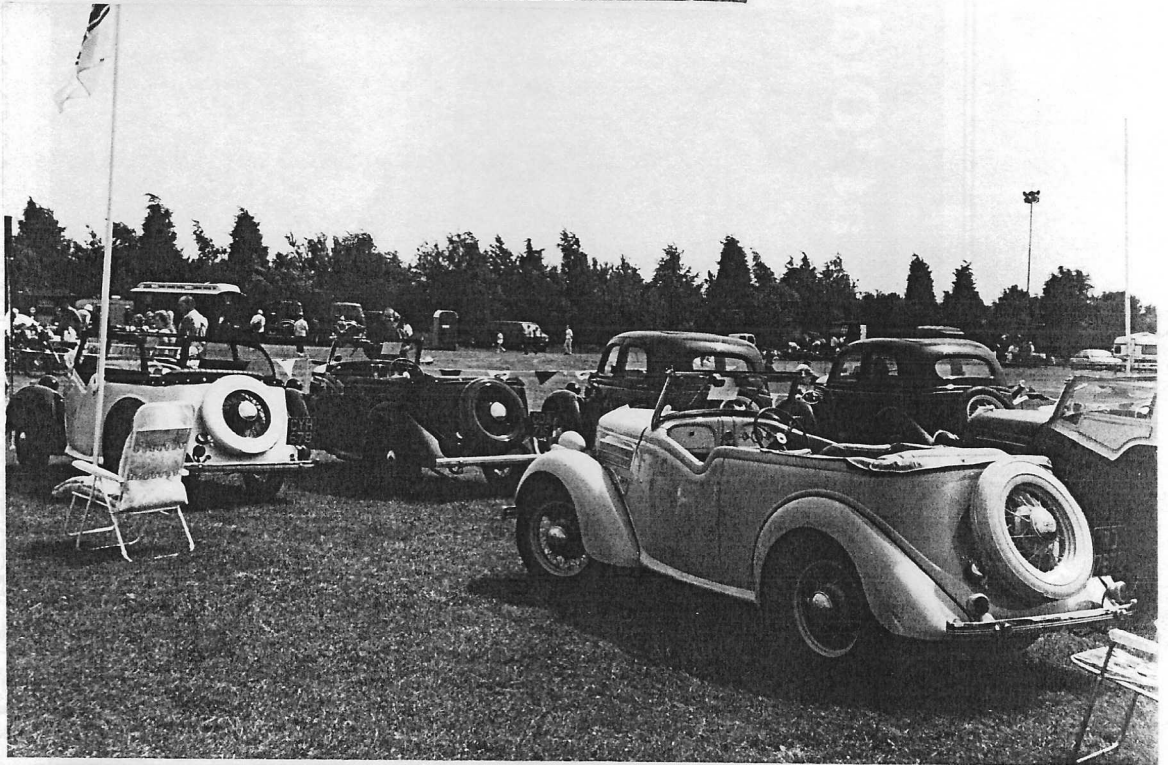
(PHOTO)
DASH & BROOKLANDS
STEERING WHEEL OF
MODEL Y KERRY





(PHOTO)
REG HUNT'S 1932 Y
THE OLDEST MODEL
Y ON THE ROAD.

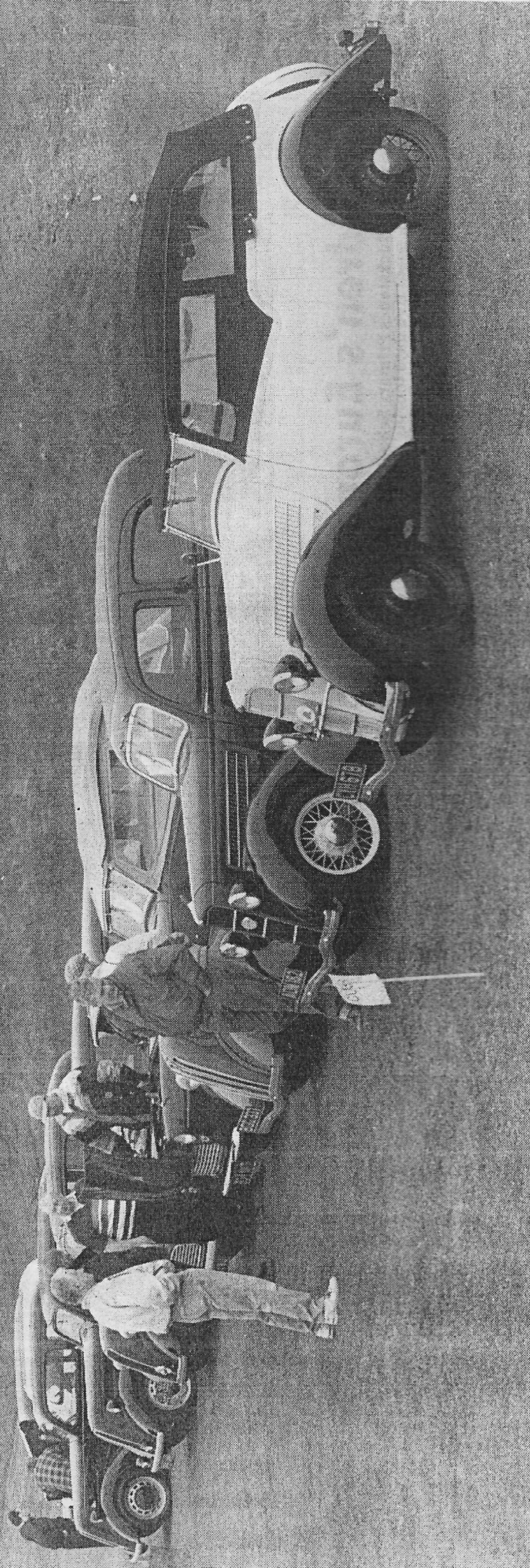
(PHOTO)
REAR VIEW OF
CX TOURERS



(PHOTO)
CHRISTINE BALDOCK
1936 MODEL Y
NOTE THE
REFURBISHED
SLIDING ROOF.

3 — EVENING CHRONICLE, OLDHAM, MONDAY, MAY 16, 1994

Vintage motors star in line-up at 'Oldham Gathering'

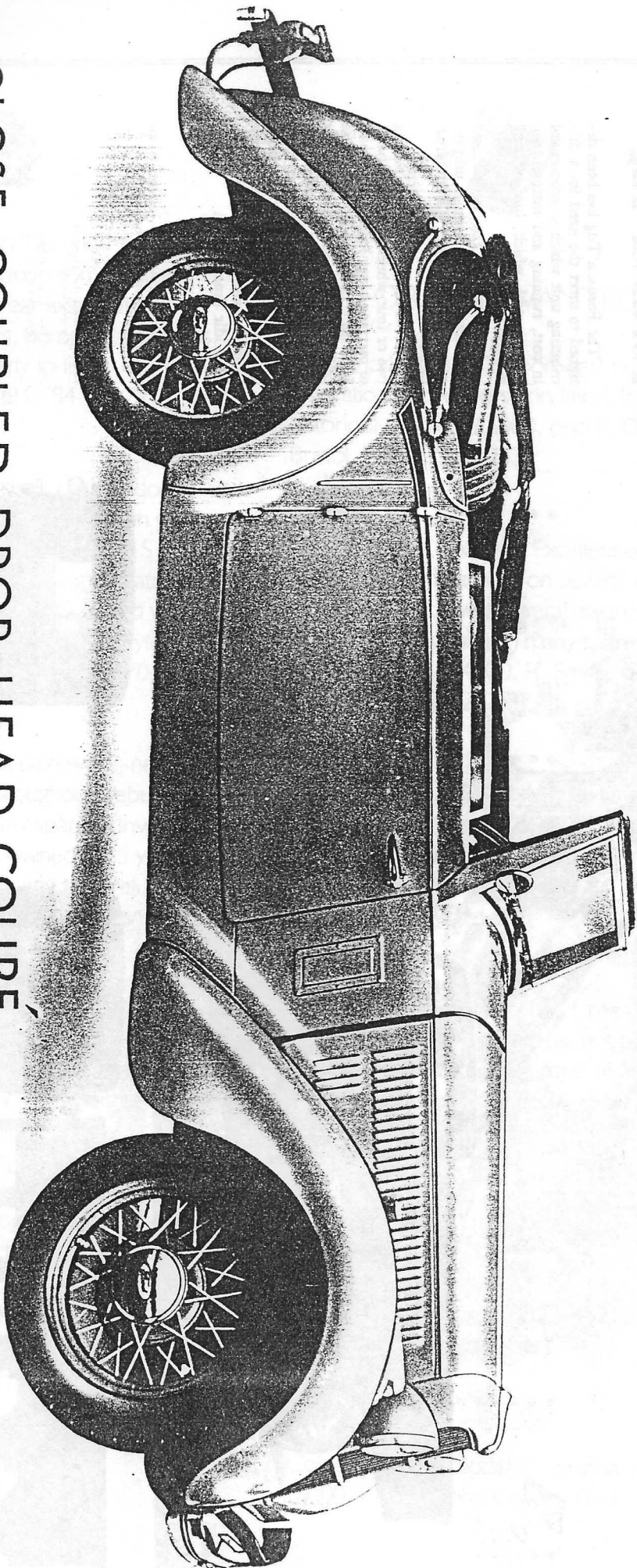


REPRODUCED WITH THE COURTESY OF THE OLDHAM EVENING CHRONICLE

The above is a photo in our local paper that was taken on May 16th of this year, and even though the weather was really wet and windy we still managed to look good

alongside the other Ford Sidevalves. All the other vehicles are on the other side.

Kath Devine



CLOSE COUPLED DROP-HEAD COUPE
ON 10 H.P. FORD CHASSIS

The Fordson Tug

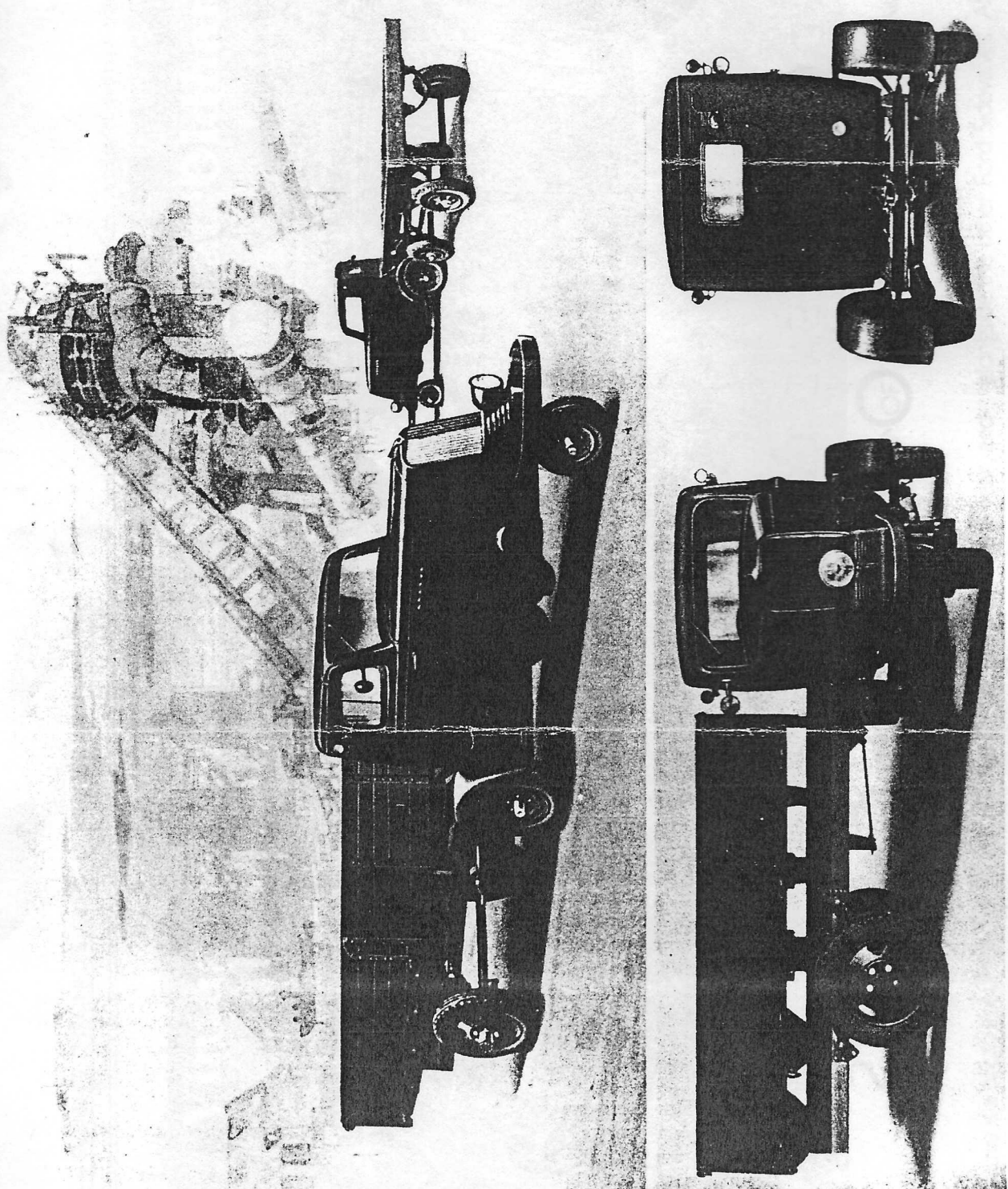
The Fordson Tug has been designed to meet the need for a distributing unit which is economical in cost, running and maintenance charges and which has unusual maneuverability.

The Fordson Tug can be used in many ways, as a tractive unit for railway depots and for internal factory use.

The Fordson Tug for pulling two or four-wheel trailer is capable of carrying a payload up to 2 tons. It is an excellent unit for refuse collection and any trade where multiple trailers can be employed. When used with light two-wheel trailers equipped with simple automatic pick-up considerable economy can be effected by eliminating idle time.

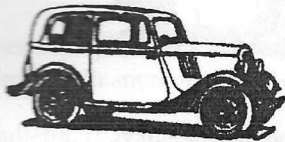
For body specifications and prices see data sheet at end of catalogue.

Left: Showing the Tug and Trailer turning on its own length.
Right: The Tug from the rear - Note solid boosted frame.



1935 Fordson 'Tug'
(Photograph - Ford Motor Company)

FOR SALE



- (3) 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

- (3) 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

- (3) 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.

- (1) Model y road wheel sand blasted/painted
New Y & C king pins. Starting handle, ignition
switches. SR & LR Headlamp rims & lens. Pair LR
Running boards. Spare wheel strap. Oval oil can.
All steering rods. Road springs & new shackles.
Engine mounts, starters, dynamos SR. & LR. door
handles. Torque tubes & casings. Engines. Fuel caps
Gearboxes. Dash light switch. Speedo drive.
Plus loads of other parts too many to mention
but please give me a ring and I will try to help you
out. Julian Janicki. Horsham Tel 0403-251184
Evenings only.(Its well worth ringing him Kath)

- (2) 8hp engine. Mr Davidson evenings
0261-818548



FOR SALE/WANTED

- (3) 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

- (3) 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) 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

- (3) 1 pair front wings LR Y £80. 1 rear bumper, rusty
L.R. Y £20. 2 set Y hub caps, not perfect £8. pair
1 pair bumper mounting irons 36 Y £6. pair.
1 pair front wings Ford E93A 1950 £60.
Front wings, bonnet, valances, for Austin 8
1939-47 offers. P. Ellis. Somerset
Tel 0278-427253

- (2) 2 Model Y gearboxes. 0372-452133
P. Gardner (non-member)

- (2) Colour prints of Model Y - original Ford adverts
£3-00 +P.& P. John Cowley 0206-331052

(2) Model Y L.R. 2 door, registered Dec 35.
Black. Taxed and MOT'd to Sept 94 restored
some years ago and still in very good condition
Drives beautifully. Sussex £2500. o.n.o.
Steve Morris -evenings 0323-423098

(2) 1936 Model C (C42149) Dismantled some work
done, needs correct front axle plus all brake drums
and wheels. Many other spares, including 5 Y
wheels, 15 disc wheels, numerous axles's engines
gearbox steering gear. Sell as one lot or split.
Best offer or exchange. Pre 1950 motor cycle or
parts. George Jarman Somerset. 0823-480218

(1) 1935 Y 4 door saloon ARK 695 Leather interior
original sliding roof and engine . Restored to
showroom condition. Current owner 12 years.
£4750. David Laxton 0793-822367

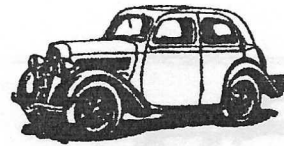
(1) Vintage trailer based on Model Y axle.
For restoration. 0793-527476

(1) Model Y spares - Ring for list.
Don Firth 0422-61613

(1) 1935 Y Tudor. Blue/Black Excellent condition.
Taxed - 12 months MOT. £4950. Fareham. Hants
M. Fraser-Cook. 0329-843176.

(1) 1933 4 door Shortrad. Black. Model Y Excellent
condition Y15532. Well maintained. £3800.
Non-member 0734-722347 (Oxon)

(1) 1935 2 door model Y. Tax/MOT'd. Green/black
Excellent runner and drives well. Some spares.
£2700 o.n.o. Terry Mortiboy. Blackburn
0254-678953



(1) 1936 2 door L.R. model Y with sunroof.
Unmarked black coachwork and chrome. Green
interior and wheels,, Excellent condition. Very
correct and original in all respects, including leather
interior. Oil can, pork pie rear light, vacuum wiper,
registration number etc. Taxed, MOT'd. Present
owner for last 6 years, won many awards. Will
accept offers in region of £4500. To include some
valuable spares. Ivan Ford. County Antrim.
N. Ireland 0846 673561

WANTED

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

(1) Y or C engine in good/reconditioned order plus
Y complete manifold (rear exit) Carlton Theisse
USA Address from Bob Wilkinson 0405-860836

(1) Model Y for restoration project .
Barry Godfrey 0773-832924 Derbyshire.

(1) 1935 C Sidelight Lens or complete.
Front windscreen surround. Front & rear bumpers.
Sills. Inner rear wheel arch inside car. Trafficators
O/S or both if possible. N/S rear wing.B. Yates
0473-830437 (Mobile 0831-566890) Ipswich.

(1) Spare wheel strap and Oil can for
1937 LR Y nearing completion.
Mike Gent Sheffield. 0742 655427

(1) Carpet set or paper pattern also steering wheel for
1936 2 door model Y
R Gales Ipswich 0473-823103

DEADLINE FOR COPY FOR
NEXT ISSUE 30-AUG-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 for a small charge from the Editor.

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 Rebore Services, 54-56 Elswick,
Newcastle-upon-Tyne NE4 6JH Tel: 091 273 4326

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

CHASSIS RESTORATION/EXCHANGE

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

INSURANCE QUOTATIONS

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

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

David R. Melleney & Son, 217a Dock Road, Tilbury, Essex RMI8 7BJ
Tel: 0375 850146 or 03752 2239

MECHANICAL OVERHAUL AND RESTORATION

Mr T.J. Brandon, 5 The Street, Stonham Aspel, Stowmarket,
Suffolk IP14 6AG Tel: 0449 711837

TRIM, FITTINGS, RUBBER AND ACCESSORIES

Woolies (I&C Woolstenholmes Ltd.), off Blenheim Way, Northfields
Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD
Tel: 0778 347347

TYRES, TUBES AND RIM TAPES

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

SEAT SPRING UNITS (ready for trimming)

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

STOCKISTS, EARLY FORD PARTS

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 Tel / Fax 0359 50347

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

NOTICES

Back issues of the Bulletin...
UK and ECU...
Secretary who requires notification of change of address or name.

USEFUL CONTACTS

- BORING WHITE METALLIC WEARINGS**
PISTONS etc.
 - CARBON FIBRE**
 - CHAIR RESTORATION/EXCHANGE**
 - INSURANCE (MOTOR)**
 - MECHANICAL OVERHAUL AND RESTORATION**
 - TRIM, FITTINGS RUBBER AND ACCESSORIES**
 - TYRES, TUBES AND RIMS**
 - SEAT SLING UNITS (early last models)**
 - STREETLY, EARLY FORD RANGERS**
- ... (Additional text and contact details for each category) ...