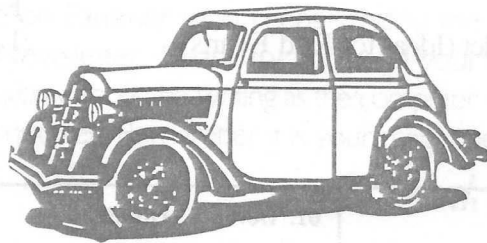
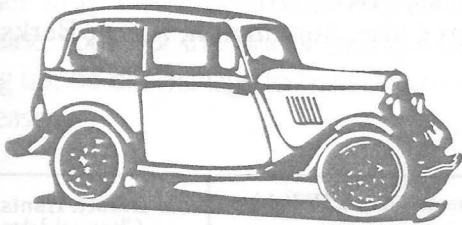


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



TRANSVERSE TORQUE  
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 90  
Aug / Sept 1994

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SP10 3AF

**THE FORD Y & MODEL REGISTER**

**REGISTER OFFICERS**

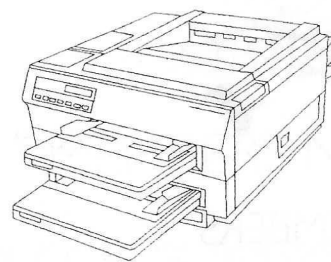
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<b>16. N. Yorks, W. Yorks, Humberside</b>  Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 0DJ  Tel: 0405 860836	<b>17. IoM, Cumbria, Durham, T &amp; Wear N'umberland, Clvld.</b>  Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB  Tel: 091 252 0920	<b>18. Scotland</b>  John Hudson 43 Acredales Linlithgow West Lothian  Tel: 0506 845935	<b>19. Ireland</b>  Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin, Eire  Tel: 010 353 1 280 2093

I must first of all apologize for the lateness of this issue but work commitments stopped me from keeping the deadline date, then unfortunately the computer decided to go down on me, thank goodness it is now up and running again.

My rallying season as been virtually zero this summer, with one thing and another, but hopefully next year will see me with more time to spare and I will be able to get out and about with the hood down in brilliant sunshine (I hope). Judging by the report on the Mersey Tunnel rally from Sam Roberts the weather was absolutely gorgeous (it doesn't always rain in the north) and I was sorry to miss it.

As you can see from the Spares price list Graham has had to increase some of the prices owing to postal charges going up, he did manage to hold down on the last two increases.



## EDITORS REPORT

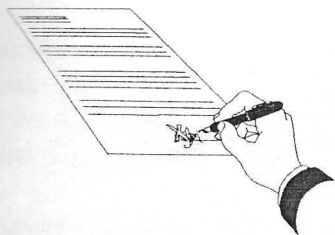
This issue is a bit smaller than the last Newsletter owing to the fact that the input from you the members has not been very large, thank goodness for the old faithfuls like Don Faulkner who keeps sending me articles for the Newsletter. Please try and send your stories in don't worry about the writing as the computer can correct any mistakes. Remember it is your magazine.

*Kath Devine*



The photo above shows your Secretary Bob Wilkinson with his 1936 CX 2 door. This is the only C or CX model known to the Register to be on the road in all original unrestored condition.

Bob bought it 5 years ago from the late Eric Buttle who had purchased the car new. It currently shows 55000 miles on the clock., How does Bob drive it with that pole sticking out his head we wonder!



Since our last Newsletter we have welcomed the following new members :-

CI040 John Coleman 'Keepers' Beldams Lane, Bishops Stortford, Herts. CM23 5LQ

MI319 Michael J Meadows. 'Treefalls' 8 Green Lane. Martlesham. Woodbridge, Suffolk IP12 4SZ

## NEW MEMBERS

SI021 Stephen Sutch 69 Woodlands Drive, Stanmore, Middlesex. HA7 3PB.

In addition there are about half a dozen prospective members in the pipeline, having recently bought cars from members, names and details in next issue. Meanwhile will existing members make contact with new members in their area.

## NOTES ON NEW MEMBERS

John Coleman who is with Frank Gates Ltd (Ford dealership Woodford) is engaged in a full restoration of CPC 537 a 4 door 1935 model Y.

Michael Meadows in Woodbridge is busy looking for body panels, headlamps and windscreen surround for his 1936 2 door model Y AVF 245 previously on the Register with Mrs J. Wooland. Windscreens are not easy to find at present and due to the complex structure of the frame new ones are fairly costly to reproduce. The other parts should be no real problem Michael.

Stephen Sutch in Stanmore has purchased a 1936 2 door model Y in dismantled / partly restored state. The car has been sitting in a garage for 14 years waiting for daylight to appear!

A full restoration is required to all mechanical parts and bodywork. Stephen plans to finish the car in blue & black. The club will be able to help with an age related registration from Swansea DVLA

Good luck to all of you - keep us informed of your progress with photos please.

*Bob Wilkinson*



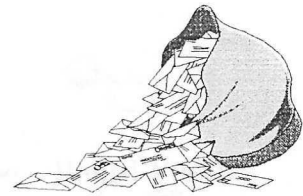
Photo Stephen with his 36 Y (note non-standard chromed radiator grille)

# HAINAULT GARAGE

Service and Filling Station

New North Road, Hainault, Ilford, Essex


Telephone: HAINault 4420



## MEMBERS NEWS

Ford / model Box. 47 20/7/56

To	Tuning in car.			
	Removing front axle and fitting crown wheel, pinion and new set of faces.			
	Reassembling with new gaskets.	£16	0	0
	welding and lining up rear of chassis	22	10	0
		<u>£18</u>	<u>10</u>	<u>0</u>

Received with thanks  


First an interesting article from Mike Riches in Essex.

The garage bill was found in a book on small Ford's purchased from a local autojumble and gives an insight into the cost of car repairs in the fifties. When you think that the average wage at the time would have been around £11 per week the price paid for the work done was not unreasonable. Whatever happened to Hainault Garage? perhaps it is still there and whatever happened to the model Y BOX 47 I wonder if it's still around?

Mike Riches.

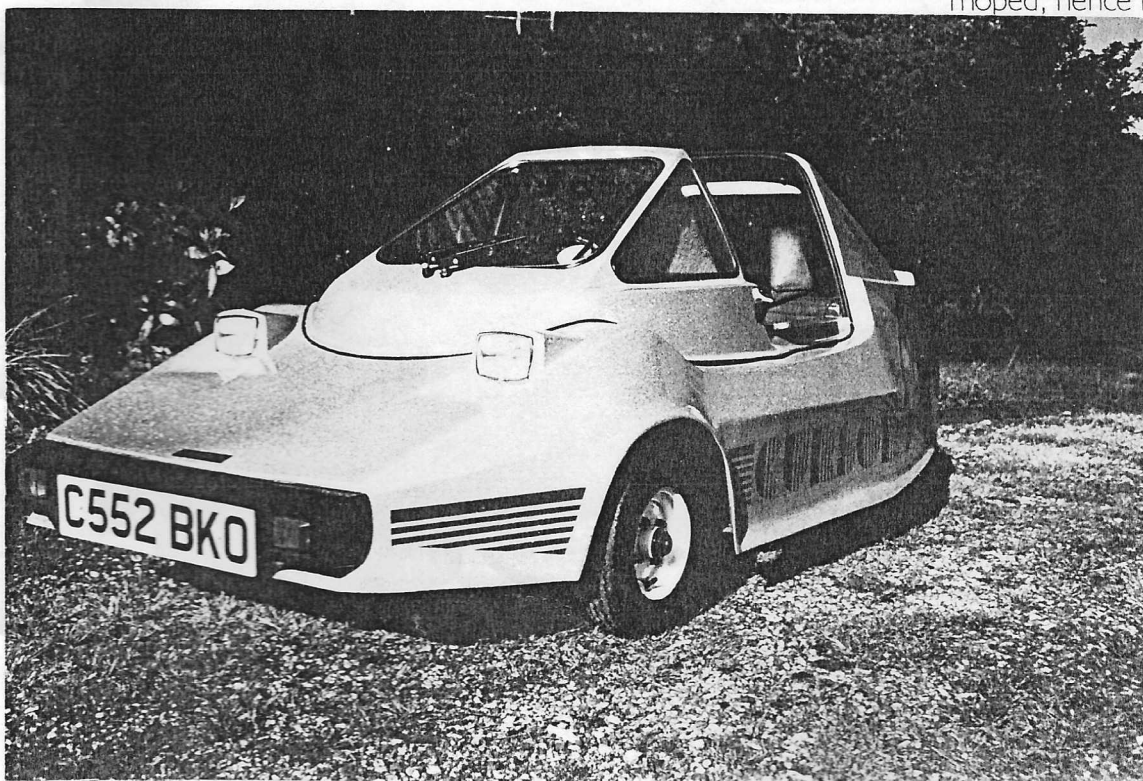
Next a photo of an unusual car. from Peter in Horsham who has a wide interest in the motor's scene - apart from owning a 1933 early LR model Y his latest acquisition is verdifferentnt.

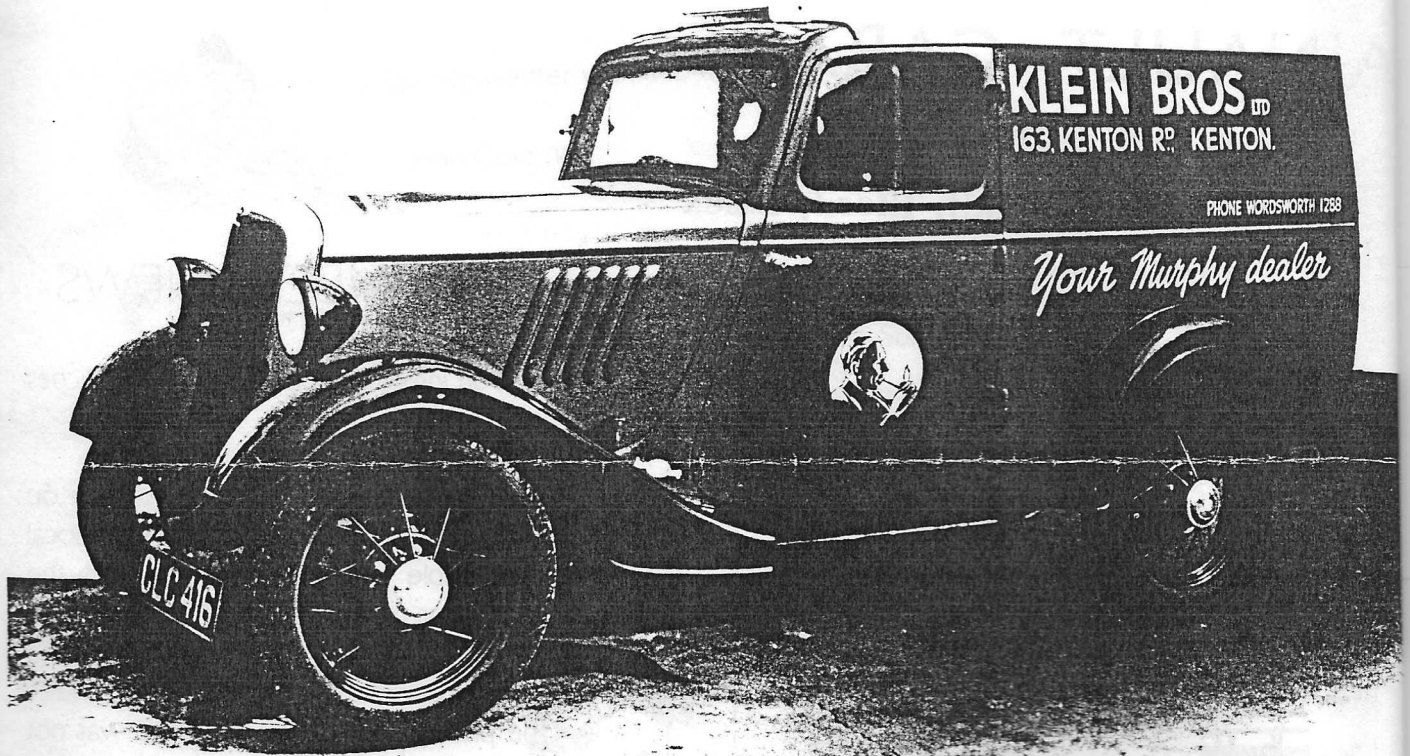
"I enclose a photo of one of my other cars, it's a Cursor made by a company in Kent for 16 year olds to have a car instead of a moped, hence it is only 50cc.

The idea did not take off as they only made about 40. This one has only done just over 900 miles so it is not run in yet.

Peter

Next comes an article with photostats from Don Faulkner who keeps us supplied with a lot of information. Thanks Don, keep them coming. Kath





The little 8 hp Ford Y saloon was available from 1933 and it soon became the basis of a number of light commercial vehicles. This is a 1935 van for loads of up to 5 cwt. Note the curiously cut-off front wings, which on the car would have carried on as running boards. The uprights on the roof are a ladder rack for use when installing radio aerials.

"Thought you might like a photo-stat copy of the following Y type taken from a book (LIGHT VANS & TRUCKS 1919-39) By Arthur Ingram & Nick Baldwin. I found the book at our local 'STEAM' rally it cost me £7-50 but was well worth it for the vans shown with very complex paint jobs. DON



A 5 cwt truck based on the Ford Y model. This type of vehicle was popular with small builders, though it was not until after World War II that small 'pick-ups' became really common.

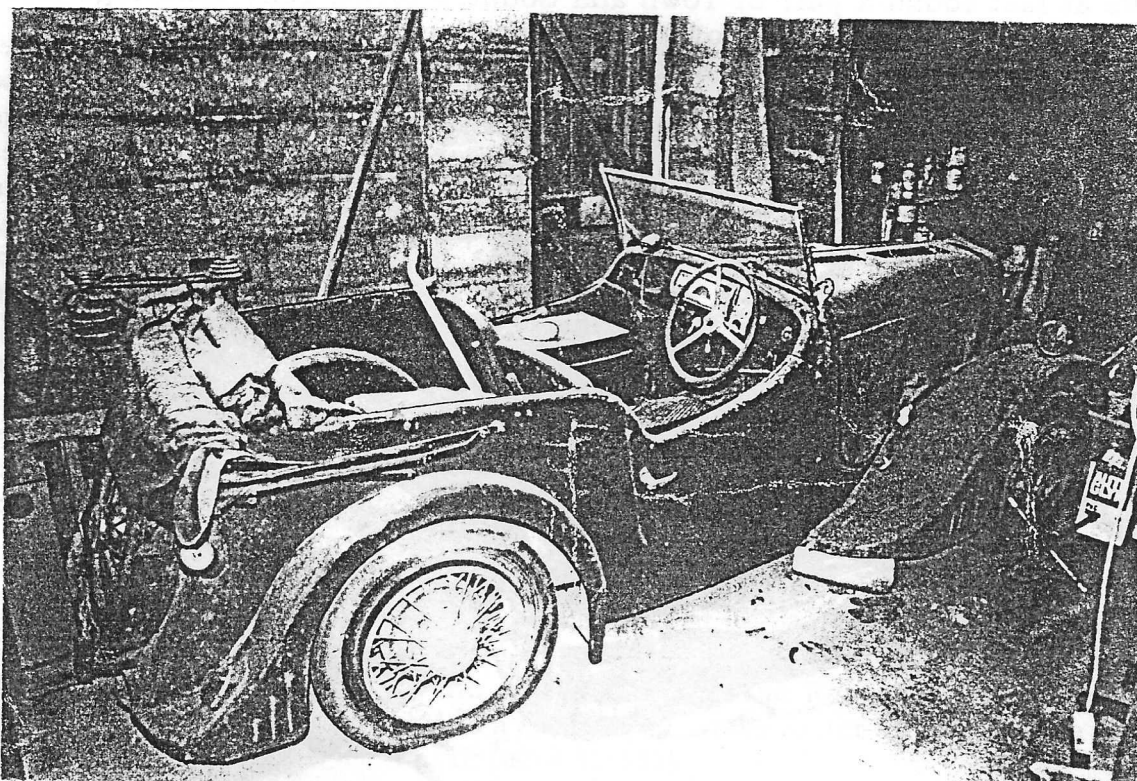
CHAIRMAN'S NEWS

I do not usually ponder over the value of our cars, as I have no thoughts of selling mine and do not consider them as an investment. Mine are worth the value of the enjoyment I get from them. However, over the last couple of months, I have been asked about values by members, who are trying to buy or sell. Putting a value on our cars is very difficult. There is no market guide, there are the different variations in design and, of course, the car's condition plays a significant part in the price for which a car will eventually sell. Above all, there has got to be a buyer, who is looking for just our sort of car. If a buyer can be found, what he or she is prepared to pay will dictate the buying or selling price. June this year probably saw the record price paid for a standard 1937 Model Y saloon at Brooks auction sale at Olympia. An excellent example fetched £7000. Yet Jim Long, in Reading (0734 722347), who has a beautifully kept and maintained early 1933, Fordor shortrad is having to drop his asking price of £3800, as he has had no enquiries from numerous advertisements. He has now come down to £3200 o.n.o. Mervin Cullimore (0435 812631/865245) is having no joy from UK in selling his Kerry tourer - one of only two survivors on the road. He has had an offer from the USA of £10000 but is loath to let it go out of the country. He is prepared to come down in price to keep it here, but has had no offers.



**Poop! Poop!**

Prices are playing a part in two other negotiations, which are going on at the moment. The owner of a recently discovered complete, but uncared for, Alpine tourer, with a two letter and three digit registration, reckons the number plate is worth a fortune and is basing the value on that. We are trying to rescue the car, with or without the number. However, it is always a shame when a car loses its birthright. The second exciting discovery is a Model Y Cairn coupe, which has been off the road in a garage for 12 years. It is in original condition, with no sign of any rust. Even the original Tickford hood is serviceable. There are only two others known to have survived. What asking price do you put on that? Hopefully we will have the new owner as a member, if a deal can be struck.

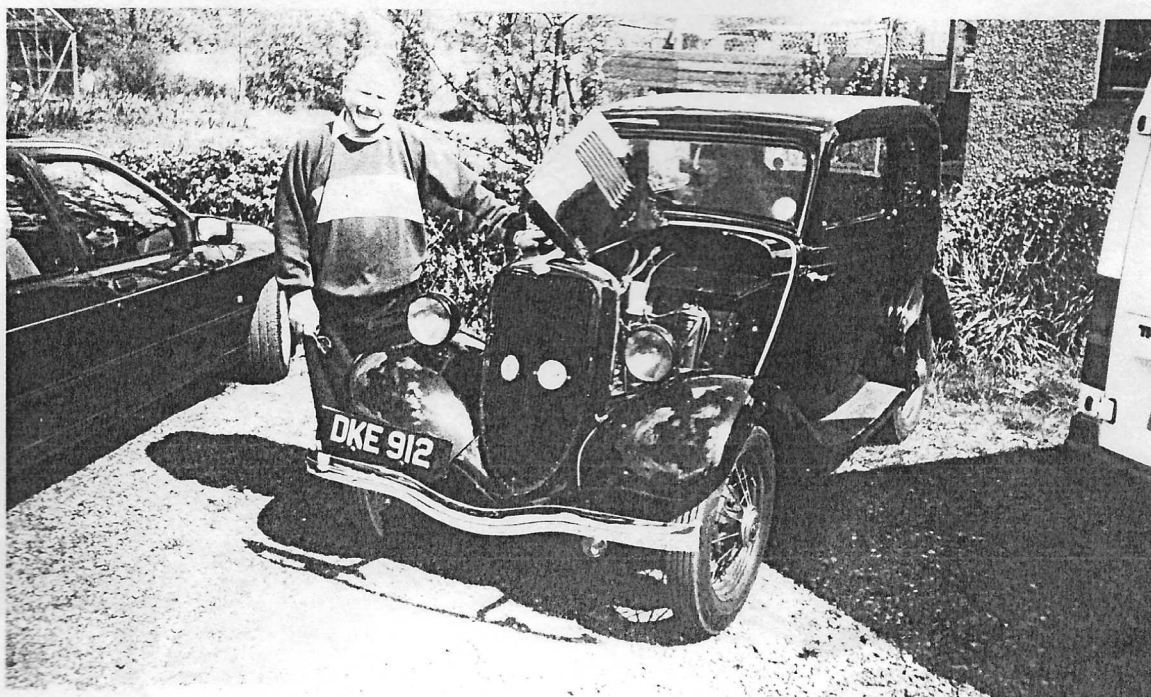


A sorry looking Alpine, waiting its fate at the hands of a number plate nutter.

Since starting this article, not an hour ago, I've had a call from Malcolm Fraser-Cook (0329 843176), who is having no joy in selling his beautiful 1935, light blue and black, Model Y Tudor, which was advertised in the last issue at £4950. Any offers? I've also had a call from Colin Ware in Portsmouth (0705 324172), who is offering his 1933 Model Y van in part exchange for a limousine; although he might consider an exchange for a Model Y saloon - again, any offers? Enough of the news on the bartering front! Our cars are worth what someone is prepared to pay for them!

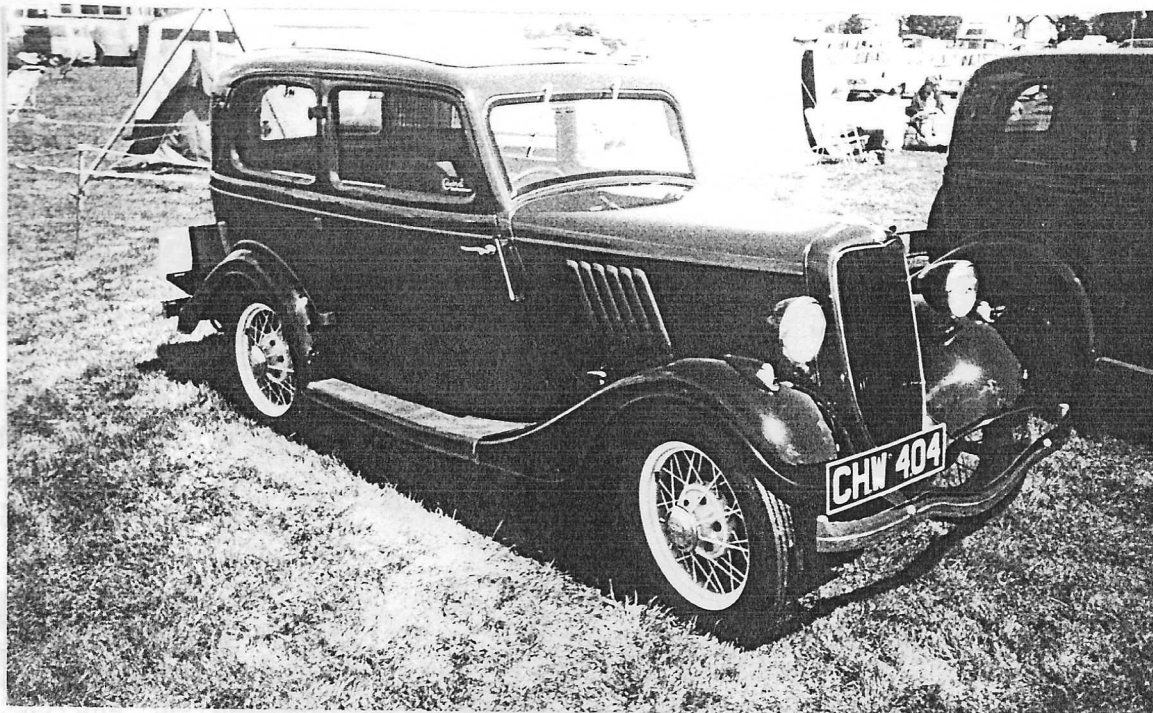
I had a pleasant surprise in response to my Model C submission to Classic Car Weekly, which some of you may have seen under the title "Barrel of Fun". A cheque for £75 dropped through the front door one morning! It all helps to boost the Register funds. I was delighted to receive some reaction from the article. Yvon Precieux, who, I'm pleased to say, keeps me on the straight and narrow, makes the point that the 10hp Model C engine block was not a bored out 8hp Model Y block, as stated. It was a completely new casting, with a cylinder block 1/8th inch wider than that originally used on the Model Y. The "narrow block" was discontinued at this point on the Model Y (September 1934) and both used the wider block, which had different spacing of the cylinder head studs and, hence, a different cylinder head and gasket. Thanks Yvon.

I am continuing the refurbishment of CNN, my 1936 Model Y Tudor, Ken Arthur, of KA Developments, is going to have to repeat on the off side, the excellent work he did on my nearside rear wheel arch. I had thought I would get away with it, but the rust moth has won the day. Ken is currently doing up David Leach's Model C, the youngest on the Register, so when David trailers down to collect his, I will thumb a lift with CNN. I also managed to obtain a pair of modern front wheel bearing sets, which fit our axles and hubs superbly. The inner is numbered 07098/205 SKF, no manufacturer's name on the box. The smaller outer is 03062/03162, made by Precision Bearings. I replaced the offside set just in time as, when I undid the hub nut, the tell-tale grey colour of the grease indicated that something was amiss. Sure enough, the rollers in the outer bearing were breaking up. I am ashamed to say that this was probably due to me tightening up the nut to get CNN through the MOT, rather than leaving it a quarter turn away from being fully screwed home, as recommended in the manuals. We live and learn! I have at last found a pair of Town and Country tyres. Tony Etheridge (see Useful Contacts) tracked down a pair of hardly worn Firestones, so CNN will have a smart pair of heels to show off when she is next on display.



Geoff Murrell poses with his 1936 Tudor longrad at the AGM this year.





Tim Brandon drove his green & black 1937 Tudor from nr. Stowmarket to Enfield in May.

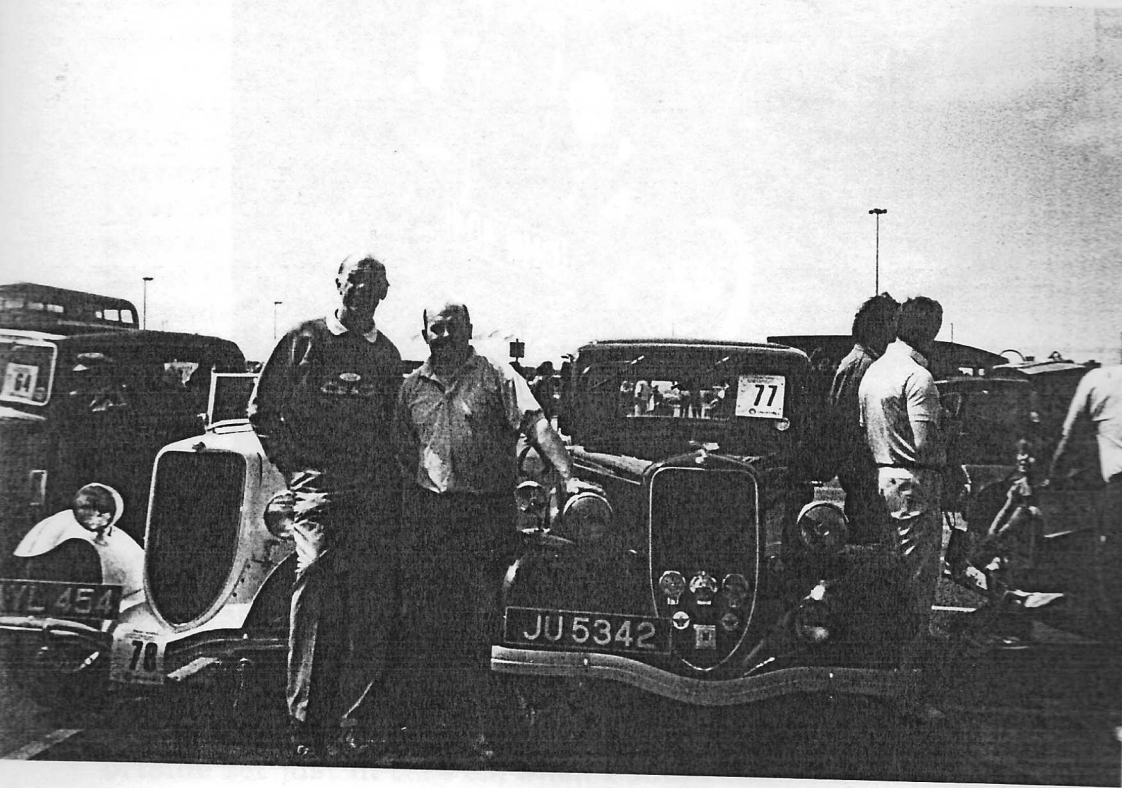
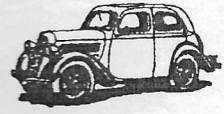
You will note that Rod Evans' address has been added to the list of Officers on the inside cover. He has offered to compile the Bright Ideas Booklet. Any ideas for making ownership of our cars easier should be forwarded to Rod for inclusion. There are three to my knowledge in this issue; namely, the modern front axle bearings, how to overcome clutch judder and Bert Thomas' pump interchangeable parts listing. You get the idea?

Graham Miles is to be congratulated in negotiating two deals: the production of glass headlamp lenses for the later, and most common, Longrad Model Ys and their associated headlamp rims. They will soon be available to Members at an amazingly low price. I know that many of you require these items.

1994 marks the 25th anniversary of the founding of our sister club, the Ford Sidevalve Owners' Club. On behalf of all Members of the Register, I have sent our congratulations. We were formed 15 years ago and over those years, each has been responsible for the continuing survival of hundreds of "little Fords", which would have otherwise gone to that huge scrap yard in the sky. The two clubs complement each other, each with its emphasis on vehicles of the different periods of the Ford sidevalve engine's development. May we both continue to provide a good service to our Members well into the 21st Century.

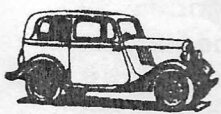
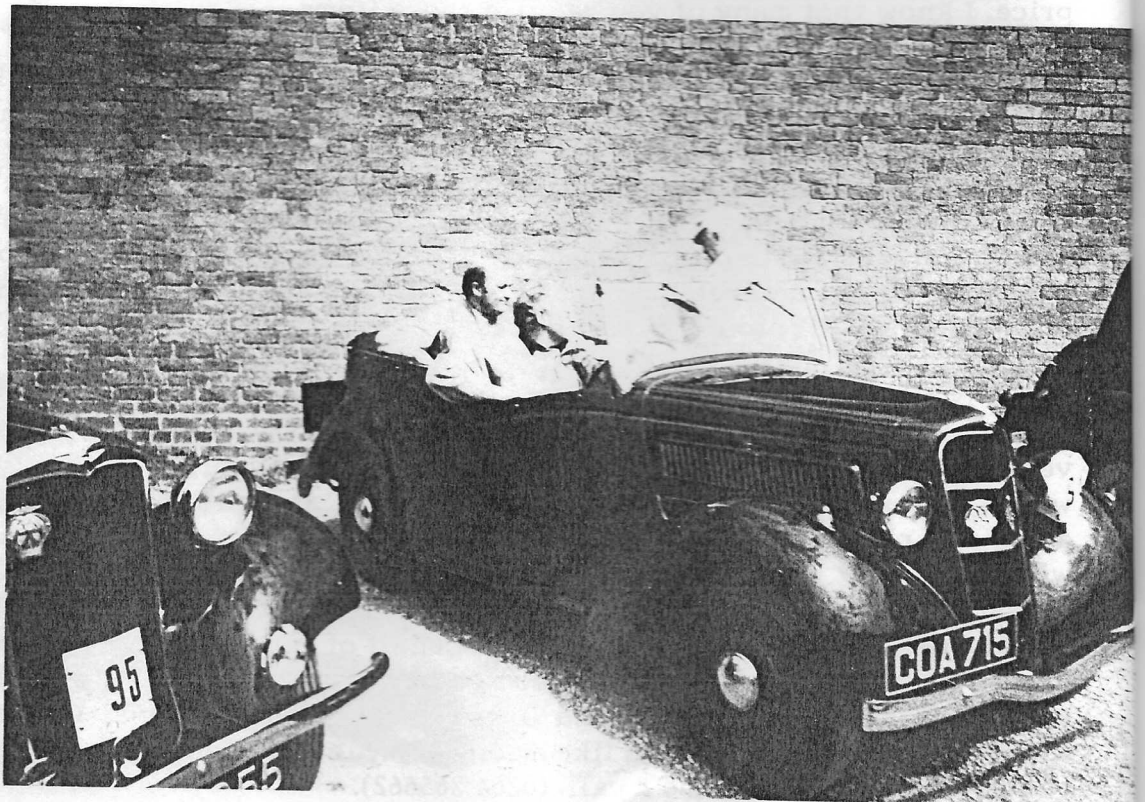
There is a blot on the horizon to the survival of all classic car clubs, in the form of threatened legislation to extract Vehicle Excise Duty, from 1997, for possession of a vehicle, rather than, as now, for using a vehicle on the road. This could mean that we would be taxed whilst our cars are off the road, in storage, under restoration or in a box as a pile of bits! A greater incentive not to own an old car, I cannot imagine. It will kill our hobby. The idea of the scheme is to offset the £145M, per annum, the Treasury estimates it is losing through tax evasion. ie. the plan is to tax the innocent to make up for the sins of the guilty. On behalf of you all, I have written to the Policy Branch at DVLA in Swansea, who seem to be the main proponents of the idea. I have also written to my local MP and urged each of the Regional Coordinators to do likewise. If any Member would like a copy of my letter to act as an example for a letter to their MP, please give me a call. (0264 365662).

Sam Roberts

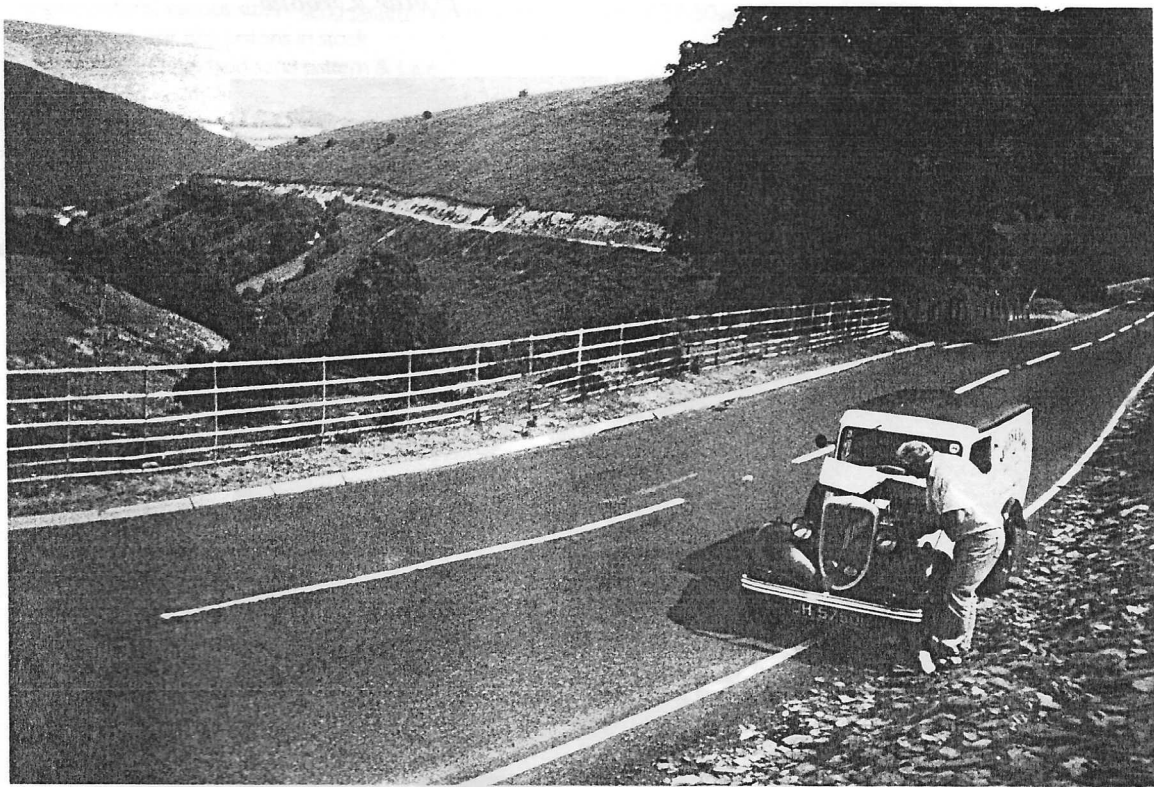
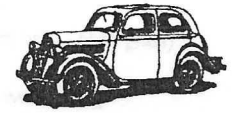
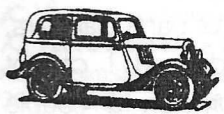
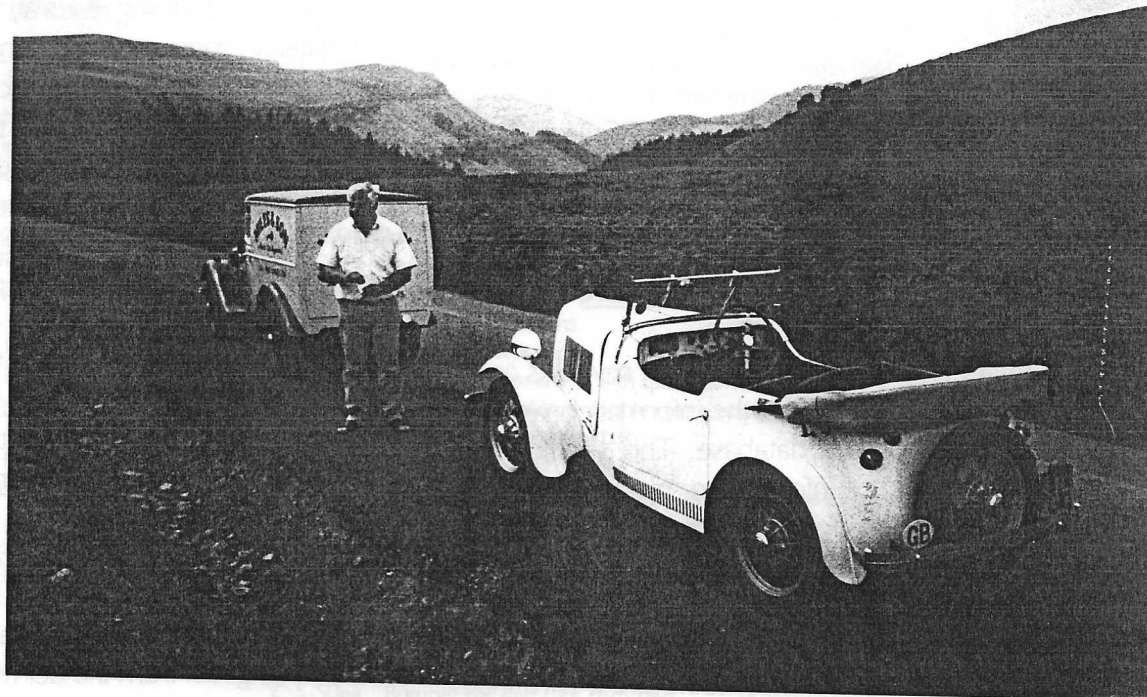


(PHOTO FROM SAM ROBERTS - RON TOPPING FROM NEWCASTLE AND SAM ROBERTS FROM ANDOVER DECIDING WHO HAS TRAVELLED THE FARTHEST TO MERSEYSIDE..

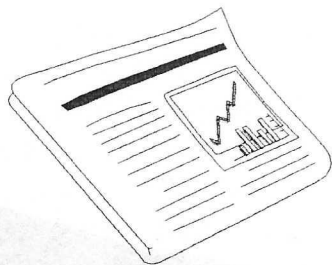
(PHOTO FROM SAM ROBERTS - PETER KETCHELL AND JOHN GRIFFITHS IN THE MOTOR SHOW LINE UP IN BIRKENHEAD, AFTER THE RUN THROUGH THE TUNNEL



(PHOTO FROM -  
SAM ROBERTS)  
TAIL END CHARLIES  
STOP FOR A CUPPA  
ON A WELSH  
MOUNTAIN DURING  
THE RUTHIN RALLY.



(PHOTO FROM  
SAM ROBERTS -  
GRAHAM VAPORISES  
HALFWAY UP THE  
HORSESHOE PASS!



## REGISTRAR COMMENTS

### THE REGISTER GOES ON DISK

It is a rather slow process, but one of my tasks as the new Registrar, is to put ALL the information we have about the cars onto a database. This should make accessing groups of information more simple, for example, searching for all known Jensen bodied Tourers, or all 1936 Green Tudors.

I live only a couple of miles from Bob Wilkinson and have been able to collect a section of the card index file at a time to transfer.

However, during this transfer it has become obvious that the information is not up to date. Several cars have changed hands to people who are not members of the Register, and it is not known if some cars are on the road or undergoing restoration. If there have been any material changes to your vehicles, engine number, colour etc., please send the information to me at my address inside the front cover of this Bulletin. Please let me know if your restoration is complete and the car is 'on the road'. If you sell your vehicles, please tell the purchaser of the benefits of being a member of the Register. Bob would be very pleased to hear from them.

At the time I offered to take on the role of Registrar, I wondered if it may be boring, but I now find myself becoming engrossed in the details of particular cars, tracing cars which are advertised, and I cannot describe the excitement I felt when a couple approached me at G-Mex, and thrust a large ring binder in my hands and asked if I was interested. It contained a complete documented history of their Model Y long rad. from the delivery note, through two exchange engines, several batteries and broken springs, services etc., to their purchase from the son of the original owner. The car was not on the Register and is the second youngest Y recorded!

I look forward to hearing about all the up-dates so that we can keep the information on the Register current.

*Peter Brooke*



Y & C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE Use the Club order form. Complete, Listing items required & price in column provided. U.K. prices include Postage & Packing Here & 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>		
Clevis pins (20 thou oversize) with split pins:-S.R./C.	£ 5-00set	Steering joint dust cover	£ 1-20ea
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70set	Engine mount - exchange	£ 5-40ea
Front or Rear shackles (pattern part)	£ 5-80ea	<u>ELECTRICAL</u>	
Bushes for shackles, front or rear	£ 1-70ea	Head lamp lenses late - curved - diamond	£ 23-00pr
Rear hub seals (large - outer) Y1175	£ 2-70ea	Headlamp lenses. Both intermediate model types (flat)	£ 10-50ea
Y&C king pins-4 bushes, 2 thrusts-exchange. stock permitting	£ 30-00set	Rear Lamp mounting bracket - finished black with fixing bolts	£ 29-50ea
Relined Front brake drums-exchange in clean condition	£ 39-00ea	Battery fixing bolts	£ 2-30pr
Rear brake rod support bracket for L.R.Y. with double holes	£ 27-00ea	YE14300 Battery to switch cable assembly	£ 10-25ea
YE2502B Front brake rod support(mounts on A-frame looks like?)	£ 5-50ea	Battery lug bolts	£ 0-50ea
Front road springs Y & C (Rear, used on application)	£ 28-50ea	6 volt coils - not Ford	£ 11-00ea
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.	£ 3-00ea	Headlamp bulbs (wattage not stated)	£ 2-75ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.	£ 3-00ea	Bulbs, various (if rear lamp, state straight of off-set pin)	£ 1-00ea
L.R./C. CE2231 Rear brake cam shaft. R.H. or o/s	£ 8-50ea	Late type distributor points (not early type)	£ 3-25ea
L.R./C. CE2235 Rear brake cam shaft lever. R.H. or o/s	£ 8-50ea	Late type rotor arms	£ 2-75ea
L.R./C. CE2236 Rear brake cam shaft lever. L.H. or n/s	£ 8-50ea	Early distributor caps	£ 3-25ea
L.R./C 48/2050 Brake operating wedge	£ 9-00ea	Early type rotor caps (with spring contact)	£ 4-25ea
S.R./L.R./C. Y2084 Front brake lever	£ 8-50ea	CE13075 Headlamp double contact bulb holder/cable	
S.R./L.R./C. Y2076 Front brake shaft. R.H. or o/s	£ 8-50ea	S.R. and early L.R.	£ 5-50ea
S.R. Rear brake cam shaft: Y2231 R.H. or o/s Y2232 L.H. or n/s	£ 9-50ea	Dynamo cut out controls	£ 9-00ea
S.R. Y2230 Rear brake cam shaft	£ 8-50ea	Spark plugs - not L10 but equivalent (i.e. same as ) set of 4	£ 13-00x4
S.R. Y2050 Front brake operating wedge	£ 10-50ea	Headlamp Magnaflex Bars (diamond shape)	£ 9-00ea
Exchange brake shoes, rollers removed, send old in first Set of 4	£ 31-00	Exchange condensers - Solder assembly only	£ 4-00
Brake shoe pull off springs, S.R./early"34Y, double roller Set of 6	£ 11-50	<u>FITTINGS - BODY</u>	
Brake shoe pull off springs. L.R./C. single roller shoe Set of 4	£ 7-50	L.R. & C MODEL Front bumpers chromed (not CX)	£125-00ea
<u>MECHANICAL - ENGINE AND TRANSMISSION</u>		L.R. & C MODEL Rear bumpers chromed (not CX)	£105-00ea
Fan belts - 3" dynamo pulley only	£ 5-50ea	Bumper bar bolts (oval shape) No stock - on order	
Y9737 Accelerator return spring (on cross rod or accel., rod assy)	£ 3-00ea	Bumper bar end caps chromed	£ 6-50pr
Gaskets - price on application, upper engine only		Running board draught trims, adjacent to chassis, painted black	£ 32-00ea
C exhaust, with tail pipe - stainless (Carriage not included)	£ 52-50ea	Running boards, for L.R. Y Moulded in fibre glass (incl. matting)	
Add (Red star carriage £22-00) or collect		with steel mounting brackets, Adaptable for S.R.	£ 88-00ea
Y exhaust, stainless Carriage included	£ 59-50ea	Only 1 n.s left. Do not intend to restock until after final decision on new design.	
Engine top water outlet (head to hose)	£ 9-50ea	S.R. front valance below grill (external part only - fibre glass)	£ 21-00ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)	£ 3-00ea	Floor board screws	£ 0-10ea
Moulded Top hose - suit post Y head	£ 7-00ea	Late L.R. Y four door hinge centre bolts, with spring	£ 1-20ea
Moulded Bottom hose - suit post Y engine	£ 7-00ea	Brass balls, door hinge	£ 1-00ea
Engine pistons, various sizes - send pattern non-returnable From	£ 27-50set	Y fixed timber roof stock kits in hard wood	£ 72-00ea
No post-war 8hp pistons in stock		Striker wedges - female - door pillar - housed "C" Model	£ 8-50pr
Various piston rings held send pattern & s.a.e		Enamel rad. badge. Dark blue-L.R.&C.-Light blue-S.R.& early L.R.	£ 13-40ea
Engine valves - early engine only - send pattern exhaust or inlet	£ 3-75ea	L.R. badge mounts under manufacture Send applications please	
Engine valves - long	£ 5-25ea	Hub caps - to original specification Y type	£ 11-50ea
Timing Chain - late engine	£ 16-00	Oil can transfers, Black only	£ 3-70ea
Clutch plate centre - exchange	£ 22-50ea	Wheel nuts Y set of 20 (in sets only)	£ 37-00set
Clutch pressure plates - exchange	£ 40-50ea	Wheel nuts C each	£ 0-65ea
Clutch release bearings (pre-packed)	£ 8-50ea	Bifurcated Rivets	£ 0-03ea
Y24052 Cylinder head stud and nut	£ 1-50ea	Service-Castrol poster, Reprinted	£ 11-25ea
Universal joint - complete assembly - exchange	£ 18-50ea		
Universal joint only	£ 8-50ea		
Y4513 Cap (Universal joint housing) inner	£ 5-75ea		
Gearbox I hold large number of parts send list of requirements			
<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	<u>SPEEDO CABLES -</u>	
Bushes for shock absorber linkages specifically intended for S.R. but may be used on some L.R. depending on linkage design S.R.	£ 1-20ea	Speedo Graph Richfield Ltd. Rolleston Drive, Arnold. Notts. NG5	
side lights - base mats	£ 4-20ea	7JR TEL 0602-264235	
L.R. rear brake rod support rubbers	£ 4-20ea	Prices on application Apply Direct.	
Y under bonnet kit	£ 10-30ea	K27 - 5' 8" long (Y) or K28 - 5' 1" (C)	

# PARTS ORDER FORM - ISSUE 90

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 90

To be returned to

BOB HALE,  
4 GADEN CITY VILLAS, MILL LANE NEW BRADWELL,  
MILTON KEYNES, BUCKS. MK13 7AB

<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 BOB HALE AT THE ABOVE ADDRESS.

NEWSLETTER INSERTION - ISSUE 90

To be returned to

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

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MEMBER'S NAME

NUMBER

ADDRESS:-

TEL. NUMBER - DAY

DATE

EVENING

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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

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(ADVERT WILL BE INSERTED 3 TIMES, UNLESS SPECIFIED)

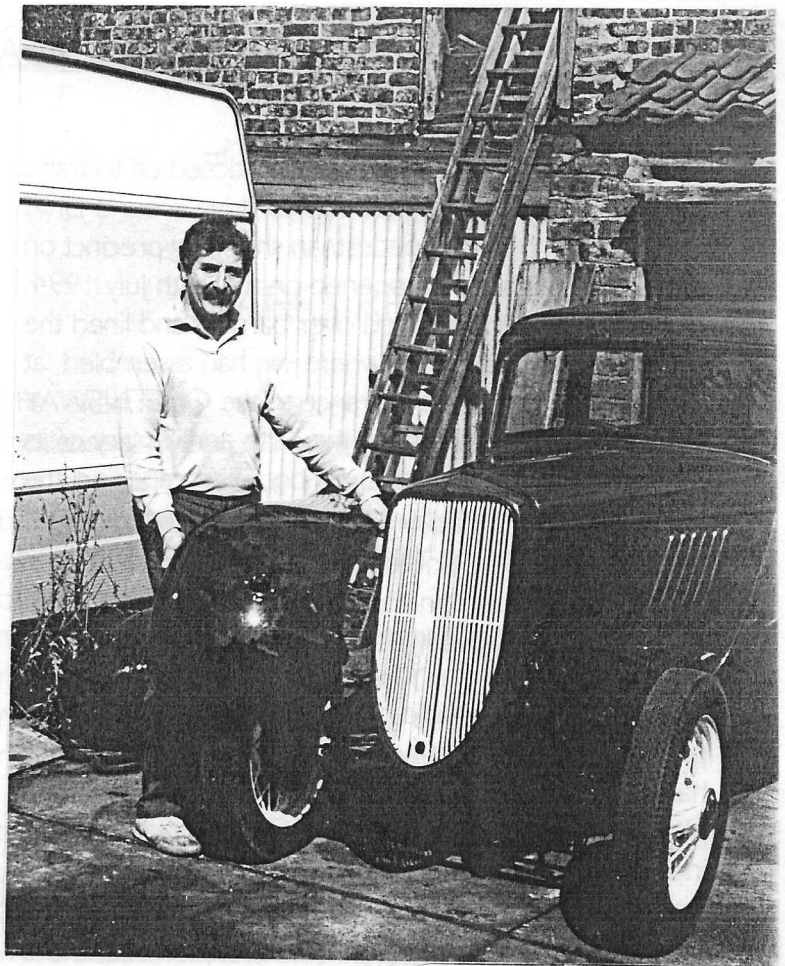


## SPOTLIGHT ON MEMBERS

### PETER BROOKE

I first saw 'Emily' driving around Wath upon Dearne in South Yorkshire when I was in my teens and learning to drive. Even then I was an 'old car nut' with my heart set on a pre-Ruby Austin Seven, but when I saw our local postman in the Model Y, I changed my preference. EML 150 became my pride and joy in the first week of March 1966. I went to school in her and then off to college in Cheshire. It was there where her big end lost most of the metal. I got her back to my fathers smallholding by driving her on the flat and down the hills of Derbyshire, and getting Dad to push her up the hills with his Bedford CA van! (A neat way to prove how strong the luggage rack is) She was then stored until I could find some money, since it was cheaper to buy another car than repair Emily. Eventually she was joined in store by her successor, a 1937 Austin 12 Ascot. (which I also still have.)

Over seven years in the Isle of Wight kept me from doing any restoration, then when I moved to the Goole area there was the house to repair, the family to keep me busy, but eventually I managed to bring my stored cars 'home' The strip down of Emily was drastic.



It was at that point I realised that when she first broke down I had removed several rather vital pieces and put them somewhere safe, they are still there wherever it is! A good example might be the three nuts missing from each wheel!!!! The rebuild was a very slow process, much of it based on guesswork until I was found by Bob Wilkinson. He had been passing my door for years and didn't know what was in my garage. Since then, June (my long suffering garage widow) and I, have been to Y & C events and met enthusiasts from far and near. I have increased my knowledge about 'our' cars and Emily is now very close to completion, the aim being to use her, not simply take her to shows. The engine was the biggest problem and as a temporary measure a 100E engine was fitted, which some of you may have seen, but it allowed her to be moved. I found an RAF standing engine earlier this year, fitted to an hydraulic pump for testing aircraft landing gear during the war, it was withdrawn from service in January 1947 according to the ticket tied on the frame and this is now in the car and sounds very sweet! Without the advice and spares available through the Y&C Register the restoration of Emily may well have ground to a complete stop. As it is, June and I will be rallying her next year and hope to see as many members as possible.

## THE MERSEY TUNNEL AND THE RUTHIN RALLY

Imagine the centre of Liverpool being closed off to traffic to allow a parade of classic cars to drive around Lime Street and through the pedestrian shopping precinct on a Saturday morning. It happened on the 16th July 1994. Hundreds of people strained over barriers and lined the twisty, indirect route from where we had assembled, at the Albert Dock, to the entrance to the QUEENSWAY Mersey Tunnel, celebrating the 60th anniversary of its opening. Waves, cheers and hoots accompanied the passage of some three hundred vehicles, which included half a dozen from the Y&C Register.

The two miles long tunnel had been closed to normal traffic, which made the journey an eerie one; especially when the less responsible drivers decided to stop to take photographs at the mid-way point, causing the parade to halt. Graham Miles, in his Model Y van, was less than pleased as he travelled with the "Commercials". These included four Sentinel steam lorries, which belched smoke ahead of Graham, giving the impression of driving through cloud!

Once through the tunnel, we lined up on the Birkenhead side and were converged upon by hoards of public, who oohed and aghed over the cars all afternoon in the glorious sun. In addition to Peter Ketchell, in his Model CX tourer with John Griffiths as passenger, the Register was represented by the Model Ys of Reg Hunt, Alan Higham, Brian Allan and family, fresh from the Blackpool Tower Centenary celebrations; Ron and Carol Topping from Newcastle, Graham Miles and myself. Unfortunately, we were short on Model Cs, whose 60th Anniversary it was also.

We dispersed, sundrenched, at about 4.15, each receiving a beautiful replica of the medallion which was cast for the original opening of the tunnel.

After excellent hospitality from Jean and Reg Hunt, they, Graham and I set off to Ewloe, west of Chester to the start of the Ruthin rally on the Sunday morning, where we met up again with Peter Ketchell and John Griffiths. Activity was intense as each navigator frantically worked out the reporting time at each of the numerous stages en route.

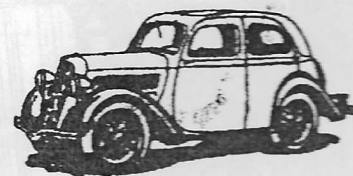
Unfortunately, or fortunately as far as we were concerned, neither Graham nor I had been entered for the rally, due to an administrative slip. This meant that, as tail-enders, we could drive the route without the pressure of having to be at set points at set times.

The route was very scenic, passing up and over Ruabon Mountain to Worlds End and Panorama, via aqueducts, fords and sheep trails. We lunched in Ruabon and then set off to Ruthin, via Llangollen (stopping off to see the steam engines), the Horseshoe Pass and the narrowest and steepest by-roads. Having suffered a slipping clutch on the drive up from Andover, due to oil slurr from an overfilled engine, I was delighted to have no problems.

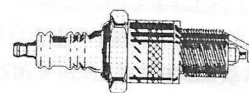
Graham was less fortunate, suffering the ignomy of vaporisation, literally halfway up the Horseshoe Pass! We were once again able to dismount and take in the breathtaking beauty of the views. A dousing of water on the fuel pump-carburettor pipe cured the vaporisation and Graham drove on with the bonnet open for the next few miles, until the engine had cooled down a little. It was a super rally which everyone enjoyed.

I drove down to Andover on the Monday, taking the scenic route via Shrewsbury, Bridgenorth, Worcester, Evesham, Stow-on-the-Wold, Swindon and Marlborough. Apart from the steering column coming away from the dashboard and suffering a touch of sunstroke (I had spent four days in the Kerry with the hood down!), all went well. With a face like a tomato and 620 miles under the belt, I felt great.

*Sam Roberts*



So what's the good news? Not a lot seems to be the answer, partly due to the season when both Kevin and I take the bulk of our holiday and find get togethers difficult to arrange, however having said that demand from the members is low. This holiday season seems to have a similar effect on the various suppliers, as progress on this front seems to be somewhat tardy.



## SPARES REPORT

The good news is that the late "Y" & "C" head lamp lenses have been manufactured and await my collection, let me remind you that these are suitable for all C's & Y's that are post intermediate model, that is those that incorporate the side lamp in the head lamp. As mentioned I will sell these in pairs at present at £23 including postage. These are now entered on the parts list under Electrical.

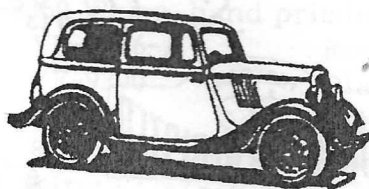
As I have said progress is slow at present on some of our projects. Tooling was the hold up on the Head Lamp Rims, but as several tools were involved this didn't surprise me, all the tools are now received, only one requiring further work. So by the next letter I hope to be able to report progress on that front.

At the 'All Ford Rally' I did overhear one member complaining about the finish on his Front Bumper Bar; it like all the others had hammer marks on the back, this is because they are formed from a straight rolled strip and beaten into shape by a Blacksmith. We would love to press them but as the tooling cost was greater than the wages of all the committee for a year or two, plus finding a press of several Tons capacity, we had no option but to follow the route we did.

The next area of concern is that of exchange condensers. I'm simply not getting back your old ones, and one or two have been sent in a beaten and battered condition, these along with a design which are crimped on some and of a soldered design on others, means that we are running out of case's to refurbish as only the soldered design are acceptable to remanufactured. So the bottom line is that if I don't receive a sound used case of a design that we can refurbish I can not guarantee supply.

Incidentally if items are late on delivery and you fear them lost in the post, let me hear from you. The Post Office will want to know when and from where they were dispatched, and only I know that. Although not quite my area of concern the range of items and quality we offer on the Regalia front will come up for review at our next committee meeting on 11th November, so any comments on that front we need to hear before that meeting. I've still not been able to make any progress on Oil Cans or Starter/Choke pulls as I am still looking for help on the supplier front, that may mean somebody that you know!

In the meantime look out for a documentary on Channel 4 in the new year, subject "Transport" featuring a model Y van! They asked for it to be dirty, not freshly washed, they asked the right bloke!



*Graham Miles*

## CLUTCH JUDDER

One or two members has been asking what they can do about clutch judder. I suffered it until early this year on my Kerry and have now eradicated it. Most cases of clutch judder are caused by misalignment of the engine and gearbox. If one is only slightly out of line to the other, then there will be an uneven coming together of the rotating parts on engagement of the clutch. As the engine is bolted to the gearbox bell housing, they can't be too far out! So, the first thing to check is the alignment.

The engine is firmly rooted onto the chassis at the front end by the engine mounting bolts - not much scope for adjustment there. However, the gearbox is held onto the chassis cross member by the gearbox mounting strap and rubber and the two tie rods, one on either side. By adjusting the effective length of a tie rod, we can skew the gearbox one way or the other; but, which way?

To find out, jack up the rear end of the car and place axle stands under the rear axle. Slacken off the bolts holding the tie rods to the chassis cross member, noting whether either of the tie rods springs clear of the cross member on being released. Start the engine; let it warm up to a gentle tick over state. Sitting in the car, change through the gears, letting the clutch out sharply. There's no need to rev up to do this. Repeat the run through the gears two or three times and switch off the engine. Any misalignment should now have righted itself. Check for a gap between a tie rod and the chassis cross member, remove the bolt completely and shim the gap with a suitable washer of the right width of shimming material. Replace the bolt and tighten up the bolts on both tie rods. Remove the axle stands and go for a spin. Hey presto, the judder has disappeared.

Regrettably, if Murphy is with you and it has not disappeared, then it's an engine out job. There is something wrong in the clutch department, which could take a variety of forms and which is usually apparent on engine removal.

*Sam Roberts*



## LEJOG TOURING TRIAL

Last year was the first year of the most challenging long-distance reliability trial in Britain for classic and historic cars; the Lands End to John O'Groats (LEJOG) run with its tests against the clock, its trial hills and its regulatory and road sections over tight mountain roads. It was a great success and is to be repeated in 1994.

In addition, this year, there will be a LEJOG Touring trial for the less competitive vehicles (and drivers). It is not a competition - you simply have to follow a route which is mostly on main roads, visiting the Main Controls of LEJOG, with no time penalties or other tests - but since it involves continuous motoring for 36 then 24 hours, it will still be a real test of endurance and reliability for car and crew.

The event starts with a dinner (black tie optional) on Friday 2nd December. The first car leaves Lands End at 10am. on Saturday 3rd December, travelling via Bude and Porlock to supper stop at the Severn Bridge. Night run then through Wales via Brecon, Llandoverly, Lampeter, Tregaron, Machynlleth, Dolgellau and Bala. After a breakfast stop in Lancashire, the route continues through the Yorkshire Dales and North Pennines, then via the Borders to a night stop in Edinburgh. On Monday, the run goes via Gleneagles and Tayside to a supper stop at Fort Augustus, followed by a night run to Cape Wrath. The first car is due at John O'Groats at midday on the Tuesday. The event winds up with an optional black tie dinner at John O'Groats on the Tuesday evening.

The entry fee, which includes the dinners and accommodation (incl. breakfast) for two, is £295. The entry list closes on 31st October. If anyone is tempted by this exciting jaunt, I will be happy to pass on the details.

*Sam Roberts*

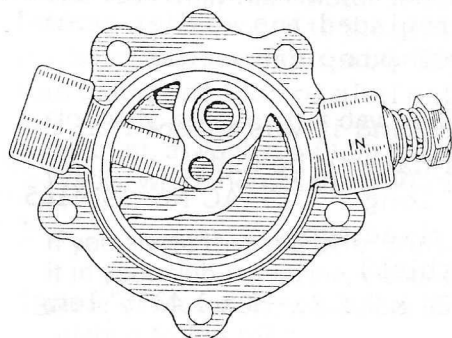


PETROL PUMPS

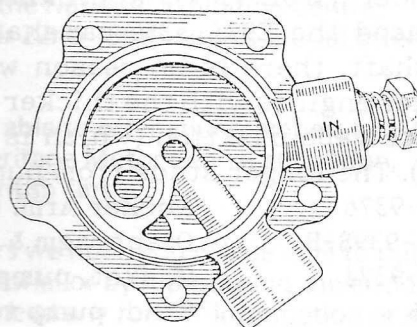
During our visit to Merseyside, Graham Miles, Reg Hunt and I visited Bert Thomas, in retirement near Crewe. As a result of my plea for some technical input to the magazine, I have received what I hope is the first of many articles from that still fertile and active brain. Many thanks, Bert. The thrust of Bert's article is that the apparent shortage of AC pumps for the earlier sidevalves can be overcome by using parts from later models; not only of Ford, but the earlier Austin, Standard etc. As the table below shows, many of the parts are interchangeable. The only differences are the rocker arms and the fact that post-1948 pumps had different diaphragms. He comments that the export pump was a V8 pump, with a different rocker arm and that there are still plenty of those about.

Bert points out that the original pump Y-9350 was made obsolete in May 1933 and replaced by YE-9350. The latter pump's upper body has the petrol outlet union repositioned so that it is facing outwards. This keeps the pump to carburettor copper pipe away from the exhaust manifold and helps prevent vapourisation. The two types are illustrated in the Ford Model "Y" Bulletin, Vol 2, No 4, on page 28.

However, as Bert points out, the illustrations are the wrong way round. The correct captions should be as follows:-



ORIGINAL TYPE\*



Y-E-9354

PETROL PUMPS

All 8hp, 10hp and E83W

## YE-9350 Pump 1932 - 1937

YE-9376-A	Rocker Arm	AC No: 856815
YE-9390	Diaphragm, detachable type	
Y-9374	Gasket, pump to cylinder (0.0312" thick)	
88717	Stud, pump to cylinder (0.3125-24 x 0.3125-18 x 1.1875" long)	
Kits: E37-Z-1; AC-1524097; ES-2905		

## ARP-9350 Pump, hand priming 1937 - 1945

YE-9376-A	Rocker Arm	AC No: 856815
YE-9390	Diaphragm, detachable type (1937-1948)	
Y-9374	Gasket, pump to cylinder (as above)	
88717	Stud, pump to cylinder (as above)	
Kits: E37-Z-1; AC-1524097; ES-2905		

## E04A-9350 Pump, hand priming 1945 to end

YE-9376-A	Rocker Arm	
YE-9390	Diaphragm, detachable type (1937-1948)	
E04A-9398-B	Diaphragm & pullrod assembly, fixed type (1948 to end)	
Y-9374	Gasket, pump to cylinder (as above)	
88717	Stud, pump to cylinder (as above)	
Kits: E37-Z-1; AC-15246327; BD3; ES-2903		

E93A-9350D/E Pump, hand priming. Export 1945 to end

- E93A-9399 Rocker Arm
- E93A-9398 Diaphragm & pullrod assembly, fixed type (1945 to end)
- E93A-9374 Gasket
- 88717 Stud, pump to cylinder (as above)
- Kits: E36-Z-1; AC-1524507; BD2; ES-2902

100E-9350-A Pump 1953 to Oct 1955

This first 100E pump was virtually the same as the previous 8 & 10 pumps and could be fitted to the 8s and 10s. Its Ford kit was the same ie. E37-Z-1.

- YE-9376-A Rocker Arm. Contact face 0.750" long.
- E04A-9398-B Diaphragm & pullrod assembly, fixed type
- Y-9374 Gasket, pump to cylinder (as above)
- 88717 Stud, pump to cylinder (as above)
- Kits: E-37-1; AC-7952098; BD4; ES-2906

100E-9350-B Pump Oct 1955 to end

The second 100E pump is the same as the first (100E-9350-A), except that it has a longer rocker arm, with a longer contact face (1.375") and a thicker gasket to cylinder (100E-9374); approximately 1/4" thick. As the 100E-6250 camshaft replaced the E93A-6250 camshaft, which in turn replaced the earlier geared camshaft, there is no reason why this second 100E pump cannot be used on earlier engines with the thicker gasket. This may also help to cool the pump and reduce vapourisation (which is why I (Bert) understand it was altered on the 100E). The longer studs from pump to cylinder will have to be used.

- 100E-9376 Rocker Arm. Contact face 1.375" long AC No: 1524165
- E04A-9398-B Diaphragm & pullrod assembly, fixed type
- 100E-9374 Gasket, pump to cylinder (1/4" thick)
- 88386 Stud, pump to cylinder (0.3125-24 x 0.3125-18 x 1.4375" long)

Note: The E93A-9350D/E pump, fitted as an export pump, is a V8 pump, Part No: 78E-9350B, fitted with a different rocker arm, Part No: E93A-9399.

Bert Thomas.  
(Scribe: Sam Roberts)



Dave Curtis strokes his 1936 CX tourer at Wellingborough. Frank Croucher's behind.

The Secretary  
 Ford Y & C Model Register  
 Castle Farm  
 Main Street  
 Pollington  
 Nr Goole  
 DN14 6DJ



August 8, 1994

Dear Club Secretary

Ref: £5.00 discount to club members at Motor Show Preview Day, October 21st, 1994

The Daily Mail Motor Show is just round the corner once again. After the 1992 Show, many grass roots enthusiasts expressed a wish for a less crowded environment in which to enjoy the event and now we are pleased to offer club members a limited number of tickets for the Preview Day, October 21st, at a substantially reduced price.

The 1994 Daily Mail Motor Show, which takes place at the National Exhibition Centre, Birmingham, is open to the general public from October 22nd - 30th, so this special offer represents a significant advantage to your members.

Normally, entry on this day would cost £15, but we are able to offer your members a £5.00 discount, as well as a £1.00 discount voucher for the Heritage Motor Centre at Gaydon, Warks, which houses the world's largest collection of British cars.

If you agree that this offer is attractive to your members we hope you will be able to publicise it in your club magazine, either through an item of editorial or by reproducing the enclosed piece of Motor Show artwork. Please contact us if you need any further information or material relating to this offer.

Club members who would like to take advantage of the offer should write to:

Motor Show Preview Day Club Ticket Offer, PO Box 50, Sevenoaks, Kent, TN13 3YQ, enclosing a cheque (payable to Tony Ball Associates (Motor Show Account)) for the required number of tickets at £10.00 each, not forgetting to include details of the delivery address for the tickets. Tickets and show information will be despatched at the beginning of October.

We look forward to seeing your members at the Motor Show on Preview Day.

Yours sincerely

Julia Webb  
 MATRIX  
 54A Queen Street  
 Henley-on-Thames  
 Oxon. RG9 1AP  
 Tel: 0491 411777. Fax: 0491 412777  
 for Tony Ball Associates

Production and Promotion of  
 THE MOTOR SHOW '94  
 for the  
 Society of Motor Manufacturers & Traders  
 by  
 TONY BALL ASSOCIATES PLC



NEC BIRMINGHAM  
 TRADE DAYS - OCT 19-20 • PREVIEW DAY - OCT 21  
 PUBLIC DAYS - OCTOBER 22 - OCTOBER 30

174-178 NORTH GOWER STREET  
 LONDON NW1 2NB  
 TELEPHONE 071 380 0953  
 FAX 071 387 9004

Monday, October 24th	Ladies Day
Tuesday, October 25th	Mobility Day
Wednesday, October 26th	Crime Prevention and Safety Day
Thursday, October 27th	Autocare Day
Friday, October 28th	Motor Sport Day
Saturday, October 29th	Motor Sport Day
Sunday, October 30th	Family Day

Mobility, Autocare and Family Days are innovations this year. The second Motor Sport Day has been added following the massive response in 1992 when 100,000 attended.

Also new for 1994 will be a DVLA Classic Collection auction of special registration numbers which will be staged during the two Motor Sport days.

Another innovation this year will be the Theme Day Theatre located next to the Pavilion. Visitors will be able to see celebrities and special demonstrations which have a relevance to the theme day taking place.

But motoring enthusiasts in the region will not have to wait until the gates open at the NEC to get a taste of the excitement to come. As with the last show, a Motor Show Cavalcade will progress through the region on Sunday, October 16th. It will feature a wide range of classic and special interest vehicles.

This spectacular curtain-raiser to the show is expected to feature more than 300 entries and will set off from two assembly points - Centenary Square, Birmingham and Dunstall Park Race Course, Wolverhampton arriving at the NEC from 12.30pm onwards.

The show is to be officially opened on the first trade-only day, Wednesday, October 19th. However the various theme days will also be launched by a series of well-known celebrities.

\*\*\*\*\*

For further information contact Graham Dymott, Media Relations Manager on 071 235 7000.

August 15, 1994



## NOTICES

## FOR SALE



- (2) 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 shades.  
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.  
Julian Janicki. 0403-251184. evenings only.  
\*\*\*\*\*
- (3) 8hp engine. Mr Davidson 0261-818548 evenings.  
\*\*\*\*\*
- (3) 2 Model Y gearboxes P. Gardner 0372-452133.  
\*\*\*\*\*
- (3) Colour prints of Model Y - original Ford adverts  
£3-00 + P.&P. John Cowley. 0206-331052  
\*\*\*\*\*
- (3) 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  
Steve Morris 0323-423098 evenings £2500 o.n.o.  
\*\*\*\*\*
- (2) 1935 Y 4 door saloon ARK 695 Leather interior.  
Original sliding roof and engine. Restored to showroom condition. Current owner 12 years.  
David Laxton 0793-822367 £4750.  
\*\*\*\*\*
- (2) Vintage trailer based on Model Y axle.  
For restoration. 0793-527476  
\*\*\*\*\*
- (2) Model Y spares ring for list D Firth 0422-361613  
\*\*\*\*\*
- (2) 1935 Y Tudor. Blue/Black. Excellent condition.  
Taxed/Mot'd M. Fraser-Cook 0329-843176  
£4950 Fareham, Hants  
\*\*\*\*\*
- (2) 1933 4 door Shortrad Black. Model Y  
Excellent condition Y15532. Good restoration by Ford Garage £3200 o.n.o. 0734-722347 Reading  
\*\*\*\*\*
- (1) 1933 S.R. Model Y Van. Green/Black wings.  
Doubtful pedigree. Wish to exchange for large limousine, or maybe Y or C/CX saloon. Colin Ware (non-member) 0705-324172 Portsmouth  
\*\*\*\*\*
- (2) 1935 2 door model Y Tax/MOT'd Green/black  
Excellent runner/drives well. Some spares. .  
Terry Mortiboy 0254-678953 £2700 o.n.o.  
\*\*\*\*\*
- (2) 1936 2 door L.R. model Y with sunroof. Unmarked black coachwork and chrome. Green interior/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.  
Accept offers in region of £4500. To include some valuable spares. Ivan Ford N. Ireland 0846-673561  
\*\*\*\*\*
- (1) 1936 Y Tudor Black/Red. Sliding roof. Luggage rack.  
Original registration number. Restored to a high standard in 1990/91 (Photographs available) MOT.  
Tax. Excellent condition. £3675 o.n.o. Reading  
John Simkin Tel 0734-482185  
\*\*\*\*\*
- (1) 1932 SR Y Reg. no. YY 7715. Chassis no 5081  
Car is basically sound but needs interior retrim and respray. Mike Oakley 0435-882406  
Open to offers  
\*\*\*\*\*
- (1) 1953 Ford 5cwt van. Fully restored. Winner of many events. Full history including original registration book  
Sale to include many spare parts. £5,500 Taxed MOT M. Fraser-Cook 0329-843176 Hants  
\*\*\*\*\*

(3) 1936 Model C (C42149) Dismantled some work done. Needs correct front axle plus all brake drums and wheels. Many other spares, Sell as one lot or split Best offer or exchange Pre 50 motor cycle or parts. G. Jarman Somerse. 0823-480218

\*\*\*\*\*

(1) 1935 C 2 door saloon. Black. In good condition. Could do with carpets MOT'd Some spares. £2400 Ron Watson 0526-833824 Sleaford

\*\*\*\*\*

(1) 1936 Model CX saloon 4 door MOT'd fully restored. Kevin Devine 061-626-1256 £4500 o.n.o (see photo below).

\*\*\*\*\*

(1) Dismantling 1936 Y 2 door LR Engine sound can be heard running. Gearbox, All running gear. Open to offers. Steve Sutch Stanmore 081-954-6850

\*\*\*\*\*

(1) Handbook for Model Y 8hp. The book cover is orange and headed Ford 8hp Instruction Book. Publication No. (on last page of book) E4991/134/D If any member can make good use of it I can forward it to them for £7 including packing & postage. A McAdam Caerphilly 0222-862238

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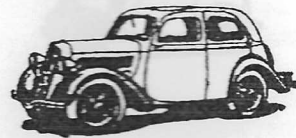
WANTED

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

\*\*\*\*\*

(2) Model Y for restoration project. B. Godfrey 0773-832924 Derbyshire.

\*\*\*\*\*



(2) 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 Ipswich (Mobile 0831-566890

\*\*\*\*\*

(2) Spare wheel strap and Oil can for 1937 LR. model Y nearing completion. Mike Gent 0742-655427

\*\*\*\*\*

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

\*\*\*\*\*

(1) Model Y for restoration or on road. Exchange with cash adjustment for 1963 Zephyr 4 in genuine original low milage condition. John Slocombe 0924-895698.

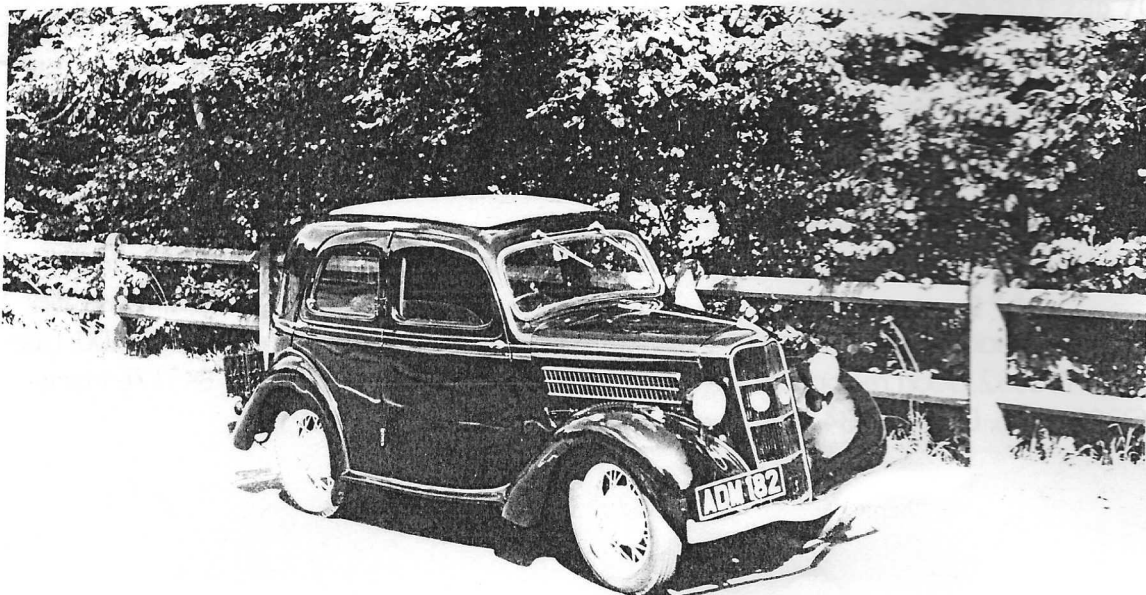
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(1) 1937 LR. Y Petrol Tank. Starter motor. Spare Wheel Strap. "Drivers Door" interior door lock. Knob and upholstery chrome plate. Engine tray. East Sussex Rodney Booth 0797-222177

\*\*\*\*\*

(1) 1934 Y Deluxe - Seats, interior trim, fuel gauge float gasket, front and rear screens, battery. Also car jack, axle stands. R. Spinks 0322-666165 Kent

\*\*\*\*\*



# 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.

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## USEFUL CONTACTS

### BADGE RE-ENAMELLING, CHROMING

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

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

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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,  
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### INSURANCE QUOTATIONS

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

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

David R. Melleney & Son, 217a Dock Road, Tilbury, Essex 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

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

### TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts  
(Callers by appointment only) Tel: 0923 231699

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Tel: 0629 640227

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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

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Apply to Chairman

# NOTICES

## USEFUL CONTACTS

The following is a list of contacts for members of the club. It is intended to provide a means of communication between members and to facilitate the exchange of information and advice. The list is arranged in alphabetical order of the member's name.

Mr. A. J. B. ...  
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 Mr. I. J. K. ...  
 Mr. L. M. N. ...  
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