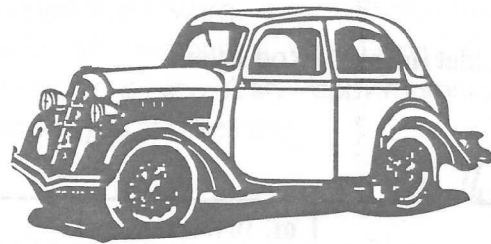
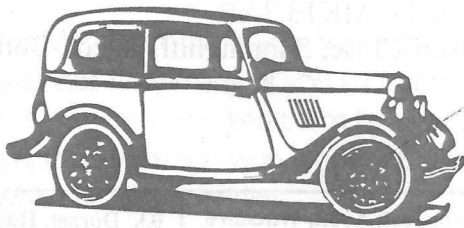


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 91
Oct / Nov 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 Tel: 0264 365662(Eve)
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX
Spares orders to:	Kevin Briggins	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 Tel: 0405 860836 (Eve)
Registrar	P Brooke	40 High St. Rawcliffe, Goole. DN14 8QW
Treasurer to	Jean Hunt	The Byre, Eastern Road, Willaston, Nantwich, Cheshire CW5 7HU
Spares Secretary		
Librarian & Technical Advisor Model C	John Griffiths	77 Circular Drive, Ewloe, Deeside, Clwyd, CH5 3DA
Technical Advisor Model Y	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
Regalia Officer	Bob Hale	4 Garden City Villas, Mill Lane, New Bradwell, Milton Keynes, Bucks, MK13 7AB
Bright Ideas Booklet (Ideas to)	Rod Evans	1 Fox Covert Close, Sunninghill, Ascot, Berks, SL5 9PA

<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 Briggins 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, Cambs. 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, Cld. 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

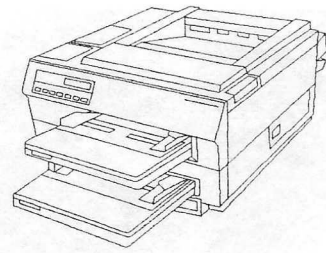
As you can see, we have another varied selection of items, both humorous and technical for the issue.

There is a very good article from our esteemed Secretary Bob Wilkinson, The reason you were volunteered for the 'Pole Tax' pilot scheme Bob, is because only a good and honest Yorkshireman would be capable for it, it is nice to know that you are feeling a lot better, and I hope that you enjoy your early retirement, but if it is anything like Ken's you will wonder how you ever found time to go out to work.

Don Faulkner has certainly come up trumps again with more photos for us, keep them coming Don they really are appreciated.

Reading the article about the Dinky van that has just been sold, I wonder how many of you lot out there as little boys with Dinky toys wrecked them by playing too hard with them, I know my son who is now 26 smashed a few of his when he was a toddler.

PHOTO -DON FAULKNER - DAVE TEBB'S MODEL A

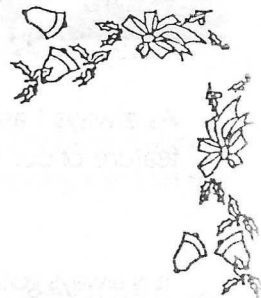
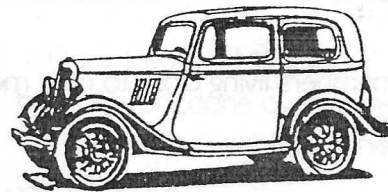
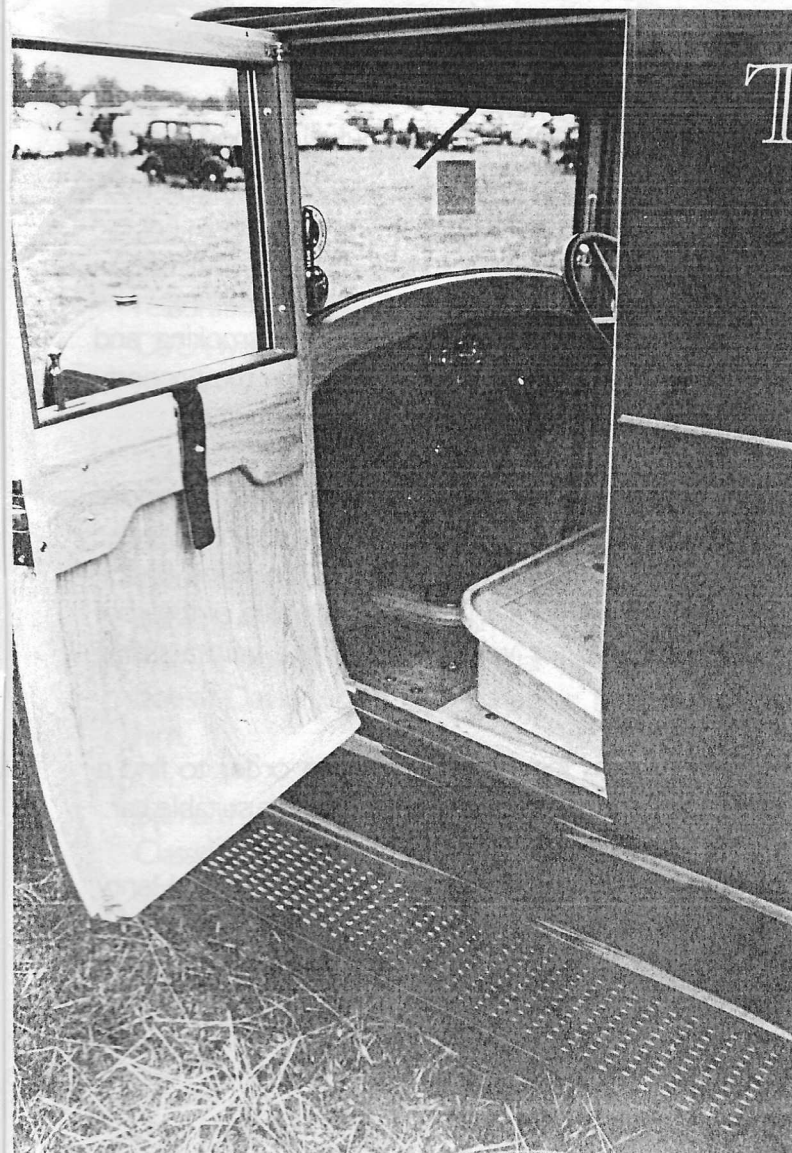


EDITORS REPORT

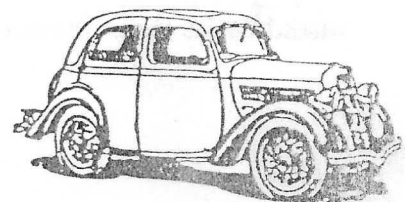
Don't forget 'Phone day' next April so please start using your new codes when sending your adverts in to me. They can already be used.

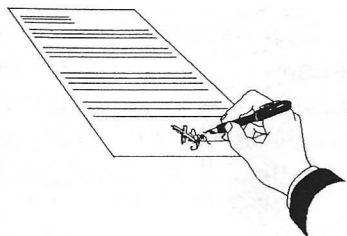
Finally as this will be the last issue this year it remains for me to say thank you to everyone who has been supportive towards the committee this season and to wish all members a very Happy Christmas and a prosperous New Year. Happy motoring in 1995, hope to see you at rallies then.

Kath Devine



Merry
&
Christmas





NEW MEMBERS

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

BI 625 GLYNN BERESFORD 94 BURNSIDE AVE, SKIPTON.
N. YORKS. BD23 2DA

BI 430 DR HENRY BODSWORTH GRANGE FARM, POULTON.
CHESTER. CH4 9EE

CI 434 TONY CALDER 33 LIGHTFOOT LANE, FULWOOD.
PRESTON. LANCS.

HI 023	TONY HUTCHINSON	92 AYLWARD RD. MERTON PARK, LONDON. SW20 9AQ
HI 412	BERNARD HOLLAND	8 OLD NURSERY FOLD, RUINS LANE., HARWOOD. BOLTON. LANCS BN3 6WG
J0501	CHRIS JARVIS	6 ELIZABETH AVE, HOVE, EAST SUSSEX. BN3 6WG
K1009	PETER KING	7 HALSTEAD ST. HIGH GARRETT, BRAINTREE, ESSEX. CM7 5PB
K1812	D. KELTIE	CHURCH ST. FREUCHIE BY FALKLAND, FIFE. SCOTLAND
T1214	DAVID TOOGOOD	99 GT. BOWDEN RD. MARKET HARBOROUGH. LEICS. LE16 7DG
W1010	MIKE WELHAM	62 OLD HEATH RD. COLCHESTER. ESSEX CO1 2HD

As always I ask 'old' members living close to new members to make contact with them.. Mutual support is a vital feature of our Register

NOTES ON NEW MEMBERS

It is always good to welcome 'new' cars along with new members and this month is no exception - but let's start with new members and cars already known to us.

The most unusual vehicle is the 1937 Y pickup, now owned by Glynn Beresford in Skipton. Many of us will recall seeing CHA 836 as a barn fresh find with previous owner David Chaffey. The pickup (made postwar from a 2 door saloon) is now on the road but Glynn intends to upgrade the standard of the front panels and the interior.

Peter King is re-joining us intent on completing the restoration of his 1937 Y. In particular he needs 4 shock absorbers and some new metal welding into the body.

Tony Hutchinson in London is no stranger to restoration work but has never previously owned a Y such as the

1935 4 door model on which he is working. The bodywork is sound but the engine is smoking and chromework is poor. GR 1566 was once the property of R.J. Handcock and is already on the Register.

Mike Welham wisely took a good deal of advice before buying his 1934 2 door Y (see photo) from a dealer (having been previously owned by D. Foreman). By the way, Mike the four drain holes on the side of the roof indicate that the car was originally fitted with a sliding roof.

Chris Jarvis has joined the register in order to find a model Y. I'm sure we will be able to find a suitable car.

Heading the new members with 'new' cars is Henry Bodsworth in Chester. His 1936 2 door Y is almost on

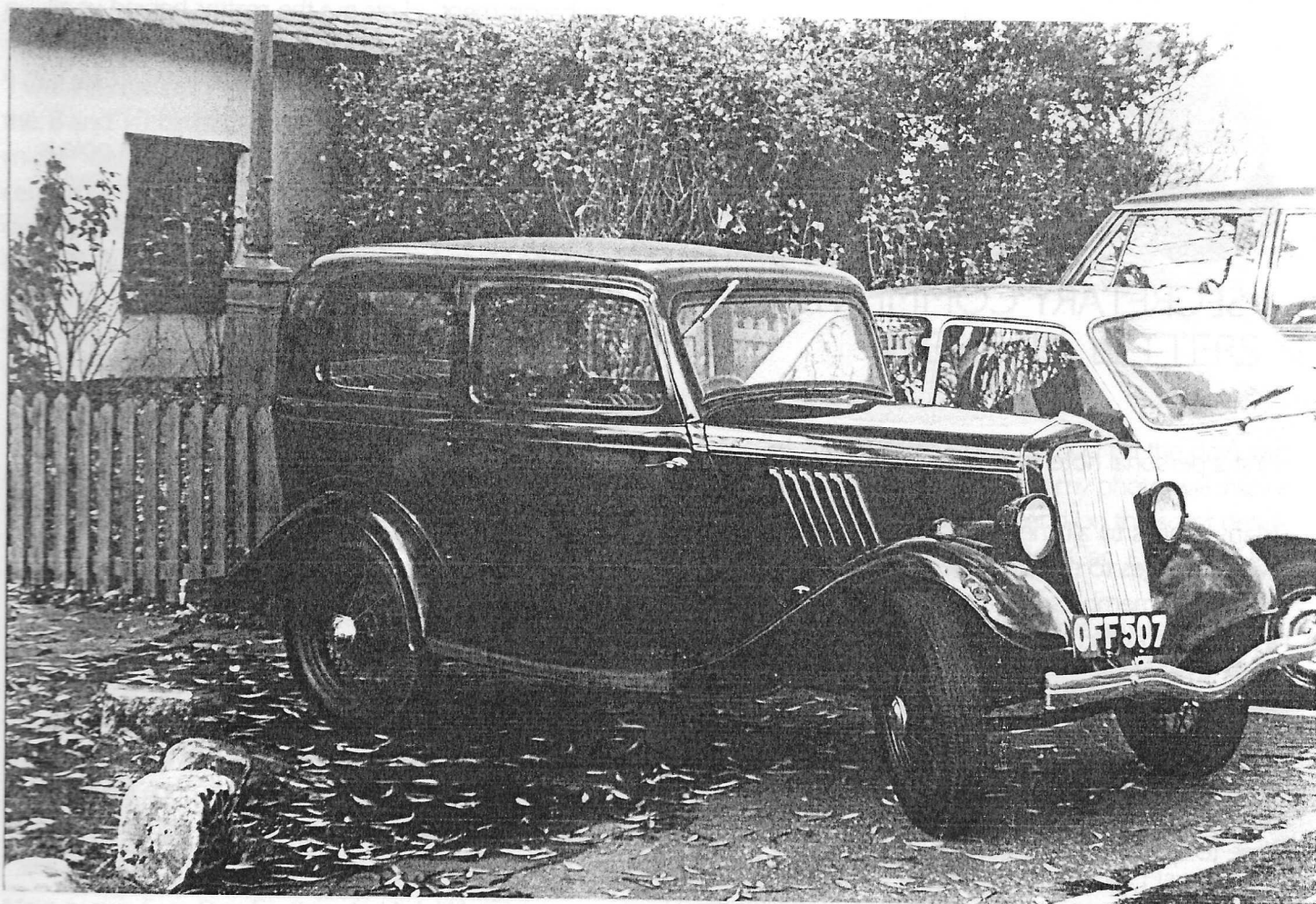


PHOTO - MIKE WELHAM'S 1934 2 DOOR MODEL Y

the road again following a 20 year wait and some renovation. The car has had 3 owners all in the family and Henry ran the Y into a barn many years ago awaiting the day when he would have the time to undertake the restoration. Hopefully by the time this is published the DVLA will have let Henry keep the BRK 336 registration and he will be on the road again.

David Toogood has purchased a very original 1936 2 door Y with 28,000 genuine miles 'on the clock' WV 4938 has had only 2 previous owners. (Do I recall many years ago seeing member Liam Tomlinson photographed standing next to this car at a show? The caption indicated that he hoped to own a similar car - which he now does.) David would like owners in his area to call on him.

Bernard Holland visited our club stand at the G-MEX Classic Car show and had with him some of the original documents for his late 1937 Y EGN 143. He is very fortunate to have all the original documents and several

bills for work done over many years. Bernard is almost 'on the road' so we look forward to seeing car and the paperwork.

We have 3 new C or CX models in this edition each one under restoration.

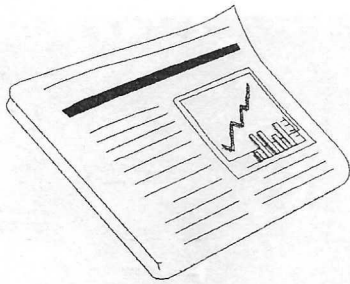
Tony Calder needs parts and vehicle details for CPU 498 his 4 door 1935 C. (Don't forget the club manuals you can obtain from me - Bob)

Bob Hadfield owns what may be the oldest C known to the Register if Chassis no. C00576 is correct. Bob lists his car colour as black and rust!

i'm still waiting to see a photograph of D Keltie's 1937 CX to make a more positive identification. With chassis no C78429 this could be the newest CX known to the Register BSP 938 is undergoing restoration - on the road next year?

Welcome to you all.

Bob Wilkinson



SECRETARY COMMENTS

First a personal note from your Secretary/Treasurer

Many thanks to all members who sent personal 'get well' messages to me over the past 8 months. Thanks also to any members who had to wait a little longer for a response from me on club matters - not every day went smoothly!

However I have now taken early retirement from a post in a high school and feel much better already! I am looking forward to having more time to spend sorting out my cars - and (if Shirley reads this) more time to spend with my family.

Thanks once again.

Secondly a plea for items from members for inclusion in Newsletters.

e.g. The first trip after restoration (usually an anxious test of man(!) and machine.

For those with long memories - driving Y's or C's in the past.

Using a Y or C overseas - overseas members.

Thirdly Photo captions! - or a slip of the pen.

A) I was amused and concerned that, according to the caption accompanying the picture of Dave Curtis (edition no 90 page 16) a photo of Frank Croucher's behind was omitted! I was pleased that Dave Curtis was stroking his CX tourer! I trust there will be no more correspondence on this matter to save our illustrious chairman from further

embarrassment. Lets put the matter behind us all.
B) How does Bob drive with that pole sticking out of his head? (Page 1 issue 90)

The editorial staff is asked to point out that this pole is part of a secret pilot scheme in the UK by the DVLA (For overseas members our government department controlling licensing of vehicles).

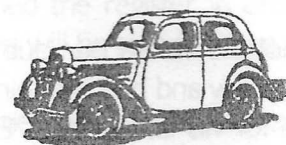
This pole is fixed - under local anaesthetic - to owners of older cars and located in a socket under the drivers seat and protudes via a metre sized hole (EEC regulations) through the car roof and acts as pole for a pennant. This brightly coloured pennant is only to be issued to drivers who have paid the licence fee on one old car, and ensures that the driver is fixed to that particular vehicle on which the annual licence has been paid. The pennant, or lack of it, will be immediately evident to the police on the look-out for tax dodgers.

This new scheme, if successful, will replace the previously proposed government legislation which would have required the full annual licence fee to be paid on all cars regardless of whether or not they were used on public roads.

The government hopes that this new pole tax, devised by a splinter group of car club chairmen, will arouse such cries from car clubs members to drown the relatively fewer cries of pain from those opposed to the original scheme. In addition it will be much more difficult to join protest marches with 4 feet of pole dragging along the ground.

To reduce the possibility of infection the Secretary of State for Health has suggested that the pole should be of stainless steel to bring us into line with EEC proposals.

Bob is now seeking the person who volunteered him to be the tester of this new 'pole tax'



First comes a letter from Paul Tritton in Essex

I was interested to see Yvon Precieux's comments about the 8 and 10 blocks, (Page 6 issue 90) and thought you might be interested in my remarks.. As far as I remember the blocks were quite interchangeable, as I did this when I started my motoring as a teenager in the late 1950's, indeed, I bought a 10 engine for my 8 saloon it was the thing to do!. It was a straight swap apart from the starter motor, the 10 being of larger diameter - consequently a new unit was needed here.

The cylinder heads were also interchangeable, the 8 being of a higher composition than the 10, again I swapped them, installing the 8 head on the 10 engine. This raised the cruising speed from 42 to nearly 50mph. I did have plans to install a 4 speed gearbox; these were available from a firm in Rickmansworth. They cost £30, which was rather a lot for me, and I was then called up for my National Service, I never completed the job. By the time my Service was finished, the Mini had arrived and completely changed the small car size.

Paul

Next comes from Don Faulkner in High Wycombe.

Please find enclosed photos of vehicles at the All Ford Rally in September this year. (Photo below)

I have included the Model A van of Dave Tebb for its superb woodwork, as one who can saw wood to within 1/4" at best, this was a work of art.



MEMBERS LETTERS

The Model A Racer (for sale at £9500 on the day) was very well presented and I hope that my photo will inspire fellow Register members to expand on the scant details on the Register list of the Y Racing Car. Do any of you have any pictures?

I would like to know if the Y Racer has any track history, was lowered in any way, how fast, who drove it and where? I'm sure the answers would make very interesting reading, I for one look forward to the response.

Also enclosed picture from Thoroughbred Classic Cars magazine showing No. 9C (Y) driven by Hamish Orr-Ewing at Silverstone in the six hour relay race 1952. The car was lightened to the extreme, being stripped of just about everything, including the floor and windows. The car running second after four hours, but finally ran the bearings. - real racing on a shoestring! the article said. Note the headlamp.

Don Faulkner





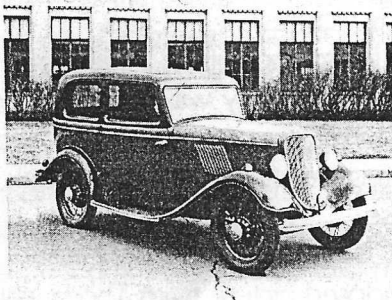
OVERSEAS COLUMN

AN INTERESTING ARTICLE FROM AMERICA

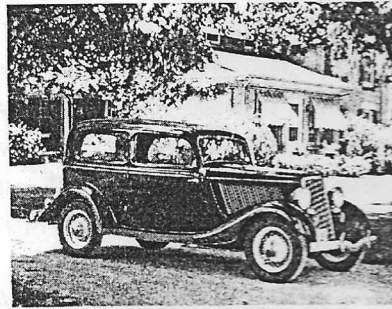
Carlton Thisse in America sent us the following articles about Ford Y's and also a cutting from a local paper.

Thanks Carlton it is always nice to receive articles and letters from our overseas members. Kath

Ford Model Y



Ford V-8 Tudor Model 40



In 1932, Edsel Ford requested Eugene Gregorie to submit a design for what was to become the small Dagenham Ford (British Model Y.) The design turned out so well, Ford decided to incorporate the same styling in the full-sized 1933 and 1934 Fords produced in the United States. The Model Y was produced by Ford Motor Company of England from 1933 to 1937. All models remained basically the same throughout these years of production. The Model Y was about four-fifths the size of the American Ford. In addition, to the model shown here, a four-door sedan also was available.

Americans were accustomed to large cars and so the Gregorie design was scaled up by about 20 per cent. The result was an automobile identical at least in styling features to the smaller British Dagenham Ford. The 1934 Ford V-8 Tudor Model 40 is an example of this American-produced automobile.

→ (1936 Ford Model Y from the collection of Carlton Thisse)

(1934 Ford V-8 Tudor Model 40 from the collection of Jim Rohn)

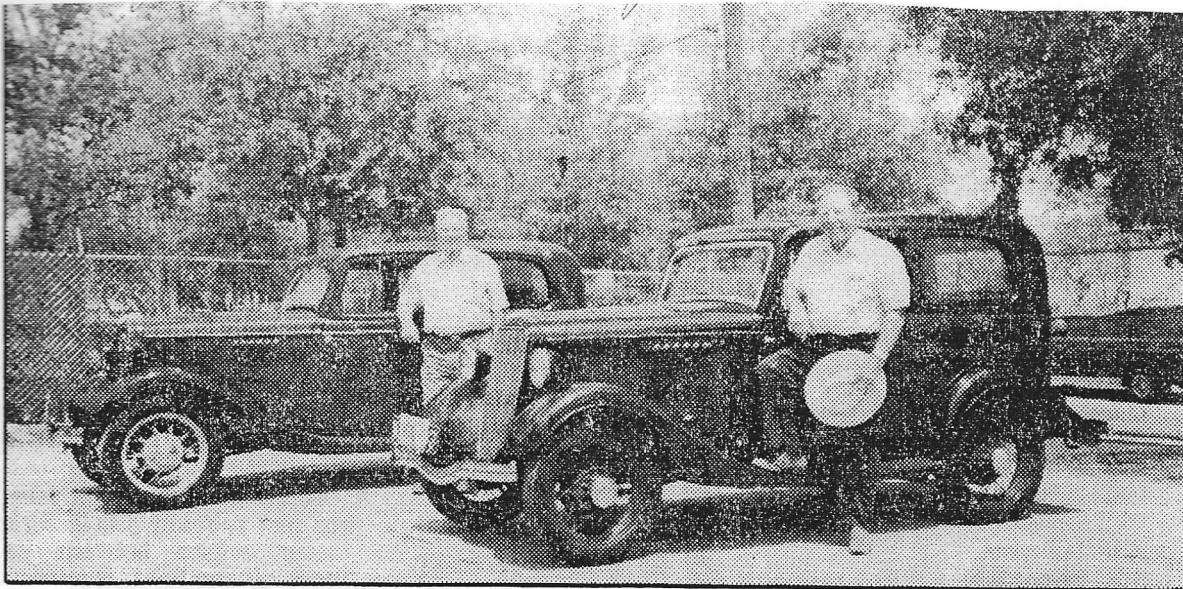
FORD MOTOR CO. CANADA, LIMITED

There were a lot of skeptics in the early days of motoring, but Canadian Gordon M. McGregor was not one of them. Early in 1904, McGregor, president of the Walkerville Wagon Company, located in what is now Windsor, Ontario felt there might be substance to the speculation that the automobile would replace the horse. His enthusiasm was kindled by the imagination of Henry Ford and together with John Curry, his friend and banker, McGregor went to see Mr. Ford. Subsequent meetings resulted in an agreement to manufacture Ford products for Canada and the British Commonwealth of Nations.

On August 17, 1904, Ford Motor Company of Canada, Limited, was born. By October 10, 1904, the company started to manufacture automobiles in what had been the Walkerville Wagon Company. Later that month, the first Canadian-made Ford car, a Model C, was proudly driven out of the plant.

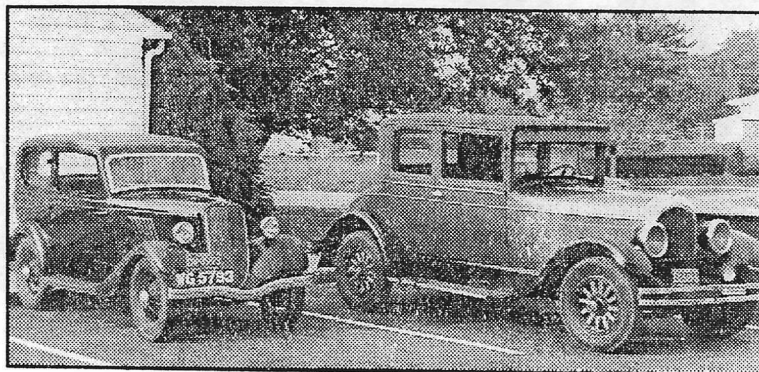
The Model C became the prototype for the Model F which followed a year later. Other automobiles produced by Ford of Canada have included Models K, N, R and S. In the late fall of 1908, the Model T was introduced in Canada and became legendary for its dependability and durability. The Model A followed in 1927 and in 1932, the V-8 motor was introduced. During World War II, Ford of Canada produced more than half of all Canadian-made military vehicles.

Throughout its history, Ford of Canada has kept pace with its American counterpart. In 1946, the Monarch was introduced as a comparable model to the American-built Mercury. Other such models followed — the 1949 Meteor, an all-Canadian car comparable to the Ford; the 1960 Frontenac, comparable to the Falcon; and the 1974 Mercury Bobcat, comparable to the Ford Pinto. All of



Carlton Thisse, above at right, and his brother, Alfred Thisse, display Carlton's twin 1937 Model Y English Fords.

This model is known at the "Ford 8," meaning eight horsepower. Thisse purchased his first Model Y in England in 1960. At right, the Model Y Ford is dwarfed by a 1927 Chrysler Opera coupe.



8-horsepower 'Little Fordie' inspires love in a big way

By **CARLTON E. THISSE**

Special to The Chronicle

This is it — our favorite car — a 1937 Model Y English Ford, also known as the "Ford 8" meaning eight horsepower (it has 7.96 RAC horsepower). It was known as the "Poor Man's Car" because it was the first enclosed car to sell for as little as 100 pounds in Great Britain.



Some specs: two- Thisse

door, four-cylinder, flat head, 933 cc, 6 volts. Total length: 11 feet, 11 inches. Weight: 1,456 pounds. Brakes: four-wheel mechanical. Gearbox: three-speed stick. Air conditioning: open the windscreen and windows. Actual miles from new: 61,000.

This little gem has never been restored and is in quite good condition with the original black paint and traces of the green pinstripe. The original green im-

MY FAVORITE CAR

itation leather upholstery, floor covering and running boards are still very presentable.

In 1960, my family and I went to Skegness, Lincolnshire, England, where I had been assigned as an exchange teacher from Dearborn. These little cars were in abundance. They looked like unsanfordized 1933-34 American Ford V-8s. Nearly 200,000 of this same model were built from 1932-37 at the plant at Dagenham, Essex, England. We just had to take one back to America because no one would believe our stories.

The previous, original owner, Murdock McKay from Scotland, had put 48,000 miles on "little Fordie," as he called her in his 24 years of ownership. He said he never took it out on cloudy days (it's always cloudy in Scotland) and "leathered it down" and wiped it off underneath after each drive. I bragged to him a few weeks later that I had not driven Little Fordie over 35 miles per hour on a 400-mile

trip. He was quite upset when he told me "It never saw 25 miles per hour during my ownership."

In 1974, we displayed this car at the 24th annual Old Car Festival at Greenfield Village. Ours was the only Model Y there.

We sold this car twice after that and it was gone eight years each time. It accumulated a total of 16 miles during these periods. During the last absence, in 1989, we acquired another Y, identical but four years older (1933), and restored with blue body, cream wheels and black interior.

That March we bought back our 1937 Y, so now we have a pair. We plan to show the 1937 Y at several shows in Muskegon.

Two of our children drove away from the church at their weddings in this car. Now their children have a ball with it when they visit us. We are members of two car clubs in the Tampa Bay area and two in England. We meet many fine people through the car shows and clubs. It's a great hobby and cheaper than golf if you are careful.



PHOTOS - SAM ROBERTS - C1515, The earliest known surviving Tudor Model C, awaiting restoration. The vehicle is complete less front seats. - (see For Sale ads) Apart from some rust at the bottom of the doors and in the sills, the bodywork is fair.





The Rt Hon Tony Newton OBE MP
House of Commons
LONDON
SW1A 0AA

Dear Tony

Thank you for your letter of 6 September, enclosing this correspondence from your constituents, about the proposed changes to the vehicle licensing system.

Continuous licensing forms part of a package of measures designed to improve the quality of the Driver and Vehicle Licensing Agency's vehicle register and to reduce vehicle excise duty evasion. A more accurate vehicle record will help the police fight car-related crime while VED evasion currently costs the taxpayer £145m a year in lost revenue.

We are very conscious that the announcement of our intention to introduce continuous licensing has aroused fears amongst the owners of classic cars and others whose vehicles are currently not taxed because they are genuinely 'off the road'. When I met Lord Montagu of Beaulieu recently I made clear that these proposals were intended to help beat the problem of Vehicle Excise Duty (VED) evasion, not to burden honest motorists. We are certainly prepared to consider a concessionary regime for classic cars. We intend to issue a consultation paper later this year, and to ensure it properly reflects the concerns of all the groups likely to be affected. Their responses will be taken fully into account in reaching decisions.

Your constituents suggest that vehicle excise duty should be replaced with an additional tax on fuel. While the basis for collecting taxation through both a tax on fuel and vehicle excise duty is largely historical, there are good reasons for maintaining two methods of collection. The main reason for the retention of vehicle excise duty in its present form is that the yearly purchase of a VED disc enables a check to be made on whether motorists are complying with MOT and insurance requirements. The system also helps to maintain a comprehensive central vehicle register which is essential to the police in responding to car theft and other criminal activity.

I hope that this is helpful.

Yours sincerely,
M. W.

DR BRIAN MAWHINNEY

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
My ref: M/PSO/14476/94
Your ref:

21/9/94



THE DEPARTMENT
OF TRANSPORT

FROM THE MINISTER FOR RAILWAYS AND ROADS

Sir David Mitchell MP
House of Commons
LONDON
SW1A 0AA

Dear David

Thank you for your letter of 19 August to Steven Norris enclosing this correspondence from your constituent Colonel Sam Roberts of 16 Croye Close, Andover about the proposed changes to the vehicle licensing system.

Continuous licensing forms part of a package of measures designed to improve the quality of the Driver and Vehicle Licensing Agency's vehicle register and to reduce vehicle excise duty evasion. A more accurate vehicle record will help the police fight car-related crime while VED evasion currently costs the taxpayer £145m a year in lost revenue.

We are very conscious that the concept of a tax on vehicle possession will affect those whose vehicles are currently not taxed because they are genuinely 'off the road' - vehicles in museums, classic cars, vehicles used seasonally and those undergoing long term restoration or repair. Please assure your constituent that details of how the new system will operate have yet to be decided and will be the subject of a consultation exercise later in the year. We will be looking at what sensible arrangements can be made to cover precisely these issues. Your constituent's views, and those of other correspondents on this issue, will be taken fully into account as part of this process.

Yours sincerely,
John Watts

JOHN WATTS

2 MARSHAM STREET LONDON SW1P 3EB
TELEPHONE 071-276 3000

My Ref: N/PSO/13497/94
Your Ref:

- 8 SEP 1994



CHAIRMAN'S NEWS

Since writing the last newsletter, I have visited my daughter in Singapore, a distraction, which is not helping me recall all the interesting news, which has happened on the Y & C front over the past two months. However, while in Singapore, I fitted in a "battlefield" tour of the fall of Singapore to the Japanese invaders in February 1942, in which the Ford Motor Company played a prominent part. It was in the Ford factory, on the Bukit Timah Road, that General Yamashita set up his headquarters and to where General Percival and his three staff officers came, with Union Jack and white flag, to surrender the island. I tried to discover the range of Ford vehicles, which were imported and assembled at the factory. I have not heard that Model Ys and Cs. were assembled in Singapore, so can assume at this stage that the Singapore franchise was direct from Dearborn and not through the Canadian Ford Company, which was responsible for the export of our cars from Dagenham, in Knocked Down (KD) form, to other colonies. I must check it out when time permits.

You will have received your membership cards with the mailshot by the time this reaches you. Because so many of you were late in paying your subscription for 1994/95, the mailshot was late. We lost some 50 members through non-renewal, which is about average, due mainly to members selling their cars. Membership has dropped back to 387, with 16 "honorary" members (mainly editors of classic car magazines and other appropriate organisations). This shows a continuing steady increase in the size of the Register as the years go by and as more cars come to light and are rescued. Only this morning, I drove no more than 6 miles from Andover to look at a hitherto unknown Model C. (see photo's) It is now the earliest Tudor on the register (CI 515) and is in eminently suitable restoration project. Brian Mace, in Norfolk, stumbled upon a Model Y on display in Caster Castle in Great Yarmouth. I hope to add the details of that to the register, once the curator replies to my letter.

Last week, one of my colleagues at work, showed me an article, which appeared in the classic car section of Exchange & Mart. I have traced the car, a Fordor Model Y, from South Wales to its new owner near Blackpool and soon we hope to have him on board as a member.

**Poop! Poop!**

Robin Prebble is still chasing the details of two Model Ys that we heard about at the Bristol Classic Car Show, but their Somerset owner is proving difficult at present. In the meantime, our intrepid Registrar, Peter Brooke, is following up a number of leads from such sources as adverts in the Classic Car Weekly and the Automobile. He finds that we know about the majority of those advertised, but occasionally comes up with an unknown. Thus we are continuing to fulfil the requirements of the number one aim of the Register (as printed on the reverse of your membership cards)

"To compile and maintain an accurate register of all surviving Ford Y & C Model vehicles and their owners." But don't leave it all to us. If you know of any vehicles not on the register, or come across adverts in unusual publications, please let Peter know. His address is on the inside cover of the magazine.

I was sorry to miss the All Ford Rally this year, which occurred whilst I was in Singapore. I gather it was a great success and a fitting tribute to Bert Thomas' many years of support to the old Ford movement. He and his wife, Jean were fêted and driven round in his old Model A, which, unbeknown to him, had been restored. I have received a letter from him, thanking all those who attended for making it such a memorable day for him and his wife. (Rod Evans has written up the event elsewhere in this issue.)

I see that a record price of £12,650 was paid for a Model Y van by an anonymous Frenchman at Christies. It was a yellow and green Bentalls delivery van with some modified bodywork to enclose the rear wheels. It was, however, only three inches long and one and a half inches high and made by Dinky! It is the only known survivor of some 200 models, which were made in the late 1930s.

Which reminds me. I cringed when reading about Model Y pick-ups in the last issue, to find that we still have some members who refer to our cars as "Y Types" and "C Types".

They were never referred to in this way. If they had octagonal MG badges on the front, then may be, but our cars were either 8hp Fords or Deluxe Fords or Model Ys or Model Cs. The Model Y also was the first to be advertised as the Ford Popular.

In addition to the All Ford Rally, we had two further show successes; the first at Stoneleigh on the 16th October, where, thanks to the efforts of the three Geoff's: Geoff Dee, Geoff Salminen and non-member Geoff Bethel, the Register stand attracted many enquiries, some of which will hopefully convert into new members. As always, the display was innovative; not only having Model Ys in various stages of restoration, but also three engines in various stages of assembly. Well done the Geoff's! The other success was at the Radio Norfolk Old Car Rally, where Brian Mace walked away with the car of the show award and a cheque for £25. As there were 350 cars present, that's not a bad effort for a Model Y, which not a few years ago, on the Belgian run, suffered from lack of lubrication to the generator, which was concealed under a bonnet without end stops to the chrome strip! (Only teasing, Brian - well done).

I and Paul Tritton have received replies to our letters to our MPs on the threatened introduction of a Possession Tax and they are reprinted in the issue for your interest.

You will see that the pressure from the old car movement has paid off so far and that special arrangements are likely to be made for the old car owner.

However, we have yet to see the consultative document, so will find out what that says before we rest on our laurels. Well done to all of you who wrote to your MP. The latest threat, to double the price of petrol and improve public transport, can only be good news for old car movement. We don't use all that much petrol and it will be bliss to drive on roads with fewer vehicles; especially on Sunday evenings in the Summer, going home after shows!

Take note of the reprint of Jeff Cole's article on laying your car up for the Winter. It is very sound advice. As this is the last newsletter of the year, may I take this opportunity, on behalf of Paula and myself, to wish you all a most enjoyable Christmas and a good start to 1995. My thanks also to each of the Committee members who, for personal, domestic or work related reasons, have not had a good 1994. Despite this they have remained loyal to the Register and produced the goods on your behalf. As I am sure you are I am grateful to them.

Sam Roberts

Photo - Sam Roberts - A final reminder that 1994 The Register stand -

was the year of the Model C's Anniversary Wellingborough



Sixpenny Dinky sells for a record £12,650

Buyer pays 12 times asking price

By MARGARET HUSSEY
A RARE Dinky toy which cost just sixpence in the 1930s sold for a world record £12,650 yesterday.

The yellow and green delivery van was snapped up by a French collector for 12 times its asking price.

It is the only known survivor of a batch of up to 200 vans issued to promote the Bentalls department store in Kingston upon Thames, Surrey.

Six old pennies is two and a half pence in modern currency.

The van belonged to John Hemley, from Hertfordshire, and was the star attraction when he sold his collection of 904 Dinky toys.

Mr Hemley, 73, could not bear to watch but told auctioneers Christie's they had been stored in boxes in his attic for years and deserved new homes.

He took great care of his collection and as a boy he wrote to Meccano when he noticed the toys

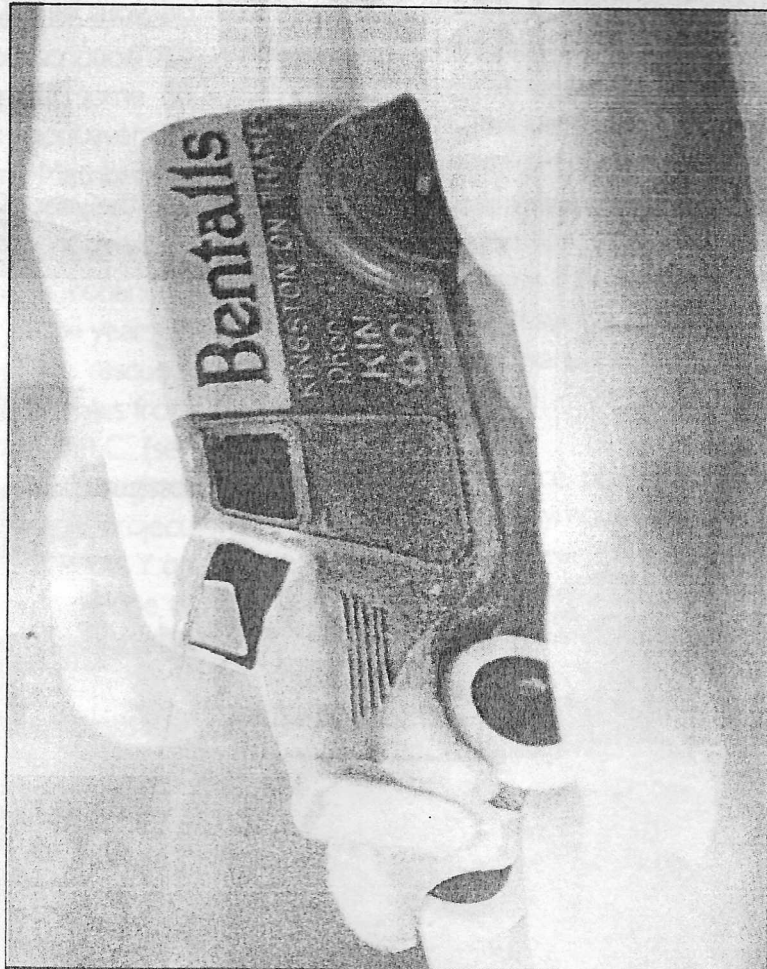
FOR £12,650 — the price fetched by the Dinky — you could buy a plush Ford Escort 1.6 Ghia and still have enough change for 65 gallons of unleaded petrol. And your real Escort — price £12,475 — would come with power steering, electric windows, punchy performance and a sunroof. Or you could splash out on three Lada Samara models at £3,995 each.

were showing signs of wear. The firm suggested he varnish them — and included a small pot to set him on his way.

His youthful diligence paid off yesterday. The entire collection fetched £127,972.

The buyer, an engineer in his 40s who flew from Paris for the sale, said he was delighted with his purchase. "It is very beautiful and rare," he said. "It is typically British and I love British things."

The previous record for a Dinky toy was £5,565, which was paid for a red Foden lorry earlier this year.



TINY TREASURE: The 60-year-old Dinky van that sold for £12,650

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 Eire & Overseas Postage will be invoiced according to costs. Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARE SECTION. EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. PLEASE NOTE: The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable. We are unable to supply to N. America.

<u>MECHANICAL-SUSPENSION, BRAKES AND STEERING</u>		PRICE		
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 arms (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		
<u>Gearbox</u> I hold large number of parts send list of requirements				
<u>RUBBER PARTS</u>				
Front radius ball		£ 4-25ea		
Brake & clutch pedals - exchange (send old one first)		£ 5-25ea		
non-exchange		£ 6-25ea		
Gear box mounts		£ 19-25ea		
Door stop buffers		£ 2-30ea		
C Front Axle beam stop rubber (Metal on request)		£ 7-50ea		
Bushes for shock absorber linkages specifically intended for S.R.			<u>SPEEDO CABLES -</u>	
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 91

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 91

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 91

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)



PHOTO - SAM ROBERTS - Robert Vedier and wife rallying Ajs 100 over rough terrain in the 1950's - Note the straight aluminium mud guards over the rear wheel arches, and the cock-eyed headlamp

THE TALE OF ANOTHER TERRIER

In issue 48 of the magazine (Aug/Sept 1987), I described the Terrier Mark 1 and Mark 2 under the title

THE TALE OF A TERRIER.

The Terrier was the name given to the special sports bodied Model Y, manufactured and marketed by W. Harold Perry Ltd., in North Finchley, London. who was the brother of Sir Percival Perry, the Chairman of the Ford Motor Company of England, W. Harold Perry Ltd., has since evolved into Perry Group Ltd., the Ford agents still serving London and the South East. The Terrier was one of a range of special bodied Fords produced by Perry. The Cairn coupé was also built on the Model Y chassis, whereas the Greyhound and the Deerhound were built on the V8 chassis. The name Terrier, however was challenged by Leyland Motors Ltd. , in early 1933, as they had a six wheeler chassis by that name. Perry changed the name from Terrier to Kerry (an Irish terrier) in June 1933, retaining the canine link.

Reading my article again, I note that at the time we were only aware of three surviving Mark 1 Terriers and no Mark 2s. We now know of five Mark 1s, but alas, no Mark 2s; not that the Mark 2 was a particularly striking car from the sketch shown in a contemporary advertisement. I wonder if any were ever made and sold?

This article is titled "Tale of Another Terrier" as, earlier this year, I happened upon a story, which gave evidence to another body style of the Terrier out of the Perry stable. Cross country rallying and endurance trials were great sports for the motoring enthusiasts in the early '30s. The Terrier, the Bezzant and the Mistral, all on the 8hp Model Y chassis, often competed against each other and against other small engine sports cars in their class. Competition was hot and any advantage that could legally be built in to the cars was fair game.

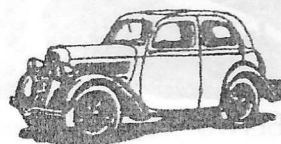
It would seem that, to satisfy this demand, Perry designed and built an aluminium bodied Terrier, which gave it a power to weight advantage over other models. It also had a large slab petrol tank at the back, on which was carried a pair of spare wheels. Not only would this give the car a longer range for the endurance trials, but also add weight above the rear axle; thus giving it more traction. It would seem that only 10 of these were made.

One was bought by Robert Verdier of Welwyn, who worked in Nether Street, just round the corner from Perry's in North Finchley. It was registered AJJ 100 and was seen rallying around the south of England most weekends through the thirties and fifties, with the young, blond, Mrs Verdier in the passenger seat, wearing her black beret and throwing herself around the car to give added weight and grip where and when it was wanted. (see photo page 13) The car sported a Shorrock's supercharger on the front of the engine and, in the early days, had twin wheels on each side at the rear, which meant that the rear wings had to be replaced by straight aluminium mud guards to allow for the width of the wheels. These were soon declared illegal on the rallies and so the car reverted to the traditional rear axle.

We know this because, at the Wellingborough show earlier this year, I was approached by an excited Mark Verdier, who had spotted my Terrier. He had been searching car shows for years to find a car like his father's. He told me the story and returned to the show the following day with photographs of AJJ 100 in action. Coincidentally, AJJ 100 was the sorry looking car which turned up on a trailer at the All Ford Rally at Abingdon in 1989. It had been bought by a number plate dealer, who wanted to know more about the car. As the body styling is quite different to the standard Mark 1 terrier, I did not recognise it as a Perry product. The nearest body style, to which I could match the apparently sawn off and much modified remains, was an Abbey and reported it as such.

How wrong I was!. The car, without its number, was bought by Nick Pinkett in Somerset, who was intent on restoring it with an Abbey tourer body style. The car still has its slab petrol tank and its replacement straight aluminium mud guards on the rear, which can be seen in the rallying photographs.. It is shown on the register under chassis number Y19608. I hope to have some present day photographs of the car for a later issue.

Sam Roberts



WINTER THOUGHTS FOR THE MODEL Y

The larger majority of Small Bore Flat Head owners tax their vehicles for the so-called better months of the year, with the six months excise licence expiring August or September, the next six months they are in hibernation. Now during this time off road there are certain small operations that can be undertaken to minimise those irritating breakdowns that could occur during next year's rally season.

Let us start with the battery which works hard over the season. It's a good idea to remove it from the vehicle, making sure the spanner you use does not come into contact with the connecting straps on top, or any metal parts of the car while you are disconnecting the terminals. It is best to remove the Positive + or earthing strap first, the Negative terminal, in that order, after which the two battery carrier bolts, and carrier can be taken away, lift out battery, taking care not to hold it against your clothes, sulphuric acid badly burns clothes and skin, it is also an excellent idea to wear eye protection during this operation, and keep children away from the battery (they have inquisitive fingers).

Having removed the battery, clean the top and outside casing with an alkaline soaked rag to ensure there is no electrical path between the terminals, and liberally Vaseline the positive and negative posts and also the two battery terminals on the connecting cables. If these are corroded at all, the best way to clean them is to place each one in an old tin of boiling water, they will emerge nice and clean ready to be Vaseline. A slow trickle charge of around 1-2 amps for 12 hours every month or so will keep it healthy as long as the electrolyte level is regularly checked and topped up with distilled water.

The ignition system can do with a once over, remove the four spark plugs, after first making a note or marking the negative leads from the distributor, check the gap between the electrodes which should be .020 - .022. When adjusting this gap, only bend the side electrode, never the centre one, as you would crack the insulation and ruin the plug.

Before replacing the spark plugs, put a dessertspoonful of engine oil down the sparking plug holes and turn the

engine over. This can be easily done by the fan belt while the plugs are removed. After replacing them you will need to use the starting handle, which I suggest you give a couple of turns once a month.

The engine oil should be changed, ideally every 1,000 miles but if this mileage is not reached, at least once a year. The gearbox every 5,000 miles with SAE 90, and rear end and steering box should also be topped up with SAE 140 gear oil every 5,000 miles. Make sure also the radiator is drained out, or Antifreeze of sufficient strength is added, you do not want a cracked block or radiator. This could be very costly indeed.

Now let's return to the ignition. One or two of you have had the distributor seize up in the head. To prevent this, make a note of the position of the index scale which is on a plate clamped to lower part of the body of the distributor, and fastened to the cylinder head by a round head screw adjacent to the centre cylinder stud nut, before removing this screw. You will see the markings on this plate line up with a small index mark in the cylinder head. If this mark cannot be found, I suggest you scribe one on the head, allowing you to replace it in exactly the same position. Now having removed said screw and distributor completely from the head clean it thoroughly especially the shank that fits into the cylinder head. Now put some high melting point grease round this shank, I find, and use myself one marketed by 'Comma' called 'Copper Ease'. This is fine for metals that become seized together by heat.

Replace the distributor back into head, you may find it does not seat down fully onto the head. If this is so, by rotating the rotor arm it will drop into the drive locating slot, before placing the round headed securing screw into position, make sure there is a thin flat washer placed underneath the index plate, and a spring washer on top of the plate, if the flat washer is omitted, the plate will be distorted.

We now have the distributor in position, with cap and rotor arm removed, check the condition of the points. If these are pitted badly they should be replaced, if not check the gap which should be .018 - .022 for the early

distributor, which is the one having a flat spring on the top of the rotor arm and fixed carbon contact in the centre of the cap. The later one has flat fixed brass strip on top of rotor arm, and carbon brush in centre of cap which should move freely in its socket on a coil spring, the points in this later one are set for .010 - .012.

To readjust, loosen the two flat headed screws securing the fixed contact to the base plate, turn the engine over by the starting handle, slowly, and observe the four lobed cam just under the rotor arm seat, this will rotate anticlockwise, upon this cam rests a fibre heel of the movable contact, which when it reaches the highest point on one of these cam lobes the fixed contact must be moved to give the correct clearance with a feeler gauge between the contacts, and the two screws tightened, recheck after this as sometimes they move upon tightening.

Small smear of Vaseline on cam lobes, drop engine oil in centre under rotor arm, also three or four drops into oiler in side of body.

Fuel check on pump and carburettor. The petrol pump may need any sediment cleared out, to do this remove the small screw on top of the pump, this allows you to remove the domed top under which is a round washer, either cork or rubber. Under this you will see a brass mesh screen filter, lift off carefully and clean in petrol. You will see looking down into the pump body if there is any foreign matter to be cleaned out that's been drawn up out of the petrol tank. Having cleared out any, replace filter mesh, washer and cover, making sure there is a fibre washer under the securing screw, which should not be overtightened as the screw threads in the pump body are only in 'MAZAK' metal, (or as I call it Muck Metal), so be cautious.

Moving up the pump outlet pipe to the Carb, we see, just to the right of this feed pipe two screws securing the float chamber bowl, these can be square or hexagon with sometimes a screwdriver slot cut in them, this depends on age of carburettor. There is also a small brass screw in between the two, this is the air mixture screw, which is spring loaded, do not tamper with this,

Place one hand under the bowl and remove the two securing screws when bowl complete with float and

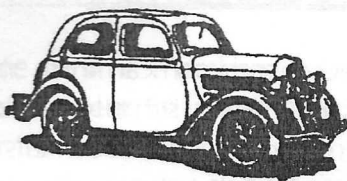
emulsion block, may be carefully moved to the left, and downwards, allowing it to be removed from main body. Keeping bowl upright as there may still be petrol in it, place it over suitable receptacle carefully tip out brass float and contents, noting any sediment in bottom which should be cleaned out with petrol. Having cleaned it thoroughly, you will see two brass jets in the bottom,, these can be removed with a large bladed screwdriver, do not use a small blade, it only messes up the slot and small pieces of brass can find their way into the many small passages and lead you one hell of a dance.

Under these jets are fibre washer, after blowing clear the very small holes in the jets replace them tightly into their respective seats, not forgetting the fibre washers, now round the edge of the bowl you will see two more small jets with slots in them, using again a screwdriver with a blade fully the width of the slot remove them and clean them with air (BY MOUTH OR FOOT PUMP) do not poke wire through any jet. On the side of the bowl is the 'Emulsion Block', this is held in position by five screws. DO NOT REMOVE THIS BLOCK, it is not necessary, we are not going into a complete overhaul of the Carb., this is a simple maintenance exercise.

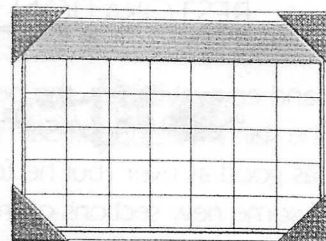
Further round the bowl at the base you will see another jet, this can have the same treatment as the other four. Clean the brass float and replace in bowl with the word top or small dimple to the top of bowl, replace carefully into body and tighten screws, it is still 'muck metal', use caution.

If vehicle is to be kept unused for whole period, jack up axles on stands, or good solid wooden blocks to keep tyres off ground and vehicle weight, as after a few months flats appear in one position on tyres, this stresses the cords and starts premature failure of the walls of the tyres, get them off ground and inflated to 28 lbs per sq. in. Grease all nipples, 27 of them, and oil door hinges and locks etc. Check shock absorber oil level, steering box level, oil brake rod linkage, check road spring U bolts for tightness, not forgetting to check the road wheel nuts etc.

Jeff Cole



60th Anniversary



EVENTS DIARY

ALL FORD RALLY ABINGDON - 25TH SEPTEMBER 1994

Due to the absence of Sam Roberts on a well deserved holiday, I was persuaded to "volunteer" to oversee the Register stand at this year's All Ford Rally. The show was, as usual, organised by Bob Treadwell and sponsored for the first time by the Rotary club of Oxford Isis, who continued much the same successful format developed over the past three years by the Y & C Register, I must say it all seemed to work very well. I had originally been told that the club stand would only accommodate four cars, this presented the daunting task of selecting which should represent the Register without causing disappointment, however when I arrived on Sunday morning, I was relieved to find we had been allocated a prominent position large enough to display almost every member to arrive.

Unfortunately not one Model "C" tuned up but the "Y" was well represented with a total of sixteen cars, fourteen of which were members, four of those were Fordor models. There were also four finished in green, all of different shades, which resulted in much discussion as to which was nearest to the original. As well as the familiar cars and faces who can always be relied on to appear, it was nice to welcome a number of new members and families, among these was Neil Loran from Hayes who, although not a new member, this was his first proper trip out after twelve years of painstaking restoring his car, it looked resplendent in gleaming green paint but still needing some trimming. David Lovering was first to arrive after a pleasant drive from Bournemouth, and Tony Brasher added a touch of colour to the stand with his 1934 Tudor, resprayed in a very attractive bright blue. Mike Floyd who I met earlier in the year at a very pleasant rally at Prestwood,

confesses to know nothing about the mechanics of his "Y" but just enjoys using it, as does Peter Benton who's "Y" is his only car and in regular use in the London area where he lives and for frequent trips to Wales.

New member Mark Lewis from Sandhurst brought along his very tidy Fordor finished in grey, which once belonged to Don Faulkner. Also present were David Huntley from Newbury in his black Fordor and Stan Reeves from Woodley who managed to get his car roadworthy in time. Regional co-ordinators Julian Janiki and Kevin Brigginsshaw were on hand, with Graham Miles and Jeff Cole to assist members with technical and spares information. Robert Hale, in his new role as Regalia Officer, displayed a range of goodies for members to purchase.

Robert Crabtree from Finmere has owned his Tudor for many years and is intending to embark upon it's second restoration when time permits. He was among the class 2 entrants. I apologize to one member who I did not managed to meet, but all in all I believe most members enjoyed the show. From my own point of view I feel the All Ford Rally may be becoming a little stale, and this year with the public address extended to cover every corner of the show including the auto jumble the incessant banter between "Spanner and his "puppet" did get rather boring. However, it is still a good show and all credit to the dedicated people who organise it, perhaps next year we will see a return of the "C" (Region 8 coordinator)

Rod Evans

RESTORATION SHOW STONELEIGH - 16TH OCTOBER 1994

A very busy and enjoyable day, the best for years. The two cars on the stand were Geoff Salminen's 1936 Long rad, looking as good as ever (but he tells me it is to get a rewire and some new sections of trim). The second car which I have newly acquired from J. Pullman, a 1936 Long rad. We also had help from Geoff Bethel who not only transported part of the stand but ended up manning the stand - not bad for a non-member. Thanks Geoff Bethel.

All clubs were supposed to be performing some restoration work. We were going to rebuild one engine and strip a second, but we were fully occupied talking and listening to the tales of fun and disasters of years ago, so not a lot of work was done.

One chap rerecognised my car from 1972, pre-renovation. He came up with some history but sorry to say he could not remember the first owner's name. We had one gentleman who had just retired, and who when he got his driving licence in 1954, bought a 'Y', and ran it till it stopped he never had another car, he still has the old Ford and now wants it back on the road.

Plenty of people, plenty of spares etc. If you missed it you missed a good 'un.

Hope it brings in a few new members.

Geoff Dee

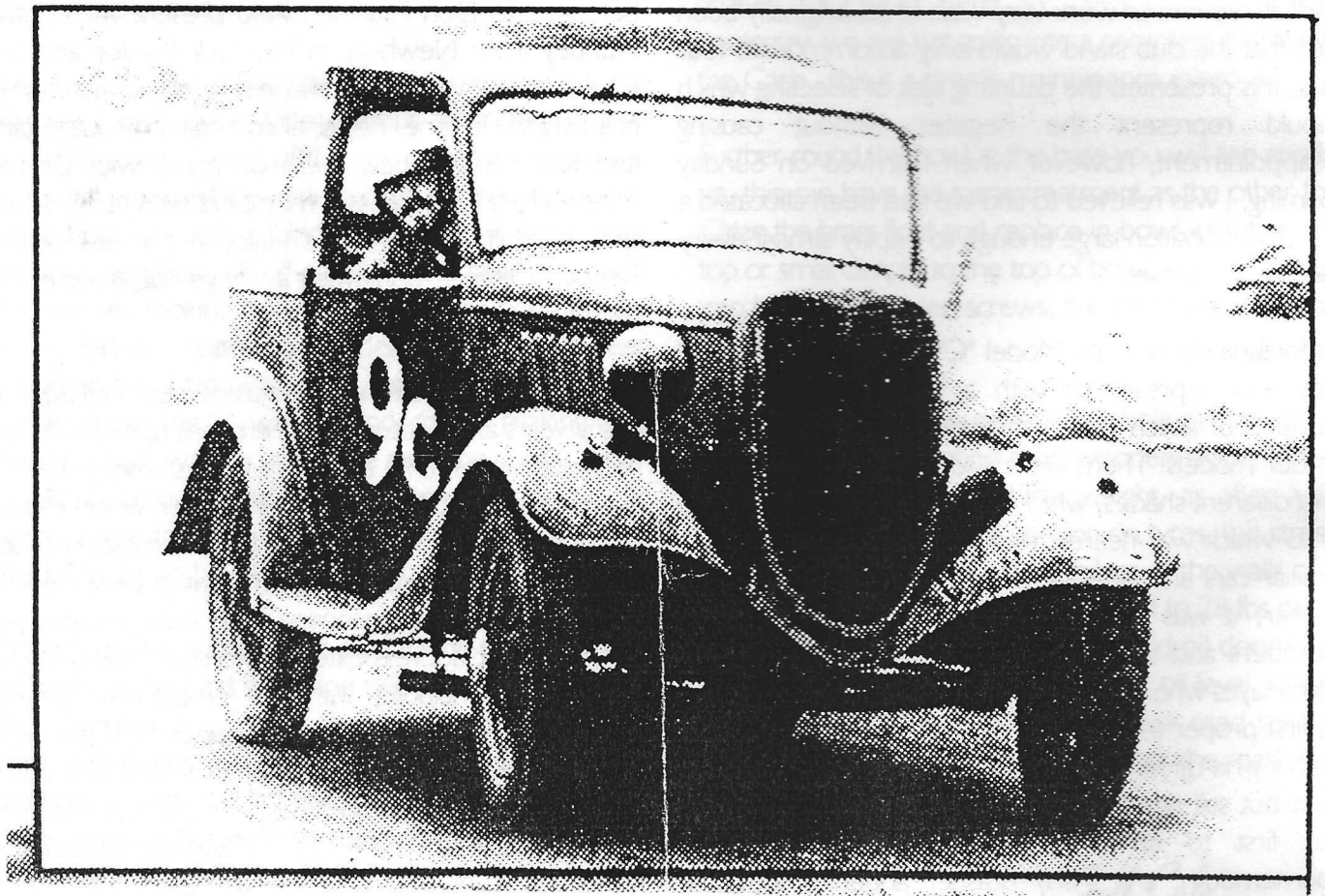


PHOTO DON FAULKNER - No 9C (Y) racing at Silverstone

A THOUGHT STARTER FOR TEN

From time to time members over the years have made the comment, "it's alright for you guys, Europe's only over the water for you!".

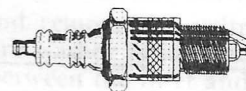
They refer to the fact that it's a lot easier for members living in the south east or on the eastern side of the country to cross the channel in order to attend various event.

So what's new? Well peace in Ireland for one. For half of my life time, and that's a long while, we've had in effect a civil war taking place in our own back yard. Hopefully that is behind us, and forms part of the history lesson for the next generation.

So why not celebrate this fact with a weeks tour of both Southern and Norther Ireland. Organised by members of the Register. Cross say to Dublin on Saturday night, allowing Saturday to travel to the port. Sunday in Dublin, Monday begin a tour of Ireland terminating in Belfast on Friday evening, Saturday in Belfast, overnight crossing back to Great Britain, making your way home on Sunday.

Good idea?? YES or NO. SO some volunteers to organise the various aspects of the trip. We need a GB liaison person and an Irish organiser or two. For the present send all correspondence to me, Graham Miles and I will undertake to forward it on to whoever comes out of the wood work as the MAIN MAN! It's your chance to shine.

PHOTO -SAM ROBERTS -Clive Litchfield's beautifully restored intermediate Tudor Model Y



SPARES REPORT

Perhaps the only practical thing to report on is to remind members that we do hold a lot of used parts, as well as new, and of course our repro parts.

I have recently purchased a selection of mainly used parts from a former owner, who moved on to another model of Ford. We don't issue any sort of list on this lot, I hav'nt retired yet, there is a great deal of it, having said that, it's all mechanical and electrical, no body panels. But I must ask that members who do make enquiries for parts that are not listed to enclose a SAE, and if you simply need something other that what is on the list of parts, add it to your order and I will advise on the situation.

Otherwise progress is steady on the Head Lamp Rims, but not so steady on the Running Board moulds, if the man can not perform on this one over the next few weeks I will move to supplier number two. I am still looking for help on Oil Can printing and dash control knobs.

Graham Miles

Enfield - May 1994

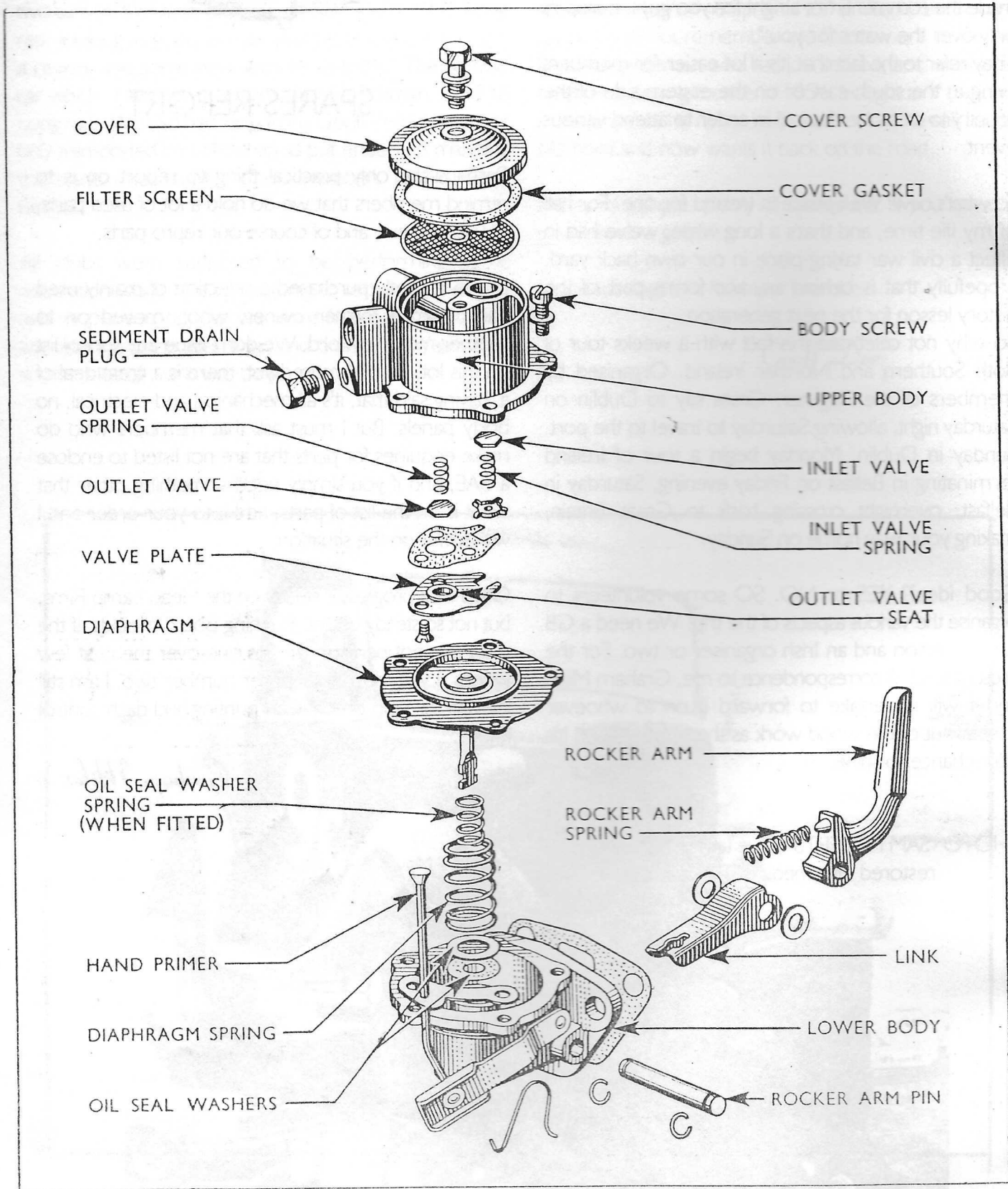


FIG. 12.—The standard fuel pump exploded to show its component parts.

FUEL PUMP.

The correct servicing and maintenance of the fuel pump is important to ensure the satisfactory operation of the vehicle, which depends primarily upon the proper supply of fuel to the carburetter.

Should the pump deliver insufficient fuel, the level in the carburetter float chamber will fall and a weak mixture will consequently be supplied to the engine, resulting in loss of power and acceleration.

In the case of the pump pressure being too high, the fuel may be forced past the needle valve in the float chamber and cause flooding of the carburetter, with a high fuel consumption and possible unsatisfactory running of the engine.

Should it appear that the carburetter is receiving insufficient fuel when there is an adequate supply of fuel in the tank, the trouble may be due to a blocked fuel line, air lock in the fuel line, leakage in the fuel line or connections, or some fault in the fuel pump itself.

If, when the fuel line connection is disconnected from the carburetter and the engine is cranked, fuel is not pumped, then attention should be paid to the fuel pump, provided, of course, there are no leaks, blockages or other faults in the main fuel line.

Fuel Pressure Test.

With the inlet of the pump connected to the petrol line, connect a suitable fuel pressure gauge to the outlet of the pump. Start the engine, and allow it to run at idling speed, observing the pressure recorded on the gauge.

Momentarily accelerate the engine speed and again observe the pressure which should be $1\frac{1}{4}$ minimum to 2 lbs. maximum.

Vacuum Test.

Connect a vacuum gauge to the fuel pump intake. Start the engine and run it at idling speed when the pump will start building up a vacuum which should advance until it reaches at least $9\frac{1}{2}$ inches to 10 inches of mercury, as indicated by the gauge.

After the gauge reading has ceased to rise, stop the engine and observe the needle, which should fall slowly back at a rate which will allow it to reach zero in less than one minute. A faster rate of fall than this will indicate a poor condition of the fuel pump intake valve.

If test gauges are not available, a rough test can be carried out as follows:—

To determine that the valves are opening satisfactorily after the pump has been removed, a finger may be held over the inlet passages and the rocker arm operated when a certain suction effort should be noticed at this point. In a similar manner, with the outlet passage blocked up and the rocker arm pressed in, it should be noticed that the diaphragm is held down by the internal pressure of the pump, allowing the rocker arm to have some free movement. This is indicative that the intake valve is seating satisfactorily.

To Dismantle.

Remove the pump cover retaining screw and fibre washer, and lift off the cover and filter screen. (See Figure 8).

Mark the outside edges of the upper and lower flanges of the pump body to indicate their correct relative positions and remove the six flange screws and spring washers.

Remove the two detachable valve retainer plate screws and retainer plate from the upper body of the pump and lift out the two halves.

Unscrew and remove the sediment chamber drain screw and fibre washer located adjacent to the flange of the body between the inlet and outlet orifices.

Twist the diaphragm base approximately 90° to release the stem from the rocker arm and extract the diaphragm assembly.

Lift off the large coil spring, turn the small coil spring seal washer so that it can be lifted off the diaphragm stem and remove the spring and washer.

In later type pumps, the small coil spring and washer is not fitted and is replaced by a cup and seal. (Figure 9).

Carefully drive out the rocker arm pin and withdraw the rocker arm, link, rocker arm washers and spring.

To Inspect.

Clean all parts thoroughly. Inspect the diaphragm assembly carefully for deterioration or puncture of the diaphragm leaves.

If there is evidence of fuel leakage through the vent hole in the pump body, this indicates a leakage of the diaphragm. The pump cover should be removed and the screen cleaned and inspected for any puncture. Any accumulation of sediment or other foreign material may be drained after removal of the drain plug.

Should the diaphragm be found to be punctured or in any way damaged, all the leaves must be replaced.

The valve cover plate should be removed and the valves inspected to see that they are not dirty, or warped, and that the valve springs are in good condition. Examine the valve seats to make certain that no irregularities exist that will prevent the valve from opening and closing properly.

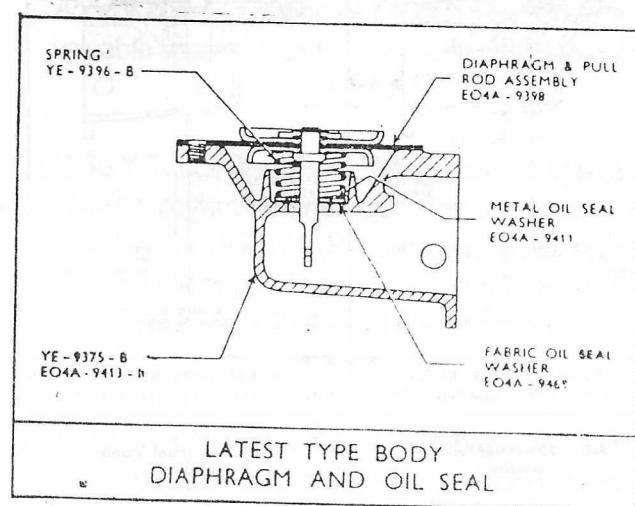


FIG. 9.—Fuel pump details.

To Reassemble.

Before assembling, wash all parts in petrol, and dry with compressed air.

When replacing the valve and valve spring, note that the outlet valve must have the spring above the valve and the inlet or centre valve must have the spring underneath. Replace the cover plate with a fresh gasket, making sure that the gasket is positioned correctly, and secure it in place with the three countersunk screws.

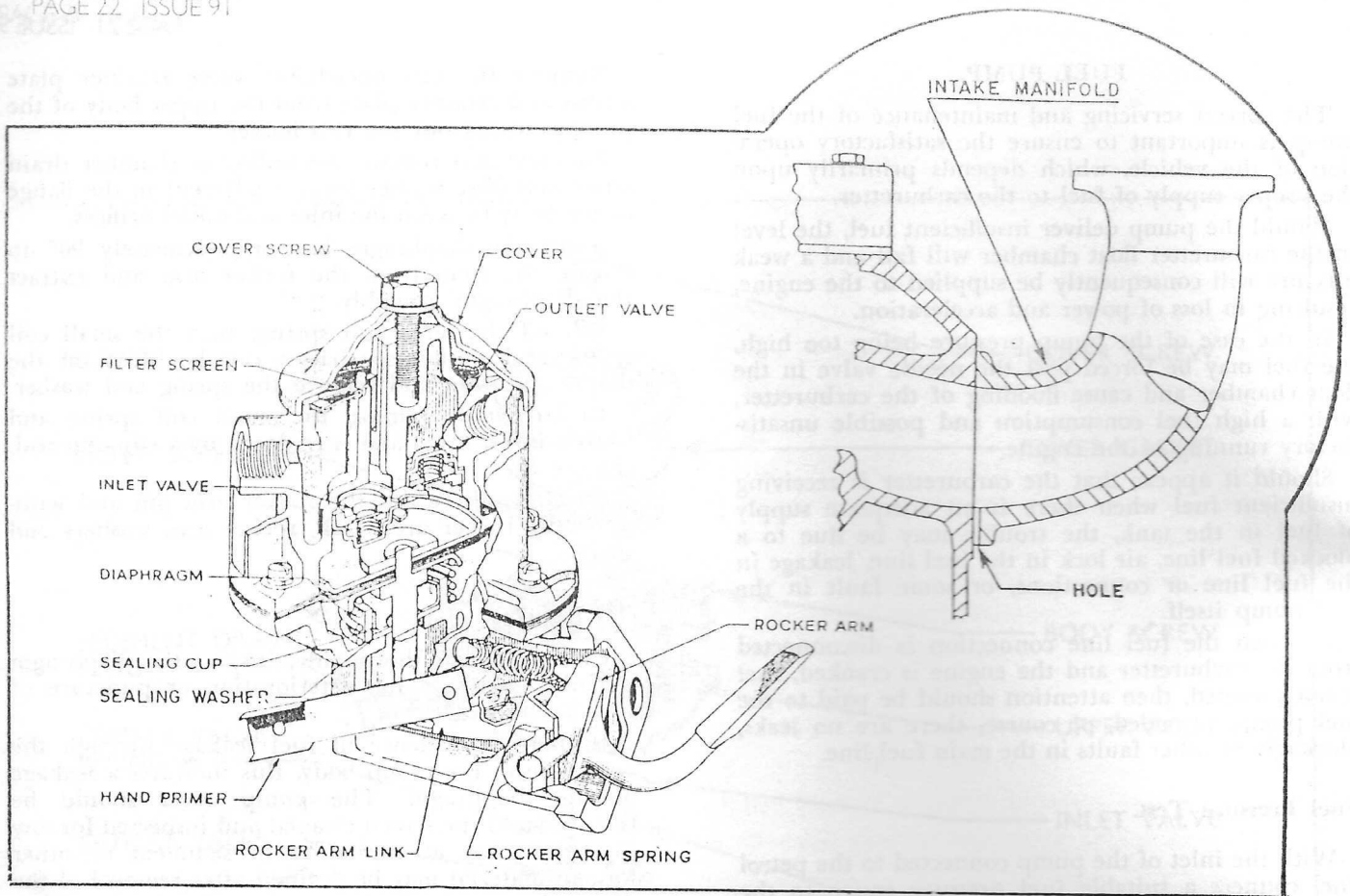


FIG. 8.—The fuel pump sectioned, left. Above, the manifold drain.

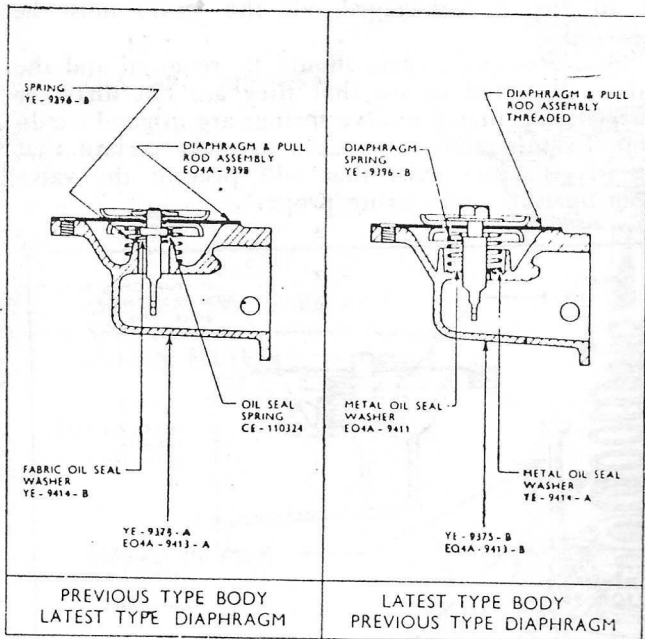


FIG. 10.—Fuel pump variations.

FIG. 11.—Fuel pump variations.

Inspect the diaphragm spring and compare this with a new one, renewing it if it is not found to be of a satisfactory tension and length.

Replace the diaphragm pull rod assembly with the oil baffle in position, and the diaphragm spring, ensuring that the end of the pull rod is correctly positioned on the rocker arm after turning it through 90°. A spot of oil on this connection and on the rocker arm bush will ensure that these parts work easily and will also help to preserve them.

The diaphragm should be in such position that, when the top half of the fuel pump is located on the flange, the small tongue on the outside edge of the diaphragm coincides with the appropriate markings on the pump body. Place the two halves of the pump together, so that the marks made before taking them apart coincide.

Loosely enter all the screws, with a spring washer under the head of each, around the periphery of the pump body flanges and through the holes in the diaphragm. Work four diaphragm leaves into position, so that they lie quite flat between the two flanges, then with the rocker arm pressed into the limit of its travel, so that the diaphragm assembly is fixed to its lowest position, tighten the screws evenly and securely.

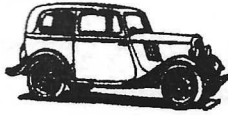
Correctly position the screen with the reinforcements uppermost and replace the cover with a fresh cork gasket, making sure that this lies quite flat and even. Fix the cover with the centre bolt, ensuring that the washer is in good condition. Replace the sediment chamber drain plug, making sure, also, that the washer is in good condition and that the plug is firmly tightened. If this is not done, air will enter at this point during the intake stroke, preventing the pump from supplying sufficient fuel.

Replace the pump on the vehicle with a fresh gasket beneath the fixing flange.

Priming Test.

With a completely empty fuel pump, operate the starter, so that the engine is cranked, and it should start in about 20 seconds or less.

FOR SALE



- (3) 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.
Julian Janicki. 0403-251184. evenings only.

- (1) Intermediate model Y LR. Tudor 1934 AYN 812
Restoration well under way . All dark green paintwork
Very sound chassis not welded. New roof kit & floor panels, St. St. Headlamps, manuals, needs enthusiast to complete, reluctant sale space needed offers.
Don Faulkner 0494-714788

- (3) 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.

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

- (3) Model Y spares ring for list D Firth 0422-361613

- (3) 1935 Y Tudor. Blue/Black. Excellent condition.
Taxed/Mot'd M. Fraser-Cook 0329-843176
£4950 Fareham, Hants

- (1) 1934 Y intermediate front wings need a little welding to make good complete with support brackets
48-00 each Y spare wheel strap/clamp 20-00
4 off Y wheels 32-00 lot, C gearbox for spares 5-00
8hp engine seized for spares 15-00
Don Faulkner 0494-714788

- (2) 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

- (3) 1935 2 door model Y Tax/MOT'd Green/black
Excellent runner/drives well. Some spares. .
Terry Mortiboy 0254-678953 £2700 o.n.o.

- (3) 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

- (2) 1936 Y Tudor Black/Red. Sliding roof. Luggasge 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

- (2) 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

(2) 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

(1) Y and C models various handbooks, spares catalogue etc. Club stock. Price 5-00 to 12-00 Contact Bob Wilkinson 01405-860836

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

(2) 1936 Model CX saloon 4 door MOT'd fully restored. Kevin Devine 061-626-1256 £4500 o.n.o

(2) 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

(2) 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

WANTED

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

(3) 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

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

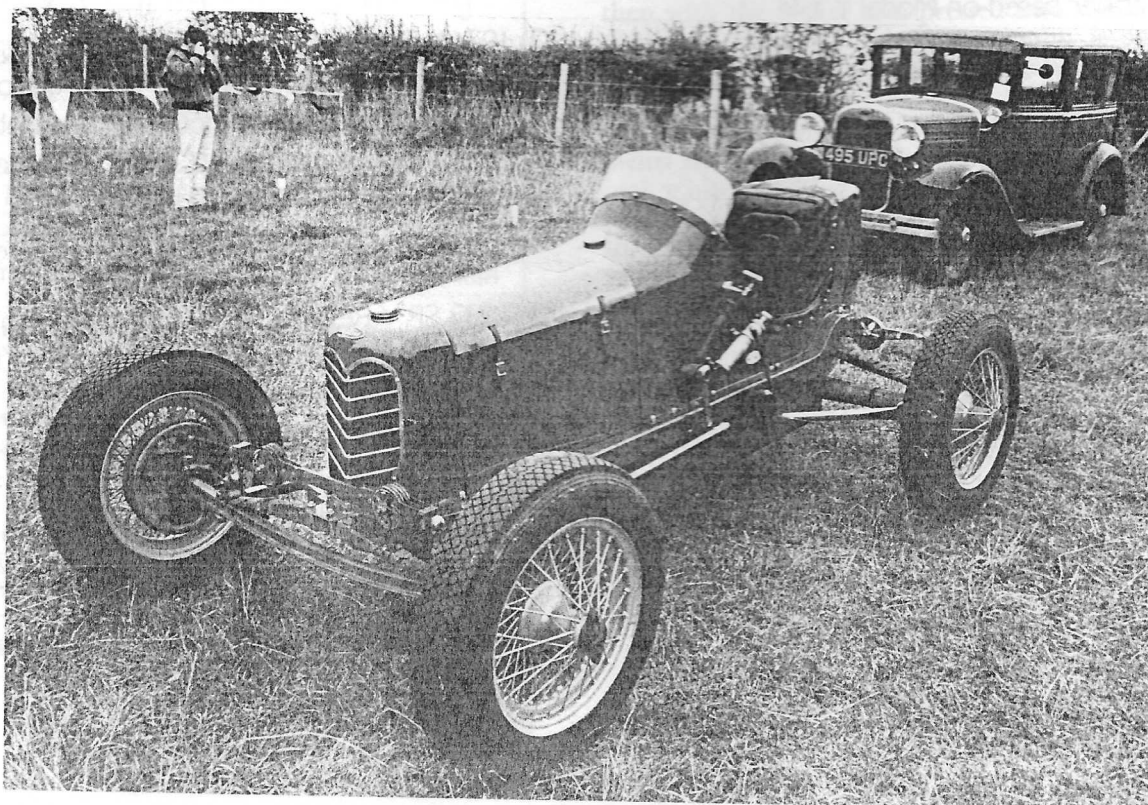
(3) Carpet set of paper pattern also steering wheel for 1936 2 door model Y. R Gales 0473-823103

(2) 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

(2) 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

DEADLINE FOR NEXT ISSUE - 31-12-94

PHOTO DON FAULKNER



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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.

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Tel: 0375 850146 or 03752 2239

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