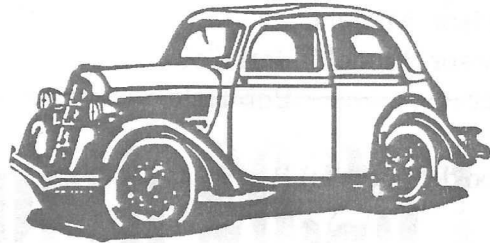
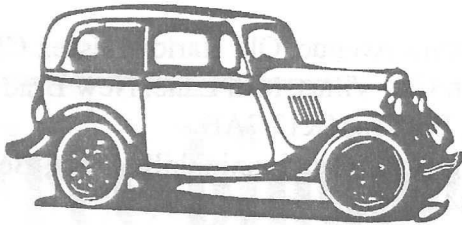


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



TRANSVERSE TORQUE  
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 93  
February / March 1995

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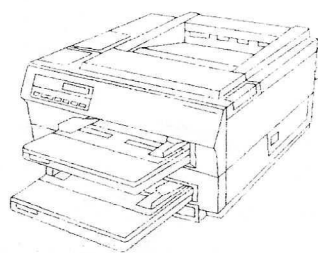
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**"DISCLAIMER"** The Editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

No sooner have I done one issue then it seems time again to start on the next one, thankfully, once again you the members have been busy and supplied me with a very good selection of articles.

Technical information is always very welcome especially when it comes from Bert Thomas who certainly knows his Fords. Some of the photos may appear to be a bit dark but unfortunately because of the age of them they do not copy very well.

You will note that we have changed all the phone numbers in readiness for Phone-day on April 16th. Also can you please let me know if any advert that you may have in for Sale/Wanted columns if they are answered before the third advert.



## EDITORS REPORT

Once again I am keeping my report short as I prefer to print articles from you the members, rather than comments from myself. also I am rather busy at this present time with the dreaded VAT people. Hope to see you all at the A.G.M. Keep the articles coming .

*Kath Devine*

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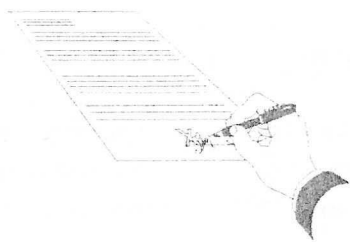
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## OBITUARY

It is with regret that I report the death of member Jim Bailey in February after a long illness. Jim retired from Ford Europe headquarters in Brentwood some three years ago and was instrumental in providing the Register with valuable assistance and photographs of the Koln Fords. Our sympathies have been passed to his family.

*Sam Roberts*



NEW MEMBERS

Since the last Newsletter we welcome the following new members:-

G1227 KEN GRANGER. PAYNES' GARAGES LTD.,  
WATLING ST. HINKLEY. LEICS.

P1004 DAVE PORCIC. 91 WOODEND AVE.  
SOUTH HARROW. LONDON.

S1630 JACK SMITH. THE LODGE, 167 WEELSBY RD.  
GRIMSBY. DN32 9RX

S0328 RICHARD STOCKMAN 1A GLEBE PARK AVENUE, BEDHAMPTON, HAVANT.  
HAMPSHIRE. PO9 3JR

Y0302 STEVE YOUNG 13 BRACKEN CRESCENT. BISHOPSTOKE, EASTLEIGH.  
HAMPSHIRE.

Only 5 new members here no doubt due to the winter season and the associated inactivity on the 'old car scene'. Doubtless the Spring air about as you read this will bring a bigger crop in the next edition. As usual I ask 'old' members to make contact with our new colleagues.

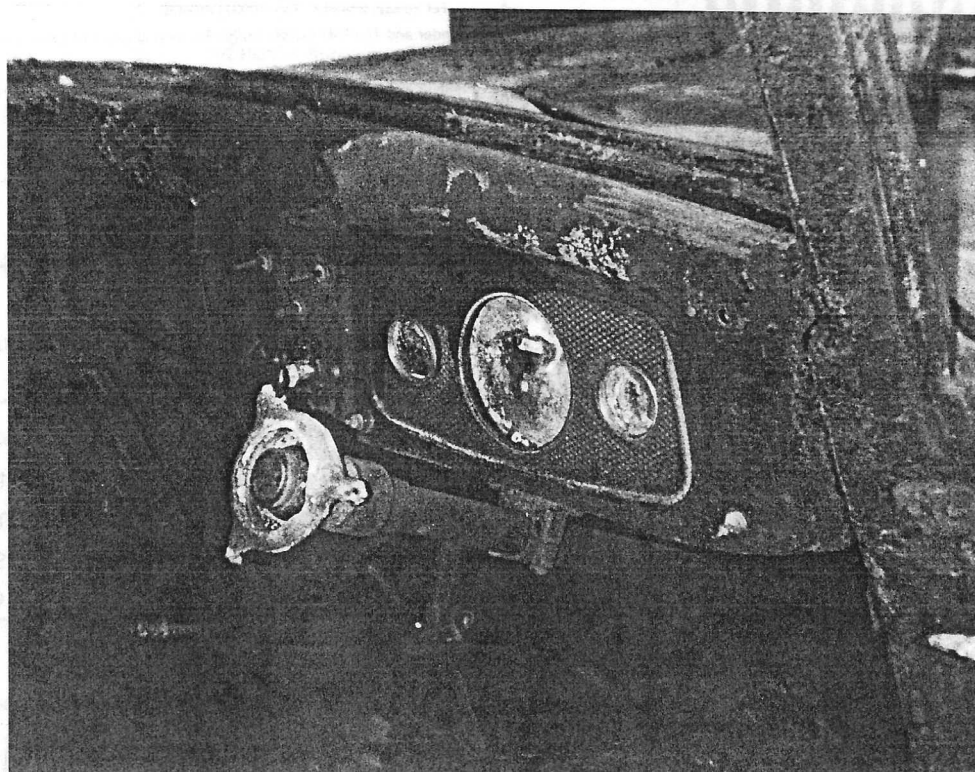
NOTES ON NEW MEMBERS

Dave Porcic in Harrow has 'bought out' his partner's (John Head) share of JH 6533 a Dec 1933 (very early) long rad model Y previously bought at a Sothebys' auction a couple of years or so ago. Dave has completed the bulk of the restoration work and hopes to be on the road this summer.

The sole CX model in this latest batch is with Ken Granger in Hinkley, Ken's garage is refurbishing BHP 527 a black 2 door CX which, according to the info sent by Ken, still has its original engine fitted.

Jack Smith of Grimsby also has a very early long rad model Y. Jack purchased JF 5360 from a disheartened owner who had just had the car attacked by vandals whilst in a lock-up garage.

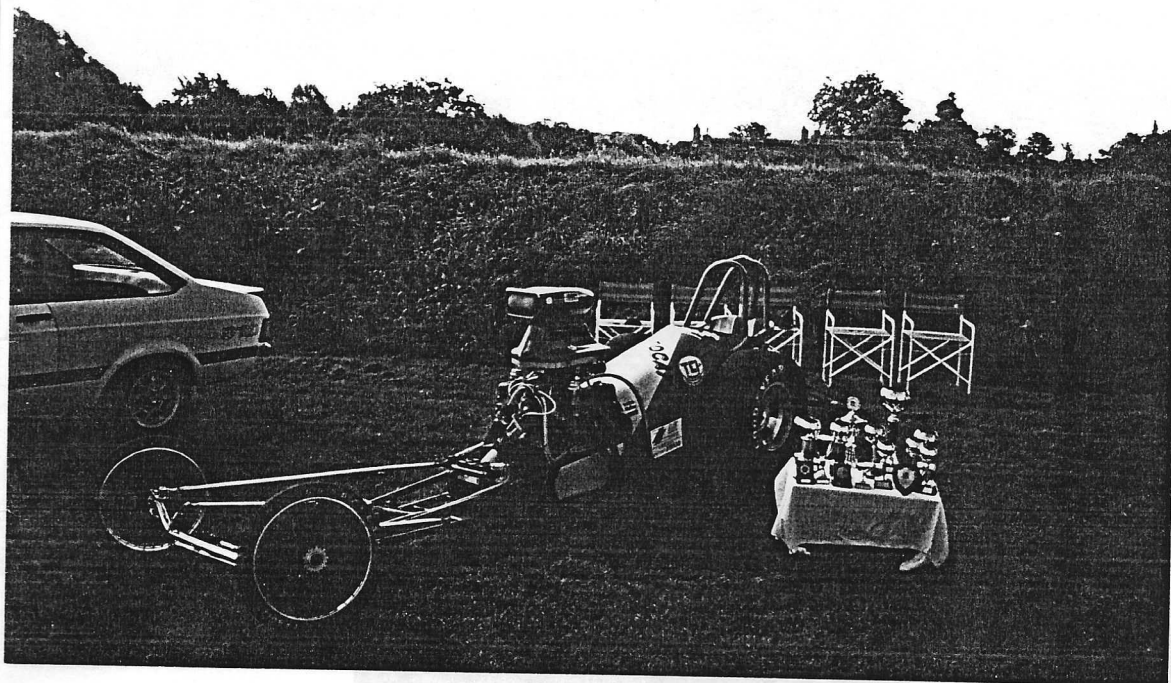
The whole of the interior and roof has ben destroyed by fire leaving both front and rear of the car intact. The picture (below) shows the the intensity of the fire has melted away all but the centre of the steering wheel and the gear lever knob. Jack says he "needs a bit of luck and a fair bit of help".



Richard Stockman in Havant (our Chairman's territory) has his 1937 2 door model Y CNY 360 on the road following purchase from Ian White in Taunton. This red/black saloon only needs minor cosmetic restoration and will be active during this season.

"Henrietta" (alias 1935 Y EMD 386) was purchased from member Steve Minns by Steve Young after his family "had decided to fulfil a long held amition to own a classic Ford after retiring from a long and enjoyable association with the wild and noisy sport of drag racing. We will be tidying the car over the next few months ready to attend events during 1995"

The photo below shows Steves recent dragster - very much like a model Y. Well they both have engines produced by Ford!

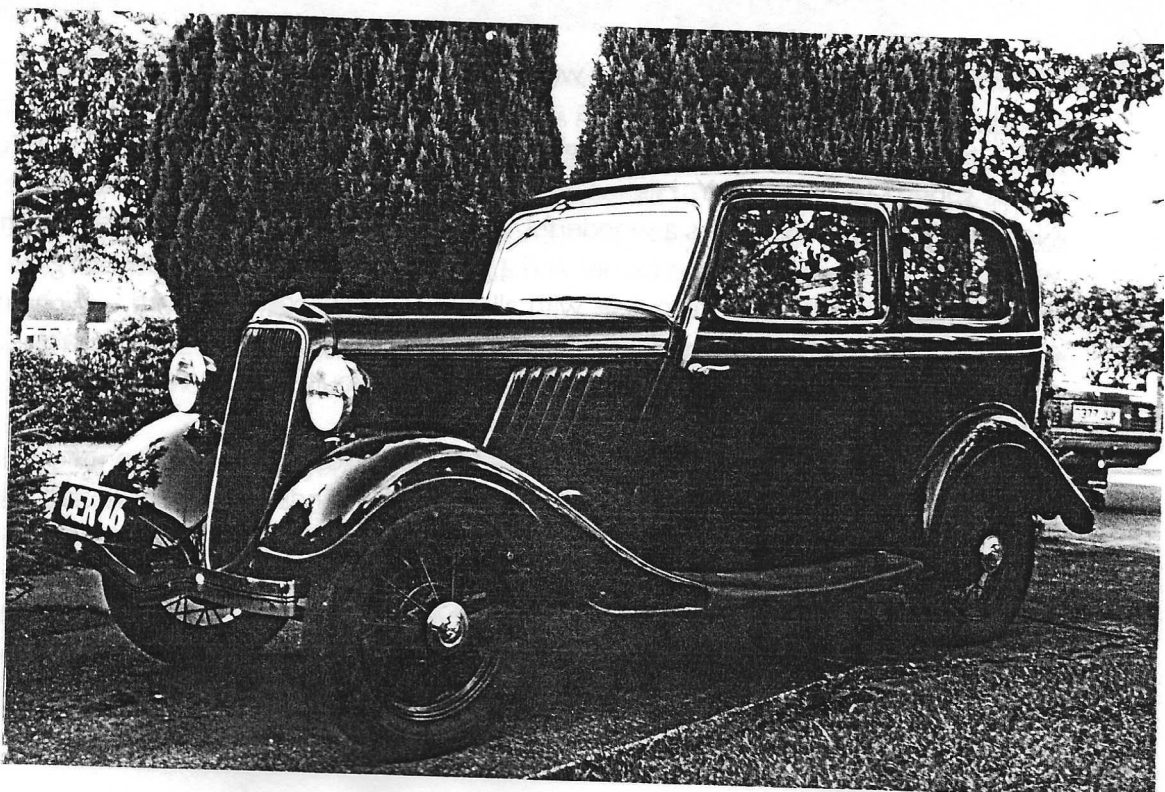


PHOTOGRAPH -  
STEVE YOUNG

Steve's dragster with trophies.

PHOTOGRAPH -  
EVAN MANUEL

Model Y called Alice  
(my wife and daughters  
chose the name)



MEMBERS' UPDATE - BOB WILKINSON

George Drazinos in Athens (see last Newsletter) wrote to "thank the Register for the help received. After owning my short rad model Y for 3 months I can tell you how very much I am enjoying ownership. The car is in excellent condition especially mechanically. I am looking forward to my next trip to the UK."

Carlton Thisse in Florida sent a photograph and details of a model Y he came across at a meeting in late 1994. "Don Ford owns this 1936 model Y (chassis Y128625 - body 165/33745) registered GV 4336. The car was imported from Edinburgh in 1973" Naturally Don should by now have received club details and hopefully has taken up membership. I note that the car still carries its UK registration plates (see photo below) was this just for show purposes?



Nearer home Paul Milne in Leicester wrote thanking the club for successfully supporting his application to DVLA to retain AGC 86 the original registration mark on his superb 1937 model Y. His car featured in our Newsletter 18 months ago as a wonderful 'find' - this very original car having had one owner and a genuine 26,000 miles on the clock complete with all original papers. However Paul says sadly that - "I just don't seem to be able to find time to finish the few small outstanding tasks (trim items mainly) due to my job which involves working very long hours and away from home. I have come to a decision to sell the car - sadly in view of it being in such excellent condition when discovered. However, hopefully a purchaser will be able to give the car the tender loving car it deserves" (see photo next page - and advert in For sale column)

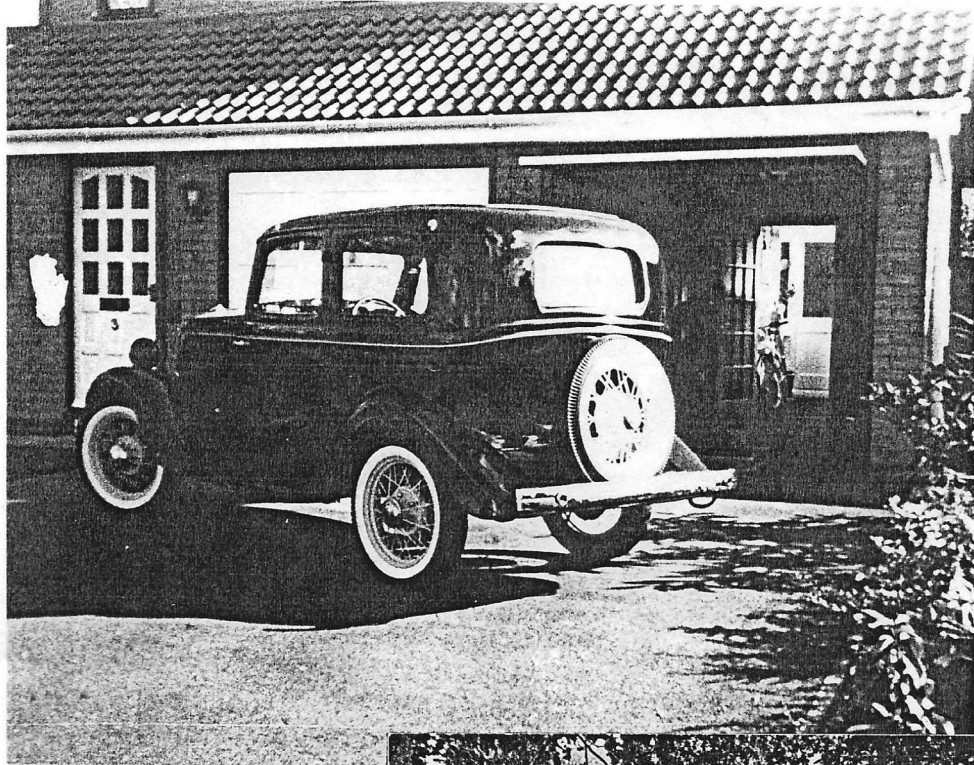
Bernard Martinet from France (new member in last issue) wrote thanking for the Newsletter and asking about Y model body colours. "The car was originally black but for personal choice I will paint the body dark Burgundy with black fenders. Have I to paint the wheels the same as the body colours? Is there a list of original colours available?"

I (Bob) replied supporting Bernards' choice and added that the wheels could be Burgundy (as the body) or cream. I referred to edition no 51 of the Newsletter but consider that this ought to be re-printed since we have had many new members since that publication, no doubt members have found modern equivalents of the original colours - write in please with your comments.

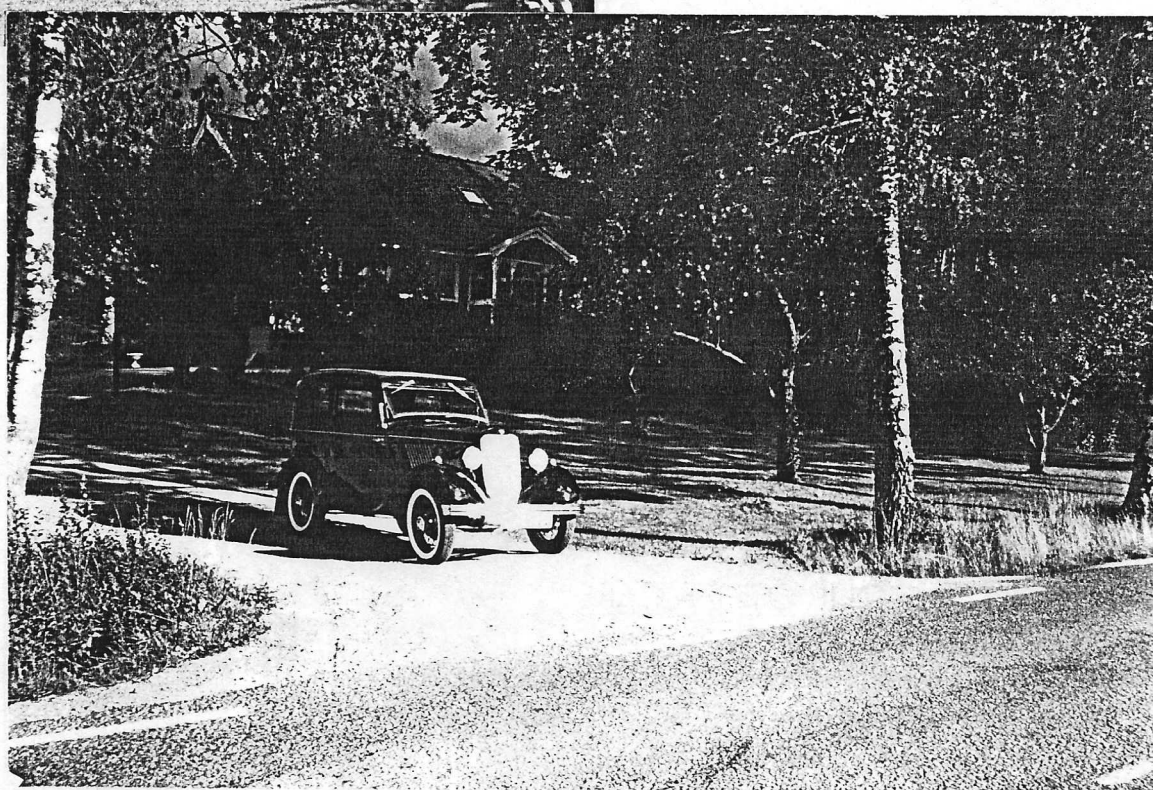
Bjorn Andersson in Sweden writes "Thank you very much for finding the horn push button for my model Y. I have been looking for one for over 4 years. I enclose a photograph (see next page) of my car in front of my farm in VEDUM which is 10 miles from Goteborg. Best wishes from Bjorn, Birgitta, 3 grown up children, 7 Shropshire sheep, 10 chickens, 2 horses, 1 pair of pheasants, 1 dog, 1 rabbit", (sounds like you have quite a full farm Ed)

(careful inspection of his photo tells us that his windscreen wipers are powered by 2 separate motors)

2 model Ys with white walled tyres in this edition!



PHOTOGRAPH  
PAUL MILNE'S  
MODEL Y



PHOTOGRAPH  
-  
BJORN ANDERSSON  
SWEDEN.

I get some very strange phone calls but Tom Tomlin's call recently was most unusual. He said "Bob just listen to this!"

What followed was the sound of a Ford C engine at tickover picked up by Tom's mobile telephone.

"I have just got the engine going - the first time it has run for years. I was the only one at home and I wanted to share my excitement with someone - hence my 'phone call!"

I rudely suggested that he 'phone Jeff Cole or John Griffiths (Club Technical Advisers) and they would diagnose any tappet or big end bearing problems! Actually the engine sounded much sweeter than my CX otherwise I would have taken my phone into the garage and let the cars hear each others' mating call!

Do members remember those cheap records supplied free in the 1950's with Practical Motorist magazine? They were designed to help owners diagnose typical engine problems. Anyone still have one of these records?

I remember my trick when selling an old Ford in the late 1950's was to hum loudly in time with the back axle and tapping my feet in tempo with the big ends when driving a potential buyer!

*Bob Wilkinson*



## SECRETARY COMMENTS

### SUBSCRIPTIONS (OVERSEAS)

All subs will be due on June 1st and details will appear in the next Newsletter. Hopefully the A.G.M. will decide that the present rates can be held for another year.

Overseas members experiencing problems with the cost of obtaining cheques/drafts in English pounds may wish to consider sending one cheque to cover the next say 2 or 3 years subs. I even have one Scotsman (yes a Scotsman!) who paid 3 years ahead.

Naturally anyone wishing to pay before June may do so make cheques payable to FORD Y & C MODEL REGISTER and send to me Bob Wilkinson. Don't forget that the club has a Standing Order payment facility (for UK members only) - details from me Bob.

### OUR OTHER CARS

Don Firth retired member in Halifax sent the photo of a Ford Model A garage recovery vehicle pictured as new. (see photo elsewhere)

"It was classed as an A come B model of about 1933 and was used by the Halifax Motor Co. (Ford dealership) until the late 1950's. I then bought it from them for my business at Battinson Road Garage which I began in 1947. By then the tool lockers had been removed but it gave very good service until the late 1960's when the rear axle casing cracked. It had to go then for scrap. It had done good service for us. It was never licensed being used on 'trade plates' all its life. We had many escapades with it.

### IT'S A SMALL WORLD

Steven Tribe in Denmark is restoring a German Eiffel version of the Ford CX and also has an interest in post-war Singer Roadsters.

He recently came over to the UK to view (and buy) a 1951 basket case Singer 4 AB roadster and was told by the club officer selling the car that the remains had been found by 2 Ford enthusiasts Dave Tebb and Bob Wilkinson, about 2/3 years previously!

I well remember the car being in a desperate condition (much worse than the heaps Tebb usually buys!) and decided that the owners club may have someone sufficiently mad to try to restore it.

Good luck Steven!

(Incidentally Steve is looking for a good C or CX chassis. Can anyone help?

### 'OUR' CARS IN EVENTS

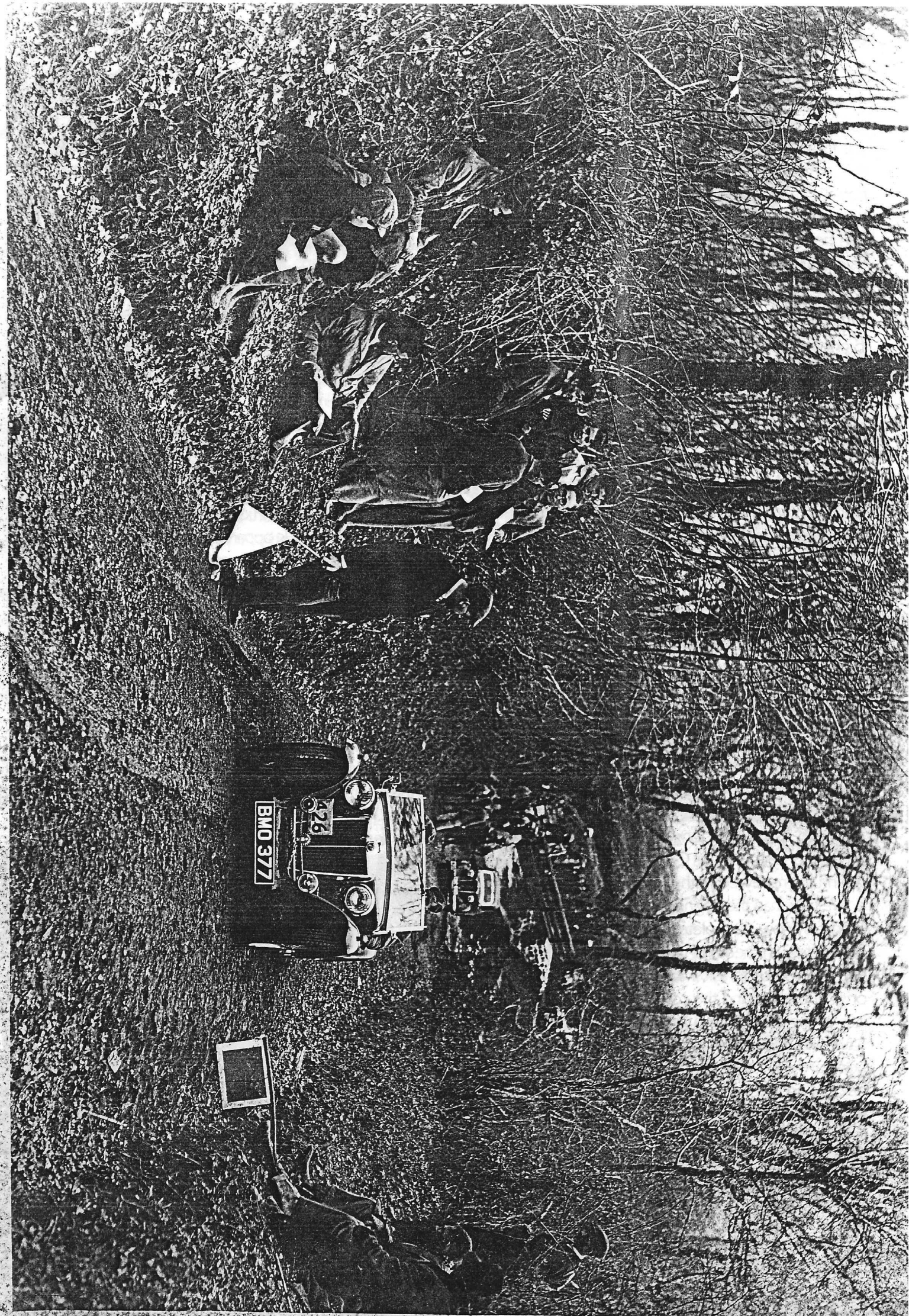
Peter King sent the photograph (see photo elsewhere) of an MG TA on a club event followed by a two toned Model C.

The MG was registered in Berkshire in late 1938 (the 'C' registration mark is unclear) so this could be an event as late as the 1950's judging by the spectators' clothing.

Anyone know the venue? - (No prizes if you do but please let us know - You might even be on the photo) The pedestrian bridge adjacent to the ford at the foot of the hill may give a clue.

*Bob Wilkinson*







## MEMBERS LETTERS

*First we have a letter from new member Geoff Bignell down in Cornwall.*

I recently rejoined the Model 'C' club after a move to Cornwall. I am very pleased to be able to tell you that after six years we have finally been able to get a log book from D.V.L.C. keeping our original number AHP 393 for our 1934 four door Model C. we would like to take this opportunity to thank Bob Wilkinson for the letter of authenticity he did on our behalf, which we are sure helped us in getting the log book.

In your magazine issue no 92 page 13 there is a piece referring to a model C belonging to Bob Hadfield, who says his chassis no is C00576 and his body no is 364/733. well on our C the chassis no is C00616 and 364/332 which you may notice is a lot earlier than the one Mr Hadfield appears to have.

We would be very interested to see how he gets on when he removes the alloy plate, and like him we also found our Briggs body no. on the cross member in front of the passenger seat.

Although its taken a long time to get into the serious business of restoring our C we are well into it now, it has given us a renewed enthusiasm having the log book for it. We have had the engine running and all of the welding work is now completed and we hope to have it completely finished and ready to show by early 1996.

We would like to ask if any of the members know the original colours and the colour codes for the 1934 C as it is giving us a bit of a headache at the moment. We have sills and wings that are black and the doors and body are navy blue. We would like to keep the original colours and look forward to hearing from anyone who may be able to help, they can either write to me Geoff Bignell, Lantern, Rescorla, St. Austell, Cornwall. PL26-8YT or phone me on 01726-851425. We will write an update shortly and hope to include some photographs as well.

*Geoff Bignell*

*Next we have a couple of letters from our North East Regions.*

The Times is currently running a feature in its motoring supplement (CAR 95) on Saturdays, on Lord Montague's "12 cars that made Britain great". The 6th car in the series is the 1933 Ford Y (hope it's the Short rad!). The article includes a half page colour illustration, prints of which are available from The Times. I wrote to them asking when the Y would be featured, but all they would say was "sometime in the next 6 weeks". By my reckoning, if the articles are appearing fortnightly, the Y should be in the April 8th edition.

*Trevor Walker*

On the 17th July 94 year, my wife Penny and I drove our 1937 model Y - Alice (see photo page 3)- for display at Newby Hall and during a wonderful day - (we were judged 2nd in class) - I met and talked to a Mr Shaun Brady. He apparently owned the car and sold it to a Harrogate garage in 1988. During our conversation he enquired as to whether we had received all the spares and odds and sods which went with it. As we hadn't we wondered where they were?

On returning home I contacted the previous owner Mr Alvan Nixon, who in 1988 purchased the car at the auctions held by Lithgow & Sons of Stokesly, North Yorks. He also knew nothing about the spares. At this point Mick Chivers - Y&C member - told me that he was at the auction and that the spares had been separated from the car and were offered at £80 with no takers. As far as he knew they were still with the auctioneers. But after five years?!!

Anyway nothing daunted I contacted a Mr Philip Walker, one of their auctioneers and I was told to leave it with him. After a week I was asked to call round and in a large warehouse at the rear of the company, a dust laden palette was lowered down to reveal a collection that was a sight for sore eyes. Over fifty spare parts from a wheel + tyre to its original headlamps and Magnaflex bars, original 6 volt horn & coils marked Ford. etc. So after a bit of negotiation and the payment of £40 they now all belong back with the car. Once they were paid for the sold car they had no interest in the spares, This raises the question as to how many other unknown boxes of spares are suffering from a similar fate.

*Evan Manuel*

### Finally a article from Yvon Precieux

I always enjoy Sam's column, more especially when something new and rare turns up which swells the number of small Pre-war Fords.

The Air filled leather seats you and Sam mentioned in the last issue were made by David Moseley and Sons Ltd., Manchester, I enclose a copy of one of their advertisements which can be found in the final pages of the "Popular Ford Handbook" by Ellison Hawks. (See below).

On the subject of chassis and Briggs Body numbers I similarly have doubts on Tom Tomlin's C being that early and I would lay down fellow C owner Stan Bilious's wallet and money belt that there is a further end digit on the chassis as my C starts with an 0 at 09560 which similarly should apply with any C chassis below 1000. Furthermore the Tudor Fixed roof C was the last C saloon body type to be introduced in Oct 34. The first body being produced 3 months after the introduction of the Fordor Fixed roof body and 1 month after the introduction of both the 2 door and the 4 door sliding roof versions. By this time Briggs were producing bodies at a fair rate after earlier Hi-cups.

My C van is now progressing very well and the vehicle which, has the third type of "10" engine with the 8 HP starter unit.

The vehicle according to Mr Bale of Hailsham, its second owner, was a truck when purchased just before the war and from his recollections, it had been very well used hauling ballast and cement. The remains of the latter permanently solid in the rotting floorboards. On purchase he cut out the rear of the cab and fabricated the van rear bodywork using the remaining tailgate and was very surprised and pleased when I informed him that it still survived and that I had kept the van bodywork intact.

I'll provide a more comprehensive write-up in a future issue once I've actually got it on the road and decided on the exterior paintwork? (the present colouring is blue/black) My very best regards to you and all the dedicated officials of the Y & C Register.

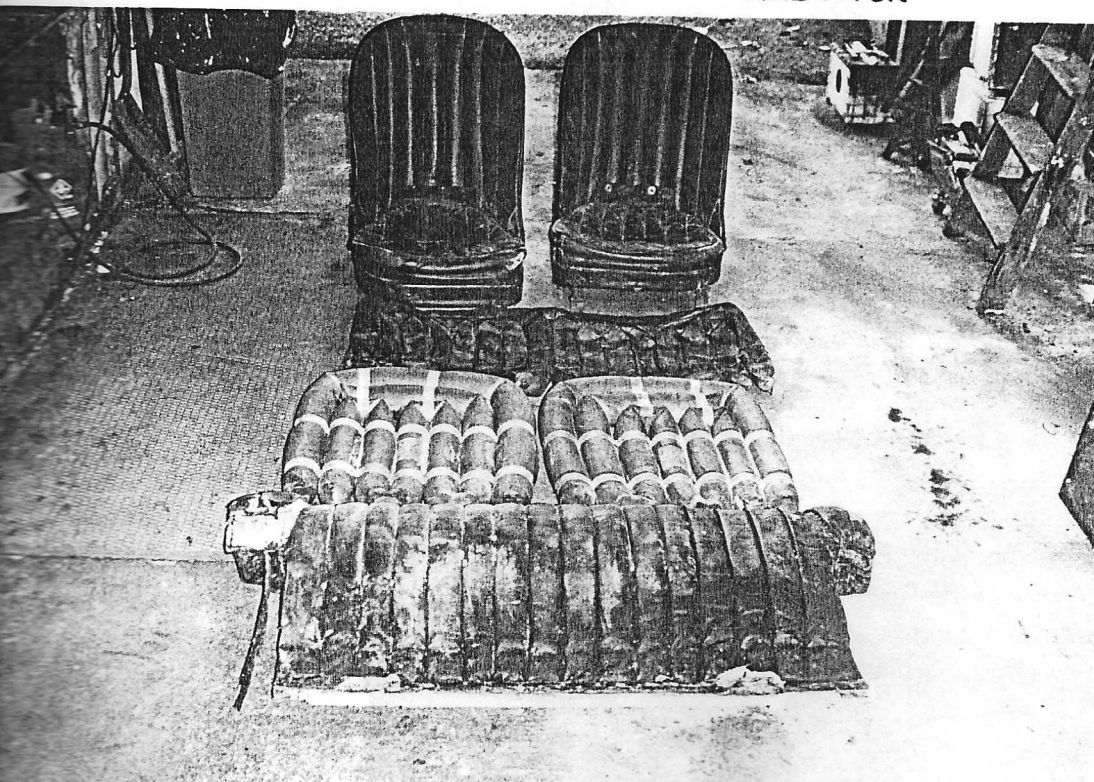
*Yvon Precieux*

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PHOTOGRAPH

Pneumatic seats from  
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## CHAIRMAN'S NEWSLETTER

What with the New Year holiday and a week's skiing break, with wall to wall blue sky and sun, in Andorra, it seems only a few weeks since I penned my last newsletter! "Tempus fugit" - time flies (indigo fugit - blue flies!).

Despite that, much has been happening on the Register front. We held yet another Committee meeting in February, at which Graham Miles launched the new diamond centred, glass headlamp lenses for the later Model Ys. They are now available to members to buy at £23.00 per pair and jolly good value; so get your orders in whilst stocks last. Remember also that we have the diamond Magnaflex bars in stock at £9.00 each. Graham and Kevin Brigginsshaw reported on the first annual gathering of classic car clubs at the National Motor Museum at Beaulieu, where they represented the Y&C Register. We are also reviewing the regalia with Robert Hale in the driving seat. You will notice an improved order form in the centre page of this issue.

Whilst on the subject of associated goodies, I have been in touch with a model dealer, asking him to trace the Western Model Company, which made superb white metal, rubber tyre, Ford Popular (Model Y) kits, approximately 3 1/4 inches long in the early 1980s - I have one. Apparently, although the Western Model Company still exists, the Somerville Company took over the moulds from Western. It is understood that Somerville intend making the Ford Popular model, which will sell for approximately £30 per kit, or £50 made up. I will keep you posted.

Once again I am grateful to Geoff and Eileen Murrell for taking on the chore of stuffing and sticking the mail shot, which included the latest edition of the register ie. the list of known surviving Ys and Cs. If your entry is short on detail, please let Peter Brooke know.

As you will see elsewhere in this issue, we are pulling all stops out for the AGM on the 2nd April, which, hopefully will be after you receive this. I hope to see a goodly number of new members in particular on the day. The other events are coming together. Having said that the Bristol Classic Car Show was off this year, Robin Prebble has discovered that it is to be held on the 15th/16th July, indoors, at the Bath and West Showground. Although it clashes with the Ruthin Rally in north Wales, we will be running a stand as usual to cater for our members in the South West.

I've had some good fun on the discoveries front. The saga of new member, Bob Hadfield's 1934 Model C (OFF 198) continues.

You will recall from the last issue, that he had discovered the chassis number on a "nice alloy plate" on the side chassis member. He took my advice and removed it and, sure enough, found the hand stamped number underneath. He also said that there was a dealer's plate on the dash, indicating that it had originally been supplied from Newark. I put two and two together and bet him an hypothetical fiver that the dealer was Brooks Motors of Castlegate, in Newark, and that the original registration was an ANN number, which is why it passed through the hands of a number plate dealer. My 1936 Model Y, CNN was also supplied by Brooks Motors - hence my deduction.

The location of the Briggs Body number in front of the passenger seat, rather than on the tool box, was the norm for Model Cs prior to May 1935. So there's no mystery there. We still have the puzzle of the high body number, when compared to the chassis number. You will see from our Model C expert, Yvon Precieux's letter, that he is also baffled; although he is referring to the other early model C discovery, belonging to Tom Tomlin, mentioned in the same article.

The discovery of a recently restored 1933 Model Y in Thailand is written up elsewhere. I am following that one up. Bill Ballard's letter in the last issue on the Model Ys in Western Australia will also be followed up, when I have some of that precious commodity, time, available. A new discovery, in the form of a special bodied Model Y, has cropped up in a museum in France. Non-member, James Fack, has reported on it, with a photograph, in the March edition of Automobile and challenged David Burgess-Wise and me to identify its provenance. Again, when I have time, I will get out a magnifying glass and my reference books and proffer a suggestion.

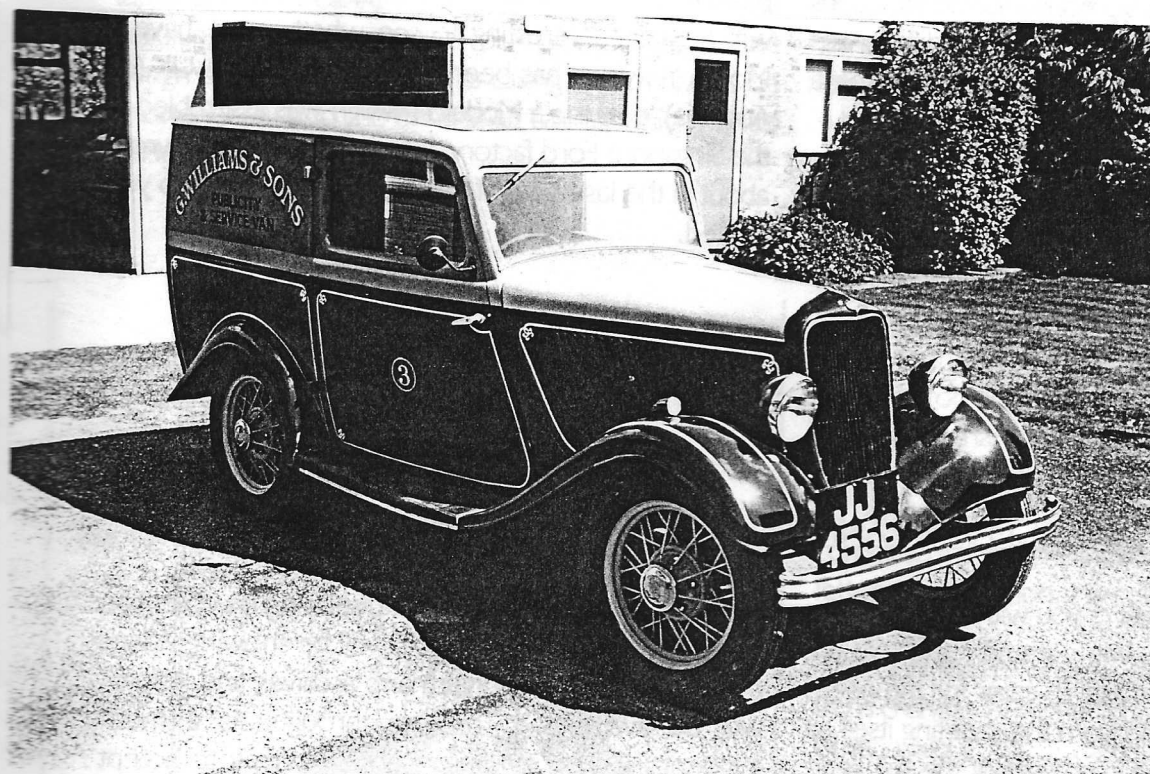
Paul Tritton pointed out to me the series of articles in the Saturday motoring supplement of the Times newspaper. Lord Montague has selected his considered 12 most important cars made in the UK and is writing a weekly article on each of them. So far he has covered his 1899 Daimler, the 1907 Silver Ghost and the Prince Henry Vauxhall. He has included on his list, the 1933 Ford Model Y. I look forward to his potted history of that and a cut away illustration. As Paul says - We are in good company!

I mentioned Colin Ware's Model Y van in the last issue and included some photos of the interior. I have now received photographs of the van from its previous owner, ex-member Nigel Rawson. We now know that it was originally registered JJ 4556. Its cream and brown livery advertised G.Williams & Sons, Publicity & Service Van. Prior to that, it seems to have been owned by N.J. Anscorb of Horley, Surrey, who restored it from a dark blue livery, advertising Haslemere Flowers Delivery Service, Masters in Floristry. I notice that Colin has the van for sale in this week's Classic Car Weekly for £4250 ono. (0705 324172).

More overseas news from Dick Sterett, in Las Vegas. Regrettably, he is not giving Betsy, his Fordor shortrad Model Y, the exercise she needs, due to the crazy driving of the locals. He cannot bear the thought of her being hit. Finally, to complete the story of the Model Y racer, I found, in my collection, a photo of the engine compartment, which I took on a visit to Paul Foulkes-Halbard's museum, near Polegate in Sussex, about six years ago. You will note a number of non-standard fittings!

See you at the AGM.

*Sam Roberts.*

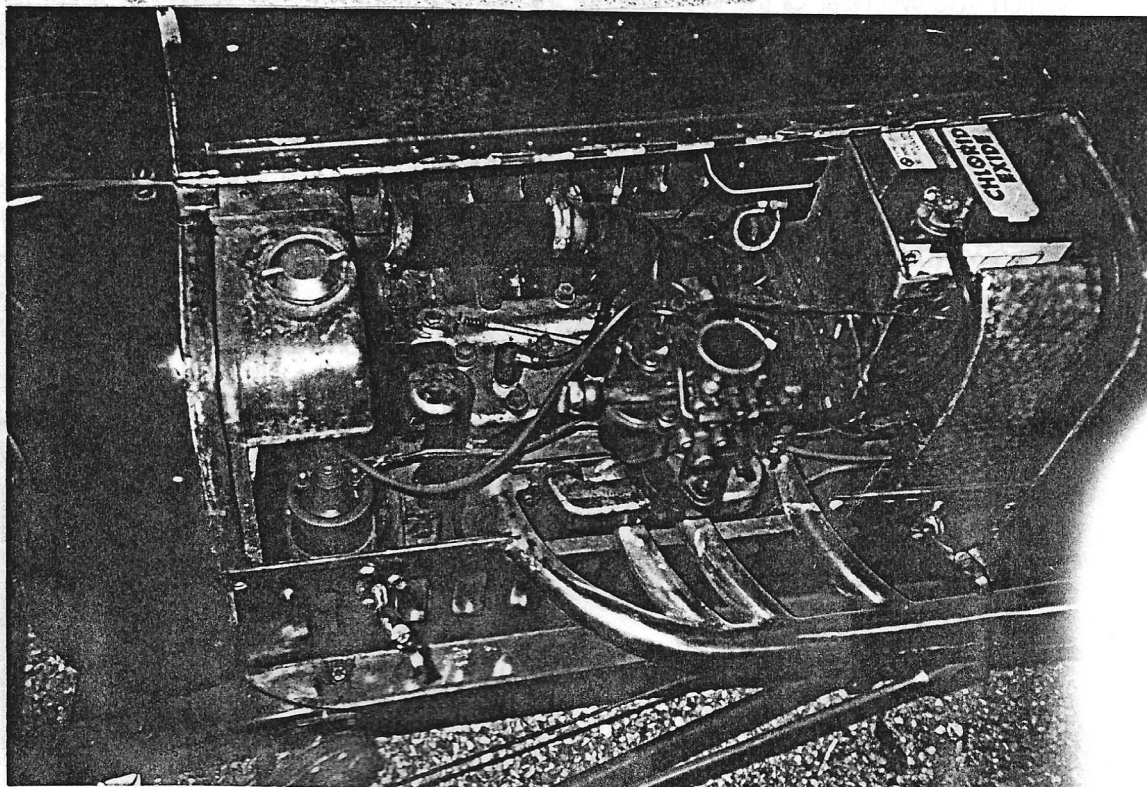


PHOTOGRAPH  
SAM ROBERTS.

Colin Ware's 1933 van,  
when owned by Nigel  
Rawson.

PHOTOGRAPH -  
SAM ROBERTS.

The engine  
compartment of the  
Model Y racing car..



A THAI "Y"

In the middle of January, Kath Devine received a letter from a Phil Beasley, who works in Bangkok for Castrol (Thailand) Ltd. As he explained in his letter, he is responsible for organising the judging of cars for the Castrol Vintage Car Club in Thailand and was asking different car clubs in the UK for judging information on their cars. He had been referred to us by Classic Cars magazine, which had run an article on their concours event in the January issue.

Kath faxed the letter to Bob Wilkinson, who set about writing some of the basic judging points, which should be checked when looking for originality of restoration. Because of the SR. and LR. versions and the variations in the Intermediate Model Ys, and the differences between the Model C and CX, this proved to be a fairly lengthy statement.

Bob forwarded it to me, with the original letter, to type up and send off to Thailand. It bubbled to the top of my In-tray on Thursday 9th February, when I realised that their next show was on Sunday the 12th!

I hurriedly typed it up; threw together a covering letter, saying that we have no record of any Model Ys or Cs in Thailand, but would be very grateful if he, Phil, would let us know if one should turn up. I faxed the whole lot to him early on the Friday, so that he would receive it before their close of play on Friday evening (they are 8 hours ahead of us) and thought no more of it. Lo and behold, waiting for me on Monday morning was a fax from Phil, thanking me for my prompt response and telling me that they had 120 entries to the show and that the winner, by far, of their "Vintage" (Pre-war) section was a recently restored 1933 Model Y! He is sending a photo, when developed, and is passing on to the owner the details of the Register. It will be very interesting to see whether we have a Model Y, which has been imported from the UK (or Australia), or is this a Model Y, which was assembled at the Singapore Ford factory, which Bert Thomas wrote about in the last issue of the magazine? I will keep you posted.

*Sam Roberts.*

THE AGM - THE ANNUAL GENERAL MEETING.

This year, we hope that most of you within easy driving distance of Daventry will attend the AGM. Arrangements have been made to cater for the needs of you, the members. Apart from the meeting itself, at which you will hear of the successes of the last year; the plans for the future and be able to elect the members of your choice on to the Committee, we are staging a display of various Model Ys and Cs around the building, so that those of you in the throes of restoration can see the finished products and quiz the experts on any problems you may have.

In the car park, Tony Butterfield will be setting up his stall of spare parts; he always seems to have a good selection of the more difficult Y&C bits, including gaskets. Ken Arthur has also said he will be there with examples of Model Y wings and panels and Model C sills. He will take any orders you may have for replacement or patch bodywork. You will be impressed with his craftsmanship.

In the hall, Robert Hale will be displaying his collection of Y&C regalia. Owen Baldock will be showing videos of our cars and the Chairman's archives and 'photos will be available to browse through. Its a must! Incidentally, Bob Wilkinson will be happy to accept your 1995 subs, if you want to save postage and possible embarrassment at a later date.

The date is Sunday the 2nd of April, which will probably be the Sunday after you receive this issue. Although the main meeting starts at 2pm, you are welcome to come along earlier to view the cars and the goodies, which should be in place from midday onwards.

The venue is the Willoughby Village Hall. Willoughby is just off the A45, four miles north-west of Daventry in the crutch of the junction of the M1 and the M45.

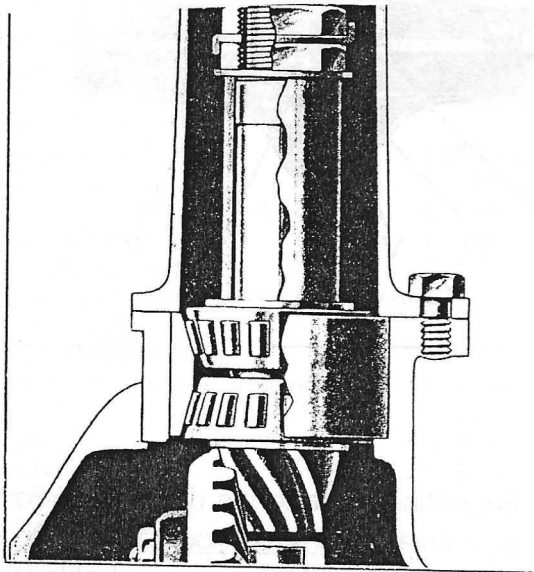
## THE MODEL Y REAR AXLE FLAW

There was only one major design flaw on the Model Y, which became apparent shortly after its introduction in August 1932. Many dealers in the UK and overseas were reporting a sudden lack of drive to the rear axle, due to the sheering of the drive shaft to the differential.

We can imagine that, as a result, the credibility and success of Ford's venture into the small car market was in jeopardy. They had to act quickly to overcome this major embarrassment; and act quickly they did. A larger drive pinion shaft was necessary to overcome the flaw, which was caused by the two supporting tapered roller bearings being too close together. The resulting modification called for major changes to the design of the prop shaft and its casing, which had to be shortened; and to the drive shaft casing, which had to be lengthened.

Illustrations 1&2

*Illust*  
*No 1.*



The speedy introduction of these changes must have caused many long hours of redesign and tooling up, resulting in frantic activity in the affected departments and production areas of the Ford plant at Dagenham. The rate of production of the rear axles, which was already being ramped up to cater for the increasing demand for the cars, had to be increased even more to provide replacements for the faulty axles.

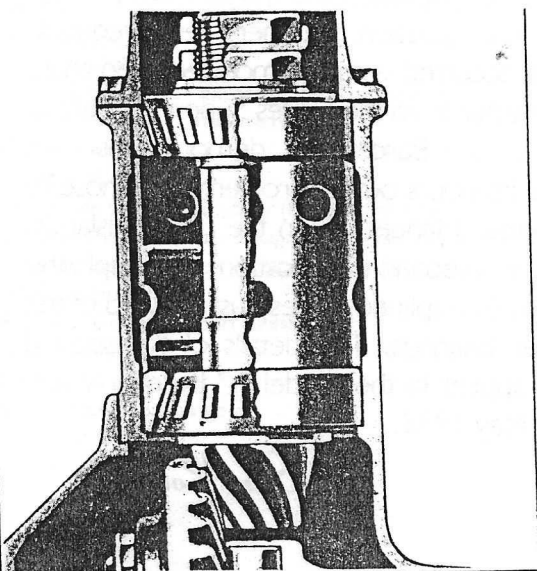
Needless to say, the Ford dealers were under severe pressure from disgruntled owners and, in turn, were pressurising Ford headquarters for a satisfactory solution. To recover their credibility, Ford introduced an exchange programme, whereby owners would leave their cars with their dealers for a day, during which the complete rear axle and drive shaft assembly was exchanged for a modified one. The speed at which the whole programme was carried out, and the commercial "Need to Know" confidentiality surrounding it, was a great credit to the Ford management and their dealers. I have yet to see a copy of the letter, which must have gone out to all dealers from Dagenham, explaining the modification and the exchange programme and giving instructions. It would not surprise me if one of the instructions was to destroy the letter after the programme was completed! If any member can send me a copy of this letter or instruction, I would be very grateful.

The only formal notification of the modification, apart from changes in the Parts List, appears in the Model "Y" Bulletin, Vol.2, No.1, dated February 1933, six months after first production. Here it states:-

"The rear axle fitted to the Model "Y" Cars, illustrated in Fig.1 is of the 3/4 floating type, with special bevel drive pinion and gear, ensuring quiet operation.

The drive pinion shaft "C" is supported by two taper roller bearings "R", adjustment of these bearings being affected by the adjusting nuts "D".

In earlier models these two bearings were placed close together; on current production they are separated by the bearing spacer "P" Fig.1, which is approximately 2 1/2 inches long, giving increased support and rigidity to the drive."



*Illust.*  
*No. 2*

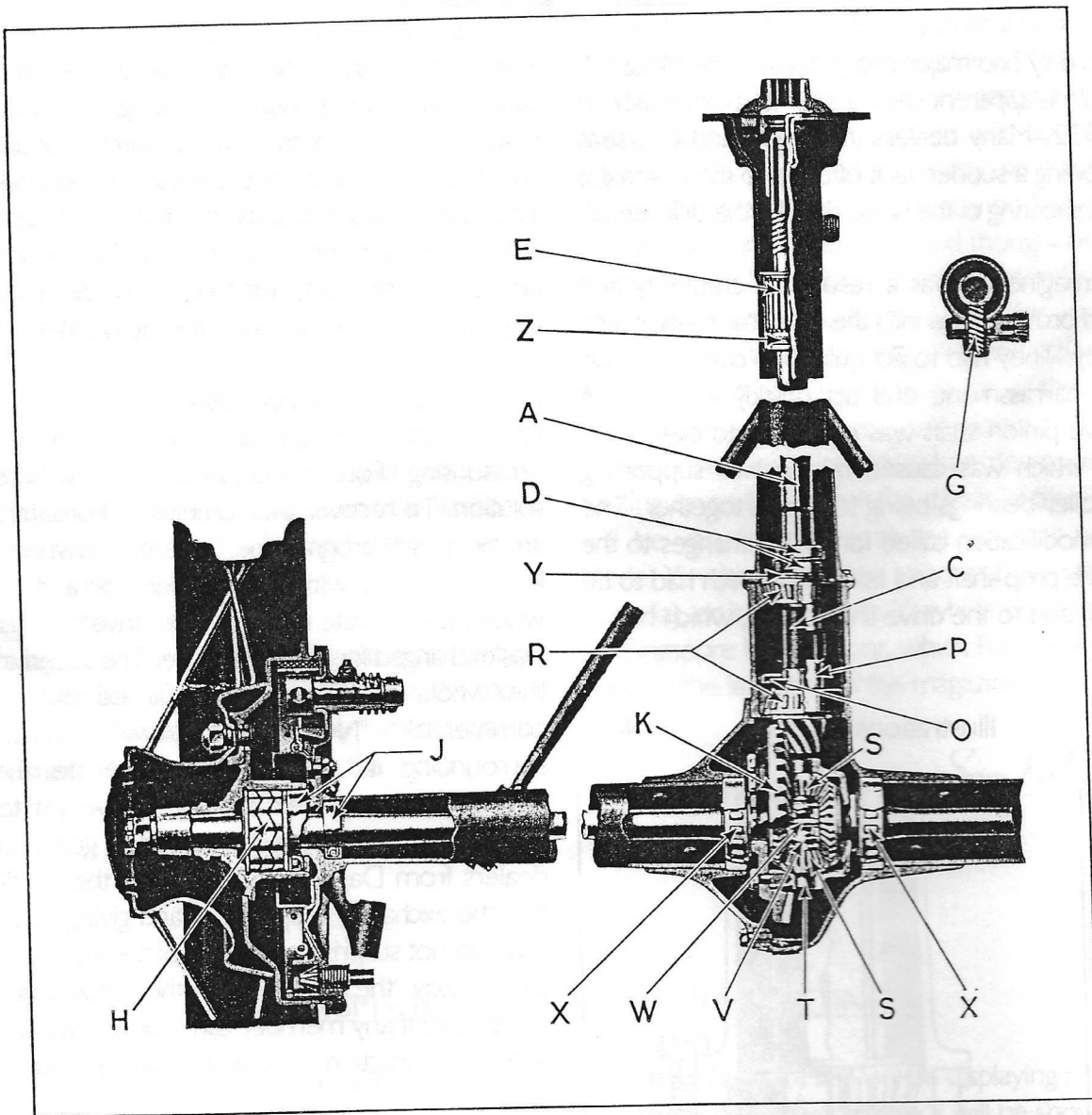


FIG. 1.

The cover page of the previous Bulletin, Vol. I, No.4, dated Dec - Jan 1933, describes the Ford policy on "Exchange Allowances", which, it is presumed, was introduced as a direct result of the rear axle exchange programme. It states:-

"The modern Motorist demands that his car shall spend the maximum time on the road and the minimum in the repair shop, and that repair costs shall be as low as possible.

An exchange scheme is in operation whereby various parts and assemblies may be returned to the factory for reconditioning whilst another reconditioned component is installed in the car.

In this way parts of factory precision may be obtained at the minimum cost and installed in the shortest time.

Bring this feature to the notice of all Ford owners in your area, and instruct your salesmen to emphasise it to all prospective buyers, it is a valuable sales aid." The underlining is Ford's.

However, after all that effort, the modification was not to be the final solution. Further, less frequent, problems still occurred with the modified prop shaft. The attached letter from the Stores Superintendent at Ford Iberica, in Barcelona, demonstrates the frustration, as he pours out his problems and those of his dealer, Senor Manuel Ley in the Canary Islands. This resulted in a second modification, which split the prop shaft into two splined pieces, just forward of the tapered roller bearings. The details of this second modification appear in the Model "Y" Bulletin, Vol.2, No.4, dated May 1933.

*Sam Roberts.*



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.

MECHANICAL-SUSPENSION, BRAKES AND STEERING

Clevis pins (20 thou oversize) with split pins:-S.R./C.	£ 5-00set
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70set
Front or Rear shackles (pattern part)	£ 5-80ea
Bushes for shackles, front or rear	£ 1-70ea
Rear hub seals (large - outer) Y1175	£ 2-70ea
Y&C king pins-4 bushes, 2 thrusts-exchange. stock permitting	£ 30-00set
Relined Front brake drums-exchange in clean condition	£ 39-00ea
Rear brake rod support bracket for L.R.Y. with double holes	£ 27-00ea
YE2502B Front brake rod support(mounts on A-frame looks like?)	£ 5-50ea
Front road springs Y & C (Rear, used on application)	£ 28-50ea
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.	£ 3-00ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.	£ 3-00ea
L.R./C. CE2231 Rear brake cam shaft. R.H. or o/s	£ 8-50ea
L.R./C. CE2235 Rear brake cam shaft lever. R.H. or o/s	£ 8-50ea
L.R./C. CE2236 Rear brake cam shaft lever. L.H. or n/s	£ 8-50ea
L.R./C 48/2050 Brake operating wedge	£ 9-00ea
S.R./L.R./C. Y2084 Front brake lever	£ 8-50ea
S.R./L.R./C. Y2076 Front brake shaft. R.H. or o/s	£ 8-50ea
S.R. Rear brake cam shaft: Y2231 R.H. or o/s Y2232 L.H. or n/s	£ 9-50ea
S.R. Y2230 Rear brake cam shaft	£ 8-50ea
S.R. Y2050 Front brake operating wedge	£ 10-50ea
Exchange brake shoes, rollers removed, send old in first Set of 4	£ 31-00
Brake shoe pull off springs, S.R/early"34Y, double roller Set of 6	£ 11-50
Brake shoe pull off springs. L.R./C. single roller shoe Set of 4	£ 7-50

MECHANICAL - ENGINE AND TRANSMISSION

Fan belts - 3" dynamo pulley only	£ 5-50ea
Y9737 Accelerator return spring (on cross rod or accel., rod assy)	£ 3-00ea
Gaskets - price on application, upper engine only	
C exhaust, with tail pipe - stainless (Carriage not included)	£ 52-50ea
Add (Red star carriage £22-00) or collect	
Y exhaust, stainless Carriage included	£ 59-50ea
Engine top water outlet (head to hose)	£ 9-50ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)	£ 3-00ea
Moulded Top hose - suit post Y head	£ 7-00ea
Moulded Bottom hose - suit post Y engine	£ 7-00ea
Engine pistons, various sizes - send pattern non-returnable From	£ 27-50set
No post-war 8hp pistons in stock	
Various piston rings held send pattern & s.a.e	
Engine valves - early engine only - send pattern exhaust or inlet	£ 3-75ea
Engine valves - long	£ 5-25ea
Timing Chain - late engine	£ 16-00
Clutch plate centre - exchange	£ 22-50ea
Clutch pressure plates - exchange	£ 40-50ea
Clutch release bearings (pre-packed)	£ 8-50ea
Y24052 Cylinder head stud and nut	£ 1-50ea
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

RUBBER PARTS

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

ELECTRICAL

Head lamp lenses late - curved - diamond	£ 23-00pr
Headlamp lenses. Both intermediate model types (flat)	£ 10-50ea
Headlamp Magnaflex Bars (diamond shape) (paste)	£ 9-00ea
Rear Lamp mounting bracket - finished black with fixing bolts	£ 29-50ea
Battery fixing bolts	£ 2-30pr
Battery lug bolts	£ 0-50ea
6 volt coils - not Ford	£ 11-00ea
Headlamp bulbs (wattage not stated)	£ 2-75ea
Bulbs, various (if rear lamp, state straight of off-set pin	From £ 1-00ea
Late type distributor points (not early type)	£ 3-25ea
Late type rotor arms	£ 2-75ea
Early distributor caps	£ 3-25ea
Early type rotor arms (with spring contact)	£ 4-25ea
Dynamo cut out controls	£ 9-00ea
Spark plugs - not L10 but equivalent (i.e. same as ) set of 4	£ 13-00x4
Headlamp Magnaflex Bars (diamond shape)	£ 9-00ea
Exchange condensers - Solder assembly only	£ 4-00

FITTINGS - BODY

L.R. MODEL Front bumpers chromed 2nd grade	£ 95-00ea
L.R. MODEL Rear bumpers chromed	£ 105-00ea
Bumper bar bolts (oval shape)	£ 9-50
Bumper bar end caps chromed	£ 6-50pr
Running board draught trims, adjacent to chassis, painted black	£ 32-00ea
Running boards, for L.R. Y Moulded in fibre glass (incl. matting) with steel mounting brackets, Adaptable for S.R.	£ 88-00ea
Only 1 n.s left. Do not intend to restock until after final decision on new design.	
S.R. front valance below grill (external part only - fibre glass)	£ 21-00ea
Floor board screws	£ 0-10ea
Late L.R. Y four door hinge centre bolts, with spring	£ 1-20ea
Brass balls, door hinge	£ 1-00ea
Y fixed timber roof stock kits in hard wood	£ 72-00ea
Striker wedges - female - door pillar - housed "C" Model	£ 8-50pr
Enamel rad. badge. Dark blue-L.R.&C.-Light blue-S.R.& early L.R.	£ 13-40ea
Hub caps - to original specification "Y" type	£ 11-50ea
Oil can transfers, Black only	£ 3-70ea
Wheel nuts Y set of 20 (in sets only)	£ 37-00set
Wheel nuts C each	£ 0-65ea
Bifurcated Rivets	£ 0-03ea
Service-Castrol poster, Reprinted	£ 11-25ea

SPEEDO CABLES -

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

Supplier of Front Wheel Bearings:- Timken  
 07098/08205  
 03062/03162  
 Bearing Services Ltd (Yellow Pages)  
 24 hours delivery if not stocked

# PARTS ORDER FORM - ISSUE 93

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

PRICE

TOTAL

OVERHEAD CHARGE £ 3-00

TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME \_\_\_\_\_

STREET \_\_\_\_\_ TOWN \_\_\_\_\_

COUNTY \_\_\_\_\_ POST CODE \_\_\_\_\_

PLEASE SEND YOUR CHEQUES AND A STAMPED ADDRESSED ENVELOPE PAYABLE TO  
"FORD Y & C MODEL SPARES SECTION" (PLEASE ALLOW 28 DAYS DELIVERY)  
TO:- KEVIN BRIGGINSHAW AT THE ABOVE ADDRESS PLEASE PRINT CLEARLY  
REMEMBER: FOR NEW OR RECONDITIONED PARTS SEND CLEAN EXCHANGE ITEMS.

# REGALIA ORDER FORM ISSUE 93

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 93

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

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(ADVERT WILL BE INSERTED 3 TIMES, UNLESS SPECIFIED)

# Ford Motor Iberica

Fabricantes de Automóviles

CLAVE: WESTERN UNION  
APARTADO 680

DIRECCIÓN TELEGRÁFICA  
FORMOTOR BARCELONA  
TELÉFONOS 51430  
51548

Barcelona  
AVENIDA DE ICARIA, 149

12th April, 1933

Office of  
Sir Percival Perry,  
88, Regent Street,  
London, W.1, England.

By Airmail

19/4  
D.H.

Attention: Mr. W. R. Nieland.

LAS OBLIGACIONES CONTRAIDAS EN ESTA CARTA QUEDAN SIN VALOR EN CASO DE HUELGAS, ACCIDENTES, INCENDIOS O CUALQUIER OTRA CAUSA DE FUERZA MAYOR Y SON TAMBIEN INEFICACES SI LA CARTA NO HA SIDO SUSCRITA POR QUIEN PARA ELLO ESTE DEBIDAMENTE AUTORIZADO POR ESTA SOCIEDAD. LOS ERRORES ESTAN SUJETOS A CORRECCIONES. SE ENTIENDE QUE EL DESTINATARIO DE ESTA CARTA AL CONTRATAR CON LA COMPANIA ACEPTA TODAS LAS CONDICIONES ANTEDEDICHAS.

Dear Sirs:-

We enclose herewith copy of a letter received from our dealer Mr. Manuel Ley, of Las Palmas, Canary Islands, dealing with the break down of the Model Y rear axle.

You will see from reading Mr. Ley's letter that the situation is very serious and requires immediate attention of the responsible parties in order to remedy these defects, and as Mr. Ley states get our products back on to their old footing.

We ourselves are experiencing the same trouble here as there are several cars in which we have changed the axle parts three times with the same results.

Now that the sailing of the CORTES has been cancelled we will be unable to give any service on the old style parts as our stock is completely exhausted, unless shipment can be made on an earlier steamer.

In order to give service we are removing complete axles from units in stock with motor numbers over 11586, and sending customers the newest type axle and YE-7563, and having them return to us the old style ones.

At the present moment we have 16 units in stock without axles and every day we will have more, as we are receiving calls daily for these parts.

You will readily realize how serious the situation is, and unless we are able to assure our clients that this defect has definitely been overcome our sales resistance will increase until the situation is entirely cleared up.

Kindly have Dagenham advise us definitely how many sets they will ship, and when, in order that we may be in a position to handle the situation urgently and efficiently, as customers are

*What is the  
Y axle is  
exhausted in  
part 2*

*Ford Motor Iberica*  
BARCELONA

Office of Sir Percival Perry.

becoming annoyed at these continuous delays.

You will note from Mr. Ley's letter that he requests that we ship him 17 complete new axles, latest type, in order that he may make a complete changeover on the units he has sold.

As this is not covered in Service Information received from your Office, we have only asked Mr. Ubach to request you to have shipped to Mr. Ley -

- 17 - YE-4209-CR and other parts
- 10 - YE-4209-B.

*Mr. Ubach  
13/4*

If you think it advisable to send Mr. Ley the 17 complete axles kindly do so at once, but instruct him to return the 17 old ones to Dagenham.

Please have Dagenham advise Mr. Ley and us when shipment will be effected.

Yours very truly,

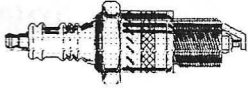
FORD MOTOR IBERICA  
*[Signature]*  
Stores Superintendent

*[Signature]*

HEW/J

Encl.

Copy to Mr. Thornhill Cooper, London.



## SPARES SECRETARY

### SPARES REPORT

Since our last Bulletin we have held a committee meeting, during which the progress on various items under consideration for re-manufacturing was reviewed. In the main they currently consist of, Head Lamp Rims to suit the cars fitted with the curved lenses we now offer. The design of these seems to be satisfactory, and following some accurate measurement checks we intend to proceed.

Running Boards have now been moved to a new man where we hope to get a result on the Rubber Moulding side, he has already indicated a choice of ways and cost for the moulds, I feel certain we will proceed with the better of the two methods, which needless to say is the dearer. The steel work is not a problem.

Bob Wilkinson may have made some progress on a source of Armstrong Shock-absorbers, which were originally made in Hull, a mere stroll from chez Wilkinson, and a retired sheet metal worker who can produce the Oil Cans for us, I have given up the idea of trying to get the sheet metal printed prior to assembly. However we now have a new problem, the supply of Screw Caps and Tread Necks has dried up! Need some help from the members for a new source. I'll stand by. (On second thoughts I'll sit.) I'm also in discussion with a supplier of various small castings around the vehicle, principally lock striker parts and bonnet fixing parts. But more of this in future issues.

### THE IGNITION SYSTEM

I'm enclosing four pages from my Manual on the Ignition System this month which I hope you will find useful, remember this was published after our cars, and does cover the early distributor as fitted between 1932/35

## REGISTRATION NUMBERS

As a personal interest I've been looking through a book published by Glass's Index, which covers registrations from 1929/1965.

ALT 354 is the number originally issued to my four door SR when first registered in September 1933. Indeed the book confirms that ALT was only issued for that one month in London in 1933.

Other "AL" Reg no's are as follows:-

ALC	London June / July 1933
ALA / ALB / ALD	London May / June 1933
ALE	London June / July 1933
ALF	London June / August 1933
ALL	London July / Nov 1933
ALK / ALM	London July / Sept 1933
ALH / ALN	London July / August 1933
ALO / ALP / ALR	London August / Spet 1933
ALU / ALW	London Sept / Oct 1933
ALX	London Oct / Jan 1934
ALY	London Oct / Nov 1933

Well I thought it was interesting, if you'd like a copy of the page covering your registration number let me have a note of it. Along with that S.A.E. please

### TRIPS

The Belgium trip has two members showing interest, but as yet Jim Miles has not been able to obtain a date I expect that it will be some time in May.

The idea of an Irish trip had not fallen completely on stony ground, as Jim Fitzgerald had contacted Sam and not myself as requested, still we are talking of an Irish trip! He has proposed a club presence at an event being held at Donard Park, Newcastle, Co. Down which is situated on the coast south of Belfast. Shell are sponsoring the weekend. Dates are Sat 24th and Sun 25th June. Sea Link have a concession on fares. If you require details send me a large S.A.E. and I expect Jim will cover the Irish interest.

*Graham Miles*

## SECTION D

# THE IGNITION SYSTEM

### Sparking Plugs

Type .....	Champion L10.
Size .....	14 mm.
Type .....	Short reach.
Gap at points .....	.020 to .022.

### Coil

Make and type .....	Ford 6 volt.
Resistance of primary circuit .....	1.5 to 1.7 ohms.

### Distributor

Type of advance mechanism .....	Centrifugal.
Timing .....	Locating pin at front cylinder cover.
Degrees of dwell (cam angle) .....	50°.
Direction of rotation .....	Anti-clockwise.
Advance characteristics .....	Degrees
	R.P.M.
	0°            140 to 400
	5°            320 to 560
	9°            870 to 1,150
	11°           1,150
Initial spark advance (crankshaft) .....	5° to 9° before T.D.C.
Automatic advance:	
Begins .....	600 crankshaft r.p.m.
Ends .....	2,300 crankshaft r.p.m.
Automatic advance .....	18° to 22° crankshaft B.T.D.C.
Total advance .....	23° to 27° crankshaft B.T.D.C.
Contact breaker points gap .....	*.018 to .022.
	x.010 to .012.
Breaker spring tension .....	x22 to 27 ozs.
	*14 to 20 ozs.
Condenser capacity .....	.18 mfd. to .22 mfd.
	x Fixed cam.

\* Prior to May, 1935.

#### The Coil.

The terminal nearest the distributor should be connected to the breaker points terminal on the body of the distributor and the other side terminal connected to the switch. A "push-in" socket between the two terminals locates the high tension cable, which is retained in position by a thimble moulded in the socket. The high tension cable extends from the coil to the centre socket of the distributor cap.

#### The Sparking Plugs.

The sparking plugs are the single point 14 mm. type, operating with a gap of 0.020 to 0.022.

Care should be taken to ensure that the porcelain insulators are kept clean and free from cracks to

avoid creating an alternative path to earth for the H.T. current which would partially, if not fully, short-circuit the sparking plug gap, thus giving rise to difficult starting and causing oil dilution due to unburnt fuel passing the piston rings into the sump.

#### The Distributor.

The distributor, located on the top of the engine, is driven by means of a short coupling shaft which connects it to a helical gear engaging with a corresponding gear incorporated on the camshaft.

This coupling shaft is slotted at each end to accommodate the tongues machined at the ends of the distributor and drive gear shaft respectively. These tongues are offset in order to facilitate timing.



## 2—(Ignition System)

When No. 1 piston is at top dead centre, the tongue of the distributor drive gear, as viewed from above with the distributor and coupling shaft removed, will be at an angle of approximately  $45^\circ$  to the cylinder front cover. In this position the broader shoulder formed by the offset tongue will be directed towards the rear of the engine. Thus, when the coupling shaft is dropped into position with the lower slot engaging with the drive gear shaft tongue, the upper slot will also be at an angle of  $45^\circ$  to the cylinder front cover. In this case, however, the narrower shoulder will be directed towards the rear, since the offset of the slots at the ends of the coupling shaft are reversed in relation to each other.

When the distributor is in position on the engine, under the conditions described above, the rotor arm should be found close under No. 1 high tension segment in the distributor cap.

Automatic ignition advance in direct proportion to engine speed is provided by means of a centrifugal governor incorporated in the distributor. Provision for a small manual adjustment is made on the distributor clamp plate. The condenser is located on the outside of the body and has a capacity of .018 to .023 microfarads.

Five sockets, moulded on to the top of the distributor cap, accommodate the ends of the high tension leads. Inside the sockets a brass thimble is fitted to maintain direct contact between the high tension leads and their individual spark plug collectors inside the cap or, in the case of the centre socket, a spring-loaded carbon brush to maintain contact with the rotor.

### To Time the Ignition.

Slacken off the locking screw on the air cleaner clamping ring and remove the air cleaner from the top of the carburetter.

Check the gap between the breaker points by removing the distributor cap, turning the engine slowly by means of the starting handle, so bringing the high point of the distributor cam to the fibre heel on the contact breaker arm. Loosen the two holding down screws that secure the fixed contact breaker arm to the base plate, move the arm until a clearance of 0.010 to 0.012 between the points is obtained, and tighten the screws.

Screw out the timing pin located in the cylinder front cover, reverse it and insert the plain shank end into the hole from which it was removed so that it touches the camshaft sprocket.

Turn the engine slowly by means of the starting handle, pressing in the pin at the same time until it is felt to drop into the indentation in the camshaft sprocket.

(Note.—The timing pin does not give No. 1 piston on top dead centre, but approximately  $9^\circ$  before T.D.C.).

Secure the scale plate at the "0" position. Slacken the distributor body clamp bolt with the timing pin in position, turn the rotor in a clockwise direction to eliminate backlash and hold in this position while

turning the distributor body, until the contact breaker points are just about to open. This should occur when the condenser is towards the cylinder head. Lock the distributor body clamp by tightening the clamp bolt.

(Note.—The ignition is now timed with the crankshaft approximately  $9^\circ$  before T.D.C. For normal operating conditions  $5^\circ$  before T.D.C. will be found to be the most satisfactory position. Each division of the index plate represents  $2^\circ$  on the camshaft).

Loosen the index scale screw and move the scale so that the graduation mark "2" is in line with the mark on the cylinder head boss. Secure the scale at this setting. Remove and refit the timing pin in its correct position.

For certain fuels an improvement in engine performance may be obtained by setting the index plate a division or so on either side of the "2" graduation. It must be borne in mind that only very small deviations from the normal setting are necessary to compensate for difference in fuel or operating conditions.

### To Remove the Distributor.

Slacken off the locking screw on the air cleaner clamping ring and remove the air cleaner.

Disconnect the low tension wire from the distributor terminal.

Disconnect the high tension cables from the sparking plugs and the ignition coil.

Remove the distributor index plate to cylinder head screw.

Lift the distributor from the engine.

(If it is to be removed for any length of time, insert a suitable plug in the orifice in the cylinder head to prevent any foreign matter finding its way to the working parts).

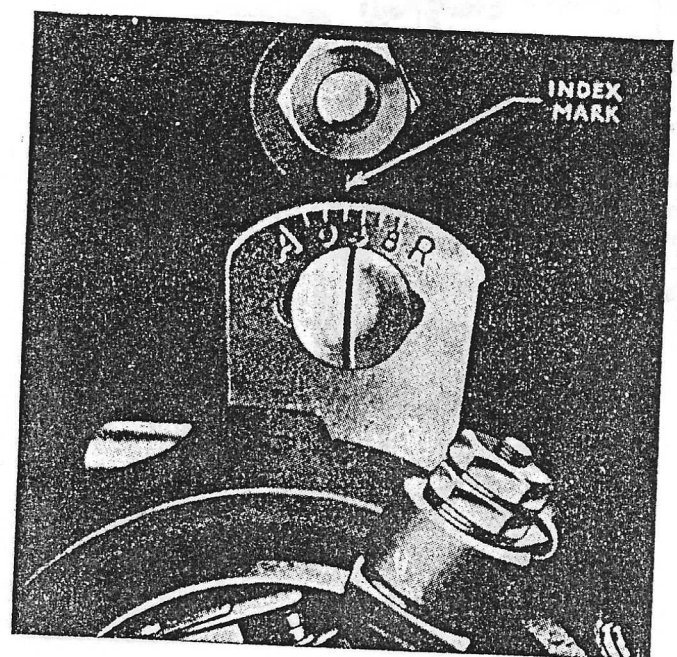


FIG. 1.—The index scale on the side of the distributor.

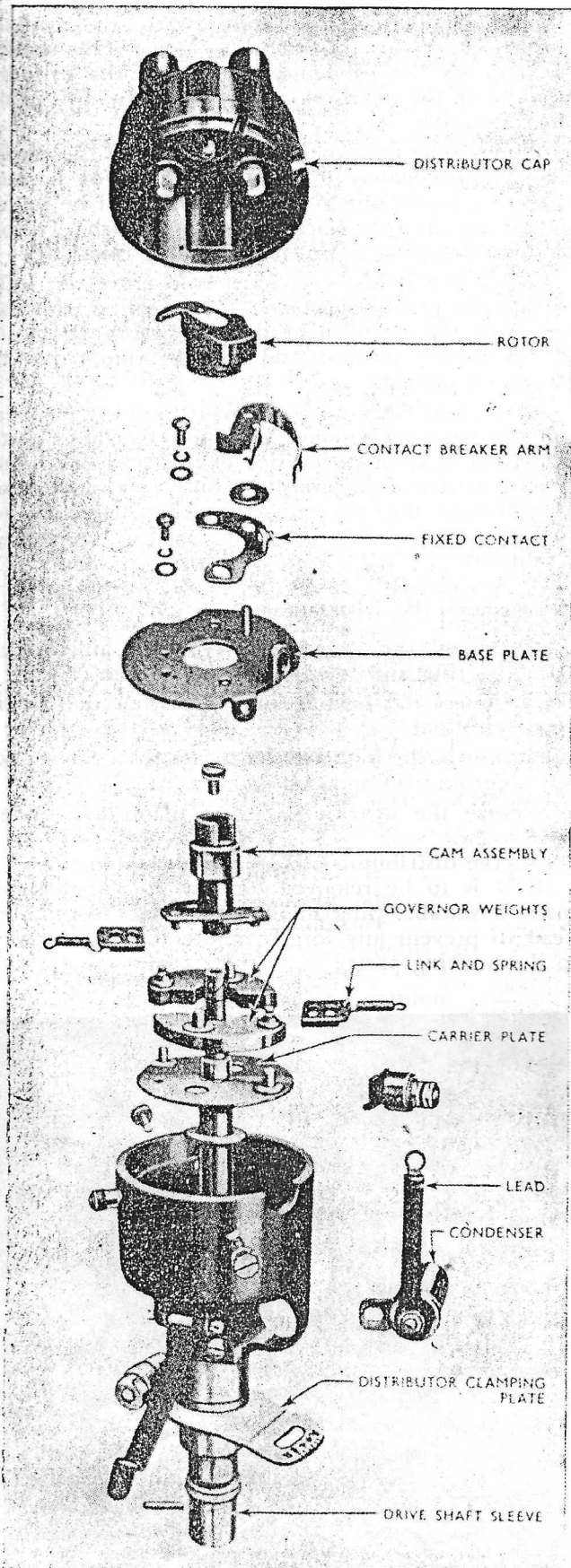
*(Ignition System)*—3

FIG. 2.—Component parts of the distributor.

**To Dismantle the Distributor.**

Release the two distributor cap spring clips and detach the cap. (See Fig. 2).

Lift the rotor from its location.

Slacken the distributor clamping screw and remove the index plate.

Unscrew the condenser connection retainer nut and shakeproof washer, detach the lead at the condenser terminal.

Unscrew the two nuts and lockwashers retaining the condenser lead at the spring anchorage.

Remove the condenser lead and detach the contact breaker spring anchorage. (Take care not to lose the plain washer.)

Lift off the contact breaker arm and spring assembly with fibre washer.

Remove the condenser retainer screw and shakeproof washer and pull out the condenser.

Unscrew the fixed contact breaker point plate screws, shakeproof washers and plain washers and remove the plate.

Unscrew the two base plate retainer screws and lockwashers and remove the base plate.

Punch out the drive shaft sleeve retaining pin and remove the sleeve and brass spacer washers. Remove the drive shaft and governor assembly from the distributor body.

Remove the cam retainer screw and lockwasher located in the top of the drive shaft and detach the cam assembly.

Remove each weight, spring and link as a unit, by lifting them off the weight hinge pin.

The spring link is removeable from the weight as an assembly. (Note that each weight spring is of a different size and that small brass washers are fitted between the link and weight).

Remove the fibre washer located under the governor plate if necessary.

**To Reassemble the Distributor.**

Thoroughly clean all parts for examination. Check the bush in the end of each governor weight. This bush must be tight in the weight; if it has worked loose in service the weight assembly should be replaced.

Examine the distributor shaft, carefully checking the fit of the cam assembly.

Also check the shaft in the distributor body. (If the bushes in the latter are worn excessively, they should be removed and new bushes fitted. It is important that after fitting they are line reamed after assembly).

Note that one spring is stiffer and of heavier gauge than the other in order to produce the desired slope of the ignition curve. Should the spring have become weak, or if one, or both, have become broken, incorrect advance and retard will result.

Ensure that a small brass thrust washer is fitted between the link and the weight. Install each link and spring so that the cutaway portion at the end of the link is towards the weight.

#### 4—(Ignition System)

The spring must have the free end hooked over the anchor and the other end in the small hole in the link nearer the distributor shaft.

The link must be installed on the weight peg so that the peg is in the hole nearer to the two small spring holes.

Lightly oil the bushes in the ends of the weight and install them on the peg on the carrier plate.

With the large "D" of the tongue end of the shaft facing left, place the cam assembly in position on the weights so that the pegs of the cam enter their respective holes in the weights.

(Correctly fitted, the rotor locating slot in the top of the cam should face towards you and the "D" still face left). Secure in this position by means of the large headed screw and spring washer.

Ensure the fibre washer is fitted under the carrier plate, flush with the face of the plate, and install the assembly in the distributor body, lightly oiling the shaft to assist assembly.

Fit the breaker plate with the locating lugs facing downwards and the contact breaker anchorage lug opposite the cut-away in the body. Secure by means of the two screws and spring washers.

Examine the fixed contact breaker point and if in good condition locate it on the fixed spigot and secure with the two screws, shakeproof washers and plain washer. (The latter next to the plate).

First of all make certain that the contact breaker arm is in good condition, then assemble the breaker spring anchorage in the following sequence.

Square-headed bolt and insulator tab from the inside through the hole in the anchorage peg with the smaller diameter in the hole in the lug, with a plain washer, lockwasher and nut loosely assembled.

Fit the contact breaker arm over its pivot (ensure that a fibre washer is fitted at the base of the pivot) and position the spring between the square head of the bolt and the insulator tab.

Position the condenser and secure it by means of the small screw and lockwasher through the hole in the condenser lug to the body of the distributor.

Fit the condenser connection to the condenser terminal, assemble the shakeproof washer and nut.

Install on the tongued end of the shaft two spacer washers followed by the driving sleeve, temporarily, insert the pin, to ascertain if there is end float on the shaft. (These spacer washers are supplied in two thicknesses and adjustment can be carried out as desired).

When the pin can be inserted through the sleeve and there is neither perceptible end float nor stiffness,peen over each end to prevent its working out in service.

Fit the index plate with the scale uppermost, positioned underneath the condenser, locking it temporarily in this position by means of the bolt and nut.

Assemble the distributor in the engine, ensuring that the offset drive is correctly engaged and the "0" mark on the index plate opposite the mark on the cylinder head.

Reconnect the low tension wire from the coil to the distributor low tension terminal screw. Reconnect the battery and carry out the timing procedure as previously described.

#### To Lubricate the Distributor.

A lubricator is provided in the side of the distributor body and two or three drops of engine oil should be applied every 1,000 miles. This oil lubricates the distributor shaft bearing.

Every 1,000 miles apply a film of petroleum jelly to the cam lobes. DO NOT over-lubricate, otherwise oil may reach the contact points.

Every 5,000 miles remove the distributor cap and apply a drop of engine oil through the small hole in the carrier plate adjacent to the cam locking screw, to lubricate the governor weights, springs and pivot pins.

Every 5,000 miles lubricate the pivot pin of the contact breaker arm with engine oil.

Lubricate the cam and spindle by removing the rotor and dropping a little oil on the screw head. Lubricate the cam spindle through the passage provided. Oil applied at this point lubricates the spigotted end of the shaft, on which the cam assembly moves, freeness of operation being important at this point, otherwise correct range of advance and retard may not be obtained.

## THE FUEL SYSTEM

The article in Issue no 92 is correct - if you bear in mind that it has been taken from an 8 and 10 Manual published by scientific Publications in Australia and

refers to postwar carburettors. The jet sizes are maybe confusing as they cater for the different areas of Australia which have many temperature differences.

### The jet sizes for England should be as follows:-

	8HP	10HP
Idling jet	60	55
Dip tube	140	140
Progression jet	110	100
Starter jet	100	105
Main Jet	70	85
Compensating jet	65	75

These figures are taken from the last "Servicing and repair Data" of Nov 1953 and the last "Workshop Manual" of 1956.

The above figures refer to the "Dip tube" type of carburettor that was only introduced in 1936. All the previous Model "Y" and "C"s were fitted with carburettors which retained the same part numbers, but were different in many respects and some of the parts were not interchangeable. In the parts lists and the Service Bulletins there are many mistakes which can cause confusion, and also affect the running of the engine.

In Feb 34 the emulsion block and the gaskets were changed. The new block had "MK2" cast into the front and should be used with the thin 1/2mm gasket which retained the same part no. (YE-9592) as the original thick 1mm gasket. These parts should not be changed on either carburettor. In June 35 these emulsion blocks were changed again to 5 screw fitting. The gasket YE-9592-B could be used on the old 3 screw fitting and also the CE carburettors and the gasket was 1/2mm thick. YE and CE emulsion blocks were not interchangeable and the CE blocks were stamped with a no. 5 on the outside face.

### In Nov 35 the jet sizes were changed again as follows:-

	<u>De luxe (CE)</u>	<u>Current YE</u>	<u>Original YE</u>
Main jet	85	70	70
Compensating jet	70	65	65
Idling jet	55	60	60
Starting jet	115	115	Misprint 80-90 is correct
Venturi	4.5	4.0	3.5
Air valve	6 x 4.5	6 X 4.5	5.5 x 5.0

In May 36 there was another major change when the "Dip tube" type of carburettor was introduced on both Y and CE. The outside of the barrel (or body) of the

carburettor can be identified by the absence of the automatic air valve. The bowl can be identified by there being a screw thread in the starting well to take the diptube.

Jet sizes are changed again:-

	<u>De luxe (CE-9510-B)</u>	<u>Model Y (YE-9510-B)</u>
Main jet	85	70
Compensating jet	70	65
Idling jet	55	60
Starting jet	105	100
Progression jet	110	110
Dip Tube	140	140

In Dec 38 Service Bulletin there is an attempt to give the main carburettor differences, but it falls short of explaining all the changes. The parts lists right the way through from Sept 32 up to 46 are full of changes and

As a guide - the original Y carburettors were stamped "Ford" on the body (Barrel) throw them away and get a postwar 8HP which is stamped Zenith and is fitted with a "Dip tube".

*Bert Thomas*

## NEW CARBURETTOR COMPONENTS

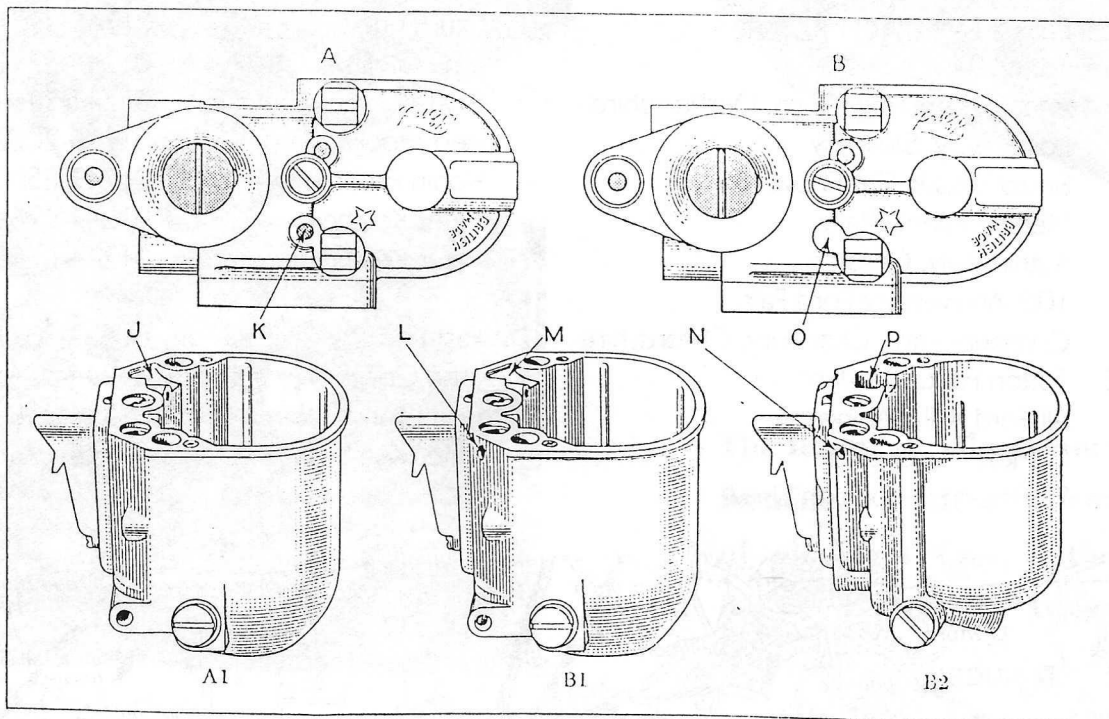


Fig. 11

Instances have come to our notice where the incorrect assembly of carburettor components has brought about poor starting, erratic running and unsatisfactory fuel consumption.

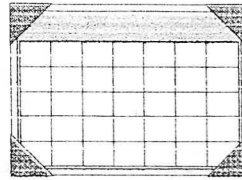
To make the matter clear we have illustrated the differences in the two carburettor bodies and the three carburettor bowls. These differences must be clearly understood if correct assembly is to be effected.

Carburettor body "A" Fig. 11 has a hole "K" drilled through the float chamber cover immediately over the air well that communicates with the emulsion block. This hole is covered with a gauze filter to prevent grit and dirt from entering and eventually choking the small interior passages, it is therefore imperative that the gauze filter is assembled with this pattern carburettor body. The correct type float chamber for use in conjunction with carburettor body "A" is shown at "A1," Fig. 11.

Carburettor body "B", Fig. 11 is not drilled through the float chamber cover immediately over the air well as shown at "O." For use with

this type carburettor body, either carburettor bowl "B1" or "B2" must be used. Both these bowls have an air intake port drilled horizontally through the side wall of the air well as shown at "L" and "N." In this location the air intake is sufficiently well protected to render the use of a gauze filter superfluous. It is obvious that any attempt to assemble carburettor bowl "A1" to carburettor body "B" will cut off the supply of air to the air well and prevent proper atomisation of the fuel mixture at the emulsion block.

Another point to be noted in connection with these carburettor assemblies is the alteration in the arrangement for venting the float chamber. With carburettor bowls "A1" and "B1" it will be observed that a depression is cast on the top face of the carburettor bowl immediately below the vent hole drilled through the float chamber cover, see "J" and "M," Fig. 11. The latest type carburettor bowl, which incidentally is lighter and more easily cleaned internally, has a notch cut at the top of the inner wall of the float chamber. This is shown at "P", Fig. 11.



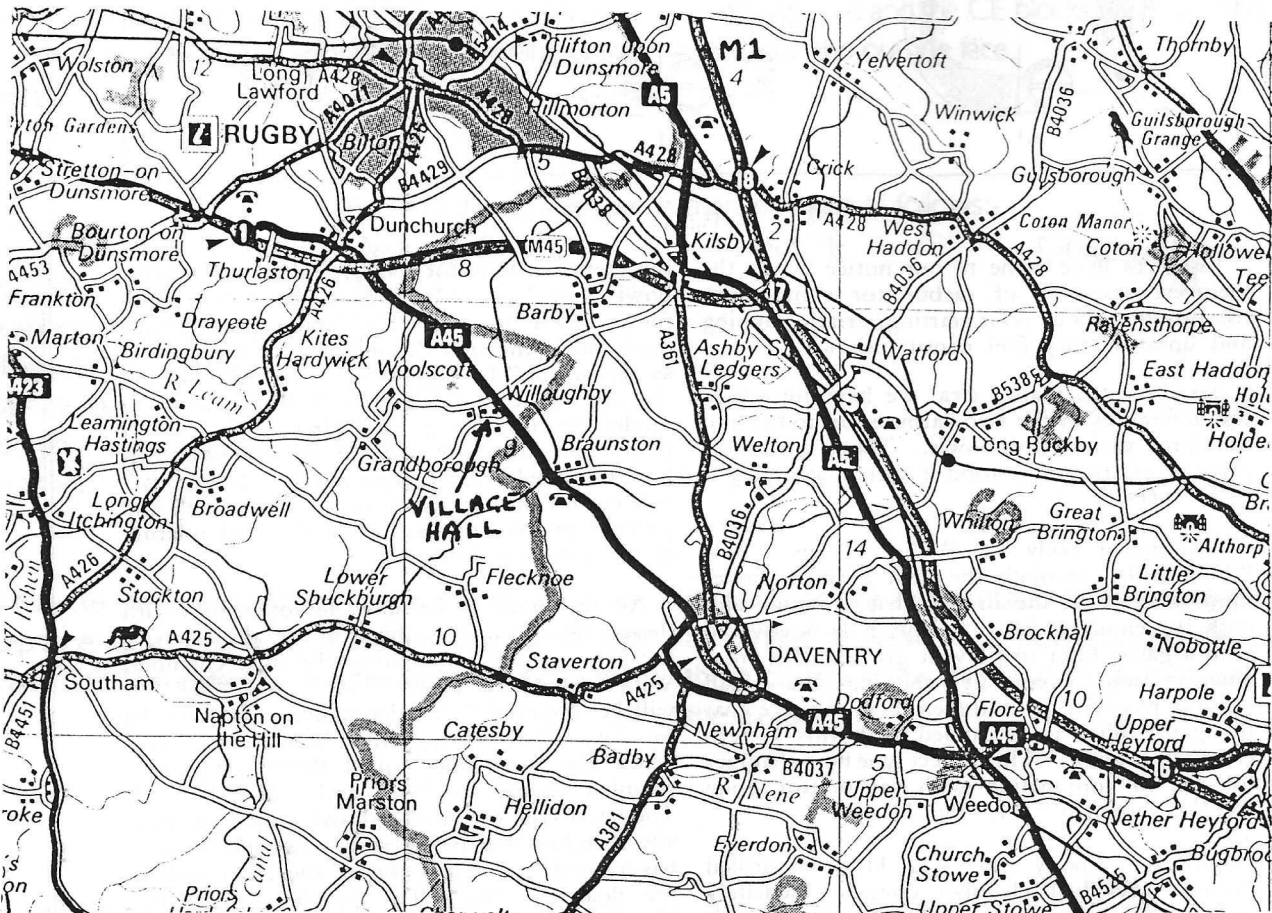
The events diary is looking very busy, lets hope that the weather stays fine for us this year. There seems to be quite a few Tourers out and about these days, so it will be very nice to drive with the top down in glorious weather for a change.

Note the map below for the venue of the A.G.M.

KATH

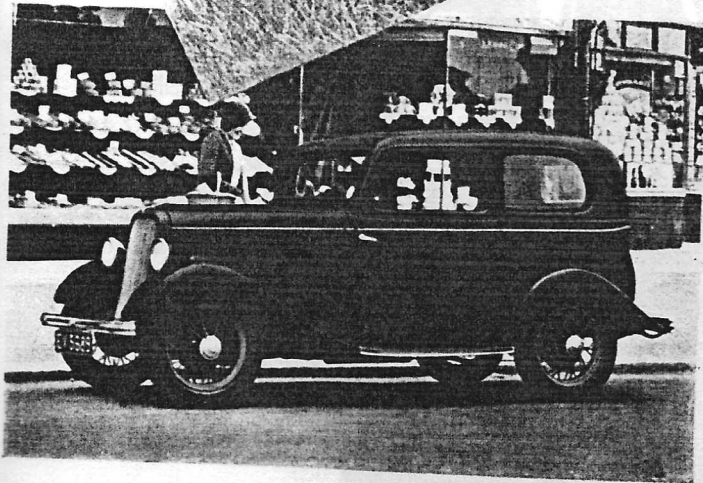
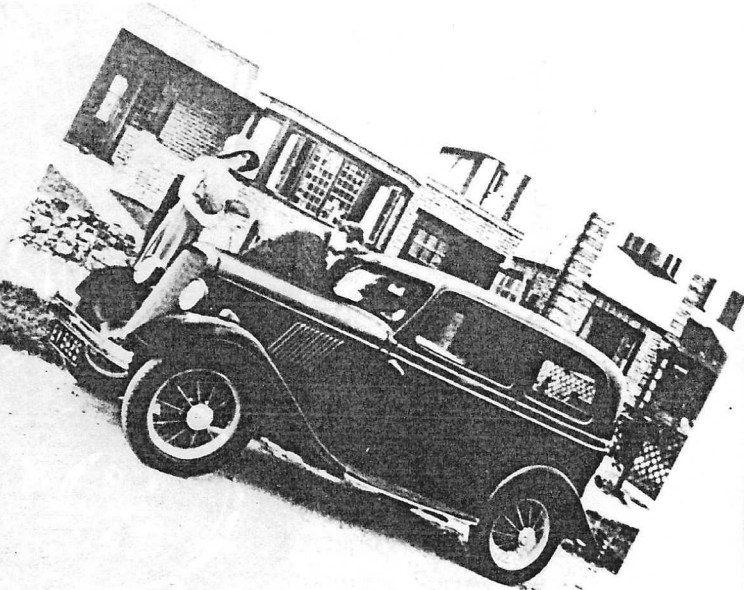
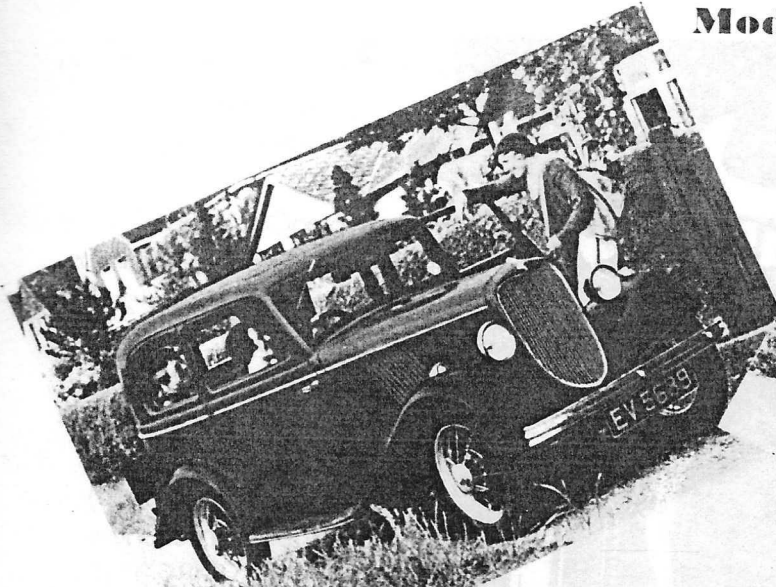
## EVENTS DIARY

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>	<u>TEL NUMBER</u>
02 April 95	AGM and Display, Willoughby Village Hall Nr Daventry	Sam Roberts	01264-365662
14 May 95	Classic Car Rally	Paul Tritton	01245-360138
13/14 May 95	Chester Festival of Transport	Peter Ketchell	01244-676856
20/21 May 95	Oulton Park, Cheshire	John Griffiths	01244-534194
27/29 May 95	Enfield Pageant of Motoring	Paul Tritton	01245-360138
03/04 June 95	Tatton Park, Cheshire	John Griffiths	01244-534194
10/11 June 95	Annual Gathering, Crich, Derbyshire	Bryan Dixon	01742-345417
2 July 95	Lover Rally, Salisbury	Bert Hopkins	01725-20228
15/16 July 95	Bristol Classic Car Show	Robin Prebble	01749-850667
15 July 95	Mersey Tunnel Rally	Peter Ketchell	01244-676856
16 July 95	Ruthin Rally, Chester.	Peter Ketchell	01244-676856
6 Aug 95	10th Anniversary Ford Fair. Cornbury Park, Charlbury, Oxfordshire	Fast Ford Magazine	01452-307181
02/03 Sept 95	Tatton Park. Cheshire	John Griffiths	01244-534194
24 Sept 95	All Ford Rally, Abingdon	Rod Evans	01344-21800
7/8 Oct 95	G/Mex. Manchester	Peter Ketchell	01244-676856
15 Oct 95	Stoneleigh restoration Show	Geoff Dee	01926-334780

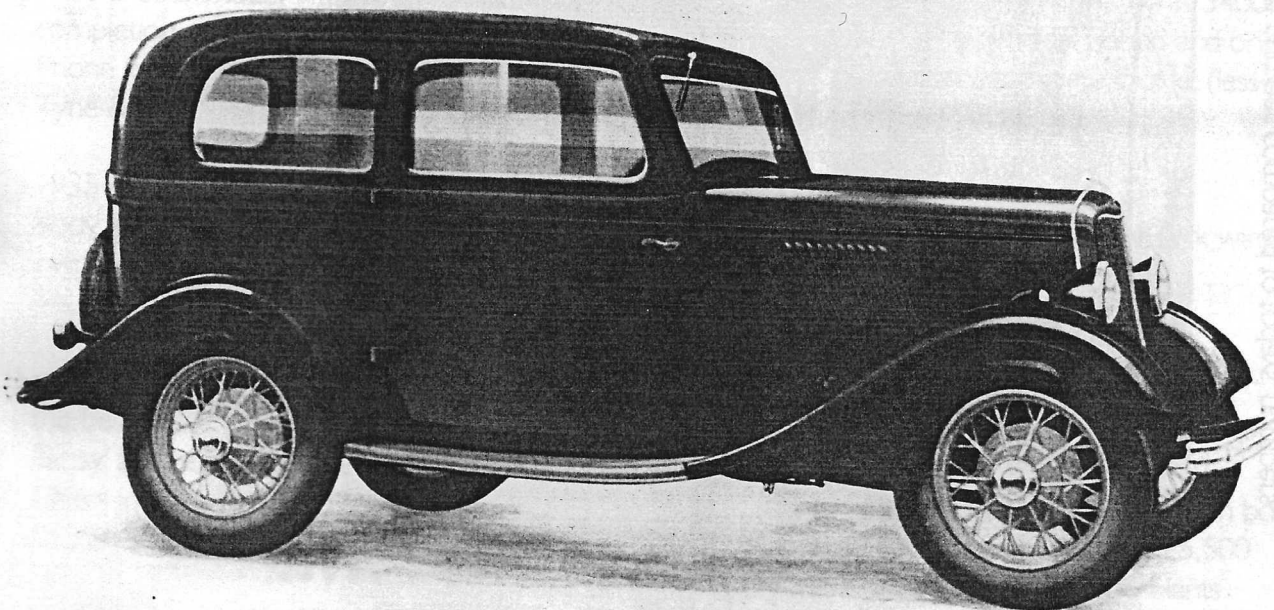


# The 8 h.p. Tudor Saloon

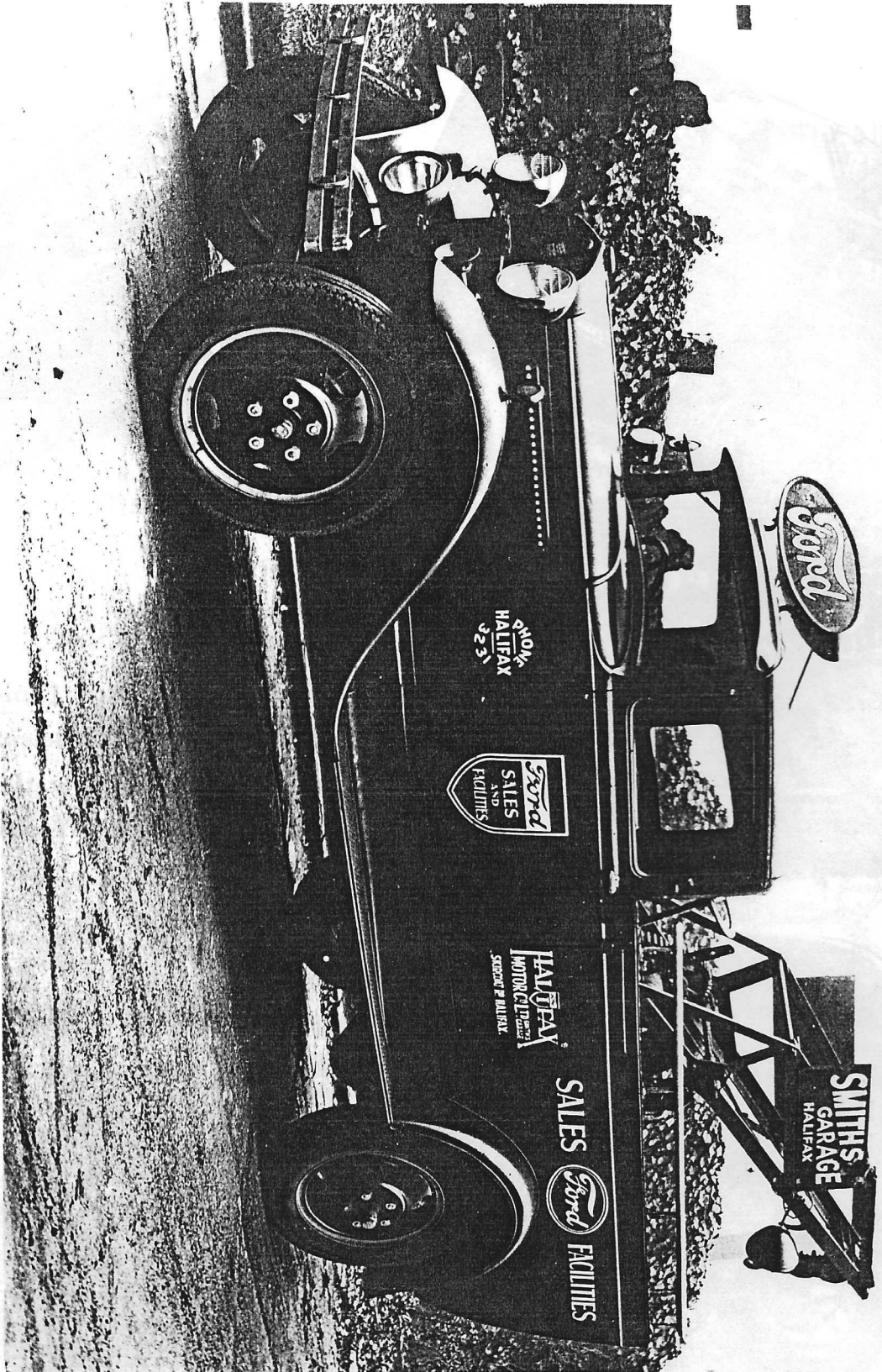
Model Y



The Roomiest, Most Comfortable, Most Efficient of all Light Cars is the 8 h.p. Model Y Tudor Saloon.



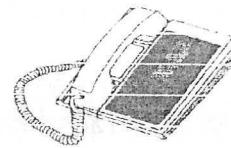
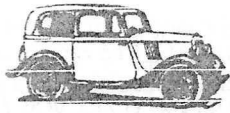
8 h.p. Tudor Saloon, Completely Equipped, £120, at Works, Dagenham  
*Illustrated Catalogue sent On Request*



Don Firth's beautiful Model A garage recovery vehicle Note the 4 figure telephone number compared to today's numbers



## FOR SALE



- 1) 1935 Tudor Y Blue/black Excellent condition show winner. Taxed/MOT Many spares included £4950 Malcolm Fraser-Cook 01329-843176  
\*\*\*\*\*
- 1) 1936 Model Y One owner to 1984 (present owner since) Genuine mileage. Car is original unrestored and in very good condition and ready for road. Best offer. 01608-677451  
\*\*\*\*\*
- 1) 1937 Model Y 26,000 miles from new Original bill of sale, handbooks etc., Symethetically refurbished, (never welded) Potential concours car with minor work completed. £4650. Paul Milne. 0116-2848755  
\*\*\*\*\*
- 1) 1938 Model Y. Blue/black wings. New clutch, Stainless steel exhaust. Very good condition. £3750 o.n.o. L Baker 0181-504-7086 Essex  
\*\*\*\*\*
- 3) 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 01494-714788  
\*\*\*\*\*
- 2) 1936 2 door model Y also 1937 Y van. Both for completion or restoration - some work done. Phone for details George Main 0191-526-9623 Tyne & Wear.  
\*\*\*\*\*
- 2) 1935 4 door Model Y needs final restortion Body and all mechanics restored. Drives under own power £1300. Contact Kevin Brigginsshaw Tel 01582 601692  
\*\*\*\*\*
- 1) 1937 Model Y. One family owner. Possibly one of the best documented and most original cars. Both 'Betsy' and her history are unique. Reluctant sale. Offers invited. Bernard Holland. Bolton, Lancs 01204-304551 evening.  
\*\*\*\*\*
- 3) 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 01494-714788  
\*\*\*\*\*
- 2) 1933 Model Y Fordor L.R. USK572 Grey in colour. Last seen All Ford Rally Sept. 94 (see issue 91/5 photo) Oldest Fordor L.R. on Y&C register. MOT Perfect condition. Reluctant sale. £3950. ono For details ring. Mike Hutchinson. day 0344-27701 eve. 01276 28930 Camberley. Surrey  
\*\*\*\*\*
- 2) 1937 2 door L.R. Model Y. original registration DXV 468 Colour green/black, Luggage rack. For restoration. £1100. ono. Dorset Melvyn Thorne Tel 01305-853723  
\*\*\*\*\*
- 2) 1936 Y 2 door. engine and chassis are restored. Body blasted. Seats poor upholstery but all there. £1750. ono Dorothy Stradling-Smith. Colchester Tel 01206 302826  
\*\*\*\*\*
- 2) 1936 Model Y 2 door. Black with red interior. Original reg no CPP39 chassis no Y134006. One owner, 52107 miles. Sound and original car. All documentation, complete tool kit (less grease gun) £2000 ono. London. Ken Wheeler Tel 0181-959-6018  
\*\*\*\*\*
- 2) 1933 S.R. Model Y Van. Green/Black wings. Doubtful pedigree. £4250. o.n.o. Colin Ware (non-member) 01705-324172 Portsmouth  
\*\*\*\*\*
- 3) 1953 Ford 5cwt van. Fully restored. Winner of many events. Taxed/MOT Full history including original registration book Sale to include many spare parts. £5,500 M. Fraser-Cook 01329-843176 Hants  
\*\*\*\*\*

2) 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. Had a lot spent on it. Goes well £2200. 8 engine less cylinder head, believed good £15. also manifold & good carb. £10 C. model 2 side light lens and tops very good £20. Ron Watson 01526-833824 Sleaford

\*\*\*\*\*

2) Model C 1936 breaking for spares, Doors, wings bonnet, axles's chassis, body and also 5 model Y wheels. B. A Boden 01384-573538. W. Midlands

\*\*\*\*\*

3) 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 01222-862238

\*\*\*\*\*

2) Arnott Supercharger complete. Fits Ford 8/10 £250. ono D. Cox. 0121-459-0775 non-member

\*\*\*\*\*

1) Model Y n/s front wing - new. Front seat possibly from Model C, will exchange for other parts see Wanted section. Ivor Bryant Bristol. 01454-411028

\*\*\*\*\*

1) Horns & relays. New stock. 6 /12 volt £4-00 each. Ring for details/types. Ian Wonnacott. 01392-51192 Non-member.

\*\*\*\*\*

1) Mechanical spares for Long rad Model Y Phone for list 01179-826483

\*\*\*\*\*

1) Headlamp complete & excellent condition. For model Y £20-00 Jim Fraser. 01592-773010

\*\*\*\*\*

#### WANTED

1) 1936 CX sidelight base or complete sidelight, Front bumper, nearside front door handle For 103 Popular boot lid. For 100E reasonable engine Ivor Bryant Bristol 01454-411028

\*\*\*\*\*

2) Front passenger door for Fordor Model C (or CX) to complete restoration of my model C. Stan Bilous 0181-764-5785 London

\*\*\*\*\*

2) 1934 L.R. model Y engine and gearbox complete with starter, dynamo, dist., etc. Kendal. Cumbria B. Whitworth. day 01539-34233 -01539-823282

\*\*\*\*\*

DEADLINE FOR NEXT ISSUE 30-APR-95

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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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### BADGE RE-ENAMELLING, CHROMING

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