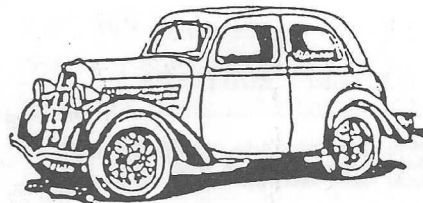
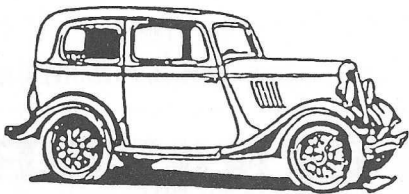


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 100 MAY / JUNE 1996

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17. IoM/Cumbria/Durham/T & Wear N'umberland/Cleveland Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel 0191-252-0920	18. Scotland Andy Barr 8 Glen Fisk Place Kirkaldy Fife KY2 6UR Tel 01592 200602	19. Ireland Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin. Eire Tel 00 353 1 280 2093	

"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.

EDITOR'S REPORT

CONTENTS

We should by now be in the pleasant, warm, late spring/early summer days when driving our cars is a pleasure only surpassed by sitting in the sunshine at a show and reading Transverse Torque. However, most of us are still putting the finishing touches to the car and fixing the things which came to light on the first 'shake-down' run after the winter, although the number of cars kept running through the winter months will probably have been the highest ever with the end of VED.



As the saying goes, 'the more things change, the more they stay the same'. I was looking through back issues of Transverse Torque, to get a flavour of the early days of the Register and I came across the time when the editorial responsibility changed from Peter Fawcett to John and Siobhan Guy. It is interesting to read that it was necessary to keep down the number of pages because of postage costs, nothing new! There was also a problem with the printer, something about pages out of sequence etc.! There have probably been dozens of other irritations which Peter, John and Siobhan, Ken or Kath never told of, simply producing the 'mag' and getting it to members.

With the appearance of this, the 100th issue, it is pleasing to see that membership has again increased, and even more cars are on the Register. The Register is flourishing with more events planned and many members now actively visiting shows with their cars.

I looked back to the edition which mentioned my joining this select band of Ford lovers. Things have moved on since 'Emily' was in several hundred pieces, but then again....at the beginning of 1991, when issue 70 came out, the search was on for new storage for the spares. There was a problem with the lock-up garages then being used and a barn was being sought. One was eventually found. Graham warned at the A.G.M. this year, that we should be looking for another barn, as the

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present one may not be available for long. Also in that far off spares report, a new maker of oil cans was being sought as the gentleman who had made the last lot was in his eighties several years previously when the dwindling stock had been made. Here we are again with another gentleman of advancing years and uncertain health making us oil cans, but this time we have had a reasonable stock made which should last a while.

At the A.G.M. a call went out for a volunteer to become the Events Coordinator, we can now be very grateful that this call has been answered by Reg Hunt and his name and address will now appear on the list of positions inside the front cover of the 'mag'.

Finally, your attention should be drawn to the coincidence of the 100th issue of

Traverse Torque and the 100th anniversary of the first Ford car. This is being celebrated by Ford of Great Britain and elsewhere in this edition is an article from Ford about the reproduction of the Quadricycle which started it all. Our thanks must also be extended to Ford for their generous assistance with the packing and postage of this issue.

Peter Brooke

CHAIRMAN'S NEWSLETTER

Being the 100th issue of the newsletter, I naturally turn back to the beginning to see how it all happened. My own history with the Y&C Model Register started in May 1979; I still have the receipt for my first subscription of two pounds! This was two months after the first meeting of the members, which took place at Graham Miles' house, then in Abbots Langley, on Sunday 18th March 1979. Just before the meeting, Graham (or rather his sister, Jill, the first elected Secretary) published a list of paid up members as at 12.3.79. They were:-



Model C.	John Foxon	John Symondson
Model Y.		
Steven Bell	Maurice Billing	Tim Brandon
William Crockford	Steve Day	Douglas Dickson
John Francis	James Hodgkins	Terry Hollister
Graham Miles	Jim Miles	Vernon Morgan
Gordon Morris	Peter Nesom	Chris Perry
Jonathon Reed	Alan Robertson	Ian Schofield
Ian Smith	John Street	Stephen Trott

Of these, John Foxon, Tim Brandon, Bill Crockford, Douglas Dickson, Graham Miles, Jim Miles, Alan Robertson and John Street are still paid up members today. These were the true founder members. At that first meeting, Graham was elected Chairman; Tom

Morgan, Treasurer and Jill Miles; Secretary.

The second meeting was held the following month, on 29th April 1979, at which a few more familiar names appear. Jim Miles and Jeff Cole were elected joint archivists; Terry Hollister and Tim Brandon were elected joint Rally Secretaries; Richard Adcock was appointed as Editor of the first newsletter.

The first Register event was the Enfield Pageant in May 1979. The next planned event and meeting, in Bath on the 10th June, did not take place, due to lack of response. According to Newsletter No.2., dated August 1st 1979, "Allen Ogden and Wendy Grace will organise a meeting in the Leeds area during the month of October". Alan and Wendy are still members. Presumably, Wendy's Model Y Alpine sports was still in one piece and roadworthy at this stage?

Come October, the membership was building up quite nicely. July's new members included Richard Attfield, Roger Booth, Wendy Grace, David Gustard, Julian Janicki, Donald Macdonald and Alan Ogden; August's included Kenneth Clarke, Jim Fitzgerald and Doug Hickson; all of whom remain members to this day. Enough of reminiscing - I have typed out Graham Mile's initial introductory letter for inclusion elsewhere in this issue.

The 1996, 17th AGM was held, once again in glorious sun, in and around Willoughby village hall on 21st April. Tony Butterfield and Paul Beck had a goodly array of spares on display; Paul and Colin having brought the Beck selection in two elderly Ford 5 cwt vans, including the ex - Colin Ware Model Y van, illustrated in Issues 92 & 93 of the magazine, which they have repainted beautifully in the livery of Paul's grandfather's dairy. Dave Tebb and Gordon Batchelor drove down from Leeds in Dave's beautifully restored Model A van, which carried gallons of the special oils for our

vehicles. It has prompted me to drain off the oil in my gear box and rear axle and refill with Tebbie's SAE 140, which I purchased on the day. Ken and Yvonne Arthur displayed photographs of Ken's panel beating and welding skills, which is a poor substitute for the real thing. His work is to be seen to be believed.

We had met in committee during the morning and discussed, among other things, the concern which has been

than expected meeting. Peter Brooke has written the minutes elsewhere in this issue, but suffice it to say, it was one of those meetings which chairmen dread. Meetings in which unpopular motions have to be put to the membership. The motion to increase the annual subscription to twenty pounds was eventually passed by a large majority,



A period scene: Bourbon St. Aylesbury 1947. Courtesy Robert Hale.

expressed by a couple of members that the inclusion of our register as Volume 1 in The Small Ford Club's set of four volumes was agreed without the agreement of the membership. The Committee agreed that as the inclusion in no way affects the ownership of the Y&C register; does not pass any of the information, other than that published, to another organisation; does not cost anything to the Y&C Register and helps in the general raising of the awareness of our cars, the decision taken was the correct one and was within the authority of the Chairman to make.

There was a good turnout of members for the A.G.M. in the afternoon, some 40 sat down for the rather longer

after much discussion on how to save money on the magazine, which is currently absorbing close to 90% of the income from subscriptions and leaving little money for other ventures. The question of the change of Editor was most uncomfortable. Kath Devine, who has done a super job over the last two years, was asked by me to stand down in favour of Peter Brooke. Bearing in mind the great demands made on her time by her removal business, it was considered to be in Kath's best inter-

ests for this to happen, even though Kath insists that she is still able, and wants to edit the magazine. It would seem that I had misjudged the feelings of those involved and suffered accordingly, along with others present, whose discomfort was evident. I am grateful to Kath for gallantly standing down in favour of Peter. We will all be pleased to know that Kath has every intention of continuing as an active member at Register events with her Model CX Tourer.

One pleasing occurrence after the meeting, was Reg Hunt, (driven hard by Jean?), volunteering to take on the appointment of Events Coordinator. He has yet to be briefed by me on what this entails, but let him know if you are planning a local gathering of Register members and he will give you what assistance he can in directing you to the nearest source of bunting, flags, Register literature, recruiting boards etc. His address is on the inside front cover.

My discomfort that day did not end at Willoughby! I had driven the 90 odd miles up to Willoughby in my Model Y Kerry sports, with hood down, in glorious weather. I decided to take the back roads on the trip back as the M40 and A34 were stiff with traffic. The old road from Banbury to Kidlington was bliss, as was the back road from Oxford to Wantage. Up and over The Ridgeway I noticed that the steering was a little odd, and then, in the middle of Newbury, I discovered my rear offside tyre had a puncture! I pulled into the side of the main one-way road in the centre of town and set about loosening the wheel nuts. At this stage I was joined by a couple of "wine-ohs", who were full of inebriated admiration for the Kerry and slumped down in the shop doorway alongside to watch and comment on my efforts. I then discovered that the little bottle jack I have been carrying everywhere with me when driving the Model Ys, just fitted under the lift point, but did not raise the car high enough off the ground to remove the flat tyre, let alone enable me to get the spare back on!

I needed two things; a block of wood and a pair of strong arms. I managed to borrow a chopping block from the local Chinese take-away but there was no way that the wine-ohs could lift

themselves up, let alone the car! At this point the heavens opened and I and the road on which I had to crawl got soaking wet. As it eased off, my knights in shining armour came in the form of four young lads and a couple of lasses on their way to their second pub of the evening. Full of bravado, they easily lifted up the rear end of the car, whilst I put the fully extended jack on the chopping block under the lifting point and asked them to lower slowly, which they did. A quick change of wheel, another show of bravado and off they went; soon to be followed by yours truly, leaving two very impressed wine-ohs, who promptly forgot the whole episode! I eventually arrived home at 9 pm. in a filthy and wet state, which, once again, proved conclusively to Paula that she made the right decision in not coming with me to the AGM!

There's some more good news on the car discovery front. The third of the five Leiston auction cars, DLW 557, has turned up in the ownership of new member, Mark Baldwin, from Hoyton-on-Sea, near Yarmouth. Two more to appear yet. Keith Ardley, another new member well known to the Sidevalve Owners' Club fraternity, has bought a Model Y tourer which he tracked down in the Midlands somewhere. As yet he does not have the car nor its documents at home with him, so is unable to give me the full details, but from his description he seems to have bought the front three quarters of an Alpine sports car. The Alpines were built by Arrow Coachwork Ltd. To see how the back end was constructed, he will need to visit David Grace, who has an Alpine body suspended up-side-down from his garage ceiling mid-restoration. Two hitherto unknown cars have appeared for sale in Classic Car Weekly. The first, a Model C, was followed up by Tom Tomlin. The second, a 1934 Model Y, for sale in Newcastle, had only 28,000 miles on the clock; only two owners since new and original paintwork. From the photograph, it appeared to be missing a front bumper. It was sold very quickly to a dealer in Morecombe, whom I am chasing up.

One area of concern which came out of the Committee meeting in the morning of the AGM, was the drop off in the sale of spares over this last year. Sales are down by half over the previous

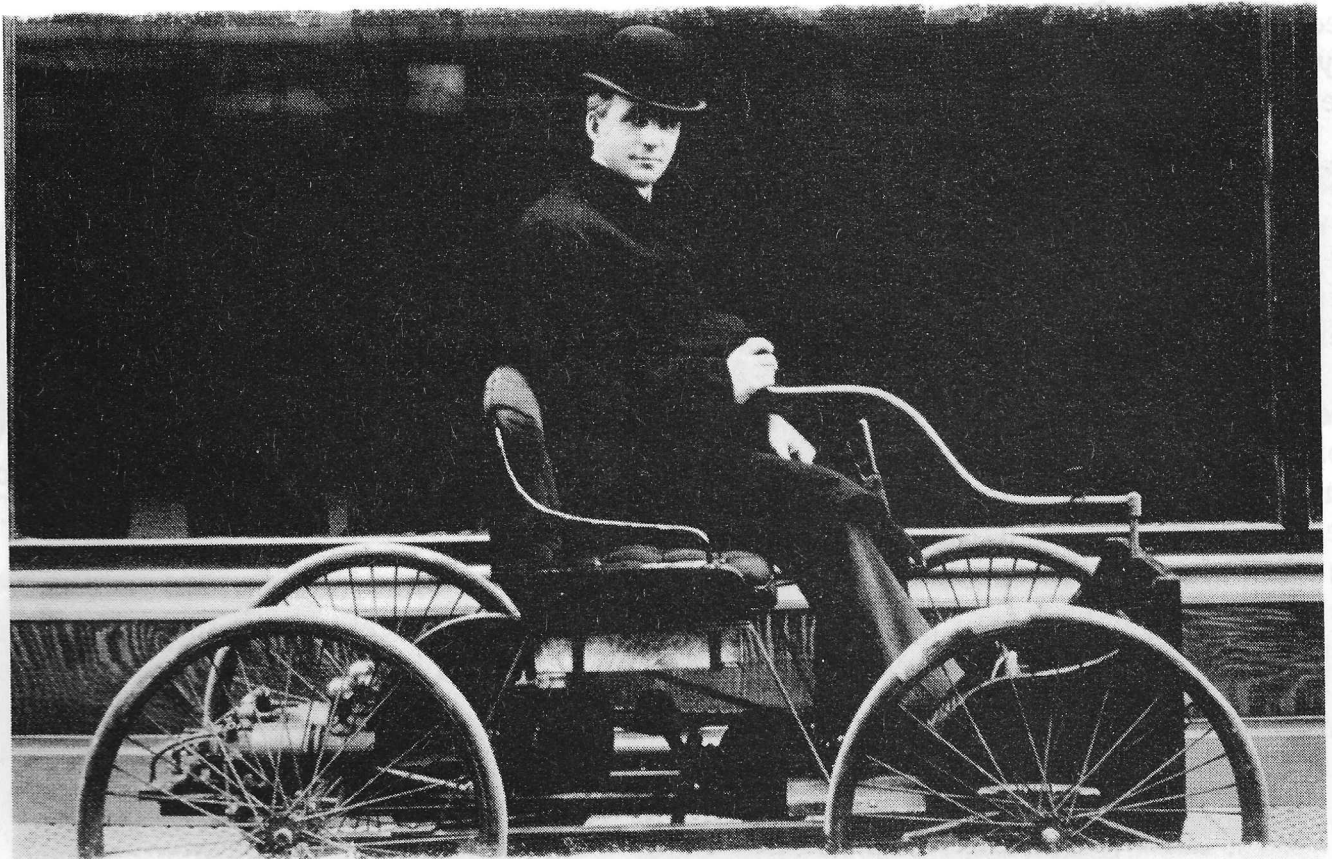
twelve months. This again suppresses the amount of additional tooling we can afford to take on to remanufacture other spares. What is peculiar is the lack of demand for the later, diamond centred, Model Y headlamp lenses, which we know from photographs are wanted by members. A lot of effort was put into the remanufacture of them, and the Ford embossed Magnaflex bars. They are not expensive, yet very few have been sold. What adds insult to injury is that "Wanted" adverts appear in the magazine, asking for these and other spares which we have in stock! Look on page 26 of the last issue, if you do not believe me. If you need any spares, please fill in a spares order form and send it off to Kevin Briggshaw. He will tell you fairly smartly, whether we have your items in stock; be they remanufactured, old stock or passable second hand.

It is pleasing to read, at last, that the Ford Motor Company has its own Heritage Centre, which is situated in Dagenham and run by Ron Staughton. I have yet to visit it, but my guess is that it houses the 1937 Model Y Ford, DOA 244; Terry Mitchell's Model CX Tourer, EMF 151, which has been on loan to the Ford plant in Swansea

for a number of years, and the Model Y based, ex Cadbury Schweppes Tug, which was restored by the Dagenham apprentices. No doubt there is a lot of later Ford machinery. Whilst on heritage, one member told me of a magazine called Ford Heritage, published by A&S Publishing Co Ltd. of Gloucester. I wrote to them in case I was missing a trick and they replied, with a copy of their latest bi-monthly issue, explaining that "most coverage is of the fifties, sixties and seventies." So I was not missing a trick, but if any of you would like more details of the publication, please let me know.

Finally, as this one hundredth issue of the Y&C Register magazine coincides with the 100th anniversary of the Henry's first car, the Ford Motor Company have agreed to pay the postage for the distribution of this issue. As it is a bumper issue and therefore a little weighty, we are very grateful to them for helping our meagre funds. I shall close with yet another photograph of the man who started it all, sitting upon his Quadricycle, which also appears on this issue's back cover.

Sam Roberts



TREASURER'S COMMENTS

After due debate (see notes elsewhere in this issue) the A.G.M. decided to raise the Annual Subscription Rates.

New rates are:

UK and Eire	£20.00
Unwaged UK and Eire members	£15.00
Overseas members	£25.00

The decision was made reluctantly since no one enjoys paying more and the meeting was aware of the financial demands on families at this time. However if the club is to maintain the current level of service to members and continue to develop and remanufacture scarce spare parts then there is no alternative. To put the rise into perspective, it was pointed out that UK members had benefitted from not having annual road tax VED to pay and in any case the increase represented only about the same cost as a gallon of 4 star petrol!

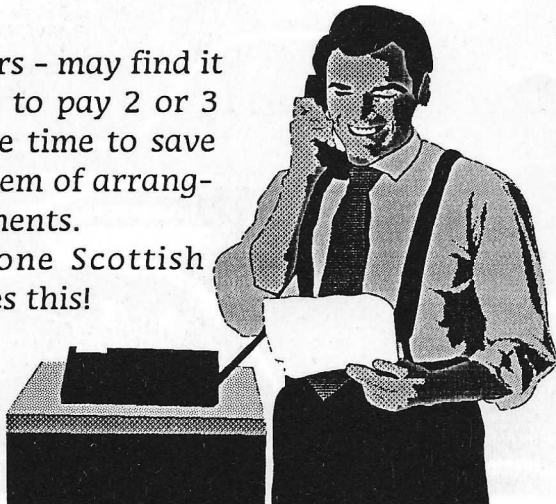
Subscriptions are due on 1st June each year.

Your payment slip is enclosed with this newsletter - please return this with your cheque as soon as possible. If you are not continuing membership, please return the reply slip duly completed.

UK members may pay by using Standing Order Facility. New forms have been issued to those currently using the scheme and anyone else interested in paying by this method (it means you never forget to renew) should contact me.

Overseas Members - may find it more convenient to pay 2 or 3 years subs at one time to save the annual problem of arranging sterling payments. We even have one Scottish member who does this!

*Thank you
Bob Wilkinson*



FIRST LICENSING OF VEHICLES IN THE 25 YEAR CLASS (UK)

Those owners with vehicles on the road in November 1995 on which VED had been paid will by now have been correctly issued with a refund and a new V5 registration document indicating that duty is exempt.

However, to clarify the position for members with cars which were laid up or under restoration in November 1995 who now wish to apply for a road license I refer to the DVLA leaflet on this matter.

"First licensing in the class (25yrs exempted) must be carried out at one of the Dept's Vehicle Registration Offices.

You will need the following:

- Vehicle Registration Document (V5)
This must clearly show the Vehicles age.
- M.O.T. test certificate.
- Certificate of Insurance.
- You will need to complete a V10 (available from VRO)"

You may actually complete the above application by posting the above items to your area VRO.

You will be issued with a license and Swansea will issue an ammended V5. In future you will be able to obtain your license from designated Post Offices.

N.B. Even though there is no cost for a vehicle license, it is still an offence not to display a license on a vehicle in use.

Contact me if you have any problems.

Bob Wilkinson

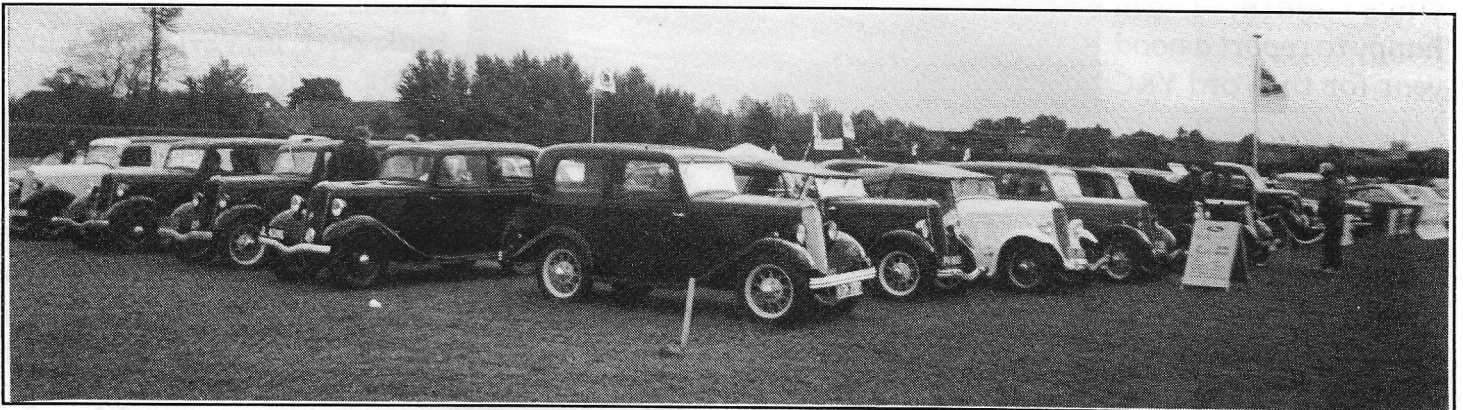
EVENTS EVENTS EVENTS EVENTS EVENTS

25th 27th May	Enfield Pageant of Motoring Large show and Late May Bank Hols autojumble. Register stand. Paul Tritton 01245 360138
1st/2nd June	Tatton Park. Y&C stand John Griffiths 01244 534194
9th June	Bristol Bournemouth Run Kevin Brigginsshaw 01582 601692
15TH/16TH JUNE	Y&C REGISTER ANNUAL GATHERING. (MAINLY ON THE SUNDAY). MIDLANDS MOTOR MUSEUM, BRIDGNORTH, SHROPSHIRE. Sam Roberts 01264 365662
7th July	Manchester Blackpool Run John Griffiths 01244 534194
14th July	Ruthin Rally. Chester Peter Ketchell 01244 676856
SUNDAY, 21ST JULY	YORKSHIRE "DO", EDEN CAMP Bob Wilkinson 01405 860836
11th August (Sunday)	Ramsden Heath, Essex. "Chuff and Puff". Paul Tritton. 01245 360138
31st Aug & 1st Sept	Tatton Park. Y&C stand John Griffiths 01244 534194
Sunday, 29th September	All Ford Rally, Abingdon. Large show and autojumble. Register stand. Rod Evans 01344 21800
17th November	Stoneleigh Restoration Show. Register stand. Geoff Dee & Geoff Salminen 0121 427 2189
23rd/24th	November National Classic Car Show, NEC. Register stand. Geoff Salminen 0121 427 2189

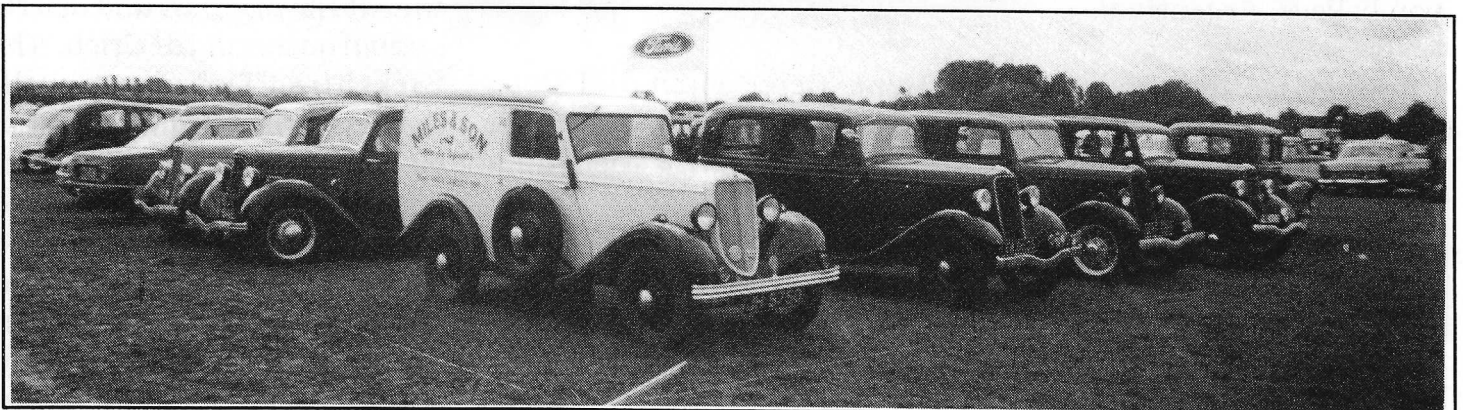
Glamis Classic Car Show Andy Barr still investigating "Yorkshire Do!" Sunday 21st July 1996

Please note the correct date above. The venue is EDEN CAMP, near Malton, a very different wartime theme museum with much to appeal to all the family. Camping/caravan facilities are available for those wanting to make a weekend of the event. Don't miss it! Contact me for an information pack.

Bob Wilkinson



1995 All Ford Rally



MINUTES OF THE 17TH ANNUAL GENERAL MEETING

21st April 1996 at Willoughby Village Hall

1.00 Apologies for absence:

Jeff Cole, Dave Curtiss.
37 members signed the attendance book.

2.00 Minutes of the previous AGM:

These had been printed in 'Transverse Torque' and were proposed as a true record of the meeting by Geoff. Dee and seconded by Jeff Morrell. Passed by the meeting.

3.00 CHAIRMAN'S REPORT 1995/96:

Once again, I am happy to report a good year for the Ford Y&C Model Register. In particular, the membership numbers have passed through the 450 threshold and the number of hitherto unknown cars found during the year reached a staggering 65. We have been corresponding with members and owners as far afield as Belgium, France, Germany, Spain, Greece, Italy, the United States, Australia, Thailand and latterly, would you believe, Argentina!

I am pleased to report that Reg Hunt, Derek Birch and Doug Hickson are on the mend after serious health problems. We are delighted to see Reg and Doug here today and wish them all a speedy return to active and happy motoring.

[Afternote: I learnt at the AGM that Jeff Cole was in hospital undergoing major surgery. I am delighted to report that he is now on the mend]



Kerry, on guard at the gate.

Both the Register and our cars have had a good airing in the media this year. Lord Montague chose the Model Y as one of the 12 cars to most influence British motoring history in his series of articles in the Sunday Times, and the motoring public chose the Model Y as 14th in their list of most popular cars of the century, which resulted in Geoff Salminen's being on display in the Coventry Museum of Transport. Meridian TV did a skit on the Model Y in their Motor Show programme, which was repeated in the Anglia TV region. Anglia also gave good coverage of the Leiston auction, at which five Model Ys were discovered and added to the register. Finally, Geoff Salminen and I were given double page spreads in Classic Car Weekly.

Bob Wilkinson (Model CX), Peter Brooke and Geoff Dee (Model Ys), to name but three, took part in VE-Day celebrations around the country, whilst Tom Tomlin covered most of the shows in the South of England in his Model C, gathering up new members as he progressed. The year started well with a good turnout of members and cars in the sun at the AGM and a surprisingly good turnout of members and cars at the overcast and drizzly annual gathering at Crich. The Yorkshire "Do" went well; thanks to the hard work put in by Bob and Shirley Wilkinson, and we had a good turnout and display of Model Cs and Ys at a blustery All Ford Rally; Rod Evans takes the credit for the organisation of that. John Griffiths has continued his ster-

ling work at the Tatton Park events and, also in Region 14, Peter Ketchell organised an enjoyable Ruthin Rally for the Chester Vintage Enthusiasts' Club, which was, once again, enjoyed by members of the Register. The Register scored another first by displaying at the National Classic Motor Show at the NEC in November. Thanks to the hard work put in by "The Two Geoffs", we were awarded the runners up prize for the best stand for our size of club.

The Register's archives of our vehicles continue to grow, despite learning from David Burgess-Wise of the unfortunate loss to the UK of the Ford archives. Various catalogues and handbooks continue to come to light; such as the Allan Taylor Tractor catalogue and the sales brochures for the Randalagh and the Terrier Mk 2 Model Y tourers. Geoff Dee came across a Model Y "Woody" and Bernard Martinet, in France, appears to have come across a Model Y, which was assembled at Asnieres.

On the financial front, we managed to keep the subscription down to £17 for the year, but our capital is decreasing. On the positive side, the Chancellor exempted our cars from paying Vehicle Excise Duty and we negotiated a favourable insurance rate and breakdown cover premium with Heritage Insurance for our members.

For some reason, sales and hence income from spares has almost halved this year, which means that too much capital is tied up in stock. This is more

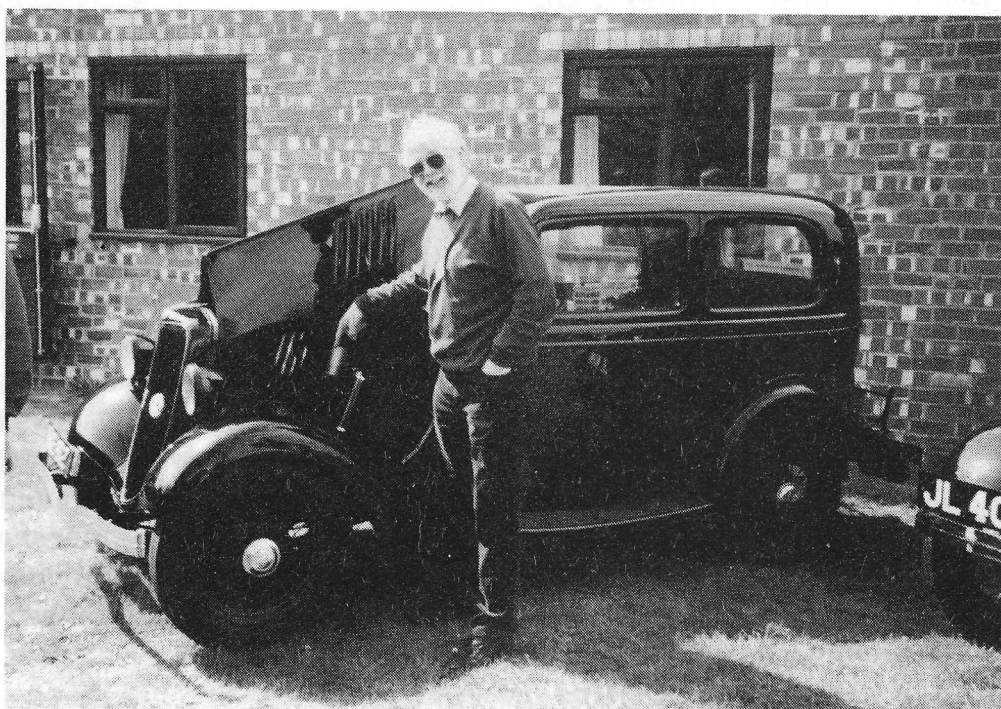
the pity as great strides have been made this year in the remanufacture of spares; particularly headlamp glasses. And there are more new items about to be provided. An opportunity was lost to have a batch of five Model Y sliding roof kits manufactured as only two members put their names forward to buy, and yet I know there are many members who want sliding roofs!

The standard of the magazine continues to improve and Kath Devine, the Editor, was congratulated by the Editor of Classic Cars for being short listed in the annual competition for the best club magazine. We had to change our printers at the beginning of the year, which has improved the quality of the photographs and presentation on the one hand, but, unfortunately, has put up the cost of the magazine significantly on the other.

It is with regret that we learnt of the death of Bert Thomas in April 1995. He was, without doubt, the foremost authority on Fords this side of the Atlantic, with his endless knowledge on production and restoration information. His contributions to our magazine will be sorely missed.

Finally, I'm sure that you all appreciate that the Register would not exist, but for the voluntary contributions, both in time and in some cases, in expense, put in by the members of the Committee, many of the Regional Coordinators and some of the ordinary members. On your behalf, I thank them for their invaluable efforts.

Sam Roberts



Bob has found where the engine goes!

4.00 Secretary's Report:

Membership is now about 420 paid-up members, we had gained 57 and lost 59 during the year, as cars changed hands and members found the Register or did not renew their membership. South America is now represented with a member in Argentina. Members were asked to distribute the introduction cards when they visited shows in order to help recruitment. In response to a comment, the secretary pointed out that our membership year is June to May but our financial year is April to March.

5.00 Treasurer's Report:

The balance sheet was distributed to those present (representing the club accounts only as the 'spares' have a separate account). Time was given for members to scrutinise the balances and questions were invited. Explanations followed about the 'remanufacture' which was residual from 1994, and the mailshot, where it was explained that because of postage there is sometimes a profit but in 1995 the cost had been £153.82 but income from advertising had been only £150 leaving an unusual deficit of £3.82. Acceptance of the accounts was proposed by Owen Baldock and seconded by Liam Thomlinson and was passed unanimously.

Subscriptions:

There was a proposal from the treasurer to increase the subscriptions for the coming year in order that the Register would be able to maintain the current level of projects and services to members. This was supported by the chairman. A counter-proposal was tabled which would keep the level of subscription as last year, but reduce the frequency of the 'mag' to four times a year. This was proposed by Dave Tebb and seconded by Kath Devine who reinforced the need to retain the level of membership. After vigorous debate, the counter-proposal was defeated and the original proposal, from Bob Wilkinson and seconded by Geoff Morrel, to increase subscriptions for UK and Eire to £20 was carried.

Debate then centred around the subscription level for 'unwaged' which affects about fifty members and a decision to leave this at last years level of £15 was carried. The level of overseas subscription affecting thirty two members was increased by the meeting to £25.

6.00 Spares Report:

After distribution of the spare's balance sheet prepared by Jean Hunt, Graham Miles pointed out that demand is not truly reflected in the volume of items, but simply in monetary terms. He explained the costs of chrome plating and the purchase of items such as clevis pins which are not individually itemised in the balance sheet. He explained that the slight imbalance was the result of items being ordered and not being in stock and the bank charges were the result of an overseas cheque which although accepted over the counter, was processed at cost to the club. Comments were requested, but as there were none, the accounts were proposed by Mike Samuel and seconded by Kath Devine and passed by the members.

Copies of the spares list would in future not appear every time in the 'mag' but would be available by post.

Autojumbles were no longer a serious source of spares for the Register, they were overpriced and rare. The spares provisioners were therefore looking at utilising other parts which are currently being mass produced, and also at the remanufacture of items. Such items as the headlight glasses were the result of this policy, as were the magniflex bars and eventually (soon?) the headlight rims. It was pointed out by Graham that it was essential to make components to fit all the cars. Mechanical parts such as brakes parts were being looked at. The perch bolts on Model "C"s are different to those on Model "Y"s, and Bryan Dixon is currently investigating a manufacturer of high density castings in a suitable grade of metal.

Geoff Dee had investigated the replacement of the track rod, converting it to utilise 'mini' track rod ends which will be available for many years to come. It was pointed out that welding is NOT acceptable, on steering parts. It is hoped that a kit will be available, minus the track rod ends which members will be able to purchase locally. Sidelights are now being made from PVC mouldings and rubber bases should also be available soon.

Floorboard screws have been re-manufactured as have oil cans. More bumper bars have been

chromed, and a new batch of running boards are under construction with steel incorporated into the fibreglass.

Comments were sought from the meeting, but as there were none, the chairman thanked all those involved in the provision of spares.

As a last statement, Graham pointed out that the barn where the spares are currently being stored will no longer be available in a couple of years time. He asked that everyone should look for suitable premises to house the spares.

7.00 Election of officers:

The committee stood down and Mike Samuel took the chair.

stated that he wished to stand down. It was left to the spares secretary to coerce and co-opt a helper.

The secretary and treasurer posts were again filled by Bob Wilkinson.

The librarian and regalia posts are not normally elected and these remained as before, and the position of events coordinator is being created with requests for a volunteer. There was no-one willing at the meeting.

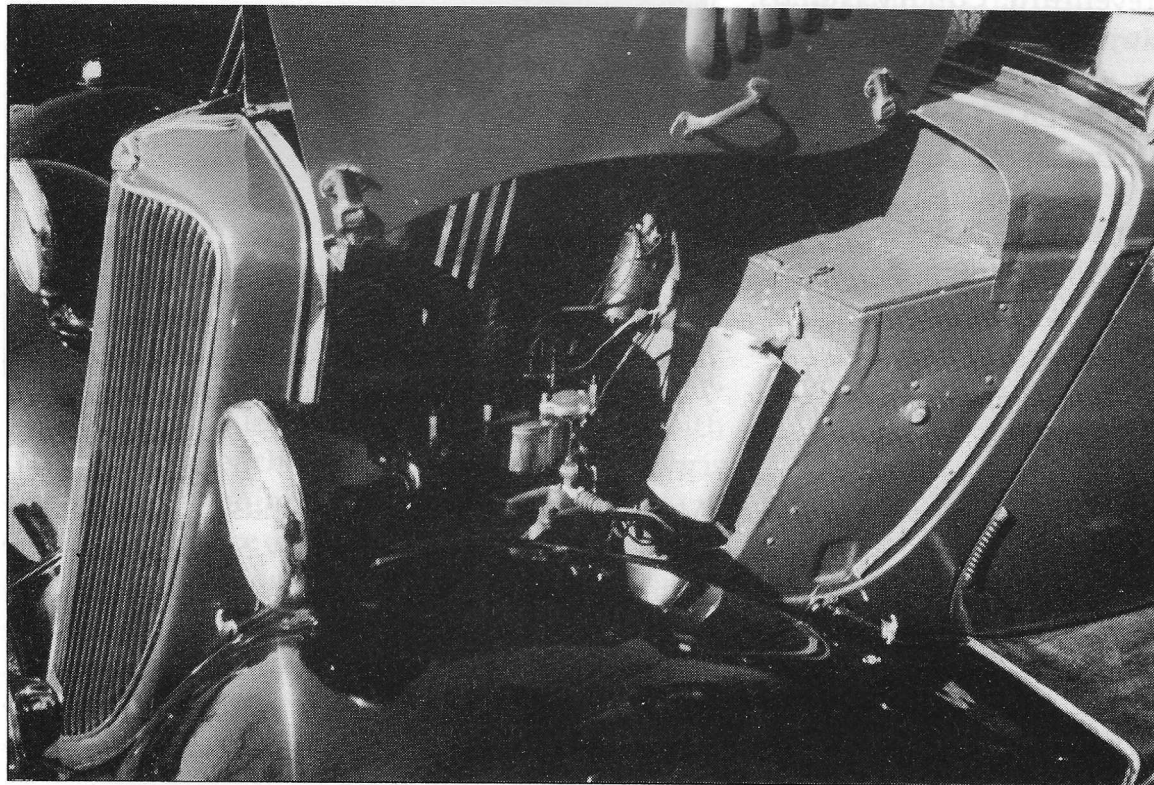
Two nominations were forthcoming for the position of magazine editor, Kath Devine proposed by Christine Baldock, seconded by Frank Eadie and Peter Brooke proposed by Rod Evans, seconded by Bryan Dixon. After a tied vote Kath withdrew her nomination.

The position of registrar is vacant although Sam is doing the job.

8.00 Any Other Business:

Thanks were expressed to Paul Beck, Tony Butterfield, Dave Tebb and Ken Arthur for bringing their merchandise for members to see and purchase.

Liam Thomlinson is acting as a focus for a possible trip



One of the new oil cans being tried for size.

Sam Roberts was asked if he would be prepared to become chairman again, and he indicated that he would. His nomination was proposed by Geoff Morrell and seconded by Kevin Briggshaw and was carried by the members. Sam then resumed as chairman of the meeting.

The position of spares secretary - Graham Miles, spares administrator - Kevin Briggshaw, were carried, but spares provisioner - Peter Ketchell

to Ireland next year.

There is no other business the meeting closed at 3.55pm.

It was then time to do some serious tea and coffee drinking and kicking the odd tyre or two outside in the pleasant surroundings of Willoughby Village Hall grounds.

NEW MEMBERS



For this 100th edition of Transverse Torque, we have enrolled the following new members with an interesting range of Model "Y"s - no Model "C"s sadly this time.

- B1354 MARK BALDWIN. 38 Hopton Gardens, Hopton on Sea, Yarmouth. NR31 9DF
- B1559 STEPHEN BURTT. 123 Manthorpe Road, Grantham, Lincs. NG31 8DQ
- O-D102 RAFAEL MELO DUQUE. Lajares, La Oliva, Fuerteventura, Canary Islands, Spain.
- L1221 KEVIN and JANE LAXTON. 182 Leicester Road, Narborough, Leics. LE9 5BF
- O-N101 CHRIS NEWMAN. 75 Norwood Road, Maida Vale, W. Australia 6057
- O-V102 JESUS CORRASCO-MUNOZ DE VERA. Juan Bravo 7 Apt 63, 28006 Madrid, Spain.

Welcome to you all. As usual I ask existing members living in the area of new members to make contact.

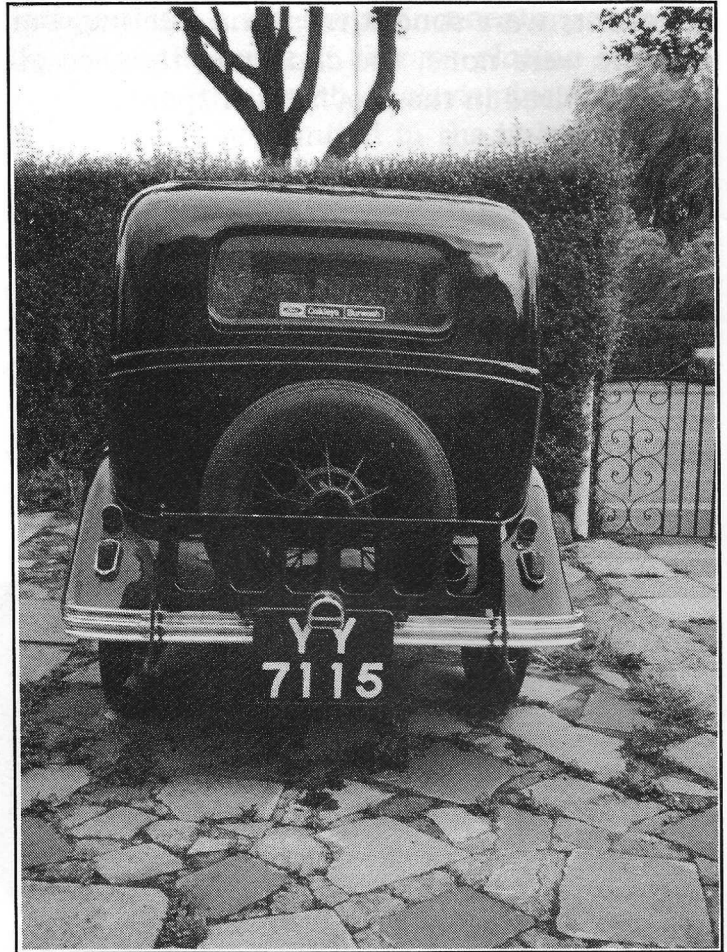
Bob Wilkinson

NOTES ON MEW MEMBERS

Kevin and Jane Laxton in Leicester have 'Delilah' as a new friend - so named as prompted by the registration mark YY 7115. Delilah is a very early (short rad) Model "Y" being first registered in November 1932 some 3 months after the first cars were produced at Dagenham. Now in 'on the road' condition, there are only 2 or 3 older "Y"s in use in the UK.

Delilah replacing a 100E model was purchased last July from a number plate dealer who had bought it from a Ford dealership Oakleys of

Burwash, where it had been languishing unused after some years of showroom display. Do members in the area have any history of the car?



YY 7115 'Delilah' Sporting a contemporary luggage rack.

Mark Baldwin in Yarmouth has a good deal of work ahead in restoring DLW 557 his two door Model "Y". The car runs but needs extensive renovation. This car is one of the group sold at auction in Norfolk last November and checked out by Brian Mace (Regional Coordinator) and reported on in a previous newsletter. Keep us informed of progress Mark.

Stephen Burtt when joining was anxious to have as much information on the Model "Y" as possible. He needed information in particular on the style and design of the running board rubber for JL 4062 his 1937 2 door "Y" saloon which according to Stephen "....goes like a bird!" This modest saloon will join a collection of cars and motoring memorabilia owned by Stephen which is open to visitors. The location is Hall Farm, Dovesby near Bourne and Stephen will be

pleased for members to visit when in the area. Again in this edition we have 2 Spanish members. Rafael Duque joined after his nephew Heirro Herrandey 'phoned some months ago. Rafael owns a 1932 Model "Y" (chassis Y6063) fitted with a 10hp engine. I am awaiting full details from Rafael.

Jesus Carrasio-Munoz in Madrid has begun the restoration of a 1935 2 door Model "Y" (LHD) produced by Ford Iberica in Barcelona. The most difficult task will be replacing the whole of the braking system which has been converted to hydraulic operation. By the time you read this Jesus and friend Antonio will hopefully have picked up most of the missing parts whilst on a visit to England at the beginning of May. Keep us up to date with the restoration - with photo's.

[Incidentally, I know of at least one UK member with a "Y" with hydraulic brakes - but can't recall who it is. Was the conversion back to mechanical brakes completed? It could be argued that a Model "Y" in regular use would benefit from having hydraulic brakes - no doubt the letters will pour in.

Chris Newman from W. Australia has an interesting and challenging restoration in hand with the help and enthusiasm of his son Mike. Chris 'phoned and joined at the beginning of May whilst over here in the UK for a short visit. The vehicle in question is a 'longrad' Model "Y" tourer which was produced during post war vehicle shortages from a damaged Model "Y" van. One could describe it as a 'tourer 'ute' of the sort used a great deal 'down under'.

Whilst over here, Chris was hoping to inspect one or two "Y" tourers and collect a few parts to take back home. He blames his son Mike (16yrs old) for giving him the old car 'disease'- to the extent that he now can't pass a rusty heap without checking for parts it may yield! How well we know the feeling!

Mikes enthusiasm led him to write a poem about the old Ford and how they rescued it and began the restoration.

A DECADE IN THE LIFE OF AN OLD FORD

Residing in an empty field
My old Ford sits alone
Through the floor and out the roof
A tree has slowly grown

You served me well for all those years
Even though I ground your gears
Always slow yet never stopped
A speeding fine I never copped

But now you lie in derelict
Returning to the ground
A common way for Fords to go
A heaven never found

Your chassis has dipped
Your paint is chipped
Your windows all are broken
Not a sound, not a peep, your horn has long not spoken

Your axles snapped, your coil unwrapped
Your gearbox frozen tight
Covered with dust and lined with rust
A future is out of sight

But one day when it's raining
A bloke has come to look
He says he wants to snap you up
And takes out his cheque book

Your tyres are inflated
The old gum tree is cut
This is the time which you have waited
Finally out of your rut

Loaded on a trailer
And carted to the city
This should have happened long ago
Oh, what a pity

Pushed into a new tin shed
Your new owner smiles with glee
Your beauty and potential
His poor wife just can't see

The new enthusiast works very hard
To strip you down in his backyard
Parts go in and don't come out
While panels receive that expert clout

Working late out in the shed
 Helped by amber coloured sauce
 His long suffering wife, alone in bed
 Is thinking of divorce

A couple of years of blood, sweat and tears
 Not to mention the money
 Your new paint polished to a mirror shine
 And your motor sweet as honey

With many club runs under your belt
 Your owners sit on brand new felt
 Displayed and presented at all kinds of shows
 Where old people say "I had one of those"

From rustable to respectable
 You came back from the dead
 You bring joy to a new breed
 What more must be said?

Michael Newman

Good luck to you all, keep us up to date with
 progress and particularly on those early jour-
 neys.

Bob Wilkinson

AMMENDMENTS TO M.O.T. REQUIREMENTS

From January of this year, a new set of rea-
 sons for failure have been introduced for com-
 ponents which are inadequately repaired or
 seriously weakened as a result of deliberate
 modification:-

Steering and suspension (Part 2.4)
 Parking and service brakes (Part 3.1)
 Body security (Part 6.5)

Mechanical brake components are now sub-
 ject to an additional test to check the rota-
 tion of clevis joints between cables/rods and
 levers. Our cars escape the seat belt and hy-
 draulic system checks!

TO A "T"

On his fiftieth wedding anniversary, Henry
 Ford was asked his formula for a successful
 married life. He replied that it was the same
 formula that made his car successful - "Stick
 to one model."



Mike Newman with the tourer 'ute project in W Australia

SUMMER PETROL

From last year, there is a new regulation about the grade of four star petrol held in garage for court tanks in the UK. Leaded BS4040 petrol has had to have less volatile elements during the 'summer' period designated 16th April to 31st August. Will that mean an end to fuel evaporation on our old cars? I doubt it but we can hope!

RETROSPECTIVE

This is an amusing article written by Sam Roberts for issue 35, May/June 1985 (There, but for the grace of God!)

A CAN OF WORMS

It all started as a simple de-coke over the christmas break. My Model"Y" had completed it's 15000miles since I finished restoring her in 1980 and her performance was dropping off a little. I set aside a day in my holiday to do the job - ample you might say, a whole day. So, dynamo off, drain radiator, top hose off and spark plugs out. Unscrew timing adjustment screw remove low tension wire and high tension lead, try to lift out distributor - stuck! (Jeff Cole will remember we tried to adjust it at Stanford Hall without success.) There was no way it was going to budge so I took the head off the with the distributor in situ.

After a lot of bashing with a lump of wood I managed to eject the distributor, but broke the distributor shaft casting in the process! Fortunately I had a spare so after a fairly simple decoke with a screwdriver I put the head back on, tightened down the nuts with a ratchet span-

ner, replaced the appendages, timed the distributor with a bulb screwdriver, filled the radiator and sat in the driving seat for the moment of truth. Choke out, switch on and pull the starter. The engine burst into life; so, whilst it warmed up, I took pleasure in a pipe full of tobacco feeling very self satisfied.

With pipe now well stoked, I got out of the cab and walked round to admire my handywork, only to find water collecting round the centre cylinder head nut - Damn!! Oh, well, I'll give it a tweak with the ratchet spanner. Snap! The stud shears off. Damn again! Time for a cup of tea. Having calmed down, I drained the radiator and removed all the attachments and the head once again. Needless to say, the stud had sheared off at block level and had no intention of shifting, even with some healthy encouragement with a hammer and a centre punch. It obviously had been in

there since 1936. The next move was to use pedal power on my trusty old Rudge, down to Halfords to purchase a stud extractor set. Then, with my new Black and Decker (birthday present), I drilled the centre out of the stud and screwed in the appropriate extractor. The threads gripped and gentle anti-clockwise pressure was applied. Snap again! This time the hardened steel stud extractor! Damn, Damn, Damn!!! Time for another cup of tea. When my blood pressure had returned back to normal I retraced my steps to the disaster area and tried to tap out the extractor with the centre punch. That refused to budge also. At this stage I noticed a hairline crack in the block, extending from the centre water jacket outlet hole to the centre cylinder stud hole. Hells Teeth! That means engine out! - at least it explains where the water was coming from. I think I'll finish there for today.

The following day, after removing the bonnet, the bottom hose, the exhaust, the radiator, draining the oil and disconnecting the various air, oil and petrol pipes, I lifted the engine out on my pulley hoist with ropes passing under the sump. Much later I took the block to my local friendly workshop, where an engineer tried to remove the stud, without success. In theory, with patience and a little brute force, one should be able to chip away at brittle hardened steel thus releasing the pressure on the conically shaped extractor threads. In practice, when I tried it, I managed to break off the complete stud casting, which dropped unceremoniously into the water jacket, leaving a neat circular hole where the sheared stud had been! I was running out of expletives by now! I had now entered the realms of innovation. After much thought, a special stud was turned and threaded on the lathe with an eighth of an

inch flange which sat in a machined recess drilled into the surface of the block. Then, with a large washer brazed to a suitable nut, and the whole tack-welded to a piece of wire, it was fed in through the water jacket hole, held under the stud hole and the stud screwed into it - brilliant! The hairline crack was then V-ed out and the crack and the stud flange brazed into the recess. After cleaning up with fine grade emery cloth, it looked as good as new. Life began to resume it's normal rosy glow - but not for long. It was at this point that my engineer freind started his nose into the cylinder bores and noticed a circular indentation in the cylinder wall of no.3 bore, with a slight gouging below it. There was only one explanation - a floating gudgeon pin! The air was once again blue. I thanked my friend for his obersvation and removed the block back to my house before he discovered anything else! It was now a sump off job. After engraving mating marks on the big end caps, I juggled the no.3 piston and con rod passed the crankshaft and was horrified to find that not only had one of the external circlips broken, allowing the gudgeon pin to float, but part of the piston had burnt away, the top piston ring was broken and badly worn, the little end rattled and, worst of all, the white metal on the big end was breaking up! Ah, thought I, after turning the air blue once again, if one big end is breaking up, then what about the others? There is only one way to find out. So off came the other big end caps and sure enough, they were all breaking

up; no.4 in particular, which had almost reached the stage of steel on steel crankshaft! By the time I had removed all four pistons and con rods I had learnt the knack (they only come one way out - between the crankshaft and the offside of the block).

It was at this point that I resorted to the fall back position of which all old Ford owners should be aware and should respect. It is called 59, Salisbury Grove, Mychett, the home of Bert Thomas. That Aladin's Cave, that haven of all things and spares that are old Ford. The font of all knowledge on our dearly beloved cars. With a couple of days notice, Bert was able to provide me with a new set of the correct standard size pistons and from his bulging loft he extracted four standard size remetalled con rods. I had taken the four necessary measurements on each crankshaft journal and found to my delight that none was more than one and a half thou' out from the pristing 1.498ins. Armed with the spares, including another head gasket, and the benefit of Berts advice, I gleefully returned to my sick looking engine.

That evening, much to the amusement of my wife and daughters, I was dunking the pistons one at a time in boiling water in the egg saucepan for one minute, then scalding my fingers as I gingerly tapped the gudgeon pins through the pistons and the little ends, such that the circlips would fit into the recesses at either end. The family was most impressed.

Then came the tricky business of juggling the pistons back into the bores, this time with a piston ring clamp attached. I had broken and replaced two of the bottom scraper rings on the first piston (with rings off the old pistons) before I realised that they are pegged and need to be properly seated before forcing them up the bore! Each big end shell fitted nicely over it's crankshaft journal, so I allowed myself to hum a tune of self-satisfaction.

Thinking ahead at this point I purchased a 20-100ft lb torque wrench from the local Argos store. I had gleaned from Bert the correct loadings on the various engine nuts and for reference I list them here. (The Ford manuals do not list them):

Main journals
50ft lbs

Big end journals
30ft lbs (split pinned nuts)
20-23ft lbs (self locking nuts)

Cylinder head nuts
35ft lbs (cold)

Manifold nuts
15ft lbs

Bert had provided me with self locking nut big ends so, as nos.2 and 3 journals were at bottom dead centre, I clamped on the shells with a squirt of oil and with two pairs of hand made 2thou brass shims and tightened up to 23ft lbs. Beautiful workmanship! The flywheel and the crankshaft turned with just the right amount of noticeable resistance. On with the nos. 1 and 4 shells, tighten up no.1 - solid; no movement. Release

no.1 and tighten up no.4 - solid; no movement! I stopped humming the sweet refrain, and had a cup of tea and lit up my pipe.

Armed with the Engineer's Blue and a beautiful little scraper I picked up at the Enfield Autojumble some years back, I then set about the painstaking job of scraping in the bearings. If ever there was a pastime that required the utmost patience it is this. The Blue not only gets on the journal and the high spots of the big end shells, but on everything you touch. The kitchen table looks ghastly and flakes of white metal get everywhere and are walked around the house disposing themselves on every carpet's pile. I must say, however, that it is very satisfying when, after eight or nine scrapes and replacements, you notice a discernable movement in the flywheel on clamping up the nuts. Eventually both caps were finished and after a few squirts of oil up the bores, the sump was tightened back into position.

At this stage I put on the new head gasket and tightened down the cylinder head nuts in the correct order, noting with glee that the new centre stud held up to the torque. I have had manufactured a special hook which screws into no.3 spark plug hole (the centre of balance), so was able to hoist the engine above the level of the car's radiator grille more professionally than when the engine came out. I pushed the car under the hoist, lined up the clutch centre plate with a sawn off gearbox spigot I also have acquired and lowered the engine into line. It went in with a couple of gentle tugs on the underside of the sump (from the rear) and with no problem was secured on the engine mounting bracket. Total re-assembly (less bonnet) was no problem. As always, I smeared a layer of Gun Gum inside the exhaust clamp before tightening up to ensure a gas tight seal.

After a cup of tea and a bit of gentle persuasion, I gained the as-

sistance of my wife to turn the now fairly tight crank handle whilst I timed the distributor with the timing pin and bulb screwdriver. That done, she stood in awe, waiting to see her shopping car burst once more into life, after what had now become a two month delay! Proudly I stood above the engine pouring water into the radiator with a watering can, pleased as punch that it was all back together again. It was almost full when I heard her say, "Why is there water coming out of the top of the cylinder head?" - I could have cried! There, in exactly the same place, the water was collecting by the centre cylinder head nut!

Anxiously I examined the enlarging pool of water and to my surprise saw minute bubbles bursting on the surface. It then all became clear; the head was cracked at the machined base of the water outlet. After all that, the original cylinder stud was sound! A quick call to Bert and

yet another trip to Aladin's Cave produced yet another cylinder head and, with liberal use of Hylomar gasket glue, the water was finally under control. I can only imagine that the old head was cracked as a result of me bashing out the stuck distributor.

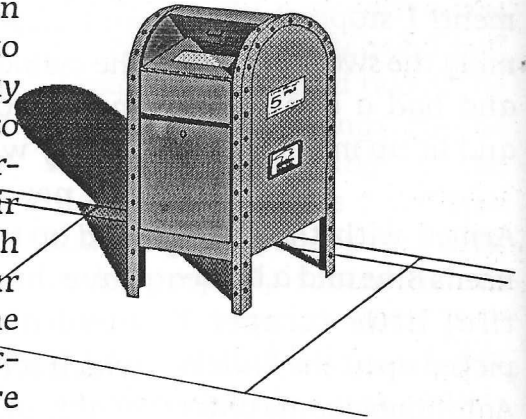
Overall, I learnt many lessons, some of which this article will hopefully pass on to other budding engineers. One thing I would not wish on any of you is that your simple de-coke does not turn into the can of worms I experienced. Although, if your big ends are as shot as mine were (due probably to me using multigrade oil instead of SAE30) then it is no bad thing to catch the trouble early, before that frightening peal of expensive sound is emitted from under the bonnet one sunny day on a nostalgic trip around the countryside.

MEMBERS LETTERS

At the A.G.M. on the 21st April it was decided to raise subscriptions for the club membership, the reasons for this increase will be explained elsewhere in this issue. However, I feel it appropriate to remind members of the excellent value the club provides, in addition to a superb magazine and spares section to rival any other motor club, we have a dedicated committee and other officers who spend an enormous amount of time and effort and travel hundreds of miles each year on your behalf, yet rarely claim any expenses. It is perhaps wrong to single out any individuals but special mention must be given to our chairman, Sam Roberts, without his organisational skills and contacts it is doubtful the club would be the success it is today. It must therefore prove frustrating to him and other committee members when they are criticised by a small minority

for making minor decisions on our behalf without referring to the full membership. OK, it may not be strictly constitutional, so what? If they are to be answerable for every decision their task would be impossible. Each officer stands down each year and every member is given the opportunity to stand for election if they wish, there are rarely any takers. So let us remember, we elect these officers and I for one have no cause to question their integrity, anyone who does so is welcome to come forward at the next A.G.M. and stand for election. One thing is for sure, it will be a hard act to follow.

Finally, I hope we can maintain and encourage a friendly, easy going atmosphere without resorting to trivial internal wrangling which has resulted in the demise of many clubs in the past. I am sure you will join me



in recognising all those who contribute to the running of the club and to thank Kath Devine for her hard work in developing the magazine and to wish Peter Brooke every success in the future. Remember, there is always the opportunity for new and enthusiastic members to come forward, but do not let us take it too seriously as it is a hobby to be enjoyed.

Rod Evans
Regional Co-ordinator

TEFLON STRIPS

The mention of my telephone conversation with a Model Y street-rodder in a recent newsletter prompted Yvon Precieux to recall his own experiences of Teflon and to pass on a caution to those who might be tempted to give it a try:-

"Here are a few tips re the use of "Teflon" to interleave the front and rear springs. Yes it is an old street rodders tip and I do confess that I did exactly this, may I admit, some 17 years ago to my own Ford Pop. Strictly speaking what it does is iron out the torsional vibration of the suspension and this can ideally be seen when you look in the rear view mirror. Instead of the blur of the car behind you, you can actually see a clear image. Disadvantages are that this very slippery interleaving thickens the complete spring and you may find that you have to resort to longer U bolts and thinner bolts for the spring locating clamps. Also you will require to use the centre bolt of a rear spring to fit to the front and fabricate an even longer bolt for the rear. Also all springs tend to dig in at the ends and, unless new, any wear at the spring edges will eventually slice the Teflon strip ends whereupon in-

gress of water will rust the spring unless oiled. Other than the points concerned it is still a worthwhile mod, after all if you are original orientated, you'll still be using the proper greaseless Ford spring if pre-1937 and no one is going to be the wiser.

Best regards"

The point is that you would be wiser! I'll stick to the letter of the first rule of the Register (on the reverse of your membership cards).

All that faffing about, just to see the car behind me more clearly! Give me "torsional vibration" any day.

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. UK. 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 & STEERING	PRICE	LR rear brake rod support rubbers	SUPPLY SUSPENDED
Clevis pins (20 thou oversize) with split pins: - S.R./C.	£ 5-00 set	Y under bonnet kit	£ 10-00
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70 set	Steering joint dust cover	£ 1-20 each
Front or Rear shackles (pattern part)	£ 5-80 each	Engine mount - exchange	£ 5-90 each
Bushes for shackles, front or rear	£ 1-70 each	ELECTRICAL	
Rear hub seals (large - outer) Y1175	£ 2-70 each	Headlamp lenses late curved diamond (RE-PRO)	£ 12-00 each
Y&Cking pins-4 bushes,2 thrusts-exchange,stock permitting	£ 30-00 set	Headlamp lenses. Both in intermediate model type (flat)	£ 10-50 each
Relined Front brake drums- exchange in clean condition	£ 39-00 each	Headlamp Magnaflex Bars (diamond shape)	£ 9-00 each
Rear brake rod support bracket for LR.Y. with double holes	£ 27-00 each	Rear Lamp mounting bracket - finished black with fixing bolts	£ 29-50 each
YE2502B Front brakeroad support (mounts on A-frame looks like?)	£ 5-50 each	Battery fixing bolts	£ 2-30 pair
Front road springs Y&C (Rear, used on application)	£ 28-50 each	Battery lug bolts	£ 0-50 each
Track rod ends with two dust covers male design	£ 24-50	6 volt coils - not Ford	£ 11-00 each
female design	£ 14-50	Headlamp bulbs (wattage not stated)	£ 2-75 each
Front brake lever return spring Y2096 RH or Y2097 LH	£ 3-00 each	Bulbs various (if rear lamp, state straight or off-set pin From	£ 1-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£ 3-00 each	Late type distributor points (not early type)	£ 3-25 each
LR/C 48/2050 Brake operating wedge	£ 9-00 each	Late type rotor arms	£ 2-75 each
SR/LR/C Y2084 Front brake lever	£ 8-50 each	Early distributor caps	£ 3-25 each
SR Rear brake cam shaft Y2231 RH or o/s Y2232 LH or n/s	£ 9-50 each	Early type rotor arms (with spring contact)	£ 4-25 each
SR Y2230 Rear brake cam shaft	£ 8-50 each	Dynamo cut out controls	£ 9-00 each
SR Y2050 Front brake operating wedge	£ 10-50 each	Spark plugs - not L10 but equivalent (ie. same as)	Set of 4 £ 13-00 x 4
Exchange brake shoes, rollers removed send old first - set of 4	£ 31-00 set	Headlamp Magnaflex Bars (diamond shape)	£ 9-00 each
Brake shoe pull off springs SR/early"34Y double roller - set of 6	£ 11-50 set	Exchange condensers - Solder assembly only	£ 4-00 each
Brake shoe pull springs LR/C single roller shoe - set of 4	£ 7-50 set	Y Front side lamps (orders taken)	
MECHANICAL - ENGINE & TRANSMISSION		FITTINGS - BODY	
Fan Belts - 3" dynamo pulley only	£ 5-50 each	LR Model Front bumpers chromed 2nd grade	On order
Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£ 3-00 each	LR Model Rear bumpers chromed	£105-00 each
Gaskets - price on application, upper engine only		Bumper bar bolts (oval shape)	£ 9-50 pair
C exhaust, with tail pipe-stainless	£ 68-60 each	Bumper bar end caps chromed L.R and SR	£ 6-50 pair
Y exhaust, stainless. Carriage included	£ 59-50 each	Running board draught trims, adjacent to chassis - painted black	£ 32-00 each
Engine top water outlet (head to hose)	£ 9-50 each	Running boards, for LR. Y Moulded matting Orders taken	
Hoses, straight. Top 9.5"x1.75" bottom 8"x1.25"	£ 3-00 each	With steel mounting brackets. Adaptable for SR	
Moulded Top hose - suit post Y head	£ 7-00 each	SR. Front valance below grill (external part only-fibre glass)	£ 21-00 each
Moulded Bottom hose - suit post Y engine	£ 7-00 each	Floor board screws	Set of 40 £ 10-00
Engine pistons, various sizes - send pattern non returnable	£ P.O.A.	Late LR Y four door hinge centre bolts with spring + tag	£ 1-20 each
No post-war 8hp pistons in stock		Brass balls, door hinge	£ 1-00 each
Various piston rings held send pattern & S.A.E.		Y fixed timber roof stock kits in hard wood	£ 72-00 each
Engine valves-early engine only - send pattern exhaust or inlet	£ 5-00 each	Striker wedges - female - door pillar - housed "C" Model	£ 8-50 pair
Engine valves - long	NO STOCK AT PRESENT	Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£ 13-40 each
Timing chain - late engine	£ 16-00	Hub caps - to original specification "Y" type	£ 11-50 each
Clutch plate centre - exchange	£ 22-50 each	Oil can transfers. Black only	£ 3-70 each
Clutch pressure plates - exchange	£ 40-50 each	Wheel nuts Y set of 20 (in sets only)	£ 37-00 set
Clutch release bearings (pre-packed)	£ 8-50 each	Wheel nuts C each	£ 0-65 each
Y24052 Cylinder head stud and nut	£ 1-50 each	Bifurcated Rivets	£ 0-03 each
Universal joint - complete assembly - exchange	£ 18-50 each	Service-Castrol poster. Reprinted	£ 11-25 each
Universal joint only	£ 8-50 each	LR Wing nearside front genuine Ford new old stock	£ 135-00 each
Y4513 Cap (Universal joint housing) inner	£ 5-75 each		
Gearbox I hold large number of parts send list of requirements			
RUBBER PARTS			
Front radius ball	£ 4-25 each		
Brake & clutch pedals - exchange (send old one first)	£ 5-25 each		
non-exchange	£ 6-25 each		
Gear box mounts	£ 19-25		
Door stop buffers	£ 2-30 each		
C Front Axle beam stop rubber (Metal on request)	£ 7-75 each		
Bushes for shock absorber linkages specifically intended for SR			
but may be used on some LR depending on linkage design	£ 1-20 each		
SR side lights - base mats	£ 4-20 each		

SPEEDO CABLES -

Speedo Graph Richfield Ltd.

Rolleston Drive, Arnold, Notts. NG5 7JR Tel 01602-264235

Prices on application. Apply direct

K27 - 5'8" long (Y) or K28 - 5'1" (C)

Supplier of Front wheel bearing -

Timken 07098/-8205 03062/03162

Bearing Services Ltd (Yellow Pages)

THE VEHICLE PRESERVATION MOVEMENT, 1996-2020.

This was the title given to a one day conference at the Heritage Motor Centre at Gaydon in Warwickshire on Saturday, the 23rd March 1996. The conference was organised by the Federation of British Historic Vehicle Clubs (FBHVC), to which the Ford Y&C Model Register has subscribed since its inception. You will recall that it was the Federation which most championed the cause of the classic car movement over the continuous licensing discussions last year and which led to the withdrawal of the Vehicle Excise Duty for cars and motor bikes over 25 years old. The Federation is the largest member of FIVA, the international federation, and has a membership of 300 old car clubs, representing 300,000 UK members. That's quite a movement!

The conference was chaired by Chris Serle, the TV personality; himself an owner of veteran and vintage cars. As was to be expected at such an important meeting, the proceedings were opened by Lord Montague of Beaulieu, the President of the FBHVC, who stressed that the aim of a vibrant old car movement should be to work towards keeping our vehicles on the road and not in museums and garages. There were approximately 200 delegates present representing all aspects of the vehicle preservation move-

ment; from numerous club representatives, through traders and insurers to M.O.T. inspectors. I arrived in the car park to be greeted immediately by Shirley Wood and Martin Howard of the Ford Sidevalve Owners' Club and spent the rest of the day in their company, comparing observations and each others' understanding of the presentations.

The first presentation was from the vehicle industry, represented by Nick Scheele, who has spent his career with the Ford Motor Company, until his appointment as Chairman and Chief Executive of Jaguar Cars. As an owner of both a Ford and a Jaguar, I was looking forward to this two-headed god (in my eyes that is). I was disappointed, in that he blatantly admitted that his main interest in the classic car movement and the Jaguar heritage was to use them to sell Jaguar and Daimler cars. Tongue in cheek, he then stated that the Jaguar designers are building in maintainability to the modern cars, with the classic car owners of the future in mind. This was immediately followed by an admission that the electronic black boxes, which are appearing increasingly into car designs, will not be available as spares, or be able to be reproduced in the future. However, you will be pleased to know that you

might be able to use some of the chips from old washing machines to repair the black boxes!

He was followed by a less than cheerful presentation by Ron Gammons, who provides spare parts and panels for the MG fraternity and who bemoaned the rapidly decreasing numbers of the volume production cars of the '50s, '60s and '70s and the environmentalists' drive to reduce car usage. If usage diminishes, then demand for spares diminishes, fewer spares are held in stock and prices rise. Beware the environmentalists! After frightening all the car club delegates with the standard threat from lack of product liability cover (we have it), he raised the interesting debate on what is original and what is a replica. If, over its life, an axe has three new handles and two new heads, it is considered that it is still the original axe, because it has traceability back to its original state ie. provenance; whereas, making a replica axe by putting a new head on a new handle has traceability as an axe, only as far back as the joining of the two. Hence it is a replica axe. Members may want to comment on that distinction between the two.

The next presentation was by Peter Henley, the FBHVC representative on the British Standard Fuels Committee,

and was more encouraging. He predicted that whereas currently 37% of fuel used is four star leaded grade; by the year 2000, this will have reduced to 10%. In order to reduce wear on our exhaust valve seats, we should use four star fuel for as long as possible, but make sure it meets the requirements of BS 4040 (written on the four stars on the pumps). Apparently Shell has introduced a four star Lead Reduced Gas (LRG), which does not meet the standard, but which contains sufficient lead to ensure that catalytic converters do not pollute the atmosphere with benzene (a feature of unleaded fuel). As far as the old car movement is concerned, Peter recommends that, for the future, we insert positively located hardened exhaust valve seats in our engines ie. pinned or screwed (I had them fitted to CNN's engine by Tim Brandon). Salvation in the form of additives to unleaded fuel is still some way off, but advances are being made. It has been agreed that phosphorous based additives provide the best protection. At present, STP is the most acceptable additive, although it only provides partial protection. In New Zealand, where leaded fuel is banned, trials are taking place with an additive called "Valve Master", which is not unreasonably expensive. The trials are being closely monitored to determine the optimum dosage.

After lunch, we were introduced to the vagaries of the

European Commission and its possible effect on the historic car movement. I use the term "Historic" intentionally, as there is the threat of much legislation which will affect "old" cars, which pollute and congest our roads. There needs to be a set definition of "Historic", so that our cars can be exempted from this legislation. As it is, the "Federation Internationale Vehicules Anciens" (FIVA) employs a consultant to look out for any adverse legislation which is being framed, and to build in the necessary exemptions at the initial draft stages on behalf of the historic vehicle movement. It was Reg Dawson, the outgoing consultant, who addressed us. He made the point that, although the Transport Directorate seems to have got the message and allows for our vehicles in drafting transport legislation, the Environmental Directorate, DG11, unintentionally, is less caring and is a cause for concern. The FBHVC, which is the largest member of FIVA, recommends that we collect statistics on the usage of our cars and their hygiene, so that we are prepared for any environmental accusation which might be levied at us.

Arthur Jeddere-Fisher, FIVA's legal advisor, then made the excellent point on public relations. Already there is a faction of the community who see no reason why we should be exempt Vehicle Excise Duty and others who are anti-old cars being on the road. By

our behaviour on the road, we must not antagonise these people, or build up an adverse perception of us as motorists in the minds of the general public. Only allow well maintained vehicles on to the road. Don't skimp on your M.O.T. Drive safely. Through the club magazines, efforts should be made to improve our standing, such that we are not penalised as a result of our own stupidity. I must admit, it is some time since I included some common sense advice in our magazine; such as, pull over to the side of the road if you are holding up traffic; keep off busy motorways and main roads, where all you are is a mobile lane closure - but then, I hope that you do these things already.

The day finished with a number of Clubs and insurance agents telling us how they organised themselves and Peter Glover, the Chairman of FBHVC thanking us for attending.

Sam Roberts



THE FORD Y&C MODEL REGISTER ANNUAL GATHERING.

Saturday/Sunday, 15th/16th June 1996.

The annual gathering this year is on the western side of the country for a change. The venue is the Midlands Motor Museum, which is situated in the 15 acres of landscaped grounds of Stanmore Hall near Bridgnorth, Shropshire. The Hall is not open to the public, but the grounds are. The museum is just to the east of Bridgnorth on the A458, Stourbridge road. I know that we have a number of steam buffs amongst the membership, whom I am sure are aware that Bridgnorth is also the northern terminus for the Severn Valley Railway. Hence there is much to see and it promises to be a good family day out.

As usual there will be a get together of the early arrivals on the Saturday afternoon, when the odd tent and camper might appear. Overnight stay is permitted in the grounds with a charge of £5.00 per unit. Although they do not cater fully for camping ie. no showers etc. the ladies and gents toilet facilities will be left open during the closed times of the museum. Those, such as Paula and me, who prefer to find a reasonable B&B, can obtain details of the local guest houses from the Bridgnorth Tourist Information Office on 01746 763358.

The main gathering will be from 10.30 onwards on the Sunday. We have negotiated a group discount on the entry charge, so you

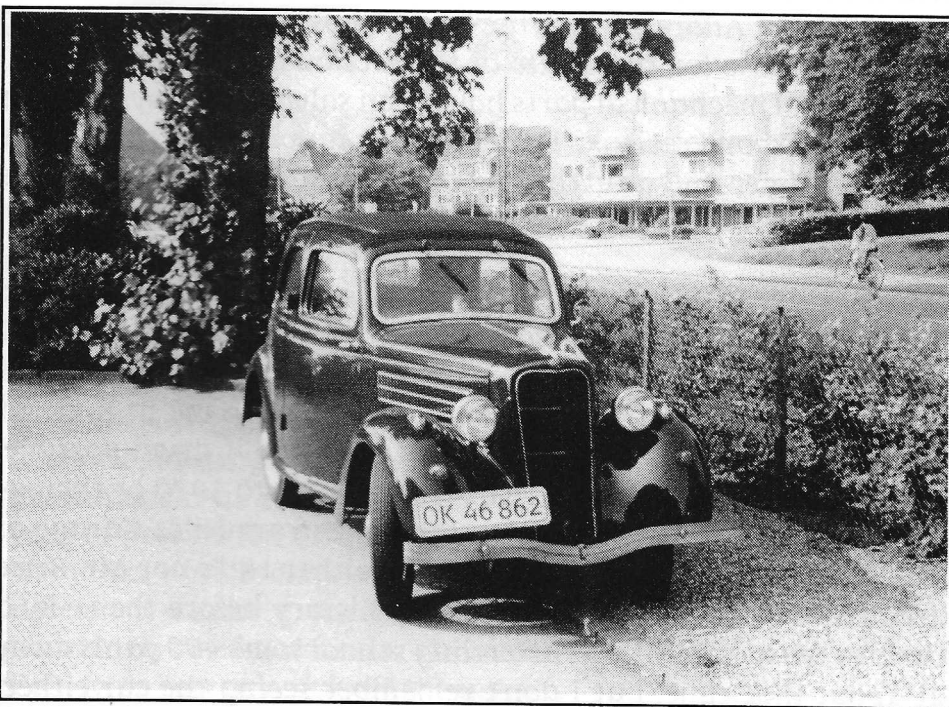
will need to show your Y&C Membership card to pay only the discounted rate, which is £2.80 per adult and £1.40 per child (5 to 16 years of age). This includes entrance into the museum. There will be a barbecue laid on for lunch at a very reasonable price. Prizegiving will be at 4pm., unless, as last year, the weather is inclement when we will bring it forward to 3.30pm.

It promises to be an enjoyable day, so wind up your machines and spend a pleasant day amongst friends and fellow enthusiasts. New members are particularly welcome.

Sam Roberts

E.C. AND VEHICLE TESTING

The Council of Europe is about to pass a directive about the testing of older vehicles. It embodies seven pieces of testing legislation. For us, it empowers our national government to establish its own standards over the whole range of testing for vehicles "considered to be of historic interest". It adds that those standards "should not be more severe than those which the vehicle was originally designed to meet" and this will be carried forward into all future roadworthiness testing legislation.



Can anyone tell us about this "CX" seen on the Continent?

I received the following letter from Peter Benton in SE London, not far from my birthplace on Shooters Hill:-

"Please find enclosed a photograph of BPJ 290, which, I believe, is not included on the register of known surviving vehicles. Mind you, the term surviving might well appear to be open to debate!

"RUST IN PEACE"

mains of the interior revealed an old bakelite tax disc holder and fragments of tax discs dating from 1956, 1957 and 1958, and the remains of an envelope postmarked 1957. Possibly electrical failure was the cause of its demise, as the loom was obviously in a parlous state when it was abandoned, judging by the square pieces of rubber sheet tied around it with string in an effort to insulate it from the bulkhead!

The pre-war block had been replaced at some time with a later model, and Armstrong lever arm shock absorbers fitted, but apart from that the car seems to be quite original. A clock-work self-cancelling indicator switch had been fitted at one time, together with quite a handsome nickel plated miniature household lighting switch, but the accessory that that served has long since gone.



"Peter showing a touch of TLC to BPJ - RIP"

The car appears to be a two door sliding roof model, and, due to the absence of a chrome bonnet strip and sidelights would appear to date from between October and December 1934 - that's if I've read my register correctly! Apparently it was driven into a garden in Dulwich some time in the late 1950's, covered with a tarpaulin and left to rust in peace. Traces of cord(?) upholstery remain, and the bodywork would appear to have been painted grey at some time, although traces of black cellulose were found under the door cappings. Excavations amongst what re-

whatsoever of any floorboards remained. Thanks to the kind permission of Andrew Brock however, whose parents are looking after the house for the estate of the late owners until it is sold, many useful mechanical parts have been salvaged by myself, Stan Bilous and Yvon Precieux. Even the door cappings, after six coats of filler/primer and a further six of cellulose have found a home on my 1937 Tudor.

On the subject of my Model "Y" could any members help with information about it's previous history or registration number? The registration WVS 447 is an age related plate, issued in 1993, and it's become something of an obsession with me to find out the original number, and restore it to the car if at all possible. I've traced the history back five owners or so, to 1970 or thereabouts, when it was bought by Alan Brice from Hill's Garage of Woodford Green, Essex. Regrettably, neither Hill's nor Mr. Brice are able to recall the number or any history before then. By a curious twist of fate I was attending school some 400 yards away at about that time, but I don't remember seeing the car either! Chassis number is Y192369, and Briggs Body number 167/16396.

At some time the sliding roof has been replaced with a fixed roof which, though very well done, belies the body number - you can therefore put my name down for a sliding roof kit, as long as you give me time to save up first!



"Does anyone know the history of this car?"

THE "THAI Y" STORY CONTINUES.....

Yvon Precieux exposes my ignorance on our cars when he writes:- "I am surprised at your comments re. the speedometer on the Thai Model Y as I assumed you knew that speedometers in metric form were also available for the Model Y, C and others destined for those countries using this form of measurement as standard. except for the initial year of production of the Model Y, speedometers from 1933 were available in the two forms deemed necessary. I refer to the following part numbers, which may be of assistance, although I expect Jeff Cole to be just as quick off the mark.

Y Head Speedometer	1932-1933	
YE-17255-AR Miles		
Y Head Speedometer	1933-1937	
YE-17255-B Miles		
Y Head Speedometer	1933-1937	Y E -
17255-C Kilometers		
C Head Speedometer	1934-1937	
CE-17255-A Miles		
C Head Speedometer	1934-1937	
CE-17255-B Kilometers"		

Thanks Yvon for this added piece to the jigsaw. I think we can now assume that the Thai Model Y was in fact an export from Dagenham to the "British Gent" referred to in John Follon's report in the last issue.....unless someone knows better!?

.....AND MORE ON THAT MODEL CX TOURER AT LE MANS

Yvon goes on to say:- "Although 14th overall in the 1937 Le Mans race doesn't give the impression of that much of an achievement, it is only by delving into the facts and figures behind this final racing positioning that this special one-off can really be seen in its true perspective, against competitors of greater technical merit, greater horsepower and factory team sponsorship. Bugatti, Aston Martin, Singer, Austin, Simca/Fiat and much French machinery were already part of the Le Mans racing scene. Hence, the final overall positioning of 14th out of 48, and 2nd in its class, should really be regarded as quite outstanding for what was a private entry, run on a shoe string cost provision.

The small 10hp Ford succeeded not because of fluke, but by the quality of the basic Ford product; in this case the family C tourer. Over-engineered by today's standards, the mechanics could be tweaked to more exacting standards, yet still remain reliable under much harsher or even extreme conditions. This may prove a point to those who may wonder why Ford held back in manufacturing a chassis frame suitable for a touring body, as with the profusion of Model Y special tourers via the Ford dealerships, the problems of tourer bodywork on an open chassis provided all the information necessary for the eventual Ford Model C product which, even today, is borne out by the survival rate of Model C Tourers.

Unable to race with its full 1172cc on tap, which would have required the Mark Bilney/ Joan Rich-

mond team to race in the 1500cc class, the standard 10hp capacity was reduced to 1098cc by sleeving down to bring the vehicle into the 1100cc race category. The work of sleeving and preparation was undertaken by Jack Bessant, who well understood the qualities of the Ford under racing conditions.

Out of the 48 entries, 31 were obliged to retire during the race. Yet the little Ford, devoid of its standard wings and surplus weight, but with the addition of an extra fuel tank behind the driver and running with the 1098cc version of the 1172cc engine, was able to cover 1,351 miles at an average speed of 56.3 miles per hour.

So, as far as I am concerned, the Model C should be given the acclaim it deserves. After all, although the Model Y engine initiated the Model C engine, it was the second version of the 1935 Model C engine which provided the basic mould for all the later 8hp engines; and that includes the final years of the Model Y!"

Yvon, we hear you and thank you for this additional information. The Model C's performance at Le Mans was stunning. The reliability of the engine is indisputable.

However, stripped of its excess weight, one would expect to achieve a significantly higher top speed than the standard model. It says just as much for the stamina of the drivers as for the car's engineering that the CX tourer came second in its class. What came first?

Sam Roberts



THE LATEST MODEL to come from Ford of Britain's huge Dagenham factory has no brakes, its road-holding by modern standards is a trifle suspect and the modern motorist will not consider a tiller an adequate substitute for a steering wheel. Nevertheless it represents a considerable engineering breakthrough—into the past. To celebrate the Centennial of the birth of Henry Ford, engineering apprentices at Ford of Britain have built a model of the first-ever Ford: the Quadricycle which Henry Ford completed in 1896. Most of the components had to be made from scratch and headaches developed from the start. Photo copies from Detroit of the original drawings lacked detail and contained few dimensions—which, still worse, were occasionally paradoxical. For instance, as drawn, the water jackets round the cylinders would have included the spark breakers as part of the assembly—a totally impractical system.

One of the first tasks was to re-draw in the most precise detail all the major components and 60 separate drawings were prepared by three students. The engine, a four-cycle unit with two cylinders of 2½-inch bore and six-inch stroke and developing three to four horsepower, offered a dramatic challenge. The only ready-made components available were two 2½-inch 100-E pistons from a Ford Popular. The cylinders, which are horizontal, were made from high-pressure piping obtained from the power house. The porcelain insulating washers of the ignition system quickly cracked and were replaced after days of experiment by a composite of asbestos and cement, the only compound capable of standing the tremendous build-up of heat and serving as a good insulator.

Two obsolete glass bottles to hold the oil for the drip-feed lubrication system were supplied by Ind Coope, the brewers, after apprentices had despaired of finding exact replicas of the originals.

The carburettor was made from a couple of pieces of ordinary brass tubing and drip-feeds petrol to the manifold. The petrol (one tankful good for 25 miles) is of a low octane grade, similar to that used by Henry Ford in the original car and perfectly adequate for the Quadricycle's compression ratio of 4.1 : 1.

While engine building went on, the chassis (made of 1½ x ½ in. angle iron rescued from a building contractor's scrap heap) and the body were cut up, bolted and welded

THE FIRST FORD

SPECIAL FORD TIMES CENTENNIAL SUPPLEMENT

together, using the same techniques as were available to Henry Ford.

A 60-lb. flywheel, cut with a band-saw from a massive press tool bolster, transmits power from the engine by one of two leather belts to a 30 lb. counter-shaft pulley which drives the main chain to the rear wheels. Gear changes for high or low are made by a clutch lever which tightens or loosens the appropriate belt. The belts stretched in use and had to be shortened six times, an inch at a time, before they became permanently taut.

Steering is by tiller—formerly a length of scrap gas piping which, with gas pipe elbows, also forms the front axle assembly.

But more than any other components, the wheels and tyres gave the trouble. Henry Ford used 28-inch wheels. The nearest modern wheel of the right width is a motorised bicycle wheel two inches smaller in diameter. Goodyear Tyres, who supplied the original tyres in 1896, could not help and exasperated apprentices began to think of using plastic materials, wood or even some composite material. Eventually Dunlop made wheel rims, spokes and tyres as an assembly in six weeks.

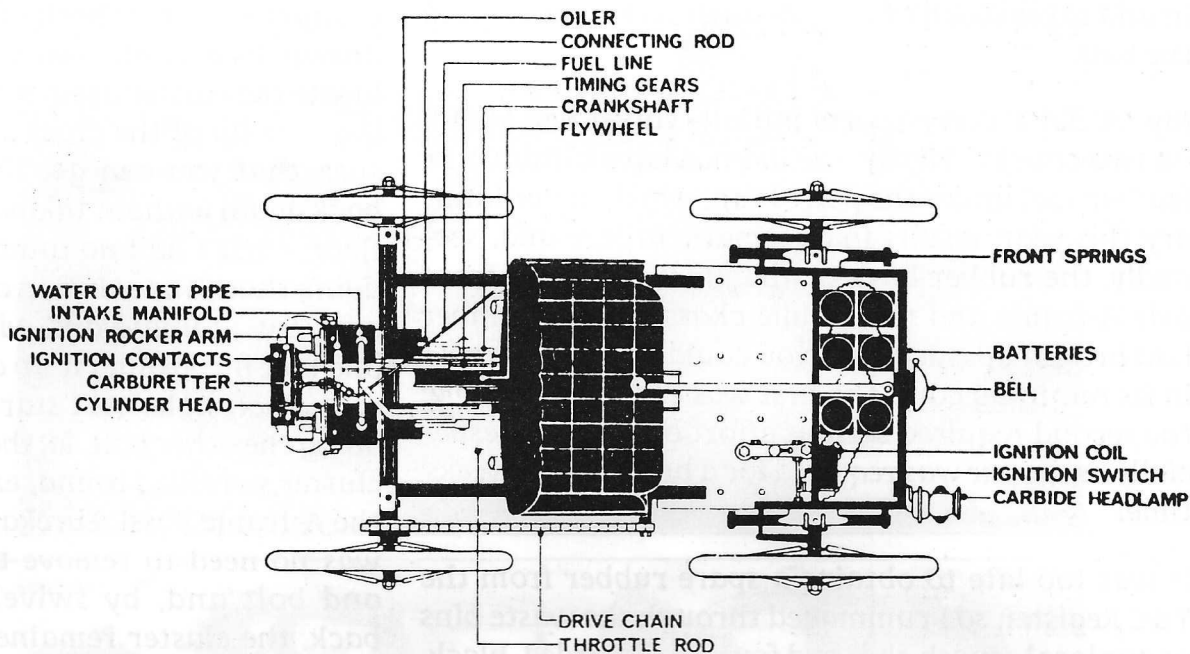
The car has its own traffic warning system—a large brass bell carried at the front of the vehicle set off by a button located in the head of the steering tiller. The button was once part of a tractor's starter mechanism.

Members of the project team rummaged unsuccessfully through countless curio shops and junk yards to find a carbide lamp to match the original. So they went ahead and drew up an exact replica. Copper sheeting was cut, moulded and welded. With its separate red and green glass side flashes and meticulously cut lens, the lamp burns with an intense white light capable of picking out considerable detail in the dark roads of winter.

Henry Ford's Quadricycle had no brakes for the first months of its life and the Dagenham replica has remained true to the original—which prohibits its use on public roads. The best way of braking is to decelerate the engine—but apprentices claim that a foot jammed sharply on the wheels can be dramatically effective.

Now ingenuity, perseverance and engineering know-how have produced an exact replica of the Quadricycle. Henry Ford sold his for £70 in 1896. The Dagenham replica cost £1,500 to make.

CHRISTOPHER MADELEY



SPECIFICATION

Price (original model)	\$200
(Dagenham replica—labour and materials)	£1,500 approx.
Tyre size	28 in. x 1½ in.
Engine type	4-stroke—twin horizontal cylinders—in step
Bore and stroke	2½ in. x 6 in.
Displacement, c.c.	484
cu. in.	29.5
	(per cylinder)
Compression ratio	4.1 : 1
Cooling system	Air cooled

GEAR RATIOS

2nd	1.15 : 1
1st	3.56 : 1

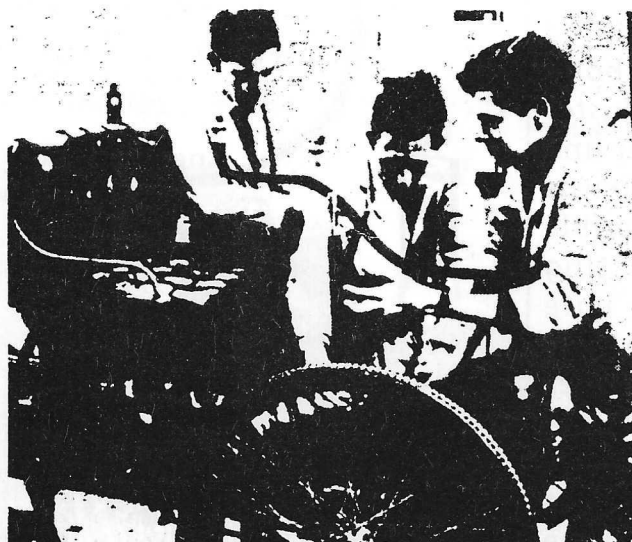
DIMENSIONS

Wheelbase, in.	48
Track, f. and r., in.	39½
Over-all length, in.	77
width	54
height	44

Frontal area, sq. ft.	6.9
Ground clearance, in.	5½
Steering	Tiller
turning circle, ft.	27
Seat hip room, in.	25
Floor to ground, in.	13½

CALCULATED DATA

Engine revs/mile	828 (second gear)
Piston travel, ft/mile	828



The final touch; apprentices put on the wheels to complete the Quadricycle.



For once, a job on the car went without hitch. It doesn't happen often as Murphey's Law usually kicks in and takes much of the job satisfaction away from the task.

My Model Y Kerry sports initially failed her M.O.T. on two counts. Firstly, she did not have a rubber or leather seal under the petrol cap, which, from January this year, results in automatic failure and, secondly, the rubber bush at the junction of the front axle A-frame and the middle chassis cross member had broken up, such that you could rattle the frame in its retaining cup. The first was easy to overcome; the second required serious effort on my part, especially as the car was required for a bride in two weeks' time.

It was too late to obtain a spare rubber from the Y&C Register, so I rummaged through the waste bins at our local squash club and found a discarded, black, yellow spot ball. I wanted a black one as they are made of harder rubber than the green ones. A Stanley knife soon had a half inch square hole dug out of it to fit over the A-frame boss.

I jacked the front of the car up as high as my axle stands would allow, with the stands supporting the chassis. This allowed the front axle, and hence the A-frame, to hang free. Even so, when under the car the brake cluster was only six inches from my nose.

At my age, that means everything is out of focus! I had to remove the boss from its cup in order to place the new rubber over it. I undid and removed the two forward bolts holding the brake cluster to the cross member and realised that the job was going to be impossible without disconnecting the brake rods. I hate split pins! Eight of them had to come out in order to disconnect the two front brake rods, the rear four foot and hand brake rods, and the rods to the foot brake and the hand brake.

So far, so good. The two rear bolts on the brake cluster are awkward to say the least. If both are withdrawn, it's a devil's own job to relocate the cluster accurately over the rear lip of the cross member, such that you can get the bolts back again without taking up the floor - and I had no intention of doing that! The solution came by accident. I undid and withdrew one bolt by pushing it up and out of the bolt hole. As I started undoing the other bolt, lo, the whole cluster swivelled round, exposing the A-frame boss! Eureka! There was no need to remove the second bolt and, by swivelling it back, the cluster remained lined up with the bolt holes. It was plain sailing from there on in. The squash ball fitted perfectly and apart from the tedium of fitting the eight split pins, all went well. Kerry is on the road for another year. Woooopee!

Sam Roberts

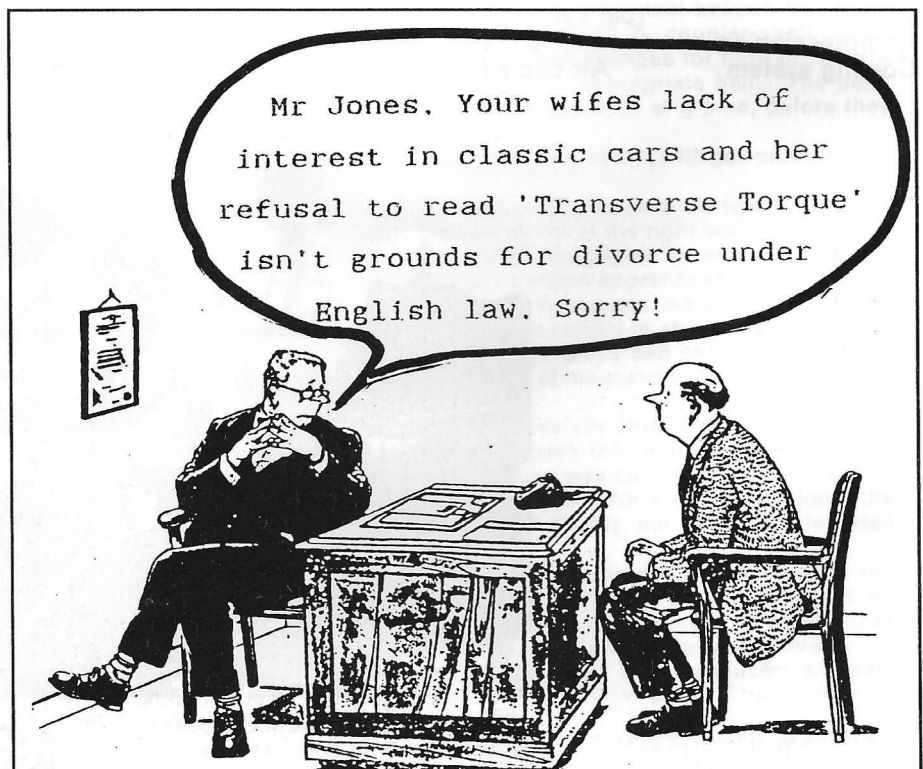
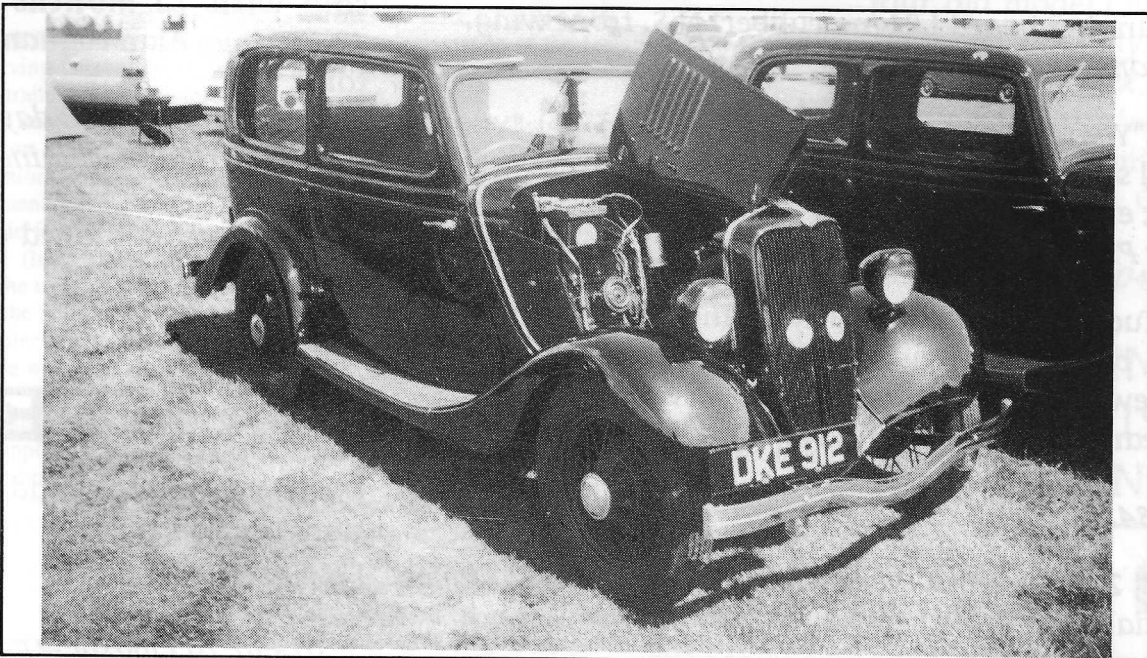
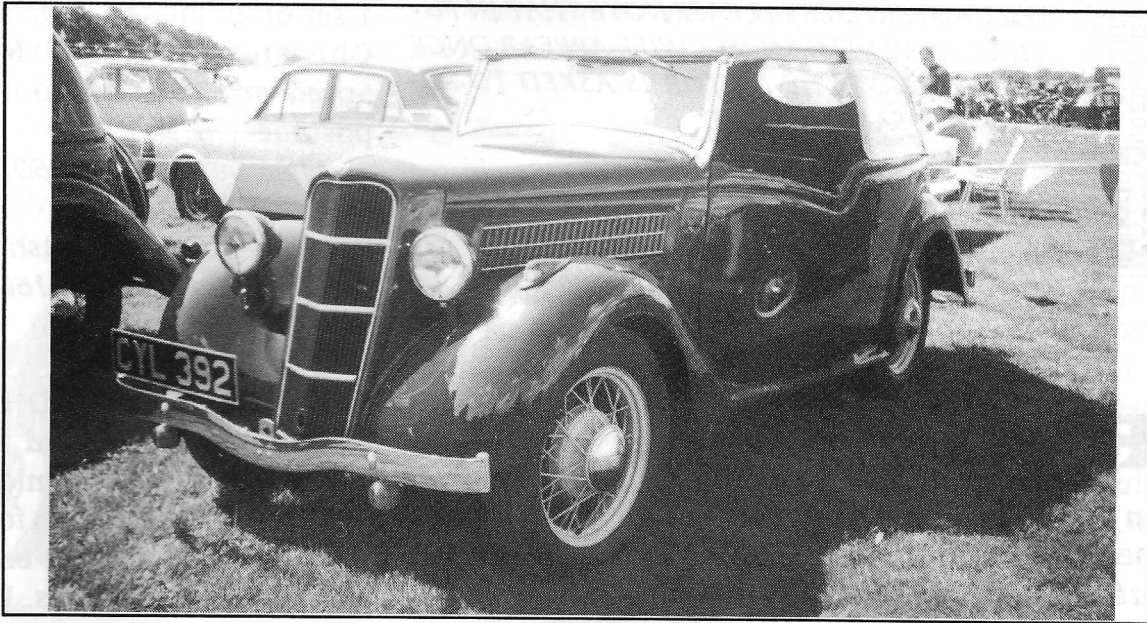


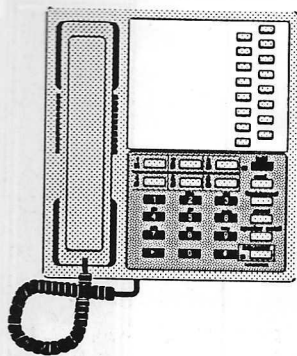
PHOTO GALLERY



Geoff Murrell's - Enfield 1994



Chris Cheeseman's - Enfield 1994



WILL ADVERTISERS PLEASE NOTE THAT IN FUTURE, ADVERTISEMENTS WILL APPEAR ONCE ONLY UNLESS THE EDITOR IS ASKED TO RE-RUN THE SAME ADVERT.

This is to prevent costly wasted space running adverts which are no longer needed or current, thereby keeping the 'mag' economically viable. Please try to keep advertisements to twentyfive words or less.

FOR SALE

1937 Morris 8 in good condition or exchange for Model Y in similar condition (new member)

C.B. Seneviratne 01440-705580

L.R. Model Y running board L/H (no rubber) N.S. front wing.

Bob Wilkinson 01405-860836

Pair of Model "Y" front wings(need some work) Model "Y" roof kit(unused) will sell or swap for brake cams/levers/bushes/ wedges - front or back etc.

D.R. Pittock P1315 01449 767113

1934 Model Y Tudor. Engine extensively rebuilt, new clutch, chassis overhauled, body refitted, wings and panels repaired but not fitted. Many new parts incl. brakes/track rod ends/wiring loom/ wheel bearings etc. Needs finishing and respraying. £2200 o.n.o.

Tel 01488 684230

1935 Model "Y" 2 door. Black. Very good condition, 10800 miles M.O.T. Very reliable. Reluctant sale at £3250.

P. McCaffrey. Gravesend, Kent. 01474 363393

1935 2door Model Y. MOT. Green/Black. Excellent runner, drives well. Some spares. £2950 ono.

Terry Mortiboy 01254 678953

1934 Model Y Tudor saloon Y71672. Black, Green trim. Reg. CG 8491 Restored several years ago but still in very good condition. £3500 ono.

Daphne Godwin Bradford on Avon Wilts. Tel. 01225 723618

1936 Model Y Tudor Black/Green Reg. CTV 201 Log book, very reluctant sale - offers.

*A. Wilkinson. Northwich. 01606 42311 day
or 01606 77040 evening.*

1935 Tudor Model "Y". Blue/Black. Excellent condition, show winner. M.O.T. Many spare parts included. £4,950.

Malcolm Fraser-Cook F0304 01329 843176

1 set of 20 model Y wheel nuts Chromed £40. 1 Spring Spreader £35 prices to include postage

Mike Gent 01142 360150

For sale- Short Rad Dash Panel.

Tony Dodsworth D1603

01964 622615

1936 Ford Y 2door. DHK 499 Green/Black, used and rallied for last 10 years. Very nice condition. Ill health reason for sale. Loads of spares inc. 2 engines, mech and body spares. Will be sold with 12 months MOT. £3,250 ono. Alan Higham Preston

Tel. 01772 854538 day or

01772 311126 evening.

Model Y reconditioned engine and gearbox £395ono

01706 845331

WANTED

Model Y in good on road condition - exchange for 1937 Morris 8 in good condition.

C.B. Seneviratne

01440-705580 (new member)

Wanted for 1933 short-rad Model Y Drivers Seat; Petrol Filler Cap; Windscreen Frame; Speedometer; Ammeter; Petrol Gauge; Carlos Rodrigo (Spain)

*Please contact Bob Wilkinson
01405 860836*

1937 Model "Y"- new member starting restoration needs manual and bits and bobs.

Martin (Bristol) 0117 908

9498 or Brian F0321

(Chichester) 01243 781947

1936 Model Y left rear brake drum, 2 front perch bolts (left and right) for front springs and a spring spreader.

Bill Elwell, 743 Euclid Ave 4, Long Beach,
California USA 90804
Tel (310) 438 8427 evenings.



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...of all mechanically propelled road vehicles"

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NEWS SHEET

Issue 26

Spring 1996

TOWING TRAILERS IN GREAT BRITAIN

THE WINTER News Sheet reported that implementation of the second EC Directive on the Driving Licence (91/439/EEC) means that new regulations changing the entitlement to tow trailers come into force on 1 July 1996.

The subject is of concern to many enthusiasts who tow their cherished vehicles to events on trailers. We are indebted to Bob Oliver of DVLA for this summary of the implications both for the size of trailer in relation to the towing vehicle and for individual entitlement. As reported in the Winter issue, DVLA has published a fact sheet, INF30, available from Vehicle Registration Offices or DVLA's Customer Enquiry office, 01792 772151 (lines open 0815 -1630, Monday to Friday) for those requiring further details about the individual driver's entitlement.

In the notes below, MAM (Maximum Authorised Mass) is applied to towing vehicles and trailers and is the same as maximum laden weight. ULW, the unladen weight, is the kerbside weight of a vehicle without driver, passengers or any load.

Towing Vehicles and Trailers

Brakes are not required on trailers not exceeding 750 kg. MAM, but lower towing limits apply if brakes are not fitted. Trailers between 750 and 3500 kg. MAM must have overrun brakes.

Construction & Use Regulations stipulate that the MAM of a trailer without brakes should not exceed half the ULW of the towing vehicle. For braked trailers, the maximum MAM will be limited by the capacity of the towing vehicle (usually specified by the manufacturers, possibly as maximum towable mass). New Type Approval provisions on 1 January 1998 will alter this for vehicles built after that date. The maximum MAM of trailers with brakes will become equal to the MAM of the towing vehicle, unless it meets new standards to be specified for "off road vehicles", in which case the trailer MAM limit will become 1½ times the MAM of the towing vehicle.

Driver Entitlement

Holders of car licences (Category B), obtained before 1 July 1996 may drive vehicles (including cars and lorries) not exceeding 7500 kg. MAM, and buses and coaches which are not used for hire or reward. They may tow trailers with cars and lorries not exceeding 7500 kg. MAM provided the total MAM of the towing vehicle and trailer does not exceed 8250 kg. There is no limit on MAM for combinations of bus or coach and trailer.

Drivers who pass their car test after this date will be limited to driving vehicles up to 3500 kg. MAM and with up to eight passenger seats. Unless they pass a test to obtain additional entitlement, they will be able to tow trailers only as follows:-

Trailers not exceeding 750 kg. MAM, without brakes, provided the MAM of the trailer does not exceed half the ULW of the towing vehicle;

Trailers not exceeding 750 kg. MAM with brakes; and

Trailers over 750 kg. MAM only providing the trailer MAM does not exceed the ULW of the towing vehicle and the combined MAM of the towing vehicle and trailer does not exceed 3500 kg.

It is important to note that the limits are defined by MAM and not actual mass, so the actual load within a towing vehicle and on its trailer has no bearing on the entitlement. For example, after 1 July 1996, the largest trailer a new driver of a Land Rover Discovery (MAM of 2700 kg.) can tow has MAM of 800 kg. - given that the smallest car trailer listed in a recent advertisement claimed a 750 kg. capacity, and was clearly over 50 kg. mass itself, new drivers will not be able to tow car trailers behind Land Rovers, even empty, without obtaining additional entitlement.

For 1937 2door LR Model Y - Trim for around the drivers door locking button.

Rodney Booth. Rye. Tel. 01797 223334 day or
01797 222177 evening.

For LR 1936 Tudor Y : 2 Pork Pie type rear lamps, preferably with mounting stalks. 2 Front wing side lights (orig pattern) O.S. top and N.S. top and middle door hinge plates that screw to body, Electric windscreen wiper motor. U bolt centre plate for rear spring. O.S. front shock absorber.

Chris Jarvis J501 Tel. 01273
559274

Your old model C/CX 4 door complete car or body. With/without engine, gearbox, backaxle. or abandoned project or running chassis. Good home waiting. Will pick up in 7 days. Cash buyer. Instant decision.

Tom Tomlin. 01304 820651

DEADLINE FOR
NEXT ISSUE
30th-JUNE-1996

LOST REGISTRATIONS

DVLA is reviewing it's scheme for retrieving lost registrations. This review was promised last year and is now under way. A consultation paper entitled "Review of the V765 Scheme" has been published and distributed to clubs. Additional copies may be obtained from the Driver and Vehicle Policy Group, B1, DVLC, Longview Road, Swansea, SA6 7JL (Tel. 01792 783238 - Fax: 01792 782056) Replies should reach DVLA by the 31st May.

GENESIS

I received a letter from John Russell, then living in Dartford, dated 21st January 1979. It starts:-

"Dear Sam,

You may remember that we spoke on the 'phone some time ago about forming a "Y" Club, but I find that the SV Club is doing the same job anyway.

There is also a move afoot to form a "Y" Register. A chap called Graham Miles is advertising in the Exchange & Mart. I have not sent off for details, so if you are interested, I will pass details on to you. Things seem to be looking up for "Y" owners at last!....."

The letter he would have received from Graham in response to an enquiry to the Exchange & Mart read:-

61 Gallows Hill Lane
Abbots Langley
Herts WD5 0DD

Dear Sir,

Re. Ford 'Y' and 'C' Model Register

As the owner of a 'Y' Model Ford it has been my intention for a number of years to join a Ford 'Y' Model Register. However, to the best of my knowledge, such a register does not exist. I have come to the conclusion, therefore, that the next best thing to do is to try to form one myself. Exactly what is involved or how to go about this I am not certain but I hope that once I make a start others of you who are interested in this idea will come forward with suggestions and offers of help.

Both the Austin and the Morris people have clubs for their 'Sevens' and 'Eights' so

why shouldn't we have one for 'Y's and 'C's? I think it is possible that the 'Y' Fords are being restored more than any other car now simply because it is the one next in line and no doubt quite soon whatever 'C's are left will follow.

Our biggest problem is that of obtaining spares. Just a few years ago a visit to an auto-jumble produced at least some of the needed parts but this simply isn't so any more. One of the main causes is that parts are being collected by the more unscrupulous dealers and are being hoarded away. I don't think there is any doubt that the parts are still to be found but what is needed is a central records system enabling us to buy from one another and thereby cutting out this type of dealer, an S.A.E. for enquiries of this nature would be necessary.

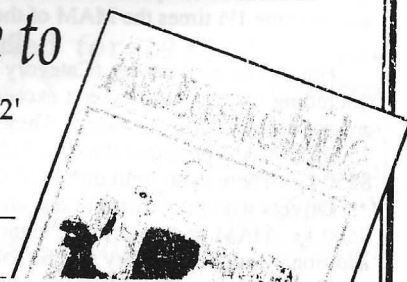
Another idea I have is to publish a list of members, twice yearly, so that we may get to know who has a 'Y' in the next town or village and, hopefully, organise get-togethers on a regular basis.

Perhaps when we are strong enough we shall be able to approach manufacturers to have such items as trackrod ends and shackles, etc. made up.

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Subscription rates: UK: £33.50. Continental Europe inc. Eire: £47. Rest of world: £59.

Regarding the cost of such an operation, as I have tried to describe, quite frankly I don't have much idea what this would amount to but obviously I should need to advertise and enter into a certain amount of correspondence and, as we all know, the cost of postage can mount up. If I were to charge £2.00 per member for 1979 I don't think anyone could really object and I could then

see how we got along during that year and make an adjustment for the following year.

Please remember to tell other 'Y' and 'C' enthusiasts about the club and ask them to complete one of the enclosed record cards and forward it to me at the above address with their remittance. I look forward to hearing from you.

*Sincerely
Graham G Miles*

FORD HERITAGE

I believe Carlton Thisse sent me this photograph, which shows a 1930 Fordson Sedan bus, advertised for sale at this rally for \$25,900 (roughly £10,000).

The card in the front window reads:-

1930 Fordson Sedan Bus
Built By Henry Ford To Run
Passengers From His Airport
To The Dearborn Inn.
During The Depression The
Airport Was Closed And The
Other Five Busses Were
Scrapped. This Is The Only
Remaining Example.



Alan Ogden writes from Leeds:- "I've been meaning to write to you, Sam, for some time, knowing your interest in Model "Y" tourers. I'm going to tell you a story.

Once upon a time I was a V.M. (Vehicle Mechanic) in R.E.M.E. stationed at Cleave Camp near Bude in Cornwall. We had a civilian mechanic, a real Kamikazie driver, who would bring cars up to the camp, which he would sell to the "squaddies" for between £5 - £25 "top book" as they say. One day he brought a Model "Y" tourer. It was red with the same front wings, bonnet and dashboard as the saloon and a fixed, full width windscreen. It had two opening doors; the back one was "squarish" and contained a small upholstered step on which passengers could, and did, perch! I was told it came from London originally, but it was definitely "made" and not "cobbled up". I think it had bumpers fore and aft and two small brass plates on the bonnet proclaiming her as "Pellie".

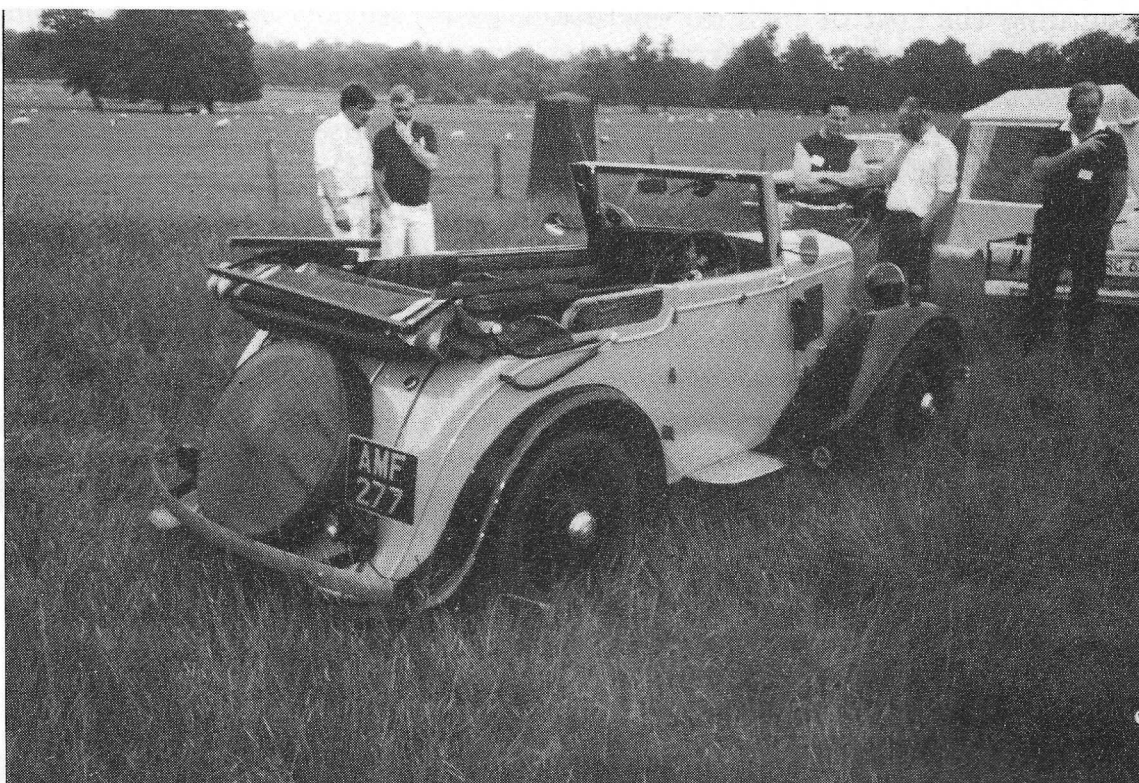
**A
SQUADDIE'S
TALE**

One evening I and a colleague were given a lift in her, to recover a car out on the Holsworthy road; a frightening ride. The speedo needle quivered at its fullest extremity much of the time; and this was in the dark! We arrived in a cloud of Ferrodo smoke, with me wondering about the fitment of a toilet!

Afterwards, "Pellie" lingered around camp for a while, eventually attracting the attention of

a Pte. Pridgeon in the R.A.O.C., who I believe, took her up to Oxfordshire where I like to think that they lived happily ever after. Yours sincerely, Alan Ogden."

Thanks Alan, my life with Model Ys started when I was wearing a R.E.M.E. cap badge also. The



"Could the 'Top Book' tourer have been similar to John Hudson's Cairn, shown here in the mid '80's at Stanford Hall."

nearest tourer to my knowledge to fit your description is the Cairn coupe. Perhaps other members can recognise the make. Well done for using the correct way of writing Model "Y", with the inverted commas.

Sam Roberts

JH 5750

THE STORY OF HER — RETURN TO LIFE —

I first came into contact with my 1933 SR van on a cold winters day in February '82. This followed a conversation that I had had with Bert Thomas, soon after I had formed the register and saw the need for a van to transport spares, naturally it would need to be a Y van, and in my case a S.R. model. Bert knew of a van for sale and a meeting with the seller was arranged. The vendor was asking £650. For a vehicle that was in a deplorable condition. I had a value of £65 in mind. So after telling him my valuation, and pointing out that he had the decimal point in the wrong place, we parted unable to reach an agreement.

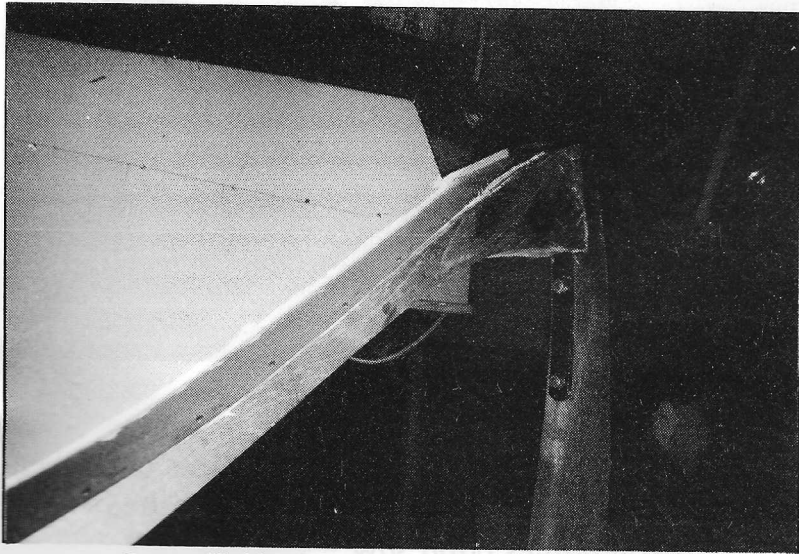
In May of that year the van passed to Graham Game at a more realistic price of £250, but after a couple of weeks he decided to move it on, a wise decision. Foolish Miles agreed to purchase it, plus the £25 he had laid out for delivery.

The Van had spent a working life in Hertford with the one owner, who had been a Seed Corn Merchant. He had evidently taken it off the road with the arrival of the M O T regulations. This was born out as the rear of the vehicle was still only fitted with a single rear lamp, and was devoid of red reflectors. These additional items had become mandatory in 1956 if my memory serves me correctly.

The van had been saved for restoration, saved in inverted comma's, as it had been kept under a Lean-To which only covered the body as far as the screen. This resulted in 35 years or more of

rain pouring down this and the bulkhead area, with the result that it was very, very rusted. The front was mainly held to the rear by a gear box which materialised to be full of water, not oil.

Clearly the vehicle was in need of total restoration, with most parts beyond practical repair. The timbers were either damaged and split following a long ago crash, or rotted by water ingress around the wheel arches, with the third option of decay caused by some very fat worms, having been a nice full larder. Decisions had to be reached.

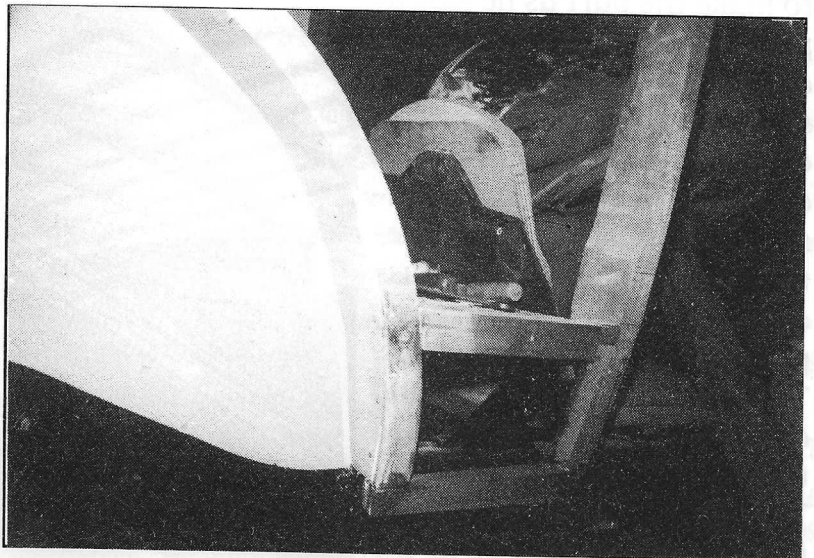


Rear off side showing steel bracket.

A chassis was needed, this came as a gift from Gerry Austin, as at that time Dave Tebb had not started his chassis restoration service. (See spares report) Gerry was one of the registers early members who came from Kent. The chassis was infact that of a 36/7 four door car, and needed to be converted back to a SR Van version, which only meant that the front and rear shock absorber plates / mountings needed to be changed, the rear van body support brackets added and the chassis number changed to keep the number crunchers happy. For it is a fact that from commencement of production up to the end, one of the few items that did not change in design were the five chassis members, only a handful of other items on the vehicles can make that claim.

This done I sat back and wondered where to start. (Remove the three chinamen.) Vernon

Morgan had found an early body shell still mounted to what remained of a chassis. However this was in Swansea. So with Vernons help and a friendly driver from Chelsea Girl Ltd, the remains were placed into one of their box van lorries after its last drop in Swansea, and bought to London. This body donated the early bulkhead that I needed, it was in fact too early and had to be made a few months younger to suit my May 1933 van. The rear of the body was sold to Neil Lorain, as he was attempting the impossible with a 36 Two door restoration, I forget who had the chassis cross members, but I know that they got used. An early narrow block engine had already been purchased from an auto jumble for £30, an engine incidentally that has now taken the van in excess of 10,000 miles. In a condition basically as found. The axles and gearbox were the subject of an overhaul as were other mechanical aspects of the vehicle. But none of these items vary from an ordinary car, the only exception on a van is the rear spring, which like a C model has 12 leaves as opposed to 10 on a Y saloon.



Front off side frame.

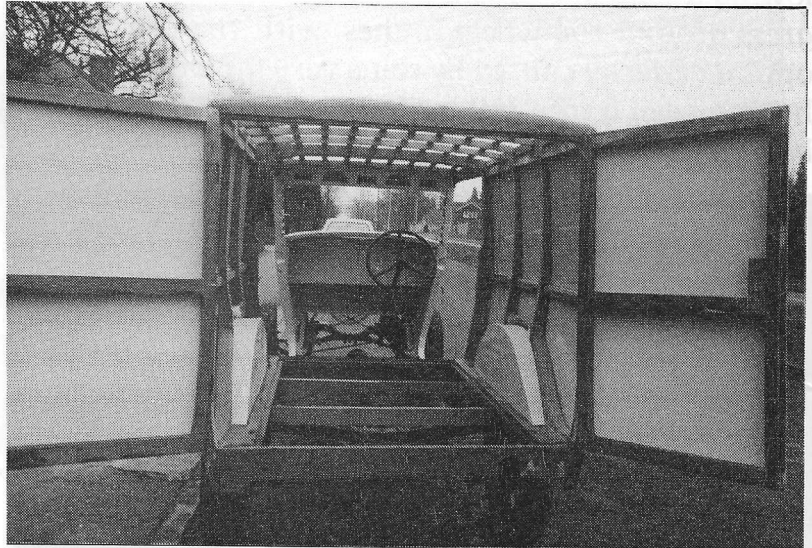
I now had all the major components that I needed, except for a van body. Having dismantled it an approach was made to a body builder friend of mine, Bill Saich and I gave him the problem. I know just the chap for you! Old Hopkins was his reply. Old Hopkins did indeed turn out

to be rather elderly, then aged 70 he announced as we shook hands. "You're lucky to catch me, I'm retiring tomorrow." My next trick was to empty from a sack, the timbers of my van onto his yard floor. "My my," he said, "A Ford Y model van, I haven't seen one of those for a long time!" To say that I was taken back was an understatement, he went on to explain that as a young man he had worked for a Timber Merchant in Essex. The company had contracts with Briggs Bodies to supply timber parts for all the various body products that they manufactured for Ford Motor Company.

I asked what timber was used? Any hardwood came the reply. They weren't particular, they only stipulated that it had to be a Hardwood. We used all the English woods. Which wood is mine made from? Can't say, he said, taking out his pocket knife he began to snip pieces out and as he did so named various English Hardwoods. Why so many I questioned. Well you see the contracts weren't for a complete kit of parts, but say for 500 of these, or say a 1000 of those. It just depends on how many made up a vehicle. The workman had basically free Licence to make the part as he saw it, providing it was within tolerances. The overall general shape, dimensions and design of joints was all that was laid down. As you can see, the inside of the uprights differs between a pair, this is because different men made them, probably at different firms. This was indeed the case, and as I remade them I copied these faults. He went on to say, The four corner posts were all separate orders, where as the Four up rights above the wheel arches was one mans work. He'd forgotten the other orders in detail, but this much alone was interesting.

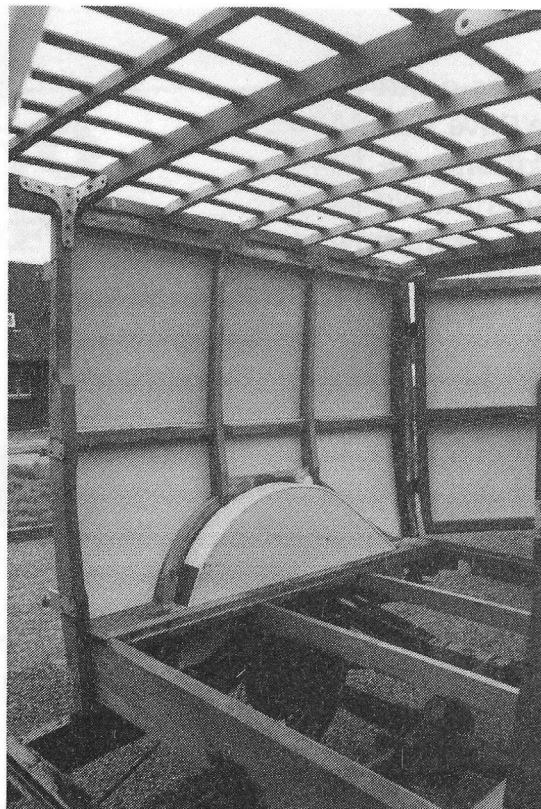
Next came the gift, a retirement present in reverse so to speak, for it was now that Mr

Hopkins returned with what looked like half a tree. There you are, you'll get it all out of that! I wondered where to go from here, a new gate post at the local Baronial Hall perhaps. Bill had the answer, Steves a Setter-Outer, this was intended to impress, it failed to do so. For it now seemed that Steve who was now employed as odd job was in fact the very man I needed to convert my



Panelled frame from the rear.

gate post into useable shaped pieces of timber, this we did one Christmas Eve with the help of his companies band saw.



Inside, showing the side and roof frames.

Now the task of shaping the timbers to their final design and cutting the joints was left for me to do. The aspects of these timbers I tried to cover in the last bulletin, These are best illustrated by the photographs that follow, and for our next letter I hope to have prepared some sketches to wrap up on the van section. The panels were straight forward to produce as very little shape is in them, the only difficult one was where the mid point swage line occurs, but these trials are all part of lives rich pageantry. Paint work was by hand in keeping with the standard commercial finish of the time.

NOTICES

Club year runs from 1st June to 31st May.

Subscriptions:- UK and Eire £20, overseas £25, OAPs and unemployed £15. 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 Newsletter, if available can be obtained for a small charge from the Editor.

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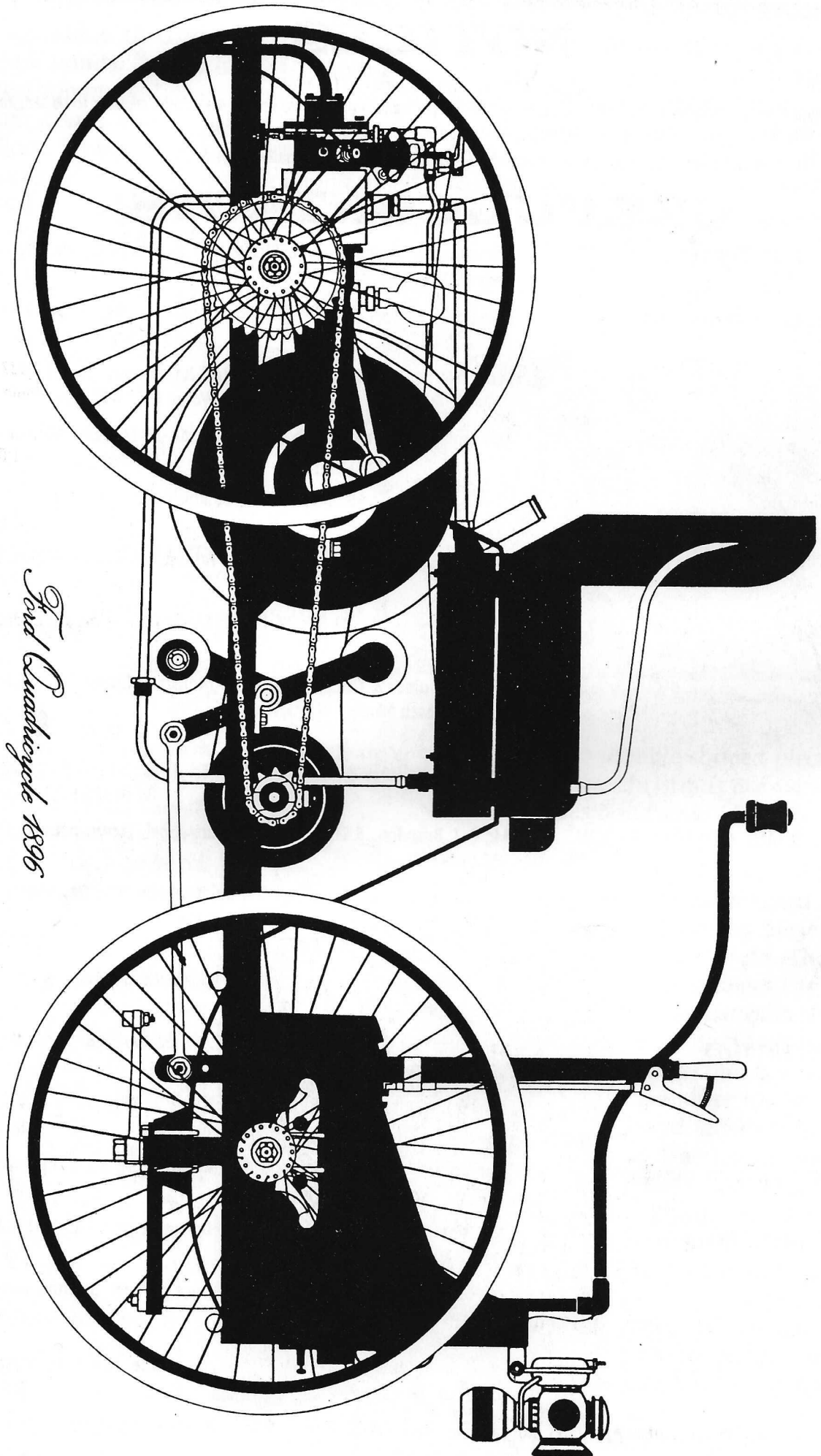
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Tel 01403 251184

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