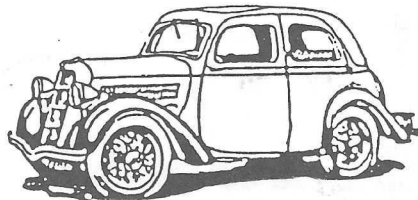
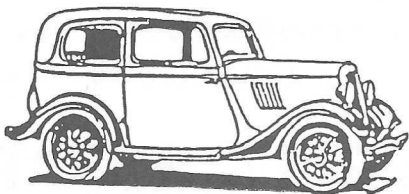


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 101 JULY/AUGUST 1996

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EDITOR'S REPORT

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As I write this Editorial I have just arrived back from the Yorkshire 'Do'. Emily is really going well and at times like this I know why I am involved with classic cars. The skinned knuckles after a slipped spanner, the frustration of siezed threads, the gremlins which find a home in the car from time to time fade into the background as the sun shines and the miles roll by. To those still working towards that first MOT, take heart, it is all worth while.



In this issue are reports of various shows at which our cars have made an appearance, these also should spur on those who are not yet 'on the road'. There is some technical advice and some ideas which may be of use to many, and photographs of a wide variety of models.

This is a very busy time for many of us, and I am no exception. The end of term, residential visits, parents evenings, PTA quiz night, the time soon slips away. I am grateful to my daughter Samantha for typing up a couple of the articles while I was away. She has earned my respect, she can read Bob Wilkinson's handwriting! You will be able to tell which she copied, they are the ones what have grammatikal, spullingandtryping erroz.

If anyone wishes to send copy for the magazine on disk (please) it does save time and at the moment I am working mainly in Word Perfect 5.1 but have access to facilities to use other versions of wordperfect, Microsoft Word, Write files, any ASCCI file type including those done on Archimedes computers or Atari ST which I can convert to PC. If in doubt give me a ring, but articles and photographs are always welcome, remember, this is your magazine.

Peter Brooke

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STOP PRESS

The Yorkshire 'Do' were a reet good day. Bob Wilkinson will be giving a full report in the next issue, in the meantime you may consider purchasing an English/Yorkshire Yorkshire/English phrase book from Bob, No doubt at an extortionate Yorkshire price!

CHAIRMAN'S NEWSLETTER

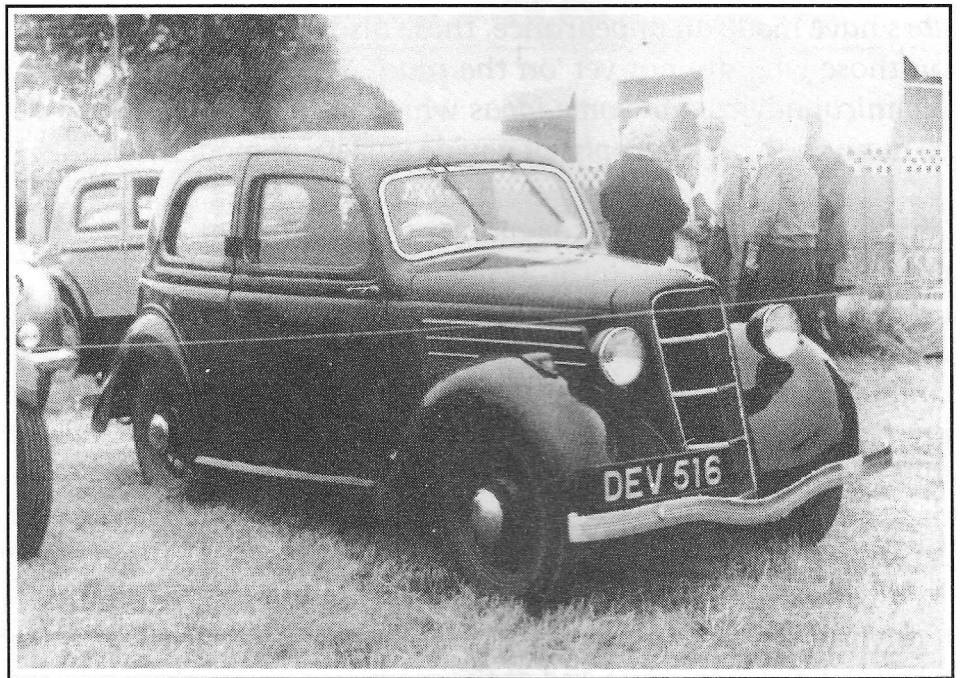
It's been a funny couple of months; very busy on all fronts. It is difficult at this time of the year to balance out the priorities with so many events, domestic and family needs, other interests, and not forgetting the all important bread-winning work, all making demands on that most precious commodity; time! The events calendar is so full nowadays that you could spend the whole of all weekends at different shows around the country. I'm sure, between us all, we cover a good percentage of the appropriate shows. Unfortunately, not too many of you share your stories with the rest of us, which is why I try to cover the more unusual or interesting rallies and shows, to transmit the flavour to those who would normally not go. In this issue, I have written up three quite differing ones; the annual late May bank holiday mega-event at the Enfield Pageant of Motoring; the Register's annual gathering in the beautiful grounds of the Midlands Motor Museum and the special centenary event at Beaulieu. I had hoped to be writing up the Goodwood Festival of Speed as a Register event, but unfortunately, the agents who were asked by Ford with four week's notice to lay on a display of cars from the Ford owners' clubs, representing Ford's one hundred years history, were told at the last minute to stand down. The promise of a couple of free tickets to the event, in exchange for exhibiting the Model Y Kerry fell by the wayside. Actually, the change was quite understandable as the Ford Heritage Museum now has samples of all British built Fords (less a Fiesta, would you believe!).



So, the Ford tent at the Goodwood Festival had on display a replica Quadricycle, a Model T, the Model Y illustrated on the back page of this issue and a Mark 1 Cortina - and we had to pay to get in! But it was well worth it.

Those of you in Scotland are asked to keep an eye out for the black, Tudor, Model CX, DEV 516, which was photographed north of the border in the late eighties.

I am delighted to say that another Model C, which has appeared in Classic Car Weekly for sale in Dorset, with a registration number not on the register, is a known car - C05637. I am hoping that the owner, Trevor Ottewill, will be persuaded to join the Register having tasted the joys of Model C motoring whilst on a test run

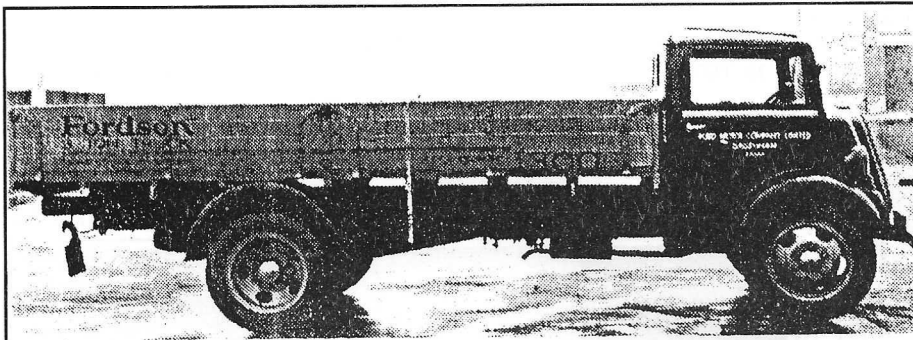


Tudor Model CX photographed at a rally in Scotland in the late eighties.

with a prospective buyer. It is satisfying to find that cars coming up for sale are known to us. This particular car has a Cordova grey clouring with black wings.

There's also a Model CX advertised by the Ashted Service Centre in Kenilworth. I think it is the ex-Dave Curtis saloon, CYV 129, which is being shunted round the dealer network, gaining in price at each

move. It is now advertised at £4950! At a more affordable level, there is what seems to be an eminently restorable Model C, BHU 609, requiring not too much work, for sale by Des Hancock in Bristol (01179 662211). He is only asking £800. He also has a complete, partially restored Model Y, for the same price. He is willing to let the two go for £1500 o.n.o. Unusually, we seem to have quite a Model C flavour this issue. There is yet a further installment on the "Le Mans" racing "C" story, which still does not answer my question: "What won the Model C's class?" in my last newsletter? We have an extract from the Allan Taylor catalogue showing a Model C variant for grounds work. The most surprising Model C revelation came from Malcolm Till, a non-member visitor to the annual gathering at Bridgnorth, who produced an extract from a publication called "Ford in the Thirties", which cites the Model 7V 3 ton Fordson lorry of 1937 as being available with a 10hp Model C engine! Surely that couldn't pull the skin off a rice pudding.



A variation of the sizeable Model 7V, introduced October 1937 and was rated from 3 to 5 tons with the 85-hp V-8. 7V's were also offered with the 4-cyl. Model C engine, and one wonders how it performed in usage.

Extract from "Ford in the Thirties", published by Pearson.

Members exposing themselves to the media this time round include Peter Benton, who posted a plea in Practical Classics for anyone to come forward who knows of the history on his Model Y, WVS 447. This was a repeat of a similar quest in the last issue of the Register magazine with an enquiry about its provenance. I was also delighted with my son-in-law, who passed me a video recording from the Discovery satellite channel, of a programme called "Top Marques", the May edition of which covered the Dagenham Fords. The programme was presented by honorary Y&C member, David Burgess-Wise and featured Steve Minns, driving and talking about his very pretty looking 1936 Tudor Model Y, recently re-registered JG 5465. The footage was quite lengthy and, apart from the usual derogatory remarks about the brakes, with which I have never had problems, Steve gave quite a glow-

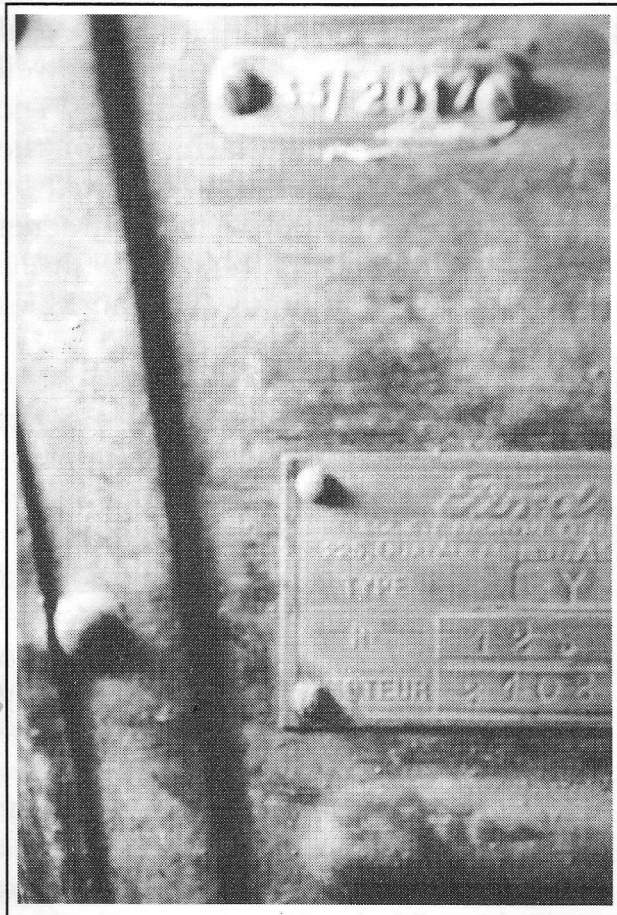
ing report of the Model Y. The close-ups of the hub caps demonstrated the superior quality of the Register's stock, which at £11.50 each is a snip, when compared with the modern plastic equivalent. Get your orders in now, while stocks last! Well done Steve for waving the Model Y flag so high.

Two others who flew the flag on the London to Brighton Classic Car run were Robin Del Mar, with his attractive converted saloon tourer, which is entered every year, and Steve Young, who entered for the first time - and probably the last! His story may well be included elsewhere in this issue. The Bristol to Bournemouth run was on the same weekend and was contested by Ken and Kath Devine in their Model Y and Model C Tourers, respectively, and the ubiquitous Graham Miles in his Model Y van.

Now there's a coincidence! Having just written in this newsletter that we may be recruiting a new member with a Cordova grey Model C, I have just been telephoned by a Phillip Panton in Spilsby, Lincolnshire, who would like to join the Register. He has a Cordova grey Model Y with black wings - original paintwork! Now that is unusual. His will be the first Model Y (Y108900 - August 1935) on the register with that colouring, which was usually found on the Model C. His must have been a special order, probably by the dealer who first sold it in Eastbourne (JK registration), as it was not registered (sold?) until November 1935. The stories some of our cars can tell!

We welcome aboard the Register, Senor Dominguez, the third new member in as many months from Spain; Malaga this time. Perhaps they can tell us whether their cars carry any indication that they were assembled in the Ford Iberica factory in Barcelona? I ask this,

because I have received a photograph of the Ford plate screwed to the bulkhead of Bernard Martinet's early Model Y, which was assembled at Asnieres in France. The plate gives the "Type" of vehicle; "Y", the "No"; 125 (I presume that this was the 125th Model Y to be assembled at Asnieres) and the "Moteur" number; "2108", which is the engine/chassis number from Dagenham. Note also in the photograph, the Briggs Body number brass tag, 135/2017, which was screwed on the bulkhead on the early Model Ys.



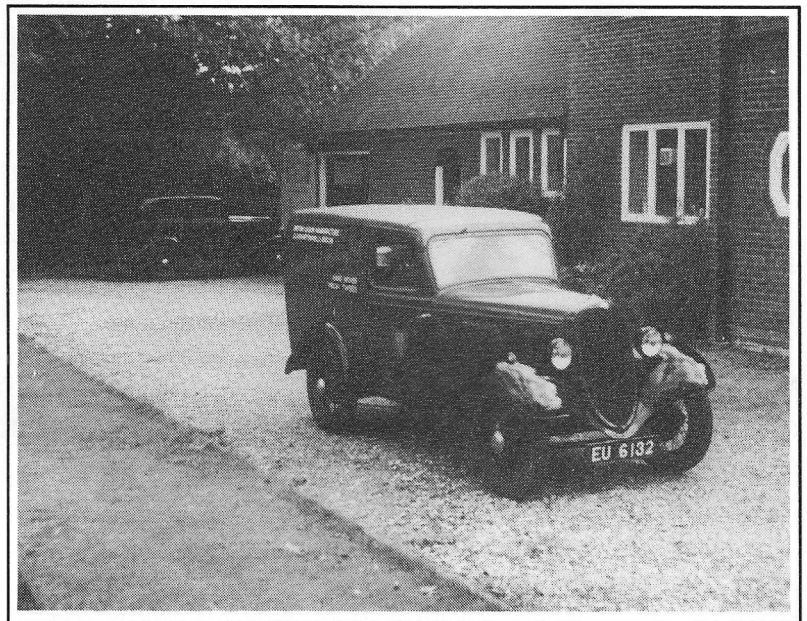
"The brass plate attached to the bulkhead of Model Y cars assembled in Asnieres, France."

Incidentally, Bernard is interested in selling the car, which is right hand drive and needs a total restoration. It was featured in Issue 98. He is asking £600 o.n.o. The car is languishing in France and will need to be transported back through Le Chunnel.

Other overseas news comes from Chris Newman, who is the Secretary of the Classic English Fords Club, based in Perth,

Western Australia. He has recently spent some time over here in Cornwall and has been gathering as much information as he could on Model Y tourers to help him with the rebuild of his Geelong ex-phaeton? illustrated in the last issue. He was hoping to look over Ken Devine's Knibbs and Parkyn tourer in Somerset. I hope he returned "Down Under" with the information he needs. Also in Somerset is Nick Pinkett, who is moving on with the restoration of the trials special Model Y Kerry, ex AJJ 100, which we have featured on a number of occasions. He is still planning to trial the car again at historic car events, once restored. He is considering putting 500.17 tyres on to improve the grip. Any comments?

I rang ex-member, Keith Button, who was selling his Model Y in Wokingham, Berkshire. Keith also has a beautiful Model Y van, EU 6132, with the livery of the Royal British Legion Cambrian Factory Ltd. - "Hand woven Welsh tweeds". I last saw the van when he visited me in Arborfield in 1983! I gather from him that it is now permanently on show at the Cambrian Factory in Llandrindod Wells, which is in the middle of nowhere, in mid-Wales and is where it spent its working life.



"Keith Button's van in Arborfield in 1983."

It is pleasing to note that there has been a healthy take-up on the Heritage Ford Y&C Model Register insurance scheme and that we have some delighted members, who have reported great savings over their previous premiums. I have had one or two calls from members who have not been given the discounted quotes when contacting Norton Insurance Brokers ini-

tially. Remember to state that you have a Model Y or a Model C, that you are a member of the Register and quote your membership number.

The last big event of the year, to which all members and their cars are welcome, is the All Ford Rally at Abingdon on Sunday 29th September, where we will be having our usual large stand. The advert for the day is elsewhere in the magazine, so please advise Bob Tredwell of your entry as soon as possible. Once again, we have been allocated a stand at the National Classic Motor Show at the NEC, Birmingham, over the weekend, 23rd/24th November. The two Geoffs will be working their magic again on the display. If you would like to volunteer to help man the stand over the weekend, (and receive a free entry ticket!), please let Geoff Salminen know. His telephone number is shown under Region 11 on the inside front cover.

Sam Roberts

TREASURER'S COMMENTS

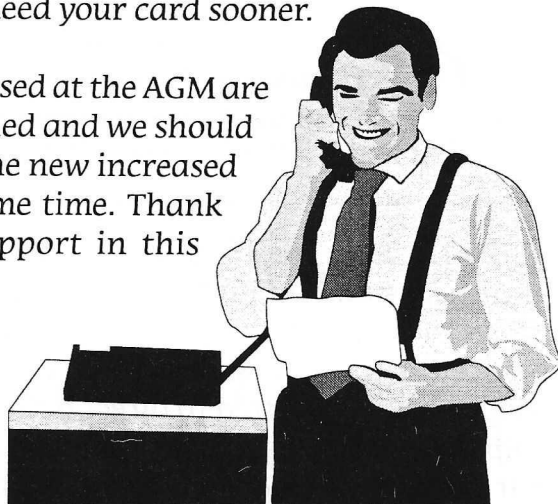
Many thanks to the members who paid their subs (by 1st June) promptly using the yellow slip enclosed with your last newsletter. Incidentally your membership number is on your address label on the envelope you have just thrown away!

These members who have not paid - YOU ARE NOW OVERDUE - please give this your urgent attention. (£20 or £15 retired or £25 overseas).

MEMBERSHIP CARDS will be issued late in the year with the club mail as usual to reduce postage costs. Please send SAE if you need your card sooner.

Economies discussed at the AGM are being implimented and we should be able to hold the new increased subs level for some time. Thank you for your support in this matter.

Bob W



Finally, Steve Young has agreed to take off my shoulders the responsibility of Regional Coordinator for Region 03, covering Dorset, Hampshire and the Isle of Wight. I regret that I have not given the task the attention I would have liked, due to trying to keep up with the ever demanding national Y&C in-tray. I'm sure members in these parts will be much better served. Thanks steve.

I hope to see many of you at Bob's "Yorkshire Do" on the 16th July. In the meantime, enjoy your driving and think of other road users. Remember, at 40 mph, you are a mobile lane closure. Pull over if you are holding up the traffic.

THE DEMISE OF FOUR STAR PETROL

It is now official. Four star petrol is to be phased out over the next four years. The New Zealand experience, where they have just banned leaded fuel, will no doubt be followed closely, but since leaded fuel has been phased out already in the USA, could we have some ideas how the change has affected our cars from the members over there. The danger, I am told, is that the fuel burns differently and affects the valve seats with subsequent loss of power. There are additives, but as yet these are not widely available in this country and they are an unknown quantity since research is still ongoing with regard to cars as old as ours.

The answer may be an engineering one, since the fitting of hardened valve seats would get round the problem completely. I heard that during the war, some cars were in fact fitted with hardened valve seats so that they could cope with the poor quality fuels then available (legally or otherwise!) Perhaps one of our members could tell us more about this possible solution.

Peter Brooke

EVENTS EVENTS EVENTS EVENTS EVENTS

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		

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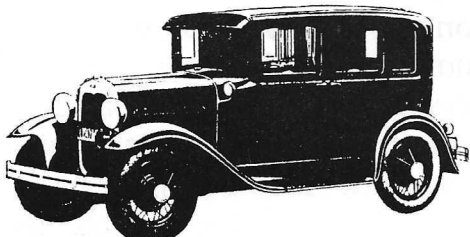
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Petrol Evaporation

Yet more on the subject! As the hot weather is again with us, I expect that several members have now experienced this nightmare as the car dies and refuses all coaxing into life until it has had a twenty minute rest. It happened to Emily on the way to the National Gathering, despite the petrol pipe from the pump to the carb', being stepped away, despite the heat shield which deflects the exhaust pipe heat away and scoops air along the chassis channel and even despite a four bladed fan! The reason was simple. After motoring many miles down the M1 at fifty, I pulled into

a lay-by to check the road number on a map. Mistake! Instant heat build up under the bonnet and it was time to reach for the wet cloth and water bottle. Ken Devine has since told me of a scoop which can be made from a headlight cowl and fitted to direct a flow of cool air over the pipe, but even this may not work if the car is stationary. It looks as if wooden clothes pegs, aluminium foil and a bottle of water are still the answer.

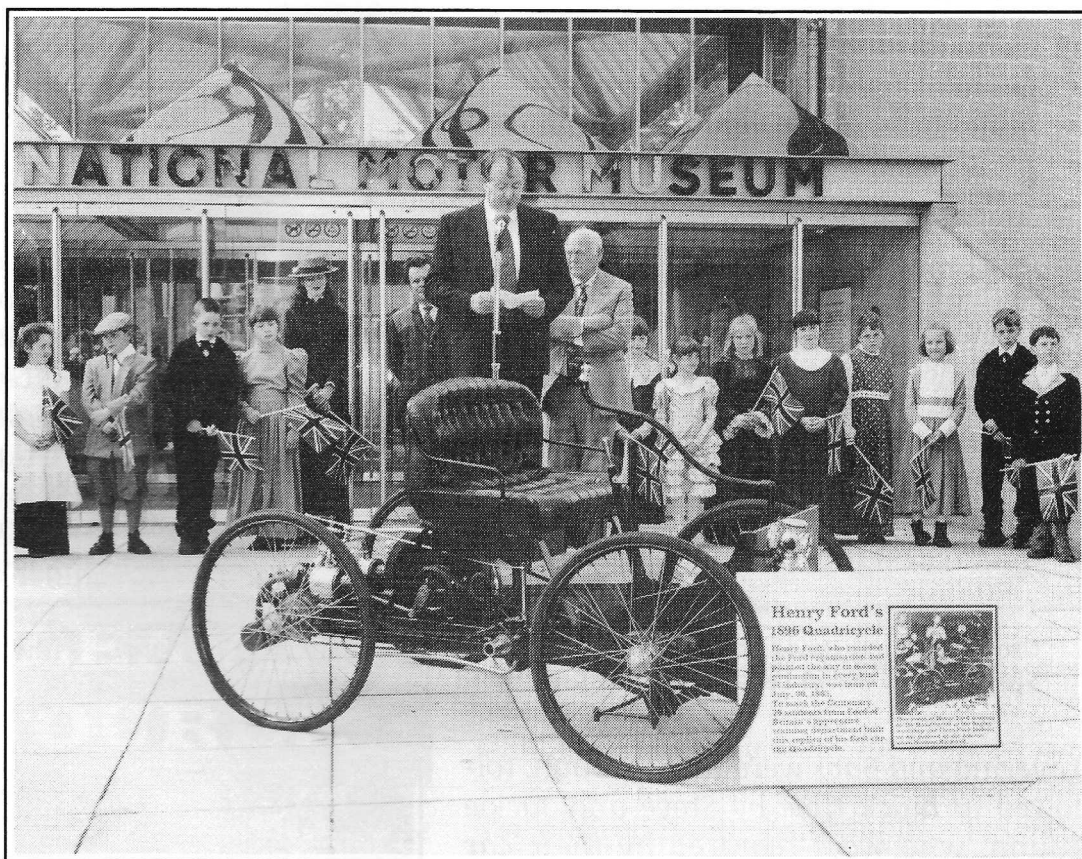
WE CELEBRATE THE CENTENARY

The centenary of the British motor industry, the centenary of the launch of Henry's first car, the Quadricycle, and the relaunch of The National Motor Museum's "Wheels" display, called for a get together of the great and the good at Beaulieu.

Originally, the Y&C Register was to be represented by six cars; Bert Hopkin's Shortrad Fordor, Steve Young's Longrad Tudor, David Lovering's Longrad Fordor, Graham Miles' Model Y van, my Model Y Kerry tourer and Dave Leach's Model C Fordor. Bags of variety and a good representation of Ford's production between 1932 and 1937. Regrettably, it was a Tuesday and Graham's workload at work was too great, which meant that he had to call off his involvement in the celebrations.

The event was held at the National Motor Museum on the 4th June; 100 years to the day since Henry's launch into the night on his contraption, a replica of which, made by the Ford apprentices, was present outside the museum. Apart from a lone Model T, our five cars were the earliest Ford vehicles among the 125 present and had pride of place at the entrance to the arena. Considering that the Ford Motor Company had only thought about arranging this weekday gathering some five weeks previous, this was an excellent turnout. Derek Sansom, the Owners' Clubs Liaison Officer at Ford's, and honorary member of the Register, can feel justly pleased at the results of

his efforts. Also present throughout the day were Lord Montagu of Beaulieu and Ian McAllister, the Chairman and Managing Director of the Ford Motor Company. Between them, they opened the revamped "Wheels" display in the museum, which is sponsored by Ford.



Ian McAllister opens the refurbished "Wheels" ride.

We all enjoyed a free ride after the launch at 11.30 am. and a tour of the museum. It was pleasing to see the 1937 Model Y Tudor belonging to John Gibson of Pinner, which is on long loan to the National Motor Museum, proudly wearing the Ford Y&C Model Register grille badge. David Burgess-Wise, another honorary member, was conspicuous in his straw hat as he viewed the cars and recorded a number of radio presentations of the event. Now there's a man of taste; he tells me that his Series 3 Jaguar XJ6 is also performing well!

Shortly after 12 o'clock Lord Montagu and Ian McAllister toured the owners' clubs' displays. David Lovering used his natural Royal Marines' charm (there's a contradiction in terms!) to persuade the VIPs to join us in a Register photograph, before we went for our freebie lunch.

As all our wives were present, we were encouraged to take full advantage of the extensive menu; which we did. David

asked to be dropped off at the Palace; so we had an excellent guide to point out the vineyards and other places of interest en route!

Subsequently, I was driven round the circuit in the supercharged 4 1/2 litre Bentley, which manages a cool 4 to 8 m.p.g.! Meanwhile, the apprentice supervisor was trying to get the replica Quadricycle to spark and perform. Eventually, he achieved this and was seen put-putting off with David Burgess-Wise hot in pursuit.

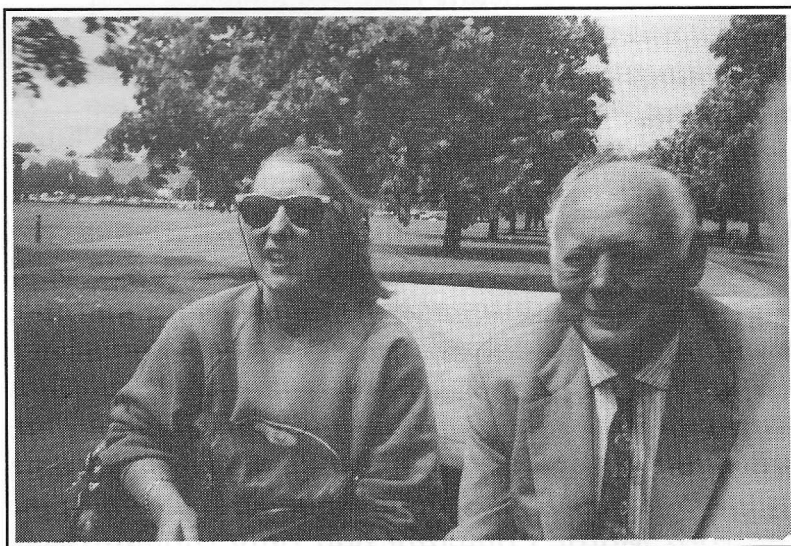
At this point, I thought I might entice Bert Hopkins to tell me more tales of the days when he, as an apprentice to Sarum Motors in Salisbury, would go up to Dagenham; collect Model Ys and Cs off the production line and drive them back to Salisbury through London. The longer serving members of the Register will remember past "Tales of Bert Hopkins" in the magazine.

As I was sitting in the passenger seat of Bert's lovely little 1933 shortrad, waiting for a few gems to spill forth, David Burgess-Wise appeared at the



"Grouped round David Lovering's Ford:- From left to right; Bert Hopkins, Steve Young, David Leach, Ian McAllister, Lord Montagu, David Lovering and Sam Roberts."

Lovering and Babs were first through, followed in quick time by Steve and Jackie Young, who were required by their car shortly after lunch for a video take. Ford has been commissioned by the Worshipful Company of Coachbuilders to make a video of the £100 "Popular" and so Steve was their man. David and Valerie Leach, Bert and Joan Hopkins and Paula and I were able to enjoy our meal at a more leisurely pace. The lunch was followed by a brief presentation of a superb 18 inch model of the Quadricycle to the best car on show, which went to an open topped turquoise Ford Zephyr.



"Paula gives Lord Montagu a lift to the palace in his Silver Ghost."

Paula and I were asked if we would like to be chauffeured in the museum's 1909 Rolls Royce Silver Ghost. Just as we were about to drive off, Lord Montagu hopped in and

tiller of the Quadricycle, put-putting up the incline to our right. He turned right to return to the entrance of the museum, down the incline. Most write-ups on



"David Leach talking to David Burgess-Wise earlier in the day."

the Quadricycle do refer to Henry's concern at the lack of brakes in the design of the machine. He would design those into his next car, he is quoted as saying. David discovered all too soon that he was accelerating down the incline with no brakes to stop the machine. He wisely switched off the engine to enable the compression of the engine to slow him down. Either the engine was not man enough, or there was a failure of some sort. The Quadricycle was seen, with David now in somewhat of a panic mode, careering towards the museum entrance and the assembled visitors at

an increasing speed. His straw hat went flying and, moments later, to his credit, he swerved the vehicle into the concrete post at the entrance to the restaurant on his right. The stocky figure of David spewed forth from the Quadricycle, as it turned over onto its side. Fortunately, apart from shock; a lump the size of a duck's egg on the back of his head and, probably, hurt pride, David was soon back to his normal, cheerful self and put in another two radio presentations before calling it a day. The Quadricycle suffered only minor damage and, I gather, was back at the museum two days later for another launch.

That was more than enough excitement for one day, so we soon made our various tracks homewards; everyone having thoroughly enjoyed a relaxed and unique occasion. Thank you to the Ford Motor Company and Lord Montagu for marking the centenaries so memorably.

Sam Roberts

THE CLEAVE CAMP TOURER

Alan Ogden has responded to my suggestion that the Model Y tourer, which he came across in his REME days at Cleave Camp, was a Cairn similar to the one illustrated in the last issue (which, incidentally, I wrongly attributed to John Hudson in Scotland. It should have read John Harrison.)

"Many thanks for the mention in the newsletter of the "Cleave Camp" tourer. Just to clean up a couple of points: the name on the little brass plate was actually "NELLIE". Also it looked very like the "Wilson" in Issue 99. I'm not saying it was a Wilson, but note the number of points of similarity in my description. I just wish I had taken a photo as I did of some of the other "bargain basement" models....."

...AND THE "LE MANS" MODEL CX TOURER

Alan goes on to say:-

"I've enclosed some heiroglyphics from my mate Martyn Flower, the motor racing historian, which confirm what Yvon Precieux has stated. There is an excellent picture of the Ford in "24 Heures Du Mans 1923-1992" by Moly, Teissedre am Breniaenui (I'm sure I have not interpreted Alan's handwriting correctly!), but at £190 for the two volumes, I suggest just a quick browse in the bookshop."

The heiroglyphics read: 1937 19-20 June. No. 42 14th. M.K.H. Bilney, Joan Richardson. 2174.178 Kms @ 90.59 kph. 1st race for a Ford.

Sam Roberts

HYDRAULICS AGAIN!

I am grateful to James Goodwin, one of our members north of the border who has sent an extract from his 1950's publication, 'Special Builders Manual'.

He, like many more I have spoken to, sees the need for efficient brakes in today's traffic. As James points out, many times you can be travelling along quite steadily in a stream of traffic, when some *!*\! overtakes in a modern car, then fills the safety space which you have left. For those using one of our cars regularly, there is probably one instance in every journey when we wish that the brakes could have been better. If the rod brakes are set up properly and regularly adjusted they are probably as good as any type, but it does mean checking them far more often than on a modern car. This poses the question, (purists can now pause to draw breath!) is there a demand for a hydraulic system for our cars?

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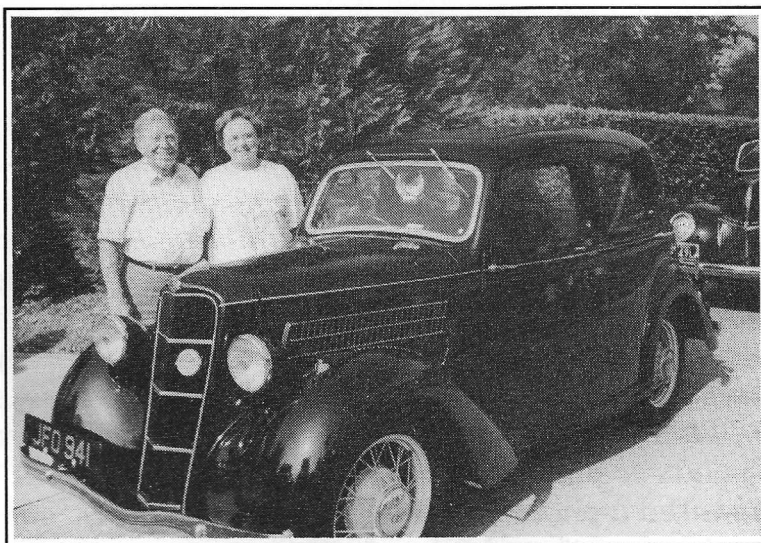
Cheap national recovery cover

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Membership No. and state Y or C.

BRAKING SYSTEMS

system that it is possible to use are two leading shoe hydraulics. This can be purchased in kit form for about £13, a conversion that will change the front brakes to hydraulic actuation, and provide for suitable adjustment for the standard rear brakes, depending on the weight distribution. This kit is manufactured by L. M. Bellamy Ltd., and consists of two heavy front brake back plates to deal with additional strain imposed by hydraulic brakes, completely fitted with shoes and anti-fade brake linings. A special master cylinder is mounted by a single bolt to the chassis centre cross member, and this also links up the hydraulic brakes at the front with the mechanical brakes at the rear. The kit is so designed that the front and rear braking ratio can be easily changed to suit the weight distribution of the car to which the kit is fitted. All piping is supplied and the kit can be installed quite simply in about two hours.

The old front brake back plates, must first be removed, after the brake shoes and actuation cam have been taken off. Then fit the new brake plates taking care that the leading edge of the brake lining is the correct way round to give the necessary leading shoe effect. If this is not done brakes will function on the trailing principle such as on the old Jaguars, and considerable pressure will be required to achieve any satisfactory degree of retardation. The master cylinder must then be fixed in position on the centre cross member. If it is wished to make up an individual hydraulic braking system, the brake back plates must be drilled and fitted with hydraulic wheel cylinders on all back plates. It is not difficult to transform the brake pedal to work the master cylinder and this can be done by directly connecting the brake pedal rod actuation lever to the master cylinder lever. If the standard rear braking system is being retained this must be connected to the master cylinder to work in conjunction with the front brakes. The hydraulic piping can now be fitted, and must be securely held down and supported by clips. If a kit is being used the hydraulic pipe length is usually about right. If the system is being made up and too much piping is found to exist this may be coiled together neatly and secured to the chassis leaving the correct length to be connected to the wheel cylinders and the master cylinder. When all the piping is in position and has been firmly tightened down, fill the system with the correct type of hydraulic fluid, through the master cylinder reservoir and bleed the brakes to release all air from the system. The brakes may now be adjusted in the normal manner.



Carlton & Delores Thisse at Mt. Dora, Florida, with their Ex Cath Devine CX earlier this year.

Gearbox Mounting

Many people I have spoken to recently have mentioned the vibration which comes through from the engine, particularly at certain speeds, often around 40mph. On Emily, I had wondered if this was because the compound of the new gearbox mounting rubber was possibly too hard and didn't absorb as much vibration as it should, I had thought about slacking off the nuts holding the top clamping band to reduce the pressure! However the following article may have an answer as it has done the trick for Dave Newman. He writes:

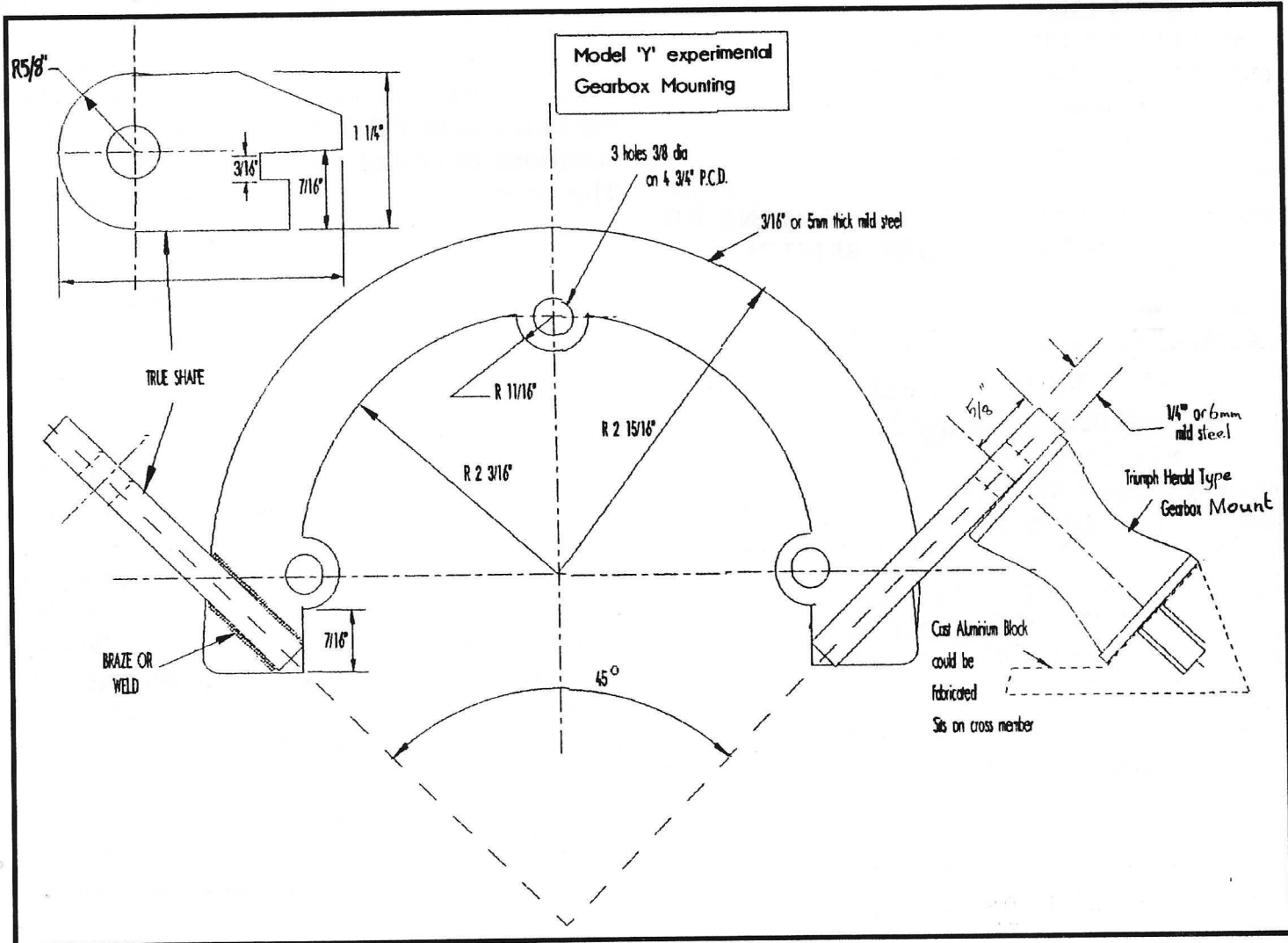
Please find enclosed a sketch of my experimental gear box mounting bracket.

The bracket bolts on to 3 of the 4 bolts that hold the universal joint cover to the gear box. I actually used slightly longer bolts to allow for the thickness of the brackets. The fixing on the cross member is two aluminium blocks which I cast, or they could be fabricated. I have a pattern if you can get someone to cast them for you. I don't know whether the "C" cross member is the same as the "Y" you may have to be a bit inventive.

On my "Y" I had to make a slight alteration to the gear box cover to clear the new rubber mounts but nothing drastic and I could weld a bit back in if I wanted to make it correct again, with the carpets in place you can't tell any difference.

I hope the drawing is self explanatory, I cut the horse shoe part of the bracket out of 5mm plate with a hacksaw, (It will teach you how to use one!) and filed it up. The car is definitely much smoother and nowhere near as much vibration is transmitted in to the car. Any way have a go, with all the spare time you have it will give you something to do!

Dave Newman



NEW MEMBERS



The following new members have joined our numbers since our last club newsletter. This is in fact the largest group for some time and with them comes a welcome list of 'new' cars.

- A1014 RON ARGENT. CASTLE BUNGALOW, MILL RD, STAMGOURNE, HALSTORD, ESSEX. CO9 4NT.
- B0337 LESTER BENNETT. ROSE BANK, LEIGH. SHERBOURNE, DORSET. DT9 6HL.
- B1023 KEN BAKER. 16 LONDON RD, STANWAY, COLCHESTER, ESSEX. CO3 5HA.
- C0415 NIGEL CARE. 'TANNERS', SCHOOL LANE, ST JOHNS, CROWBOROUGH, SUSSEX. TN6 1SE.
- O-D103 ANTONIO R DOMINGUEZ. AVDA MAYORAZGO, 2-B. 5-2B1, MALAGA 29016, SPAIN.
- H0201 KEN HARMER. 9 WOODMANS RD. CHIPPING SODBURY, BRISTOL. BS17 6DW
- M1010 MICKEY MONTI-COLOMBI. 43 FOLLINGHAM COURT, DRYSDAW ST, HOXTON, LONDON. N1 6LZ.
- O 1906 JASON O'SHAUGHNESSY. ROSS ROSCAHILL, Co. GALWAY, EIRE.
- P1103 KEVIN PEPPER. 47 BIRMINGHAM NEW RD, TIPTON, DUDLY, W. MIDLANDS. DY4 8JP.
- P1617 HARRY STREETS. POLAR BRADFORD, MANNINGHAM LANE, BRADFORD. BD8 7JD.
- S1103 WAYNE STOKES. 55 BAKER ST, TIPTON, DUDLEY, W. MIDLANDS. DY4 8JX.

T1101 NIGEL THOMAS. FAWNS HOLT, THE ORCHARD, LITTLE HAYWOOD, STAFFS ST18 0UJ.

T1912 WILLIAM TURNER. 16 MAIN ST. DUNGIVEN, Co. LONDONDERRY. BT47 4LB

Welcome to you all - please contact your regional coordinator. As usual I ask existing members to make contact with new members in this area.

Bob W

In addition to the list we also welcome back ROSLIN SMITH in LINCS(1936 4 door Y) KEN DEVINE our ex-editor now in DEVON (1933 Y tourer). BRIAN MONEY in CHINGFORD - (restoring 1937 Y), and BRIAN BAXTER in LINCS (1937 4 dr Y).

Mickey Monti - Colombi in London has a friend in the USA who owns a 'Y' and Mickey has joined to be his UK support.

William Turner in Co. Londonderry purchased his 1937 2 door Y DXR 191 from Holmfirth Classics (home of 'Last of the Summer Wine') recently. The car is on the road but William has done some work to the radiator and the roof. He needs winding handles for the rear side windows and a new door handle on the passenger side. (Don't forget that from new only the passenger's side door locked with a key.)

Jason O'Shaughnessy Co Galway is looking for a sound on the road model 'Y' to join his other classic. He will be pleased to welcome any members touring Ireland and can offer holiday accommodation with secure car space.

Our overseas new members in this edition is Antonio Romero Dominguez in Spain who owns a 1933 model 'Y'. This is a left-hand drive version produced by FORD IBERICA in Spain and is on the road.

Lester Bennett in Sherborne Dorset, intends to complete a full body - off restoration on his 1937 2 door 'Y' FPF 458 which he has recently purchased, I think this car was one of the collec-

tion auctioned in Norfolk earlier this year which our local man Brian Mace followed up. This 'Y' has not been on the road since 1965 but is fairly sound and complete. Lester would like to make contact with members in the area.

Ken Baker in Colchester Essex seems to have a brave heart too! He is undertaking a full restoration on a 1934 model 'Y' which is in many pieces at present. Doubtless he too would benefit from local support and advice.



Gerry the GSD guarding Tracey and Kevin Pepper's 2 door Y

Nigel Thomas owns a 1937 model 'Y' which he inherited from his father. It has known history from new and was bought by his father in the early 1970's. The car is sound but needs some basic work to get it in 'on road' condition not having been used for 15 years or so. Nigel whos knowledge of our cars is limited asks if any local member (the car is in Cheltenham) could advise him of what work needs to be undertaken. I hope we see DYF 68 on the road again before long.

Ken Harmer has various 1930's cars which he uses for wedding hire. One of his latest additions is CHW 785 a 1936 2 door Model Y purchased from member D. Gee. The Y is now on the road and when re-united with the original registration mark from DVLA will doubtless grace many a local wedding.

Kevin Pepper and Wayne Stokes as friends have more than club membership and almost identical postcodes in common. They have both bought cars from 'our mate' Brian Boden in Birmingham. Both are 1934 2door model 'Y's in need of restoration but with work already begun. Both members attended the Bridgenorth club meet and were enthused by the cars present and helpful attitude of members.

Nigel Care in Sussex will doubtless be on the road by now with his 1936 'Y' CYM 868. The car was

bought by his parents when new and has been kept in the family since that time but not used on the road since 1959. Your car must have much

to tell Nigel - please write in with some of your early memories and photo's please.

Harry Streets of Polar Motor Co. Bradford (Ford dealership) is responsible for the care of HS 9349 a 1936 2 door 'Y'. The car is on the road and doubtless is used for local shows and promotion purposes.

Ron Argent too is on the road with GV 5157 his 1937 4 door model 'Y' which sports a sliding roof, a rare feature on our cars. He restored the car after 30 years lay-up with the timber work replacement causing the biggest problem.

Please keep us informed of progress and these all important first few miles.

Bob W



Marven Starbuck's Ford Model Y with sliding roof, AYX 506, being rebuilt by Tim Brandon.

QUIZZICAL CORNER

With nothing better to do at car shows than read *Traverse Torque*, here are a few questions to tease the brain. No prizes but the satisfaction of finding all the answers before you turn to the relevant page and cheat! They should be fairly easy since they are all names of cars or car firms from our motoring history.

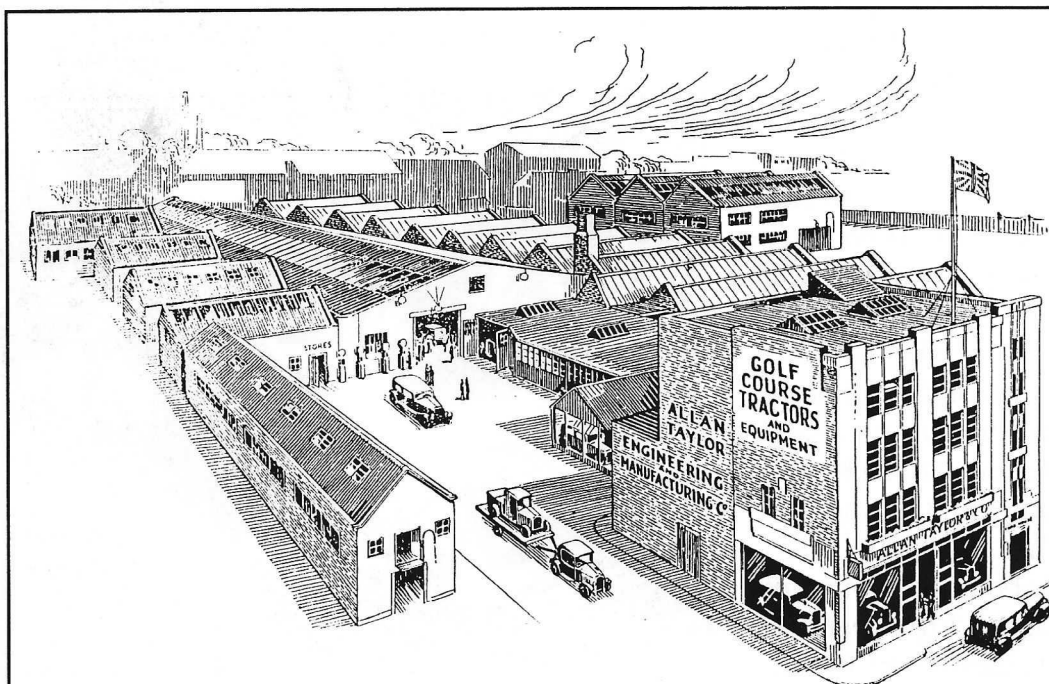
1. A pupil put in charge.
2. Steers an aircraft.
3. A dog's name!
4. The star signs.
5. A mother whose daughter was Kitty.
6. Parliamentary Palace.
7. A gentle breeze.
8. Solo italian.
9. A hobgoblin.

10. A sprite, dwarf or fairy.
11. A spear.
12. A fierce South American cat.
13. Subjugation of a country.
14. Smooth kidney shaped seed.
15. Someone with a musical voice.
16. Government representative in another country.
17. A bobsleigh run.
18. Wild northern dog.
19. Lively in action.
20. To introduce; proclaim; usher in.

Some are obvious and for that I apologize, however there are some!!! No correspondance please, if there are alternative answers give yourself a bonus point for finding them. Good Luck.

ALLAN TAYLOR TRACTORS

We are aware of the Model Y based Allan Taylor groundsman's tractor, which Graham Miles rescued either directly or indirectly from Hoover Ltd. and which is now owned by Dave Tebb near Leeds. We have also



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seen the Model 7Y version belonging to Ian Newton at the All Ford Rally. As reported in the Enfield Pageant write-up, Edwin Phelps displayed his Model B based Allan Taylor tractor there this year. However, I am grateful to Edwin for sending a photocopy of the full catalogue of "The Allan Taylor Tractors and Equipment - Section 1", illustrations from which follow an extract from his covering letter:-

"...I think the catalogue dates from late 1930s. Apart from the Y and C based tractors, the other tractors shown are based on either Ford A and B saloon chassis or Fordson AA and BB truck chassis. As you will see they

ALLAN TAYLOR—ESTABLISHED 1898

LONDON

The progressive policy of the ALLAN TAYLOR Organisation continues, and we now have pleasure in introducing **OUR NEW TRACTOR MODEL DE LUXE** specially designed for the maintenance of the Golf Course. Here again, originality plays a great part in the employment of special patented features, the most important being the **TRACTOR'S PATENT FINAL DRIVE OPERATING IN ENTIRELY ENCLOSED OIL BATH.**

We are also pleased to bring to the notice of our Patrons the accomplishment after two years of research and experimental work of having now placed upon the market the thoroughly efficient and dependable

**8 h.p. and 10 h.p. Tractors
CORONATION MODELS**
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These Tractors are offered at a price well within the reach of small Clubs and its introduction should be of special appeal to Sports Clubs whose ground acreage is from 5 acres upwards. Here again, special features and improvements, including the **ALLAN TAYLOR PATENT FINAL DRIVE OPERATING IN ENTIRELY ENCLOSED OIL BATH,** are included in these models.



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A still further advance has been made in the design for general utility and efficiency in the **ALLAN TAYLOR COUNCIL, PARK and ROAD TRACTOR MODELS,** we being the originators of this type of Tractor, particulars of which are given within this Brochure.

**THE ALLAN TAYLOR TRACTOR SERVICE
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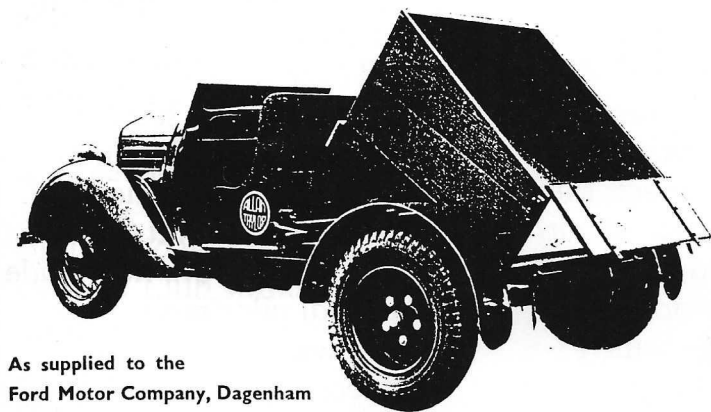
These schemes enjoy continued popularity with Clubs, and encourage us to recommend them to all potential users resident throughout the country, more especially when we can truthfully state that every customer is a satisfied customer.

Once again we extend our very sincere appreciation for the excellent support which we continue to receive from our customers both old and new, which we fully realise enables us to continue the expansion of our already large connection.

F. W. Taylor

ALLAN TAYLOR—ESTABLISHED 1898

Page 26



As supplied to the Ford Motor Company, Dagenham

Improved methods of Transmission—Patents applied for.

**ALLAN TAYLOR
CORONATION MODEL**

8-h.p. 4 cylinder Ford engine

£195 GUARANTEED NEW ENGINE

10-h.p. 4 cylinder Ford engine

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EX WORKS

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STEEL DISC REAR WHEELS WITH SPIKES OR WITH REAL LOW PRESSURE SPECIAL TYPE TRACTION TREAD COVERS AND TUBES OPTIONAL.

ACCESSORIES

All weather and road equipment, consisting of hood and side curtains, lamps, etc., complete for the road.

Extra £20

Large body for mower conveyance.

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For the Golf Course where hilly Fairways are not encountered and not more than Triple Mowers are used. It is the ideal tool for the Sports Ground, and the General Purpose model should be of special appeal to Councils for the mowing and general maintenance where Colleges, Schools, Village Greens, etc., have to be maintained. The special features include the most important and highly efficient system employed in the smooth and silent method of power transmission with all working parts operating in enclosed oil baths. It is a top performance Tractor and can be supplied to special order, with a carrying capacity up to 30 cwt. The smooth getaway from stationery position even under adverse conditions does not injure the turf by wheel spin.

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Height 5 ft. 4 in Length 12 ft. 3 in. Width 5 ft. 7 in. Weight 14 cwt., 2 hrs., 21 lbs.

A FULL DAY'S WORK ON TWO GALLONS OF PETROL

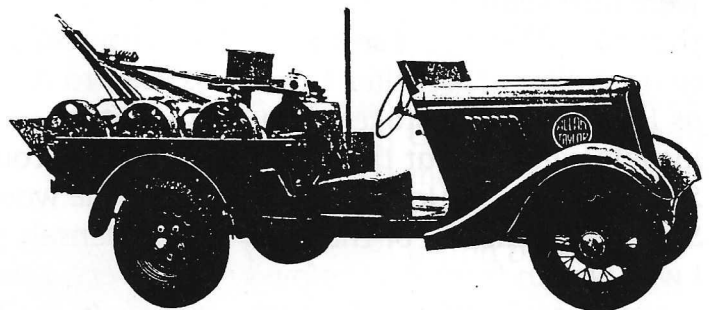
also converted Morris and Bedford lorries and manufactured pumps and other groundsman's equipment. I have only ever seen one Y based tractor and that was at the Enfield Pageant of Motoring about ten years ago. About four years ago, I advertised for a Model B based tractor and Alan Brown from Chelmsford offered to sell me an unrestored Y based Allan Taylor. As the one I saw at Enfield was restored, this could not have been the same one. Did you know that Ian Newton from Wickham Heath, near Newbury, has an Allan Taylor, which is based on a 7Y chassis. The back end of this tractor is identical to the Model CX based one shown on page 26."

A photo of Graham driving his tractor at the Enfield show "about ten years ago" was featured in Issue 97, but can anyone shed light on the Alan Brown in Chelmsford, who may still have an unrestored Model Y based Allan Taylor? Can the Register's Essex detectives (led possibly by chief sleuth Paul Tritton) unearth the phantom Chelmsford tractor?

Sam Roberts

Page 27

LONDON



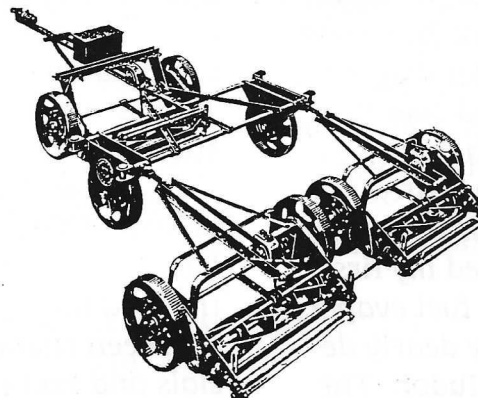
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The special rear wheel Traction Tread real low pressure tyre for mowing or carting

The Triple Mowers for use in conjunction with the Tractor.

ENFIELD PAGEANT OF MOTORING

Late May Bank Holiday

It was one of those decisions; whether to put the hood up on the tourer or not. The weather forecast was rain spreading slowly from the west and, just as I was leaving home in Andover, at 7.15 am., the rain had started. I had the tonneau cover on so, enjoying a challenge, I set off eastward towards London along the A303, with the aim of overtaking the weather front and reaping the benefits of "al fresco" driving. The first twenty five miles were not too pleasant as, in addition to my windscreen wiper blades experiencing little more than a passing, but distant, relationship with the rainspots on the windscreen, my sun glasses were also similarly afflicted by the rain. Although I seemed to overtake the weather front as I skirted Basingstoke, I ran into its vanguard at the Fleet Service Station. However, by Sunbury at the top of the M3, I was well in front and enjoying open top driving. Into London through Twickenham, past Mecca, where only the day before Bath had trounced Wigan in the gentleman's game; on through Richmond, where the annual horse show was getting under way; round Kew Gardens and over Kew Bridge, on which, many moons ago in the early '80s, after a Y&C Register London Run, I experienced my first bout of Model Y fuel evaporation, in CNN, my dearly departed Model Y Tudor. The journey to Enfield was plain

sailing from here as the North Circular Road has been improved beyond recognition. I was on the field at Enfield by 9.45, which wasn't bad for eighty plus miles.

I was greeted with a long, narrow Register stand, designed to accommodate only three vehicles, but already bulging with a row of six Model Ys, with Mark Turner's maroon Model Y Kerry flying the Ford flag as "right marker". The only soul to be seen was Peter King, from Essex, who helped me manoeuvre Mark Turner's and Steve Fisk's cars, in order to squeeze my ivory coloured Kerry in between them. Peter is well on the way to a full restoration of his Model Y and is keen to meet up with other Register members in Essex. As this area around Dagenham is, as one would expect, the most densely populated with members, I would encourage others in the Region to respond to the letter which Peter was discussing with Paul Tritton, the Regional Coordinator, as a plan developed and the day progressed.

I had bumped into Paul Tritton sitting on his shooting stick near the entrance to the field. He was awaiting the arrival of Clive and June Litchfield in their Model Y, but they did not appear. I had just been round the Commercials and had cast my annual eye over Ian Buckler's Model Y

pick-up, which looked as good as ever. It was illustrated in the Enfield article last year. Also amongst the Commercials, was the Model B Allan Taylor tractor belonging to Edwin Phelps, to whom we are grateful for providing a copy of the Allan Taylor catalogue, containing illustrations of both the Model Y and Model C conversions - I feel a magazine article coming on!

On my return to the Register stand, I noticed that we had gone into overflow mode, with Kevin Taylor's Tudor Model Y on a nearby open space. Chris Cheeseman had squeezed his Model Y onto the stand, bringing the total number of cars (all Model Ys) up to ten. Kevin Briggishaw, who helped over the weekend with the collection and security of the flags and bunting, was displaying the only Shortrad. Tim Brandon, with a whole tribe of hangers on, had made his annual pilgrimage from near Ipswich, armed with some recent photos, some of which I hope to include in this issue. Steve Fisk, also with a tribe of passengers, who surely could not all fit into his maroon Tudor, agreed that it was about time he rejoined the Register, so will hopefully be receiving this magazine. Our intrepid "unofficial" photographer, Liam Tomlinson, bristling with camera paraphernalia, had driven down from The Midlands in his Tudor and was eager to locate

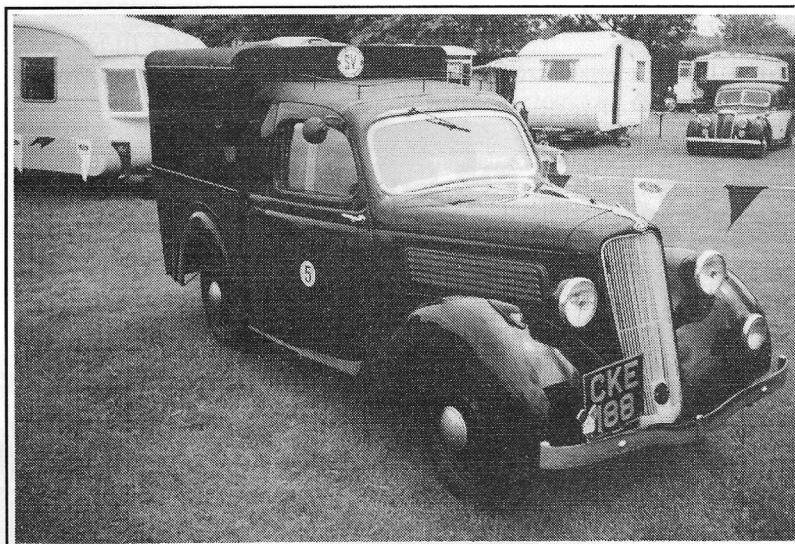
nearby Dagenham to capture, on film, his car outside the Ford factory. Finally, family Turner had roughed it in a couple of tents over the Saturday night. As Mark pointed out, it was only a year ago that a "Knowledgeable Yank" appeared on the Register stand and asked me about the Model Y Kerry. And now, one year later, he has the only other roadworthy one and has done some superb restoration work. She now boasts a correct Shortrad dashboard (found at September's All Ford Rally); a replica four-spoked Brooklands steering wheel, as fitted to the original Kerrys and a set of sidescreens, copied from mine, which now makes the car weatherproof.

On the Sidevalve Owners' Club stand, opposite us, was the sole representative of the Model C fraternity, although I gather that Mike Riches had put in an appearance on the Saturday, on our stand, with his CX tourer. Not only was the vehicle opposite a Model C, but was the Model C van belonging to Yvon Precieux. It looked immaculate in a livery of navy blue and black. Although Yvon has promised us a write-up on its restoration, he has agreed to a photo-

graph appearing in this issue to commemorate only its second time out for many a year. Compare the photograph of the rear end with the one which appeared in Issue 96. The van boasts an early 10hp engine, distinguishable by the fitting of a Model Y starter motor. As this did not



"At last! Yvon Precieux' restored Model C van."

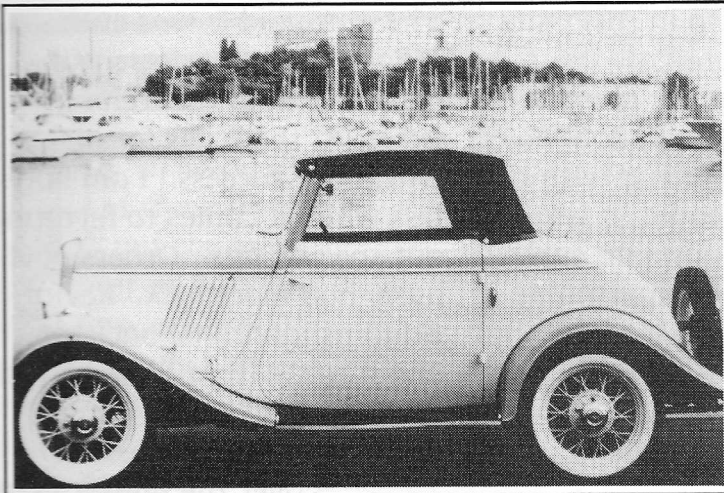


have the "oomph" necessary to turn over the larger pots of the 10hp engine at sufficient speed, the starter motor was later upgraded and its engine fitment flange enlarged. Yvon was accompanied by a carless Peter Benton, of "Rust in Peace" fame in the last issue.

The autojumble was even bigger this year. I spent a couple of hours searching amongst the stalls for bits, with little success. I am hopeless when it comes to ferreting out specific bits. Others obviously had more luck. Kevin Briggshaw came back, at one stage, with a Model Y jack and half a handle.

We both queried over the mysteries of its workings. Chris Cheeseman was seen carrying back a complete tool table for his lathe! Familiar faces amongst the traders were those of Tony Butterfield, Jim Miles and Graham Tomlinson. Jim appears to be on the verge of buying two more Eifel cars in France (the German version of the Model C) and Graham gave me the accompanying lovely photograph of a French Kelsch bodied tourer somewhere on the French Riviera. This same photograph, much reduced, appeared in the January 1991 issue of the French car maga-

zine, LVA, advertising the tourer for sale at an address in Antibes. the advert stated that she had been fully restored in 1988.

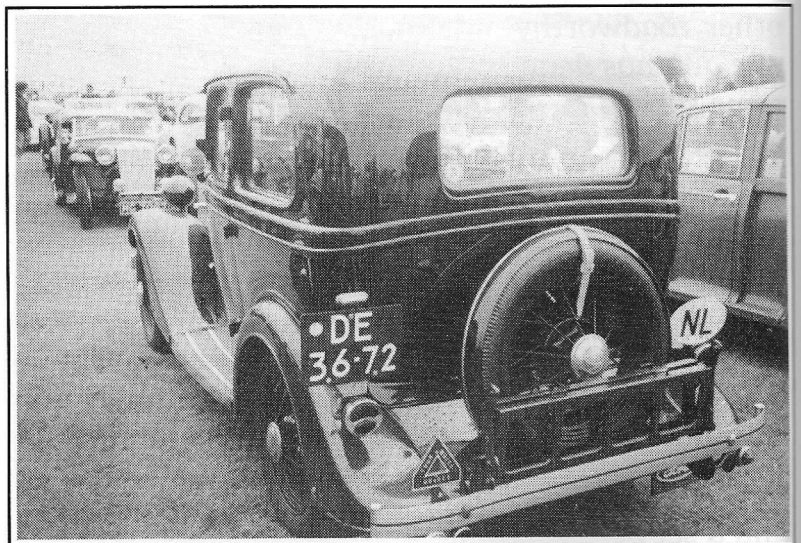


"1932 French, Kelsch bodied Model Y tourer, photographed in Antibes in 1991."

We were very lucky with the weather, only suffering a couple of minor showers. As the afternoon progressed, it bucked up, so I was able to enjoy the scenic route back to Andover down the A4 and A30, skirting Heathrow and Runnymede, through Virginia Water, Sunningdale, Bagshot, Camberley, Hartley Wintney, Basingstoke, Overton and Whitchurch. Absolute bliss - the joys of Model Y motoring!

Sam Roberts

In amongst the autojumble somewhere was at least one of our Dutch members, Rob Bolland, who had obviously driven over from Holland to the Pageant. His black 1936, left hand drive, Model Y Tudor, registered DE-36-72, was sitting on its red wheels in the general collectors' cars area (complete with kilometre speedo head, reading up to 110 kph.). for some reason, he did not come over to the stand to introduce himself and park his car, where he would have been made very welcome.



"Rob Bolland's LHD Tudor Model Y, driven over from Holland."

MODEL Y BOOT

John Keeble from Suffolk has sent a photograph of DKO 301, a 1937 model Y fitted with a boot. There is a plate inside the boot which reads:

Manufactured by Gallery Ltd.,
115, 129 Carlton Vale,
Maidavale, London NW5
Serial No 60 F8

It looks quite smart with the waistline continued round the boot. The lights have also been moved higher and mounted on the sides of the boot, they are now at the same height as the front lights.



DKO 301 complete with boot.

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 & Europe Postage will be invoiced according to additional 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 beyond Europe. Please enclose SAE in order that invoice and notice of dispatch may be notified.

MECHANICAL-SUSPENSION, BRAKES & STEERING

	PRICE
Clevis pins (20 thou oversize) with split pins: - S.R./C.	£ 5-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70 set
Front or Rear shackles (pattern part)	£ 5-80 each
Bushes for shackles, front or rear	£ 1-70 each
Rear hub seals (large - outer) Y1175	£ 2-70 each
Y&Cking pins-4 bushes, 2 thrusts-exchange, stock permitting	£ 30-00 set
Relined Front brake drums- exchange in clean condition	£ 39-00 each
Rear brake rod support bracket for LR.Y. with double holes	£ 27-00 each
YE2502B Front brakeroad support (mounts on A-frame looks like?)	£ 5-50 each
Front road springs Y&C (Rear, used on application)	£ 28-50 each
Track rod ends with two dust covers male design	£ 24-50
female design	£ 14-50
Front brake lever return spring Y2096 RH or Y2097 LH	£ 3-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£ 3-00 each
LR/C 48/2050 Brake operating wedge	£ 9-00 each
SR/LR/C Y2084 Front brake lever	£ 8-50 each
SR Rear brake cam shaft Y2231 RH or o/s Y2232 LH or n/s	£ 9-50 each
SR Y2230 Rear brake cam shaft	£ 8-50 each
SR Y2050 Front brake operating wedge	£ 10-50 each
Exchange brake shoes, rollers removed send old first - set of 4	£ 31-00 set
Brake shoe pull off springs SR/early"34Y double roller -set of 6	£ 11-50 set
Brake shoe pull springs LR/C single roller shoe - set of 4	£ 7-50 set

MECHANICAL - ENGINE & TRANSMISSION

Fan Belts - 3" dynamo pulley only	£ 5-50 each
Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£ 3-00 each
Gaskets - price on application, upper engine only	
C exhaust, with tail pipe-stainless	£ 68-60 each
Y exhaust, stainless. Carriage included	£ 59-50 each
Engine top water outlet (head to hose)	£ 9-50 each
Hoses, straight. Top 9.5"x1.75" bottom 8"x1.25"	£ 3-00 each
Moulded Top hose - suit post Y head	£ 7-00 each
Moulded Bottom hose - suit post Y engine	£ 7-00 each
Engine pistons, various sizes - send pattern non returnable	£ P.O.A.
No post-war 8hp pistons in stock	
Various piston rings held send pattern & S.A.E.	
Engine valves-early engine only - send pattern exhaust or inlet	£ 5-00 each
Engine valves - long	NO STOCK AT PRESENT
Timing chain - late engine	£ 16-00
Clutch plate centre - exchange	£ 22-50 each
Clutch pressure plates - exchange	£ 40-50 each
Clutch release bearings (pre-packed)	£ 8-50 each
Y24052 Cylinder head stud and nut	£ 1-50 each
Universal joint - complete assembly - exchange	£ 18-50 each
Universal joint only	£ 8-50 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
LR rear brake rod support rubbers	SUPPLY SUSPENDED
Y under bonnet kit	£ 10-00
Steering joint dust cover	£ 1-20 each
Engine mount - exchange	£ 5-90 each

ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£ 12-00 each
Headlamp lenses. Both intermediate model type (flat)	£ 10-50 each
Headlamp Magnaflex Bars (diamond shape)	£ 9-00 each
Rear Lamp mounting bracket - finished black with fixing bolts	£ 29-50 each
Battery fixing bolts	£ 2-30 pair
Battery lug bolts	£ 0-50 each
6 volt coils - not Ford	£ 11-00 each
Headlamp bulbs (wattage not stated)	£ 2-75 each
Bulbs various (if rear lamp, state straight or off-set pin From	£ 1-00 each
Late type distributor points (not early type)	£ 3-25 each
Late type rotor arms	£ 2-75 each
Early distributor caps	£ 3-25 each
Early type rotor arms (with spring contact)	£ 4-25 each
Dynamo cut out controls	£ 9-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£ 13-00 x 4
Headlamp Magnaflex Bars (diamond shape)	£ 9-00 each
Exchange condensers - Solder assembly only	£ 4-00 each
Y Front side lamps (orders taken)	

FITTINGS - BODY

LR Model Front bumpers chromed	£123.00 each
LR Model Rear bumpers chromed (priced on old stock)	£105-00 each
Bumper bar bolts (oval shape)	£ 9-50 pair
Bumper bar end caps chromed L.R and SR	£ 6-50 pair
Running boards, for LR. Y Moulded matting Orders taken	
With steel mounting brackets. Adaptable for SR	
SR. Front valance below grill (external part only-fibre glass)	£ 21-00 each
Floor board screws Set of 40	£ 10-00
Late LR Y four door hinge centre bolts with spring + tag	£ 1-20 each
Brass balls, door hinge	£ 1-00 each
Y fixed timber roof stock kits in hard wood	£ 72-00 each
Striker wedges - female - door pillar - housed "C" Model	£ 8-50 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£ 13-40 each
Hub caps - to original specification "Y" type	£ 11-50 each
Oil cans	£12.50
Oil can transfers. Black only	£ 3-70 each
Oil can brackets	£8.00 each
Wheel nuts Y set of 20 (in sets only)	£ 30-00 set
Wheel nuts Y individual	£1.75 each
Wheel nuts C each	£ 0-65 each
Bifurcated Rivets	£ 0-03 each
Service-Castrol poster. Reprinted	£ 11-25 each
LR Wing nearside front genuine Ford new old stock	£135-00 each

SPEEDO CABLES -

Speedo Graph Richfield Ltd. Rolleston Drive, Arnold, Notts. NG5 7JR
Tel 01602-264235
Prices on application. Apply direct - 5'8" long (Y) or - 5'1" (C)

Supplier of Front wheel bearing - Timken: 07098/-8205 / 03062/03162
Bearing Services Ltd (Yellow Pages)

THE ANNUAL GATHERING AT THE MIDLANDS MOTOR MUSEUM.

A more idyllic spot you could not imagine. The Midlands Motor Museum is situated in the grounds of Stanmore House on the A458 Stourbridge road to the east of Bridgnorth in Shropshire. When Paula and I arrived at the museum on the Saturday evening in the Model Y Kerry tourer, we drove off the car park, down onto the newly mown lawns of the estate, to be greeted by the sight of Kevin and Debbie Brigginsshaw (plus new dog) and Bruce and Carol Allan (plus two not so new offspring girls) sitting in the sun in front of their caravan and tent, respectively; surrounded by massive rhododendron bushes in full bloom and a couple of huge Douglas fir trees. Kevin's Model Y Mistral tourer and Bruce's Model Y Tudor, looked very much in keeping with the peaceful scene. We were joined later that evening by Jean and Reg Hunt in the oldest Model Y on the road (chassis number Y982), Clive and Kate Brooke and John and Sue Griffiths who, in the best spirit of the Register, had driven the 80 miles from Clwyd to erect the new Register events tent, before returning for a good nights kip.

Much to Sue's displeasure, it was agreed that the fine

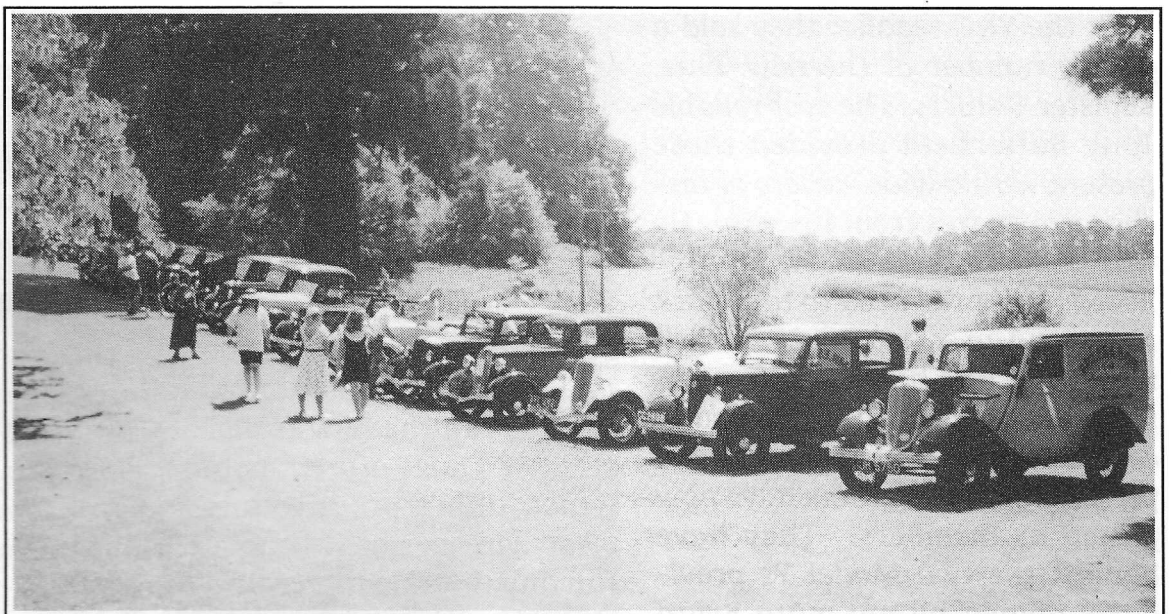
weather and the forecast did not call for a tent, so John dropped off his trailer with his maroon Model CX tourer atop and, after taking an order from Kevin for a new fan blade, they departed with tent from whence they came; the tent due to spend some more time clogging up Sue's kitchen!

The previous week, a friend had installed Autoroute Express onto my computer. I told the program that I didn't want to travel on motorways and keyed in Andover to Bridgnorth. The route it recommended was not the one I would have selected from the map, so Paula and I followed it up through Swindon, Cirencester, Cheltenham, Tewksbury, Worcester and Kidderminster to Bridgnorth. Very pleasant.

Jean and Reg and Paula and I spent a delightful evening at a

pub close to the River Severn and the Severn Valley Railway, in a hamlet called Hampton Loade, where we had booked bed & breakfast.

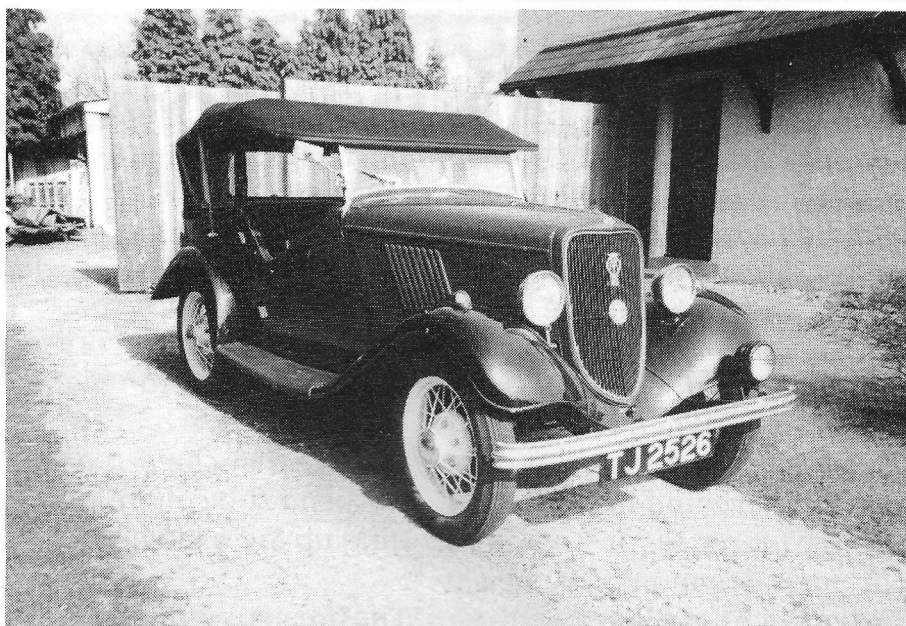
The sun was shining the following morning, bringing a total of seventeen Ys and Cs of various shapes and body styles to the museum, where we lined up the cars on the lawn. At one stage, as more cars arrived, we thought that the tourers would outnumber the saloons. There were three CX Tourers: Dave and Cher Curtis', who won the best in class award, John Griffiths' and Kath Devine's; Kevin Brigginsshaw's Model Y Mistral tourer, Ken Devine's class winning Knibbs Parkyn and my Kerry. We were joined by Model Ys of various colours. Possibly, the most striking colour combination was the white and black Tudor belonging to Tony and Gail Parker, from



"The cars lining up on the lawn on arrival"

Stockport, who arrived complete with youngsters Ashley and Thomas. Peter and June Brookes' maroon "Emily" from East Yorkshire, the Jarman's green Tudor from Suffolk and Nick Purdy's green Fordor, from down the road in Birmingham, all added to the natural colours of the gardens. The "black" brigade was well represented by Geoff Dee, Liam Tomlinson and the winner of the Eric Bufton award for the best home restoration, Adrian Chettle (and Judith, who no doubt suffered as all wives do during lengthy restorations!). The ensemble was complete with the addition of Graham Miles' van, which spewed forth its usual spares goodies like a cornucopia. Graham helped Nick Purdy exchange his well worn brake pedal rubbers. The line-up was extended by the addition of a 1961 Anglia, belonging to a young, new member James Ross, attending his first get together with the Register.

Other car-less members present included Derek and Audrey Birch, Alan Higham, Brian Fleet, who had driven up from Chichester and Robert Hale and daughter Nicky, with the Y&C regalia; they sold a goodly number of the new, blue, Register T-shirts. The ever reliable Tony Butterfield provided those present with a wide variety of mechanical spares from his van. He was delighted that Geoff Dee relieved him of the need to take back to Leyland an early Y engine, which it was felt had been used for marine purposes. Two other young couples from Tipton in Dudley were present and the menfolk have now joined as members. They have bought the two Model Ys previously owned by my mate Brian Boden, from Brierley Hill. The



"The Best of Show: Ken Devine's Knibbs & Parkyn Model Y tourer, having just had its rear axle and shock absorbers overhauled by Tim Brandon."

longer serving, more avid readers of this publication will recall the good Brian Boden and his mates appearing at my house in Andover, complete with small truck, onto which four of us lifted a sorry looking Model Y which had appeared out of the woodwork in Amesbury. Anyway, we welcome Kevin Pepper and Wayne Stokes aboard the Register. To put their minds at rest, the car which Brian took away from me was broken for spares!

The day passed remarkably quickly as far as I was concerned. By the time everyone had been greeted and the judges organised, it was time for lunch, which was supplemented by a barbecue laid on by the museum for us. We ran the now rather tired "Y Quiz" after lunch, which didn't produce any clear winner, but was good fun anyway, and then called the prizegiving for 3 p.m. to ease the journeys home for

those with distance to travel. Geoff Dee won the award for the most miles travelled over the last year, with a total of 6,500. He also took away the Maurice Billing Trophy, which is presented at the Chairman's discretion to a member who has contributed significantly to the running of the Register. The Best of Show, Bert Thomas Award, went to Ken Devine with his Knibbs & Parkyn Tourer.

All in all, it was a super day. With such a lovely venue, it was a shame that more members did not join us; due in part, probably, to the late delivery of the last issue of the magazine. Do you have any ideas for a suitable venue for the 1997 gathering, or should we be looking to two gatherings, one in the north and one in the south? Or even a return to Stanford Hall? We need your ideas, suggestions and comments. Please pass them to Reg Hunt, our new events coordinator.

Sam Roberts

Members and their 'other loves'

No, not that!

A note from John Jardine in Dover made me realise once more of the wide range of motoring interest covered by our members, John writes.....

'.....my "Y" is in good fettle with new capacitor, new coil, new plugs and engine filled with Classic Castrol Oil (£15.00 per gallon - ouch!). With a re-con back axle we are ready to take on anything.

There could be a little local jealousy soon since I have a new Morgan coming soon. I've lusted after one since I was a lad. After many years I am going for the one with orthopaedic hoist!" Probably doing the "Y" for years has given you the bad back John.

Dave Curtis, our Hereford Regional Coordinator, sent in a photo of "2 of the 3 loves in his life". His immaculate CX tourer is now stabled with

Bob Wilkinson



'Two loves' of Dave Curtiss.

an early 1956 Zodiac (Mk 1) as we can see in the photo.

In his defence he says his wife Cher was indoors at the time!

New Zealand



We are grateful to Harry Edwards, the Historian and editor for the Morris Register, for sending a photograph he took earlier this year at the Montray Park Motor Museum in Auckland, New Zealand, showing a fordor model CX minus front bumper bar and windscreen wipers. The chrome work seems very good and the grey paintwork is excellent.

Model CX in Auckland, N.Z.

MEMBERS' CARS

Continuing the 1996 theme of the centenary of Henry's first car, it seems appropriate to illustrate the Model Y belonging to the

Ford Motor Company on the back page of this issue. DOA 244 is a familiar sight in Ford displays at shows around the country. I last saw it in the Ford tent at the Goodwood Festival of Speed in June, with what seems to be a new coat of paint; comprising a greyish green body shell with black wings and cream wheels and coachline. The car continues to display the welded, silver painted front bumper and non-standard headlamp lenses. It was common for the bumpers to snarl posts, trees, garage doors etc., especially on the

blind nearside when in reverse and on a right hand lock, causing them to snap off at the bumper bolt. Through honorary member Derek Sansom, the Ford Heritage Centre might like to purchase one of the Register's remanufactured bumpers and a set of correct headlamp lenses.

DOA 244, when it was black, was a typical £100 "Popular". Bearing chassis number Y174593, it would have been manufactured in late February 1937, the last year of production of the Model Y. It was purchased and owned by a Birmingham couple through to the late '60s, by when the old fellow had given up driving and had parked DOA rather permanently in his garage. He contacted the AA to see if they knew of a possible buyer. Coincidentally, at that time Harry Calton, the then Head of Public Relations at Ford, had asked Ron Staughton, who then worked in the Apprentice Trade School and is the present Curator of the Ford Heritage Centre, to obtain a Model Y for display purposes. So, when the AA contacted the Ford Motor Company to see if they were interested in buying the car in Birmingham for £20, Ron set off, hot foot, to look at it. The car was parked under a heap of boxes in the garage but, once cleared, a trip to the local service station to top up oils, tyres and fuel was sufficient for Ron to buy the car and drive it back to Dagenham; having parted with the princely sum of £25! Its restoration was then obviously set as an apprentices' project. The "Restoration" was only superficial, as it cannot be claimed to be in concours condition. However it remains a su-

perb example of the "Popular" work horses, which were rarely seen in concours condition anyway!



DOA 244 at the Goodwood Festival of Speed

The caption board alongside the display at Goodwood reads:-

"Model Y - Back in 1931 Henry Ford decided to create a small car specifically designed for the narrow congested roads of Europe, where tax on cars and fuel were expensive. The result was Model Y, with the economical 933cc engine, which offered unprecedented value for money and gave Ford market leadership in the small car class.

As other companies responded with rival models, Ford in October 1935 cut the price of the Model Y Popular to just £100, the first and only time a fully-equipped family saloon has been offered at such a price."

Sam Roberts

MEMBERS LETTERS

Here is a letter from Robert Spinks

Dear Transverse Torque

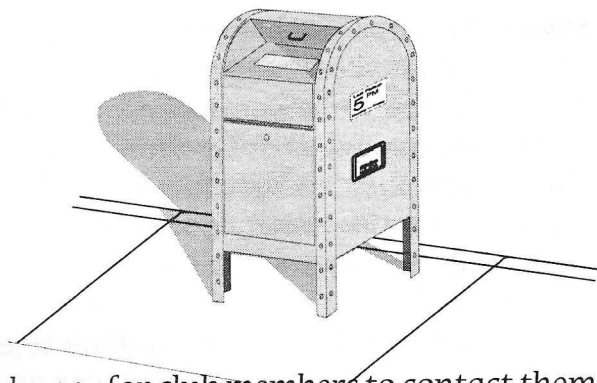
Let me start by congratulating club officials (and members!) on the effort they have made to make the Ford Y & C Model Register such an excellent and friendly club. Well done! Special thanks must go to Kath Devine, who, as well as producing an excellent magazine, was one of the the first club officials with whom I had contact - an excellent introduction to all things Y & C, I'm sure you'll agree.

I have enclosed an article from the H M Treasury's staff magazine (the Government department which bought you tax-exempt motoring). I hope that you will be able to use it in the next edition of Transverse Torque.

At the end of June, I visited the Bromley Pageant of Motoring. One of the stalls specialised in electrical equipment, and I manage to pick up a Model "Y" distributor cap (£10) and a fan belt (£4). They still have about 10 to 15 caps, and are



Robert Spinks and bride Ingrid



happy for club members to contact them. Perhaps the club would be willing to buy up their stocks. Richard Norton is the man to contact, on 01753 552030. You can write to him at 336, Cippenham Lane, Slough, SL1 2YD.

When I got the fan belt home, I was not looking forward to fitting it - Sam Robert's article on page 10 of issue 98 made it seem a very difficult job. However, a visiting friend hadn't read Sam's article, and so managed to squeeze it between the chassis and pulley, without unbolting the engine. He did this by turning the belt on it's side, so that the now-thinner profile could squeeze thru' the gap. I later read in the manual that this is the correct way of doing it.

Yours
R A Spinks

SHELL PETROL AND OILS

In his constant quest for the right answers, Jeff Cole, our Model Y Advisor, invariably comes up with a snippet or two of useful information. On this occasion, whilst recovering from major surgery, he wrote to Dr Cathryn Hickey, the Technical Fuels Manager at Shell, to get her advice on what oils we should be using in our cars. He did not get the intimate breakdown of oils as he had expected, but rather a leaflet, which stated that the right engine oil for "older cars" is Shell Helix Standard 15W-50 oil. It purports "to combat the harmful effects of cold running, stop-start motoring and the formulation of black sludge deposits in your engine." It is a multigrade made from high quality mineral based oils.

On the petrol front, whereas I reported from the Classic Car Clubs' gathering at Gaydon that you should only

use the BS4040 4-star petrol in our cars, Dr Cathryn Hickey answers some hypothetical questions as follows:-

"What is Shell Advanced Low Lead 4-Star petrol?"

New Shell Advanced Low Lead petrol is a breakthrough for 4-star users because it enables them to join drivers of unleaded fuel cars in cutting their emissions of lead to the air, while still having enough lead to protect their engines. It cuts lead from car exhausts by half and meets all the requirements of the British standard for leaded 4-Star.

"What has replaced the lead taken out?"

Shell refineries are able to vary the combustion of high octane components in Low Lead 4-Star to give it the same octane rating - and same engine power and performance - with less lead. So it has enough lead to complete valve seat and engine protection, with no loss of power or performance.

"What sort of tests has Shell done to ensure Low Lead won't damage classic car engines?"

Shell has tested the products extensively at its Thornton Research Centre. In addition, independent experts and motor manufacturers have tested Shell Advanced Low Lead. These tests have shown that a minimum lead level of 0.05 grammes of lead per litre offers full valve seat protection.

Shell Advanced Low Lead 4-Star typically contains 0.075 grammes of lead per litre, more than the minimum required. It is approved by all major manufacturers. The Vintage Sports Car Club and consumer groups, including the AA and RAC, have endorsed the manufacturers' view.

"What benefits do modern detergent fuels offer owners of classic cars?"

Petrols containing detergents offer benefits to all cars, no matter how old. The unique Shell detergent not only keeps engines clean but also cleans up harmful carbon deposits from old and dirty engines. Compared with rival petrols, Shell Advanced Petrol is claimed to offer improved fuel economy, quicker acceleration and lower exhaust emissions.

I will leave you to decide. I would only comment that I always understood that the carbon deposits around the pistons added to the sealing properties necessary to keep down oil consumption, and were therefore not harmful; but perhaps she is referring to less beneficial carbon deposits in other parts of the engine.

Sam Roberts

WILL ADVERTISERS PLEASE NOTE THAT AS STATED IN ISSUE 100, 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

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

Model 'Y' hubcap (x3), wheels (x2), early (1933) speedo, petrol gauge, ignition switch, door handle (n/s).
Robert Spinks 01712-704891 daytime 01322-666165 evenings

1935 Model C, C05637, 2 door, Cordova grey with black wings. MOT August, Tax January. £2500.
Trevor Ottewill, Swanage, Dorset.
Tel: 01929 427653.

1935 Model C, C15007. Complete but needs some restoration. £800. Also 1937 Model Y, 2 door saloon, Y171399. Complete, stripped down and partially restored. £800. Will take £1500 o.n.o. the pair.
Des Hancock, Bristol. Tel: 01179 662211.

1932 Rare R.H.D. Model Y, assembled in Asniere, France. Y2108. In need of total restoration. Located in Bazoches, France. £600.
Contact Sam Roberts for information.
Tel: 01264 365662.

WANTED

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

1934 2 door model 'Y' Green/Black. Recent restoration, engine overhaul and respray. Many period Ford extras. MOT £3700 Keith Button 01734-771765

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 01772-467575 evening.

Model C reconditioned engine and gearbox £395ono Tel: 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)

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.

Seat frames,(or whole seats!), starter cable and knob, headlight rim, pair of rear light units, generator mounting stalk with bolts and strap, all for 1936 car. Robert Spinks 01712-704891 daytime or 01322-666165 evenings.

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.

1 set of Ford tools in a roll (spanners, grease gun, hub cap remover etc.) 1 radiator badge and 1 cigar lighter for 1949 Ford Pilot. Mike Gent, Sheffield 01142 360150

One stainless headlamp, two round magnaflex bars. Kevin Briggshaw. 01582 601692

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
31ST-AUGUST-1996

Answers

These are here to confirm just how much you can remember about the names of the old firms and their cars. I hope you had a bit of fun doing the quiz or trying it out on other unsuspecting people!

1. Prefect. (Ford)
2. Pilot. (Ford)
3. Rover.
4. Zodiac. (Ford)
5. Riley.
6. Westminster. (Austin)
7. Zephyr. (Ford)
8. Uno. (Fiat)
9. Imp. (Hillman)
10. Elf. (Riley)
11. Javelin. (Jowett)
12. Jaguar.
13. Conquest. (Daimler)
14. Bean.
15. Singer.
16. Consul. (Ford)
17. Cresta. (Vauxhall)
18. Husky. (Hillman)
19. Frisky. (Meadows)
20. Herald. (Triumph)

It was rather unfair putting in the Meadows Frisky, not many people back in 1958 wanted a plastic bodied open two seater or hard top coupe with a 325cc air cooled engine even if it did have a curved windscreen! (It cost £484/7/0 including purchase tax, compare that with a Ford Popular at £443/17/0.)



Gerry Westons 1936 2 door with sliding roof.



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.

USEFUL CONTACTS

BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon.
Powys LD3 8LA Tel 01874-624433

BODY RESTORATION, PANEL REPAIR AND MFR.

K.A. Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX
Tel 01373-827746 or 01225-766669 (eve)

Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 OPY
Tel Works 01734-731631 Home 01276-32079

BORING, WHITE METALLING, BEARINGS, PISTONS etc

Ron Topping, Northern Rebores Services, 54-56 Elswick..
Newcastle-upon-Tyne Tel 0191-2734326

CARPETS, UPHOLSTERY

Family Repair Service, Beales Close, Andover Hants SP10 1HT
Tel 01264-323144

CHASSIS RESTORATION/EXCHANGE
FORD PARTS AND CLASSIC OILS

Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet.
Leeds LS25 6HQ Tel 01937-557410

INSURANCE QUOTATIONS

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