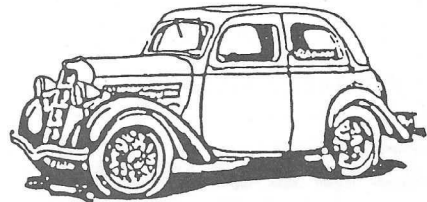
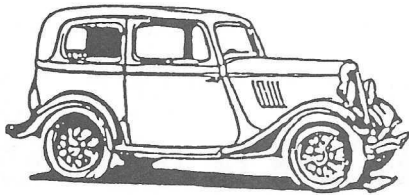


Ford

# Bulletin

'Popular' and 'De Luxe' Models

## TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 102 SEPT/OCTOBER 1996

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

# EDITOR'S REPORT

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With all that is going on at this time of year I wondered if there would be enough to fill the magazine this issue. After the bumper issue 100 and quite a full 101 I saw 102 as something of a thin issue.



However, the articles kept coming in and together with some things I had held over from last time the pile of articles grew. I apologise to those contributors who have sent me things for the Newsletter but who have not yet seen them in print. I now have a small stock of articles which can be used when the leaner winter months are upon us and there are few reports from shows etc.

It is difficult to know what members want to see in the magazine, most of my mail is from contributors, I don't mind a little constructive criticism!

We occasionally reprint articles which have been published in national or regional newspapers, if you send something on these lines, please don't be offended if it doesn't appear in the next issue as we have to get permission in order to respect copyright. This is normally forthcoming so long as a mention is made of the source, but it can take time.

Many Y and C folk have been active around the shows this summer, if you have interesting photographs please send a copy and a few notes about the show. It does help to spur on those who are still surrounded by the pieces of what will become a car!

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Also to help those in the middle of restoring, send the answers you found to those rebuilding problems, you may be able to save someone else quite a lot of time.

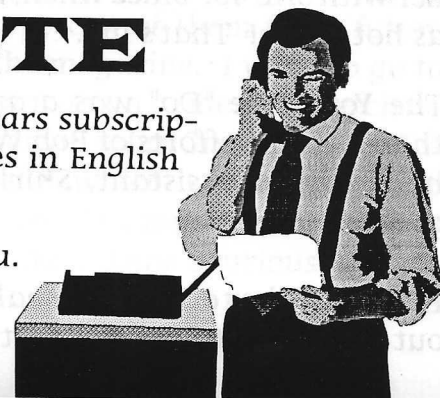
*Peter Brooke*

## TREASURERS NOTE

Overseas members may find it more convenient to pay for 2 or 3 years subscriptions at one time. This usually saves on getting bank drafts/cheques in English money.

Several members have done this and I keep accurate records for you.

*Bob Wilkinson*



# CHAIRMAN'S NEWSLETTER

This time round, I eat humble pie! Having been holier than thou on so many occasions by preaching the way to overcome fuel vaporisation, I fell foul of the dreaded curse en route to the Yorkshire "Do"!



In fairness, it was an exceptionally hot weekend. Paula and I had almost reached Silverstone on the A43, when we joined the tail end of a traffic queue. Five minutes later, we were parked by the side of the road, looking stupid with the bonnet up, waiting the necessary 20 minutes for the engine block to cool down. Mind you, it was the last time that we did vaporise during the 600 miles travelled that weekend. As soon as there was any indication of a traffic jam thereafter, I got out, raised the bonnet and drove with it up, until the traffic was flowing smoothly again a trick I learnt from Graham Miles.

Over the weekend, I also discovered that I had too light an oil for the ambient temperature. SAE 30 suits the English climate for most of the year, but on a really hot day, after a hundred miles or so of good motoring in a Model Y, the bearings begin to bounce! It happened on the way back from the Yorkshire "Do" as we climbed up to the Ridgeway, just after Wantage. Paula wasn't too chuffed with the fumes from the hot engine either! I drained the oil on return home and filled her with SAE 40. Since when, it hasn't been as hot again! That's life.

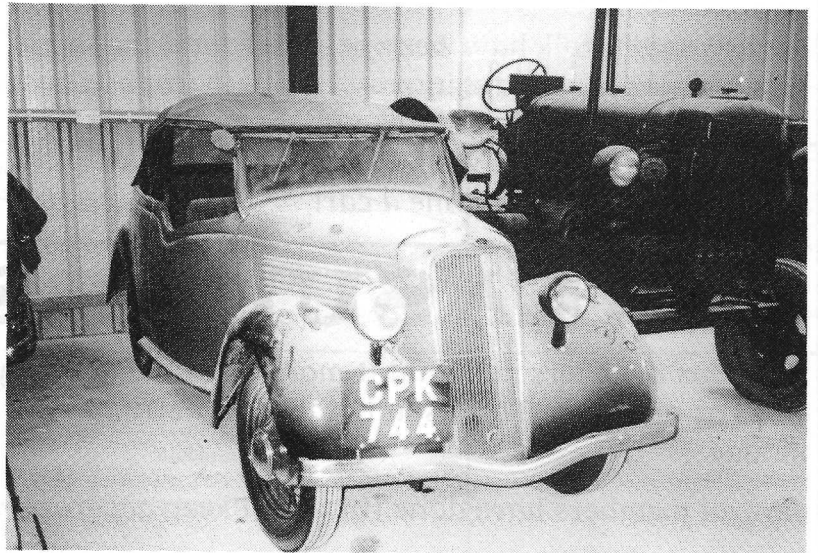
The Yorkshire "Do" was a great success, thanks to the efforts of Bob Wilkinson and his beautiful assistant, Shirley. Ee 'twere great.

I have another apology to make. Throughout my newsletter in the last issue and in

the register, I referred to the Ford colour "Cordova Grey". This is incorrect. Cordova is a town in Alaska, where the predominant colour is white! Cordoba is in Spain where the predominant colour is a sandy hue and where Ford obtain many of their names, such as Granada, Fiesta etc. The colour is Cordoba Grey and is described in the "Members' Cars" article elsewhere in this issue. Whilst mentioning the colour, I had a call from Gary Matthews, who joined us at Crich last year, who had helped Phil Panton to get his Cordoba Grey Model Y on the road. Phil is related to the air museum at Kirkby in Lincolnshire, which will be considered as a possible venue for a gathering next year. I am grateful to Julian Janicki, who has stumbled across another Cordoba Grey Model C in Sussex - a tourer this time. It has engine and chassis number C20639.

The coincidence this time round is that the registration (CPK) and Cordoba Grey colour of this car is the same as David and Valerie Leach's Model C saloon, illustrated on the back cover of this issue. CPK is a Surrey registration issued during June and July 1935. The C Tourer incidentally is for sale - see the advertisements.

I am sorry to report that the other road-worthy Model Y Kerry has emigrated to the States. It was with some regret that



*"A rather dusty garage find. The Cordoba Grey Model C Tourer in Sussex, for sale at £3500."*

the family Turner was posted back to Deerborn at short notice from Dagenham at the end of Mark's attachment to Ford Europe. However, it is not all bad news; Mark has gone on promotion; both he and the Kerry are another pair of good ambassadors for the Model Y&C Register in the USA, and Mark is ideally placed to do a bit of research for us, once he has his feet under the proverbial table in his new job. We wish him, Catharine, and the children every happiness and enjoyable Y motoring over there.



*The two roadworthy Kerry's at their last meeting at Enfield in May. PV 1661 is now "Stateside".*

Back to Model Cs. The Model CX "seen on the Continent" in Issue 100 was the October 1936 Tudor, C57448, owned by J. Sandberg, a non-member in Sweden. It was thanks to a photograph I had recently seen of the car that I recognised the registration number, which has now been added to the register. Right, you detectives, more work required; this time in the Midlands or south west of the country. I have received a poor photograph of a dark green Model CX Tourer, registration number AWP 193, which was seen at Coombe Abbey (wherever that may be) on the Shakespeare Run, in September 1994. Does anyone know the whereabouts or owner of this car, which is not on the register?

Tom Tomlin from Dover, who features regularly in this spot, 'phoned me recently to tell me that he had resprayed his Model C, BAF 400, a chocolate brown and now calls it Galax C! Boom boom! Finally, on model Cs, I followed up an advertisement in Classic Car Weekly, which advertised a "Ford Y Series Special 2 seater. 1937. £3500". As I was travelling north on duty, I called in at the Cresswell Col-

lection, just outside Birmingham, to check it out; only to find that it is a well built special based on a Model C chassis, number C52758, which actu-



*"A Model CX based special for sale in Birmingham."*

ally dates it at October 1936. The description of the vehicle in the advertisement left much to be desired! The chassis and steering column were about all that remained of the original car. It was fitted with an Escort ark I cross flow engine and obviously had quite a bit of poke. If anyone is interested, the number to telephone is 0121 421 3494.

There has been little to my knowledge on our cars in the motoring press of late. The only one to report is the superb full page photograph in the supplement to the August edition of Practical Classics, which was of Miss Joan Weekes at the St. John's Wood London control of the 1934 RAC Rally, who drove AVW 293, a January 1934 Essex registered Model Y, in the rally (No. 26). The photograph belongs to the National Motor Museum, so I will try to prise a copy out of them for a future issue of the magazine. I want to go to the museum again to identify the chassis number of John Gibson's 1937 Tudor Model Y, which is on long loan to the museum. The museum, and the V5 log book, have some spurious number recorded as the chassis number for his car.



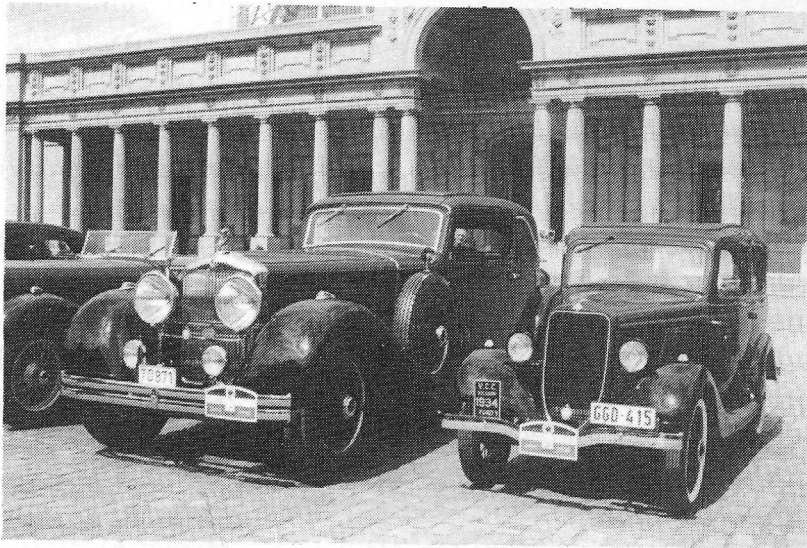
*"John Gibson's 1937 Tudor on display at the National Motor Museum complete with Ford Y&C Model Register grille badge."*

Paula and I tend to be attracted towards antique and bric-a-brac shops when out and about, which we were one weekend recently, in Sidmouth in Devon. I always cast an eye over the books to see if there might be one or two of interest and am usually disappointed. On this occasion, I happened upon a 1983, St. Michael publication for Marks and Sparks, called "Cars. The Old Classics", in which was a coloured photograph of a black and very light blue Model Y, CHP 127. The light blue was from the coach line down and on the body only – quite attractive, but not original. This of course is the light tan car with black wings we used to see a lot of in the late '80s at Stanford Hall, belonging to Ken Clarke of Coventry (Y172347).

Where are you driving these days, Ken? As always, there is some overseas news to report. How many of you were clever enough to identify

the "1932 French Kelsh bodied Model Y tourer... in Antibes in 1991" in the Enfield Pageant article in the last issue, as the same car which turned up in the French Automusee du Forez, at St. Germain Laval, and which was illustrated in Issue 94? Paul Tritton did – well spotted Paul.

I've had another lengthy video tape in lieu of a letter from Jim Oliver, who lives near Melbourne in Australia. At my request he visited the Ford Geelong plant (pronounced "Jehlong"), where he served his apprenticeship as a young lad in the '50s. The original building is typical 1930s, being a large acreage of single story red brick architecture, with white columns at the doorways and white window surrounds; the perimeter landscaped with wide lawns and huge palm trees. Unfortunately, Jim was unable to go inside the gates to see the production lines. Also on the video was coverage of a rally of Jim's local club with ten various sidevalves, the only one of interest to us being the maroon, ex New Zealand, 1934 Model Y Tudor (Y81256) belonging to ex-member, Wayne Brown. Jim has now retired and is planning a trip to a major rally in Perth next year – he could well meet up with Chris Newman and the English Ford Club over there.



*"Pierre Terlinden's 1934 Tudor at the Centenary of the RAC Belgium."*

Pierre Terlinden continues to fly the flag in Belgium. He sent me some photos, including the one shown of his maroon 1934 Model Y Tudor (Y52022) in the shadow of a Belgian Minerva at the Centenary gathering of the Royal Automobile Club Belgium in May.

I have also been contacted by a Belgian "permanent heart patient", as he describes himself, whose hobby is collecting Ford photographs and memorabilia of all sorts. I have sent him some spare photographs, annotated on the reverse, and a copy of the register of surviving vehicles. If any of you would like to cheer him up by sending him your old Ford videos, photographs, magazines etc., he is Jean Spileers, Grote Stwg. Zuid 15,9052 ZWIJNAARDE, Belgium.

I'm delighted to report that our very own heart patient, Reg Hunt, the Events Coordinator, had a successful multi-by-

pass operation and is once again firing on all four cylinders. Jean is enjoying her new man, who should soon be raring to pull together the Register's events programme for next year.

I am also delighted to report that there are welcome signs of activity emerging from within the regions. Peter King is active in Essex; Paul Tritton's territory. Peter has met a number of members at the local shows and enclosed some photographs of the various cars he stumbled across. I don't think we have seen Mike Riches' Model CX Tourer (C50203) in the magazine. Peter met him at the Southend Rally. Peter also visited Ron Argent and waxed eloquently about his immaculate Model Y, which we also have not seen recently (hint!).

We are still showing the colour of BYD as cream in the register, whereas it is black in the 'photo. Perhaps Mike, and others whose details have changed or are lacking e.g.. body number of BYD, could forward the changes to me before the register next goes to the printers shortly after Christmas. Another, rather regrettable, colour change is the Model Y based Tug (161/40) owned by the Ford Heritage Centre at Dagenham. Bill Ballard sent me the photograph of it on display at the Dunton, Essex, "Family Day" in June in a black livery, rather than its original green.

There are signs of rumblings in Somerset - over and above that attributable to the scrumpy! Neil Glenister, Ken Devine and Robin Prebble are hopefully teaming up to present an effective united front on the show scene and elsewhere in 1997. Nick Pinkett may well be in a position to join the band with his Perry bodied, rally special Model Y.

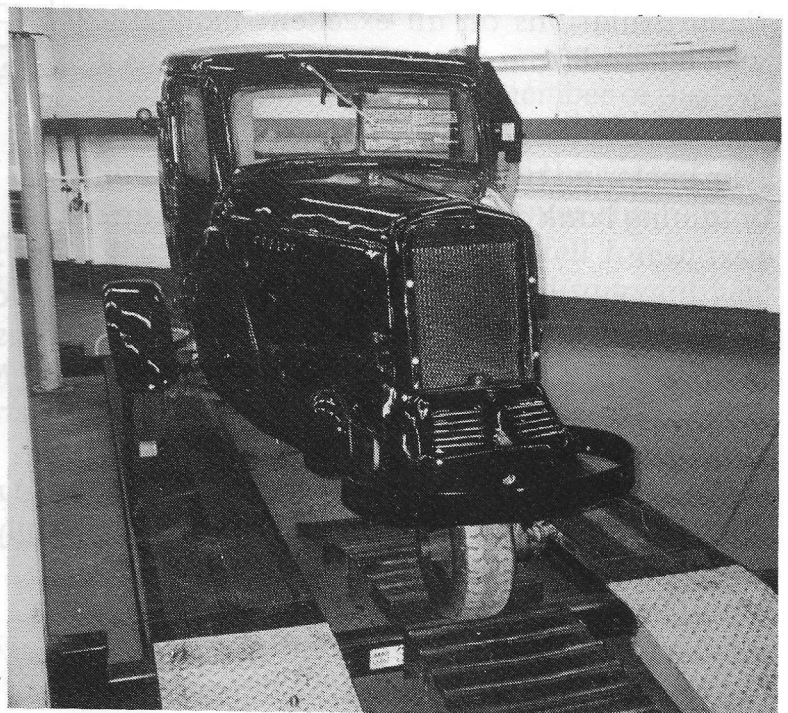
There has been quite a bit in the motoring press of late concerning public liability at shows and the need for owners who enter to ensure that they are adequately covered in the event of an accident or mishap at the show. A number of organisers ask entrants to sign a disclaimer, putting the onus on the owner to obtain cover.

This is bad practice by the organiser. We are grateful to the Association of Classic Cars and the Volvo Owners Club for alerting us to the problem and for providing us with the right wording for an appropriate letter to the bandit organisers - included elsewhere in this issue. Finally, a plea on behalf of Kevin Briggshaw, our energetic Spares Administrator. Kevin, as with most of us on the Committee, has a full time job and a family to enjoy. He volunteered to help out with the provision of spares and has listed his telephone number on the inside front cover of the

magazine to answer any queries members may have. Please, only telephone him, if you really need to, between the stated hours of 7 and 9 pm. If you need spares, don't 'phone him to ask for them; use the spares order form. If Kevin is not away on holiday, he will respond promptly. You would be surprised at the behaviour of some members. One telephoned at 2 o'clock in the morning.



*"Mike Riches with his CX Tourer at the Southend Rally"*



*"The Ford Heritage Centre's Tug in its new black livery"*

**EVENTS EVENTS EVENTS EVENTS EVENTS****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 &amp; Geoff Salminen 0121 427 2189

**23rd/24th November**

National Classic Car Show, NEC.

Register stand.

Geoff Salminen 0121 427 2189

**MEMBERS  
LETTERS**

Here is a letter from  
Tim Grant in Tasmania.

I'm building a new house so no news on the restoration front, but the cars (CX roadster and CX coupe) and associated parts are in a large garage awaiting progress.

Congratulations on an excellent magazine which I read from cover to cover as soon as it arrives.

I am enclosing two years subs to save costs on obtaining bank drafts and to avoid being late next year.

Keep up the good work

*Regards  
Tim*

Could overseas members possibly send us news of the car shows and gatherings which take place in their part of the world. From the photographs I have seen, the car shows in the USA for example, seem quite differently organised to those in the UK. Ed.

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  - Practical Classics Magazine Staff Cars;
  - Classic American "Champion of Champions";
  - Heritage Rebuild; History of Jaguar Sports Cars;
  - Frosts Demonstration of Restoration Techniques;
  - Club of Year "Austin A35"; Concept Cars.
- Adults remain £7.50 each
- OAP's remain £5.50 each
- Children under 16 remain £2.50 each
- Saturday 23 & Sunday 24 November  
open 9.30am - 5.30pm

**For more information contact  
Mike Kennington on 0121-767 3536**

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**Trevor Walker has written  
from Newcastle:**

Re. Sam's mention in the Newsletter of the Ford 7V truck using the model C engine, according to "The illustrated History of Ford Vans, Trucks and PSV's" by Michael Allen and Les Geary, the engines used were the V8 and the 24hp, 4cyl. of about 3.3litres.

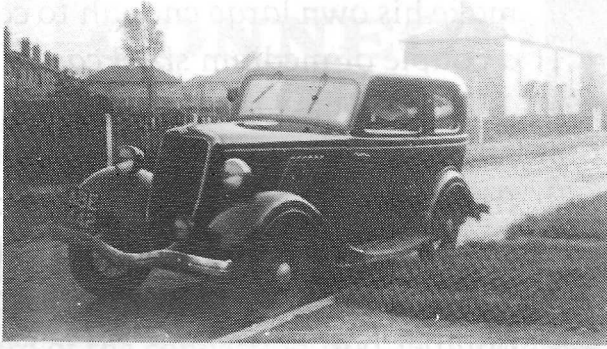
No mention is made of the Model C engine (thankfully!)

*Yours  
Trevor Walker*



# MEMBERS'

## CARS



*This photograph of a 1935 Ford Model Y tudor has been lent by the widow of it's owner in the early fifties. It was taken in 1952/53. Typical of the period, it has tandem windscreen wipers fitted as well as a screen heater in front of the driver and a spotlight on the bumper bracket.*

## MEMORIES

After talking to us at the 'Yorkshire Do' at Eden Camp, Mrs. M. Hill of Gainsborough, Lincs., sent us the photograph of her late husband Derek Francis Brown at the wheel of his 1937 model Y ABE 442.

She writes - "Derek bought the car around 1952/3 for about £100 and used it to carry stock to sell at various markets. He was eventually prosecuted for using removing the back seat to enable him to carry bigger loads - in effect using it as a commercial vehicle.

He pleaded ignorance and got off lightly although being told by the magistrates that ignorance of the law was no excuse!

He sold the car in 1954 for £50."

I hadn't realised that in those days using a car for carrying commercial goods was illegal - unless it was that extra road tax should have been paid. (It may have been something to do with a 'C' licence, but would that have applied to a 'Y' as well? Ed.)

Thanks for sharing with us this snippet of history Mrs. Hill and entrusting to us the only photograph you have of the car.

We have ABE 463 on the Register (Rodney Booth in East Sussex) but does anyone know of ABE 442?

*Bob Wilkinson*

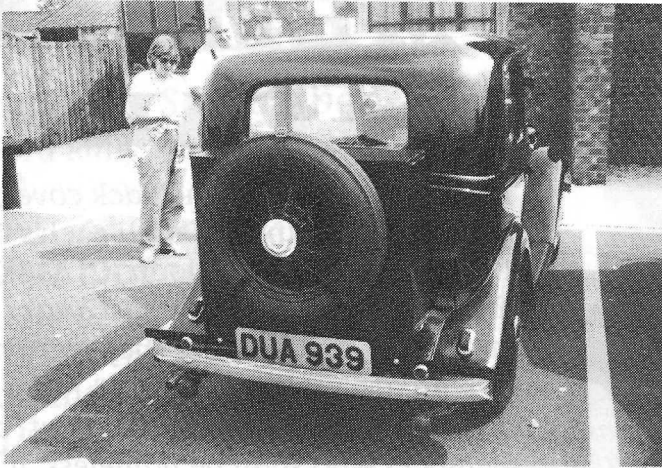
This time round, on the back cover, we are illustrating David and Valerie Leach's Cordoba Grey 1935 Model C Ford saloon (C18888), which they finished restoring early last year. When I first met David and Valerie, they were more likely to be seen driving their Ford V8 Pilot, as the Model C was under restoration. In fact, as with other members who shall be nameless, it became a bit of a joke as the years went by that the car was still under restoration! However, David's attention to detail and his determination to do the job properly has paid off. With the help of Ken Arthur to put the final touches to the bodywork, the car has taken over completely from the Pilot as the preferred transport to shows.

The car was registered CPK 7 on 29th June 1935 in Guildford, Surrey, by Mrs Ida Anne Carr, who would seem to have owned the car well into the '70s. There is then a blank period in the known history of the car. It was next reported in bits, parked behind the film studios at Elstree in about 1980. Derek Englefield, a Ford mechanic living in Tadley, near Basingstoke, was told of the find and bought the bits, complete with Continuation Log Book, which gave its provenance and its original colour etc.

Derek joined and remained a member of the Ford Y&C Model Register until mid 1987, when, after doing up the mechanics, he sold the car to David Leach, who then lived just down the road at Silchester. Regrettably, David fell for the "I'll spray it for £300" routine. The disappointment resulted in the car being parked up for four years, which is presumably when we were pressing David and Valerie to get on with it!

Eventually, David contacted the late Bert Thomas, who provided an original Ford colour chip of Cordoba Grey and suggested that a 50/50 mix of Fiat Beige and Rover Tobacco Leaf would fit the bill. The resulting colour apparently matched the colour chip exactly.

*Sam Roberts*



*Full rear view of Ken Wallers home made luggage boot.*

Ken Waller uses his car on occasions for trips requiring luggage space - not easy with a model Y when carrying more than 2 people.

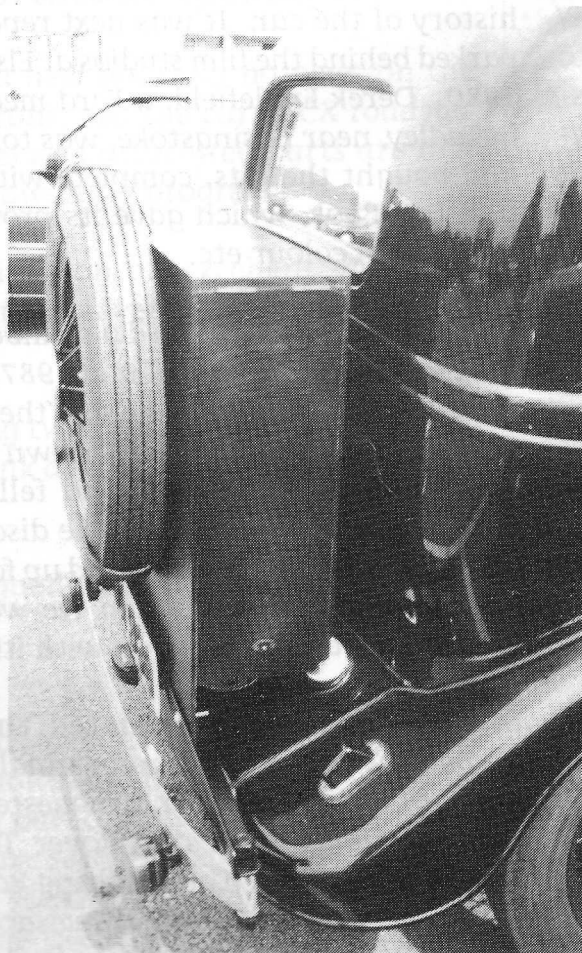
Obviously inspired by seeing photo's of Y's (in recent Newsletters) which had contem-

porary luggage boots he decided to make his own large enough to carry a couple of medium sized cases.

As the photographs show, it is made from exterior grade plywood and fixed to an angle iron cross-member which bolts to the ends of the rear bumper bar.

It features a lockable side hinged opening, is easily removed as a unit when not required and is strong enough to carry the spare wheel.

Further details and measurements etc. from Ken (01937 844898)



*Note the side opening, access to the petrol filler and bumper mounting points.*



*Ken demonstrates his handiwork.*

# THE PIERCE-ARROW CONNECTION

"fender headlight placements". The article is accompanied by photographs showing the

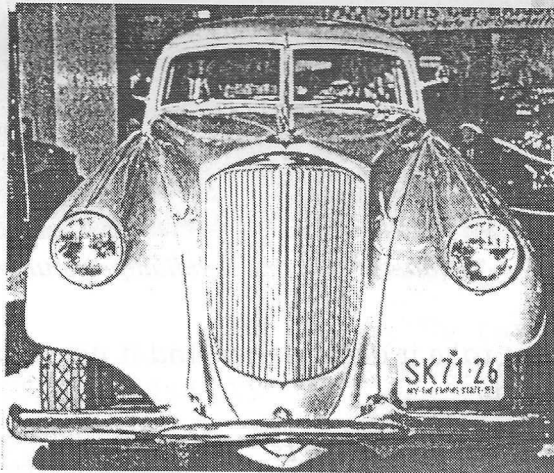
I know it sounds rather like a tape recording, but it is amazing how similar events or occurrences happen in twos or threes in my world of Model Ys and Cs. I had never heard of the connection between the Model Y and the Pierce "Arrow" cars of the early 30's, until I was approached by a non-member, Malcolm Till, at the Register's annual gathering, who handed me a couple of photocopied articles for Bob Wilkinson. Both articles were extracts from what appears to be an American publication entitled "Ford in the Thirties".

The chapter headed "Ford at Home and Abroad" talks of the tremendous contribution to the Dearborn designed Fords made by Eugene T. Gregorie, the body stylist on the project 19 team headed by Laurence Sheldrick.

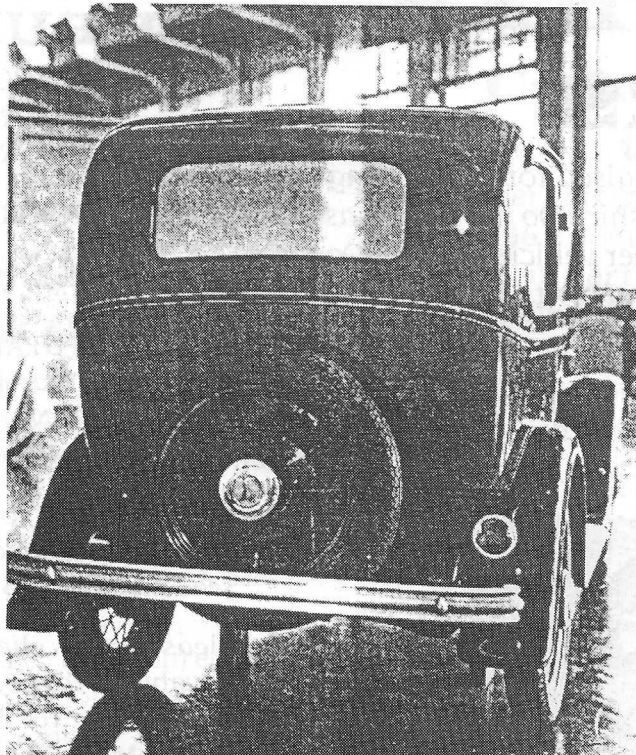
This was the project which got under way on October 19th 1931 to design a small Ford to counter the threat posed by Austin and Morris on the English

market; as requested to Edsel Ford by Percival Perry and A.R. Smith at Dagenham.

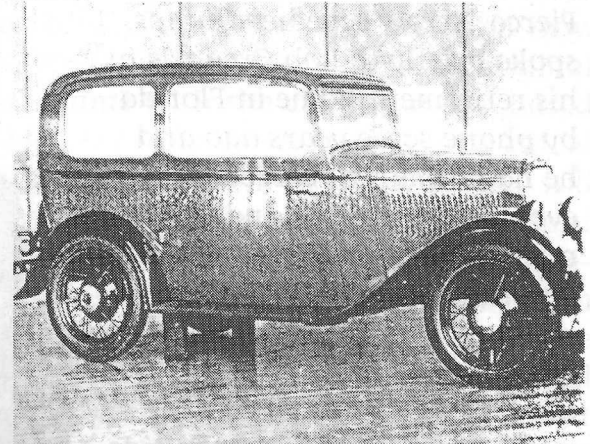
The article refers to Gregorie's initial experiments with streamlining; adopting ideas from Pierce Arrow with



*"Note the grille and the headlights of the 1933 Pierce-Arrow."*



*"Maquette with no headlights. Note the pronounced guttering above the side windows, which did not appear on the final model."*



*"Maquette showing front headlamps similar to final design."*

"fender headlight placements", i.e. the headlamp streamlining, and the grille outline of the Pierce Arrow, as well as the clay mock up (the maquette) of the prototype Model Y (Project 19). Note that the project 19 maquette viewed from the rear does not have headlights, but the view taken from the side, obviously taken at a different time, has headlights which appear to be shaped very much like the final design. In between times, Gregorie must have tried his Pierce Arrow experiment.

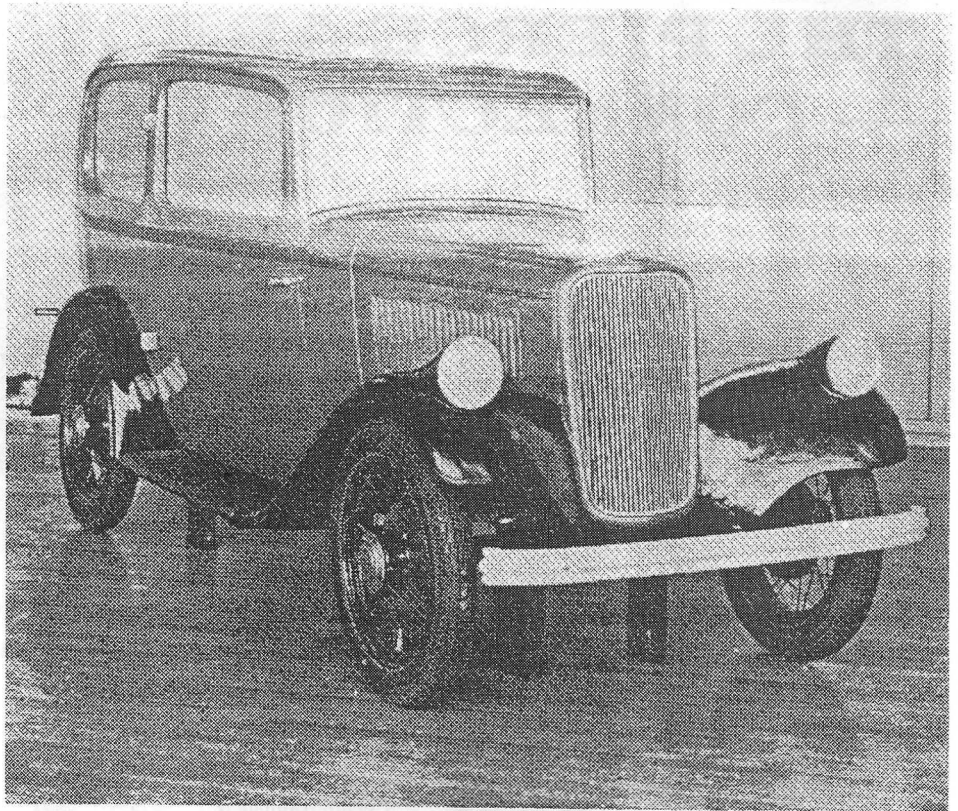
Not two weeks after the Register annual gathering, I received one of those letters we all like to receive, which is not expected and which contains lots of useful information. This one was the one from David Burgess-Wise, which contained the information on the cars exhibited at the White City Exhibition, published elsewhere in this issue. The covering letter from David stated: - "Also enclosed is a photocopy from an Auto-

motive News special number showing the Model Y maquette 1931 version, including Pierce-Arrow type headlamps. I spoke briefly to Bob Gregorie at his retirement home in Florida by phone some years ago and he had remarkable recall of events in the 1930s and still referred to "Mr Edsel" with great respect."

Contained in the envelope was the illustration of the maquette, viewed from the side-front, which clearly shows the outline of the headlamps moulded into the wings of the car. Unfortunately, the effect was not as eye-catching as that on the Pierce-Arrow.

In fact, it looks downright ugly, which is probably why Gregorie did not take it any further and it goes down into the annals of Model Y history as a 1931 exercise in clay.

*Sam Roberts*



*"Maquette showing headlamps moulded into front wings."*

## OUR OTHER CARS

Glynn Beresford of Skipton apologised for not having his model Y pickup ready for the Yorkshire Do in July. He asked if he could come along with his other vehicle - a 1942 Dodge Bren Gun Carrier! Who would argue with him?



A splendid vehicle in wonderfully restored condition.

*1942 Dodge Bren Gun Carrier at Eden Camp, Malton. (Yorkshire Do)*

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Please make cheques or postal orders payable to 'Ford Y & C Model Register' and send order to: Bob Wilkinson, Castle Farm, Main Street, Pollington, Goole, East Riding of Yorkshire. DN14 0DJ

# NEW MEMBERS



Since our last publication we have enrolled the following new members. This time only five, stragely , the lowest number for some time but some interesting cars, 3 'new' cars.

G0113 JOHN GIBBINS. HIGHFIELD, BROADCLYST, EXETER, DEVON. EX5 3AF

O-M 103 WERNER MIKKELSEN, SANDBERG, 2380 BRUMMUNDAL, NORWAY.

P1519 PHILLIP PANTON. MERIDIAN LODGE, MAIN ROAD, EAST KIRBY, SPILSBY, LINCS. PE23 4BY

P0220 MERVYN POPHAM. 5 PEMBROKE CLOSE, BURNHAM ON SEA, SOMERSET. TA8 2EN

R1301 GRAHAM RUDD. 37 FORBES DRIVE, BECCLES, SUFFOLK. NR34 9XY

As always we offer a warm welcome to our new members and ask that you contact your local Regional Coordinator. In addition I ask 'old' members to contact any new members in their area.

*Bob Wilkinson*

## NOTES ON NEW MEMBERS

Scandinavia regularly features in new members being found. Werner Mikkelsen in Norway is busy with the restoration of his 1934 (left hand drive) model Y probably produced as a Ford Junior in Cologne and supplied by Ford dealership in HAMAR. Werner says -

"...all the inside needs to be repaired and the instruments. There is a lot of work to do and the car does not look very nice!"

Please send us photos Werner.

John Gibbins in Exeter has recently purchased CTT 300 - already on register to a non-member - with much history. His 1937 2 door Y in Green/Black has covered only 39000 miles from new. (The lowest known milage is 8k.) The original bill of sale came with the car when purchased on May 1st 1937 from Batten and Thorne Ltd. of Bampton Street, Tiverton, Devon. (Are they still there?) The first owner was a Mr. Charlie Pike of Bradwinch. (see the bill of sale reproduced elsewhere in this issue.) who was allowed £20 for an Austin 7 saloon taken in part exchange. Note that 6gallons of Shell petrol cost 9 shillings and 9 pence. (49p) yes for SIX gallons! over £16.00 at todays prices! John hopes to have a new MOT soon after minor repairs to steering and brakes.

Phillip Panton also owns a very original 1935 two door model Y. JK 5110 unusually in Cordova Grey with Black wings. The body paint is the original factory finish.

Phillip writes -

"The car had been off the road since 1988 and when not in use has been on show alongside a Lancaster Bomber in the Aviation Heritage Centre, East Kerkby, near Spilsby, Lincs. (The centre is open to the public.)

I am looking for a pair of wartime headlamp covers for display purposes."

## Can anyone help with these items?

Earlier this year Graham Rudd bought CUW 421 a 1936 2 door model Y. Not unusual? Well in this case it certainly was since this had been Graham's first car bought in 1961 for £25.00 when he was 17 yrs old! His story (See Over - page 14) (courtesy of the Eastern Daily Press of Norwich) tells it all.

Well done Graham.

Our only C model in this edition belongs to new owner Mervyn Popham in Burnham on Sea. VFO 540 his 1935 2 door Beige saloon needs a new exhaust and replacement tyres to ensure sound 'on the road' condition is maintained.

We don't have many 2 door C's on register, keep us informed of those first few runs.

*Bob Wilkinson*

Eastern Daily Press, Thursday, August 8, 1996

**MOTURING** ■ Reunion joy as enthusiast buys again car in which he first took to road

# Henry is back home after 26 years

A chance conversation at a vintage car rally has enabled Graham Rudd to buy his first car for the second time – after a gap of 26 years.

In 1961 Henry, a 1936 Ford Model Y Popular, was already a 25-year-old veteran when Mr Rudd, then a 17-year-old print company apprentice at Beccles, scraped together £25 for the honour of becoming its fifth owner.

Nine years and many happy miles later he sold it for £35 and that was the last he saw of Henry.

Until about six years ago. "At a Radio Norfolk old car rally I just happened to chat to one of the judges, Kevin Shortis, who mentioned he had a Model Y Ford that someone had fitted with an aluminium roof," he said.

This reminded Mr Rudd of the time he had helped his father replace Henry's felt roof with aluminium.

"I remembered the registration number and checked it, and I had a tearful reunion shortly afterwards," he added.

By last August, back at the car rally, Mr Rudd, now 51 and still working for Beccles printer William Clowes, had again saved enough money to make an offer for Henry, now a 60-year-old vintage vehicle worth about £3000.

Mr Shortis, of Old Costessey, believes the 47,000 miles on Henry's "clock" may be about right. He used it very little

By **TONY CLARKE**

during the 15 years or so that he owned the car after buying it from Norwich garage Spruce Howlett where it had been on display.

He said yesterday: "I thought Mr Rudd had gone mad when he wrote to me earlier this year and asked me to wish the car a happy 15th birthday. But then I realised 1936 was a leap year and it was first registered on February 29."

A collector of vintage vehicles, Mr Shortis said: "When Mr Rudd came to me I thought he would love the car more than anyone else so I said yes.

"It is fairly rare that somebody gets the chance to buy back his first car."

Mr Rudd said: "I commuted from Lowestoft to Beccles daily in Henry from 1961 to 1966.

"My wife, Margaret, and I did all our courting in it and we were married in 1966. After I sold it I often wondered if Henry was still alive."

Mr and Mrs Rudd sold Henry because their first child, daughter Annette, had been born and the car had no boot for the pram. Now they have two granddaughters.

And on Sunday, to celebrate Henry's return to the family, he was driven in Beccles Regatta Carnival parade by Annette.

Picture: BILL DARNELL



**HAPPY MOTURING:** Graham Rudd on the bonnet of the 1936 Ford Model Y Popular which is now back in the family after a gap of 26 years.

This photo was sent in by Trevor walker. It shows our gallant troops at the Eden Camp 'Yorkshire Do' namely Bob Wilkinson (praying that the tyre isn't flat!) ably assisted by Ray Phillips, Dave Lambert and Kevin Brigginsaw. At that point in time they may have been wondering how to make a display with only one car.

*Iwo Jima or 'Y'-O Jima?*



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Bradwinch,  
Devon.

May 1937

1937

1937 Model Ch.F. FORD S.E. Saloon, colour Green. Engine & Chassis No. Y 182189. Reg. No. CTT 300. ....	£	100	-	-
Delivery from Works. ....		3	10	-
Number Plates, White Ivorite Letters & Numbers & Licence Holder. ....		1	-	-
Licence to end of year. ....		4	4	-
6 Gall. Shell. ....			9	9
	£	109	3	9
By allowance for Austin 7 Saloon. ....	£	20	0	0
By allowance for Tax. ..		1	2	0
	£	88	1	9

1637  
BATTEN & THORNE, LTD.,  
TIVERTON.  
2nd May 1937  
Received the sum of  
Pounds eighty eight  
Shillings \_\_\_\_\_  
Pence \_\_\_\_\_  
I, \_\_\_\_\_  
11111 Compliments of Bankers  
per pro.

# TRACED!

Andrew Barr, our Regional Coordinator for Scotland, has just moved to work for Ford Dealership Frews of Perth. Andrew now knows that his model Y saloon was supplied by his new employers to a local dairy-man on 25th March 1936.

Frews have been Ford dealers for 87yrs (the second oldest in Scotland) and Henry Ford sailed up the river Tay to personally appoint the Ford franchise.

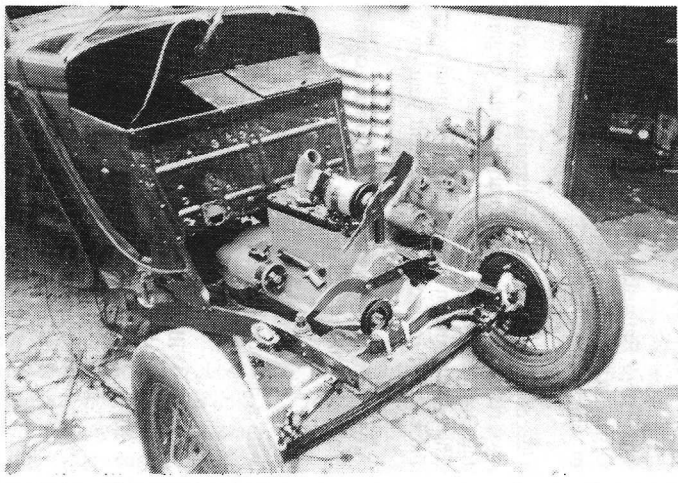
Andrew intends to use his Y GS 5996 as part of show-room displays alongside newer Ford models.

Don't forget to send in some photos Andrew.

*Bob Wilkinson*

## Glynn Beresford's 1937 "Y" Pickup (Y169196)

The vehicle was converted from a 2 door saloon and was a barn find by David Chaffey in 1992. It still has the original engine with the double water inlet at the side of the block although the front shock absorbers are replacements of a later type.



*Suggested letter Clubs and individual entrants might send to show organisers requiring an unfair disclaimer to be signed.*



Association of Classic Car Clubs  
 Head Office  
 Olegon House, Station Road,  
 Swavesey, Cambs, CB1 5QZ  
 Tel: 0951 231172 Fax: 0954 232106

Dear Organiser

We have received the entry forms for your Classic Car Show and we would like to attend. However, the wording of your disclaimer/indemnity is such that should we sign it, far from providing the cover you require, it could make all our insurance policies invalid and we suspect would have an effect on your Public Liability cover you hold for the show.

We would strongly suggest you contact your insurers on this matter, and if you can offer us an indemnity to sign along the lines of the sample below we will be most pleased to support you.

In the meantime we shall, as part of the Association of Classic Car Clubs policy, not be attending shows with your style of disclaimer/indemnity as we would all be uninsured and we will be advising other Car Clubs of our action and reason.

To: All Clubs.

From: Maurice Williams

Subject: Unfair Show Disclaimers

**DISCLAIMERS/INDEMNITY.**

You will recall that this matter was discussed at our meeting at the NEC, Birmingham, when some members raised the issue of unfair disclaimers and it was agreed the Association would look into the problem.

The Volvo Enthusiasts Club has already looked in some depth at this problem and many of you have seen the letters and articles in the May and June issues of Classic Car Mart.

The Volvo Enthusiasts Club has put together a letter Clubs might like to use to send to Organisers of Shows with unacceptable disclaimers stating the Association position, a copy of which is enclosed.

Unacceptable disclaimers/indemnities will be these which expect the entrant to not cover his own risks, but also seeks to absolve the Organiser from any claim, even if it is the fault of the Organiser or his staff.

The telling line in the disclaimer is usually, " Howsoever caused" Clubs should not sign these and if in doubt always consult your own insurers.

Anyone requiring further information can contact Maurice Williams, Regional Co-Ordinator, Volvo Enthusiasts Club. Tel: 01363 82867.

I hope Clubs will find the enclosed useful and send copies of the enclosed letter to any event with a doubtful disclaimer, even intend to attend the event this time around.

**Maurice Williams.**

In consideration of my entry to ..... being accepted,  
 I confirm that I am insured in respect of THIRD PARTY risks (Public Liability) including use on the rally field for an amount of £1,000,000 or more and the insurance extends to any authorised driver driving with my permission.  
 I understand that the Organisers or their appointed representatives may require evidence of insurance either before the event or on entry to the rally site and entry will be refused if I am unable to furnish satisfactory evidence of insurance.

Signed ..... Date .....

Compiled by Mike Chamberlain, John Scott Partners, Farnham

yours etc



## 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&C king 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 in 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
Y Front side lamps	(orders taken)
FITTINGS - BODYLR	
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	out of stock
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)

## PARTS ORDER FORM - ISSUE 102

To be returned to  
KEVIN BRIGGINSHAW: 102 HADRIAN AVENUE, DUNSTABLE, BEDFORDSHIRE. LU5 4SP

MEMBER'S NAME:- \_\_\_\_\_ NUMBER:- \_\_\_\_\_

MODEL/YEAR:- \_\_\_\_\_

TEL NO:            DAY :- \_\_\_\_\_ DATE:- \_\_\_\_\_

EVENING:- \_\_\_\_\_

### PARTS WANTED FROM FORD Y & C SPARES

USED OR NONE LISTED ITEMS  
PRICE ON APPLICATION

PRICE  
NEW ITEMS

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TOTAL  
OVERHEAD CHARGE    £ 3-00  
-----  
TOTAL DUE                                £  
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ADDRESS TO WHICH GOODS ARE TO BE SENT  
NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
COUNTY \_\_\_\_\_

TOWN \_\_\_\_\_  
POST CODE \_\_\_\_\_

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

# The Continuing Saga of Henrietta

## or an everyday story of Model Y folk

After our winter of running repairs and general sprucing up, our model Y, EMD 386, was ready for her second season of shows and general summer motoring. Our very first outing to the Southern Classics Club spring meeting saw Henrietta earning a trophy for the pride of ownership pre 1940 category which after a winters toil of bruised and bloodied fingers saw both of us feeling quite chuffed! and the grin on Jacky's face as she collected the trophy was a real picture.



Our summer season was continuing quite uneventfully until a phone call from Sam really wetted our appetite, "Can you make Beaulieu on the 4th of June for a Ford Celebration of the Quadricycle?" It was short notice but two understanding bosses saw Jacky and I proudly taking our place in the main arena with our Model Y & C Register display taking pride of place and as you will have read in issue 101, 'Henrietta' became a film star. I have managed to secure

videos of the day as well as period promotional films from Fords, let me know if you would like to borrow them.

Anyway, I digress, on to the following weekend Jacky and I were eagerly off to participate in the London to Brighton Classic Car Run. Accomodation was arranged at the easterly start point of Bromley and after receiving our pack notes had a brief chance to speak to Robin Del Mar and arranged to met up in Brighton for photo's. Oh how foolish to plan! Six miles into the rally we encountered the infamous 1 in 4 hill which caused Robin minor problems in the previous year. We un-

fortunately got stuck behind a much younger car who was having problems and left us with the prospect of a hill start and due to unknown problems (probably my driving!) the pinion sheared and left me with no drive halfway up the cursed hill!

Much to everyones credit, Jacky and I were inundated with offers of assistance and we pushed, dragged and towed Henrietta to a local pub where we drowned our sorrows while awaiting recovery to Southampton.

Once back in our workshop, old clothes donned, we tore into the task and had the axle stripped Sunday evening and a quick call to parts guru Julian Janicki. Parts were collected after a dash to Horsham and more BT profits after a plea to Sam for the loan of a drum puller saw Jacky scrubbing parts in the parts washer while I went to the depths of my apprenticeship to recall the procedure on banjo axles and after a couple of hiccups, the axle was reinstalled on Thursday night and road tested giving a downtime of four days. Not bad for a 60 year car!

Anyway, after this hiccup, it was decided to source our own parts stockpile and just three weeks ago I found a 1937 model Y in bits, dry stored near Ascot, and have now stored in our workshop a complete rolling chassis in various degrees of disrepair. So if anyone needs parts, including a pristine chassis,

give me a call. As I close this letter, I must once again pass on my thanks to Julian Janicki and Sam Roberts for their Help and encouragement. By the way, the number of our new chassis is 166/8825 can anyone recognise the number?

With that, Jacky and I are off again with Henrietta, complete with silent axle. Watch this space for the next thrilling installment.

S. Young



## "Yorkshire Do" Eden Camp, Malton 20/21st July

(Read whit' Yorkshire accent)

For them that dunt kno' Eden Camp is an owd prisoner o' war camp thats been made into a grand World War Two theme museum with almost living and breathing displays. Summat for all t' family.

We allus get a good number o' folk cummin to experience t' Yorkshire wellcum and this year wa' no exception. Whether it wa' t' weather bein' so 'ot or they'd heard about pie and pea supper I dunt rightly kno' but folk came from many a mile away.

On t' saturday afternoon and evenin' wi' 'ad about 10 cars on show an' 30 folk to enjoy t' pie and pea supper in hut 12

which camp commandant allowed us to use. We 'ad some owd (1930's 1940's) music and a good number of videos showing t' owd cars off. Reet grand.

Some o' t' visitors camped or caravanned on site and others escaped for t' night to bed and breakfast nearby. Sun shone bright

an' 'ot from early ont' sunday. On'y blot on t' landscape wa' when I ran out o' gas just as t' wife wa' cookin' t' breakfast in t' caravan. By gum, did she gi' me a tellin' off when I told 'er I'd left spare gas bottle at 'ome! This is a family magazine, so I can't tell thee what she said! Tha can guess. (Never mind Bob I've seen a photo of you with your father. Ed.)



Brian and Yvonne Mace, Long Distance award winners  
(Norwich)

From 10 o'clock on, it wa' grand to see our owd cars rolling into t' display area. We 'ad 25 altogether including one or two non-Ford's which are still welcum. Glynn Beresford rolled up wi' a reet grand 1942 Dodge Gun Carrier - 'e said 'is Y pickup wa'n't ready for t' road yet. Any road I wa'n't goin' to argue wi' 'im cos apart from 'im

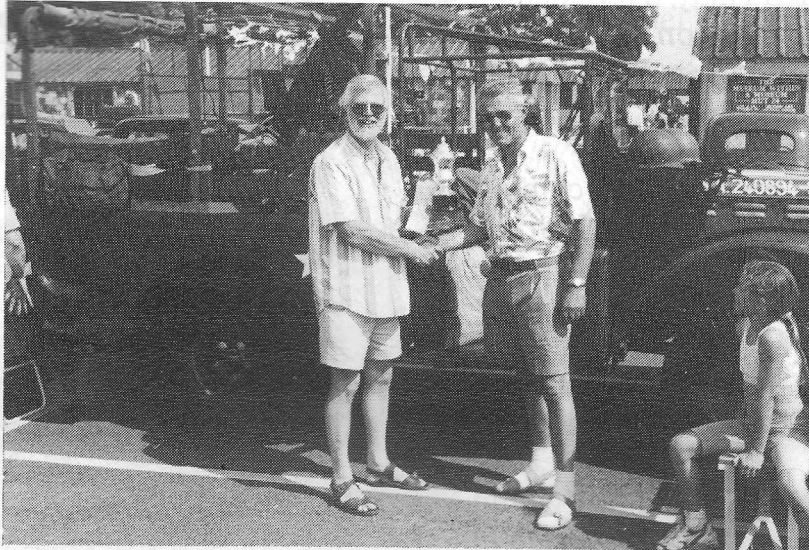
bein' a big bloke I didn't like t' look o' that big machine gun on t' top! This could be t' Y & C Registers' answer to road rage! Don't mess wi' us!

At about 3 o'clock we 'ad t' presentations, early like, to enable them what 'ad come a long way to get off back in reasonable time.

Prizes wa' given for all correct answers to t' quiz that me an' Shirley 'ad set. T' long distance sheild wa' won by Brian an' Yvonne Mace wi' their 1936 4 door model Y havin' driven all t' way from Norwich. Folks come a long way to enjoy t' Yorkshire Do tha knows.

Chairman Sam Roberts 'ad persuaded Ford Motor Company to gi' us a grand new cup to award at t' Yorkshire Do. It wa'

won by David Gatenby who'd driven down from Durham in 'is 1935 model C - a reet grand restoration which 'as been well used over t' past seven years or so. David an' 'is wife Susan wa' reet pleased.

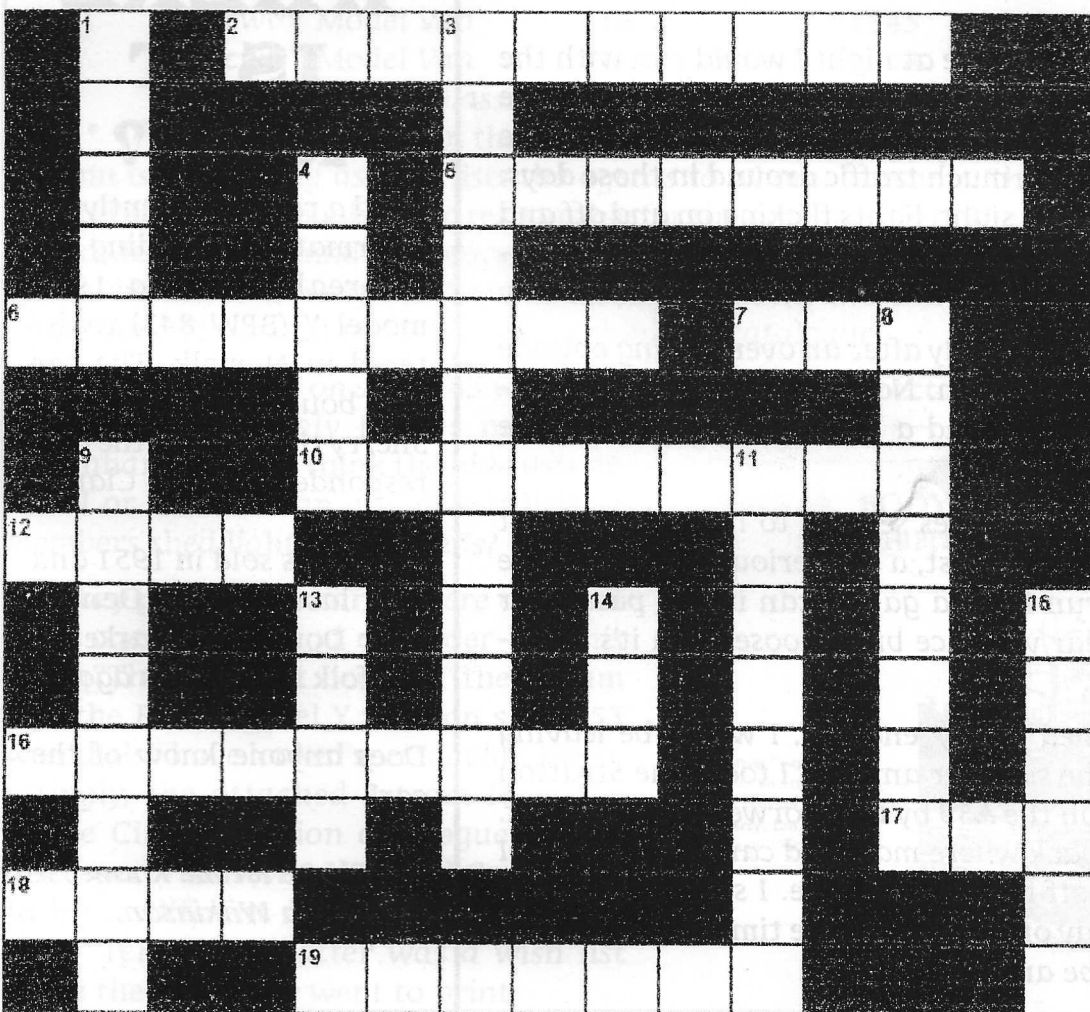


Bob Wilkinson presents the Car of the Show award to David Gatenby [Bob is the scruffy guy on the left!]

Anyway, we all 'ad a good time at Eden Camp, a smashin' venue. Shirley an' I wa' reet pleased to see so many folk there. Thanks for comin' an' makin' it a good do.

Don't miss it next year - see thee.  
Bob Wilkinson

(a translation in clear English is available on request!)



## Crossword Clues

### Across

- 2 Car roof or front page
- 5 Twix cam and valve
- 6 Car fuel
- 7 Top dead centre
- 10 Plug gap
- 12 Mount for dials
- 16 Mount for brakes
- 17 The Register
- 18 Electrical wiring
- 19 Part of hub

### Down

- 1 Wheel wire
- 3 Rear axle gear
- 4 Tolerance on shaft
- 8 Classic tyre construction
- 9 Cooling system part
- 11 Adjust steering
- 13 Charging rate
- 14 Belt profile
- 15 Wheel bearing cover

# The Stratton Express

*The Stratton Express with 'war wounds'!*

I'd like to share with you if I may, a few memories of FK 6032, alias "The Stratton Express" the first Model Y I owned when I was in the Army in Cornwall around nineteen sixty.

I first saw FK 6032 late one evening coming down the hill in Bude by the Globe Hotel. Green with black wings and silver wheels and under the street lights it looked terrific.

I soon located the owner, he was willing to sell, so for twenty-five pounds it became mine.

On Sunday afternoons in the summer I would motor down to Bude, pausing at the garage in Kilkhampton for a gallon of petrol and a quart of oil, which would be consumed at roughly the same rate and later, due to a leaking radiator, it developed a tendency to boil.

Sometimes returning to Camp late at night I would run with the bonnet folded half open to aid cooling. I would also switch the lights off for long stretches thinking that this would save the battery. There was never that much traffic around in those days. It must have been an unusual sight, lights flicking on and off and steam issuing forth and has probably passed into Cornish folklore.

I've included a picture taken shortly after an overturning episode on the hill coming out of Stratton. Note the dents in the bodywork, missing drivers window and a leather strap holding the door closed!

As the weeks went on the maladies seemed to increase, a front tyre ran so thin that the tube burst, a mysterious gremlin in the fuel line obliged me to run from a gallon can in the passenger footwell and then the rear valance broke loose from its moorings.

One day something seemed to say 'enough'. I would be leaving the Army at the end of the summer anyway. I took 'The Stratton Express' out to a garage on the A39 by the Morwenstow turn-off. There was a field at the back where many old cars went to rest. I drove in, then switched off for the last time. I said cheerio and walked away, I had no way of knowing at the time, but not so far over the horizon would be another Model Y.

*Alan Ogden*



## WHERE IS IT NOW?

I had a request recently for information regarding the whereabouts of a 1937 model Y (BPW 843) registered in Norfolk. The car was bought new by a Mr. Sherry the uncle of the correspondent, Mr. W. Clark.

The Y was sold in 1951 and was last seen in Denver near Downham Market in Norfolk some years ago.

Does anyone know of the car?

*Please let me know.  
Bob Wilkinson.*

# THE MODEL Y's FIRST MAJOR EXHIBITION THE WHITE CITY OCTOBER 1932

I am grateful to David Burgess-Wise, who sent me a copy of the list of vehicles displayed at the Ford Motor Exhibition at the White City between 13th and 22nd October 1932; only two months after the first Model Y rolled off the new production line at Dagenham. The listing includes some 93 vehicles and cutaway chassis, of which the following were Model Y based:-

Stand No.	Style	Colour	Engine No.	Sent to.
4, 5 & 6	4 x Y Models		?	Dagenham Motors
12	1 x Y Model		?	W H Perry Ltd.
18,19&20	2 x Y Models		?	W J Reynolds
27	Y Tudor Saloon	Brown	Y1573	Dagenham Motors
28	Y Tudor Saloon	Green	Y1478	Regent Street
29	Y Tudor Saloon	Blk & Green	Y958A	Regent Street
30	Y Fordor de Luxe	Black	Y1512	Ford Dagenham
31	Y Tudor Saloon	Brown	Y1344	Dagenham Motors
32	Y Fordor de Luxe	Blue	Y1567	Ford Dagenham
40	Y Tudor Saloon	Blue	Y1569	Dagenham Motors
41	Y Tudor Saloon	Blue & Grey	Y1124	Regent Street
42	*Y Fordor de Luxe	Brown	Y1322	Ford Dagenham
43	Y Tudor Saloon	Blue hide	Y951	Coulter Belfast
44	Y Tudor Saloon	Green	Y1339	Regent Street
45	Y Fordor Saloon	Blue	Y703	Ford Dagenham
53	5 cwt Y Model Van	Cream	Y345	Regent Street
53	5 cwt Y Model Van	Black	Y348	Ford DagenhamHall
B	8 HP Cutaway Chassis			Ford Dagenham

Note \* This car broke down on the way to the Show and had to be sent back by lorry. The "Sent to" column is interesting as that lists the agents to whom, I assume, the vehicles were sent after the show. They were probably also responsible for the preparation of the vehicles prior to the show. The bulk orders to Dagenham Motors, WH Perry Ltd. and WJ Reynolds on stands 4 to 20 appeared as special bodied tourers at the show, as mentioned in the two extracts from the December 1932 issue of the Ford Times and the White City Exhibition catalogue.

The Blue hide Tudor on stand 43 would have looked quite spectacular. I wonder who prepared this body finish. Surely it was not Ford Dagenham. Do you think the hide was on metal or wood? Can any of our Belfast members shed light on Coulter's?

Did they prepare the car, or were they just sales agents who had an order for this finish? The contrast between the Cream and the Black Model Y vans on stand 53 would also have looked spectacular. Interestingly, the attached extract from the White City Exhibition catalogue, which discusses "The New 8 H.P. Ford Car" seems to list a different mix of vehicles on display. Perhaps the latter was a wish list when the catalogue went to print.

*Sam Roberts*

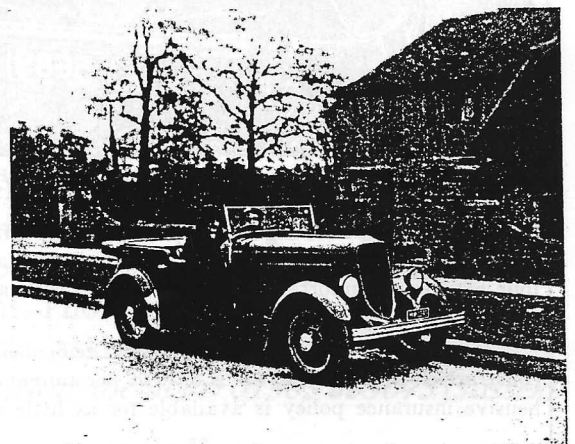
DECEMBER, 1932

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THE FORD TIMES

## SPECIAL BODYWORK ON FORD CHASSIS AS EXHIBITED AT THE WHITE CITY

The "Terrier" sports two-four-seater on the 8 h.p. Model Y chassis, by W. Harold Perry, Ltd., of North Finchley and Westcliff on Sea



**STANDS 18-20**

W. J. REYNOLDS,  
66, High Street North,  
East Ham, E.6.

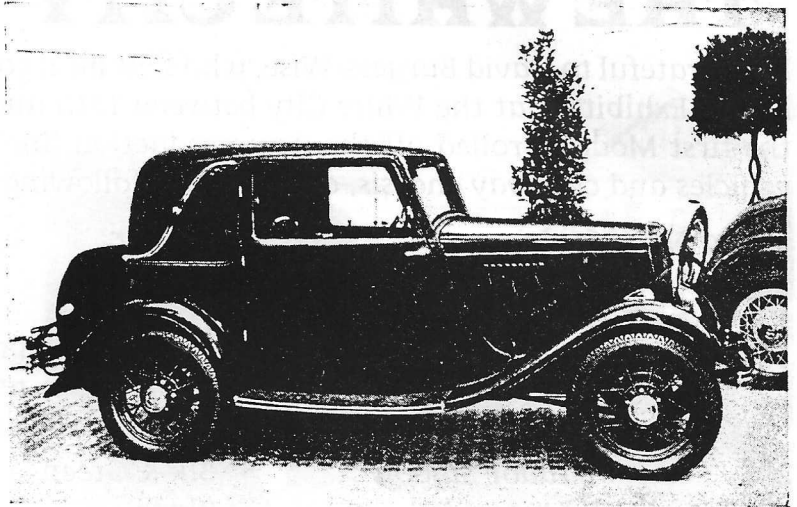
**Special Sports Bodies  
On Ford Chassis**

These bodies are built from selected ash and panelled in hand-beaten aluminium and steel. Finished externally in brilliant cellulose, all bright parts being in stainless steel and heavy chromium plating.

All accessories such as sliding roof fittings, seat fittings, etc., are of best quality, the whole being a combination of the finest British design, material and craftsmanship.

Available in combination of any two of the following colours:—Motor Ivory

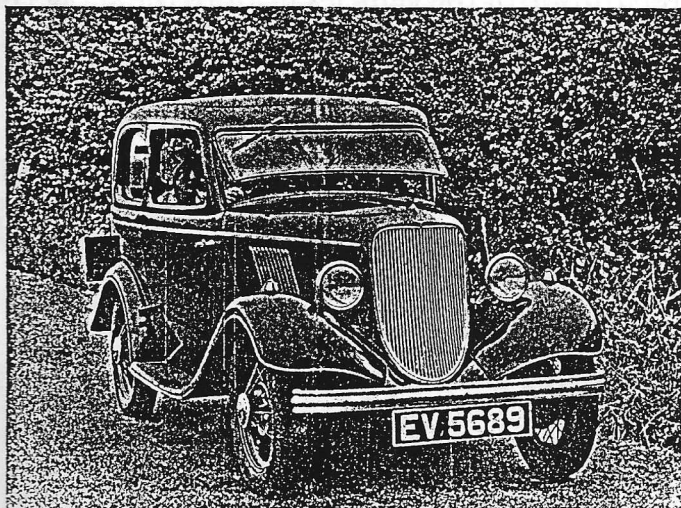
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A fixed-head coupé on the 8 h.p. Model Y chassis, also by Dagenham Motors, Ltd.

**THE NEW 8 H.P.  
FORD CAR**

IT must be many years since the introduction of a new car aroused such widespread interest and enthusiasm as has the 8 h.p. Ford in its first few months on the road. This new light car represents the greatest advance yet made in small car design. Despite its low horse-power rating and low price, it is a definite departure from the "baby" complex. Although



Roomy, Comfortable, Attractive, Economical. The new Ford 8 h.p. Car.

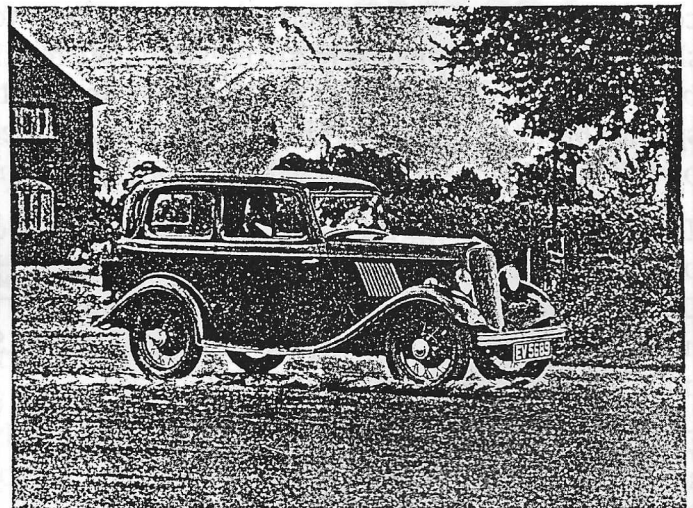
smaller, lighter, and designed on more compact lines than other Ford models, it is nevertheless a full four-seater, planned to carry four adults in comfort, safely and rapidly, with a minimum of expenditure.

Its price is as low as mechanical refinement and sound construction permit; the tax is only £8 per annum and a comprehensive insurance policy is available for as little as £7 10s. for

25

the year. In a nutshell, the 8 h.p. Ford is designed to meet the economic needs of the times.

In appearance it lacks nothing of the handsome lines of bigger Ford models. Its clever streamline sweep, long wheelbase and general roominess are at once apparent to the eye. The long bonnet and graceful sloping radiator impress one just as much as the wide, sweeping wings and raked windscreen. Even to the non-motorist it is a car of pleasing proportions, ample space and riding comfort. But it is not on appearance alone that the 8 h.p. Ford makes its appeal. To the driver, the convenient placing of controls is a source of delight. To be able to feel that everything



A Light Car for the Connoisseur. The Ford 8-h.p. Tudor Saloon.

is just right, nothing crowded or cramped, is a tribute of the highest degree to the thoughtful design and clever disposition of the essential instruments and controls.

In performance, the 8 h.p. Ford more than justifies the high expectations developed by its sturdy construction and attractive appearance.

Ample reserve power for a smooth, steady climb on the steepest or longest of gradients; a top speed surprising for an

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# FOR SALE

1936 2 door Y (Y140748) Sound and running for restoration. Spare engine and bits £1000 o.n.o. *G. Robinson. 01823-279738 (Taunton)*

1937 2door Y (Y155008) Sound car, restoration work needed. £1000 o.v.n.o. *Owen English. 01709-878768*

Model Y short rad. grille for sale. Flannan O'Meara. 00353-21-631344 (day) 00353-21-631959 (evening)

1937 Model Y Tudor reconditioned engine and electrics, new loom, new running boards, no metal moth. Needs a dollop of TLC to finish. Lots of spares inc. heated rear window and exhaust. Divorce forces sale, car must go. £1750 very negotiable.

*Richard Levett 01423-887932*

1936 Model Y 2 door saloon. DM9978. Owned since 1979. Black with red interior. New upholstery. Offers invited. *Peter Ketchell. 01244-676856.*

3 model Y hubcaps 50p each. LR wheels(2) Model A speedo, Petrol gauge, ignition switch. Pair of Y front wings, n/s mint, o/s needs work - £150 pair. Dashboard, steering wheel.(I think!) Two model C wheels and hubcaps. *Robert Spinks. 0171 2704891 (day) 01322 666165 (evening)*

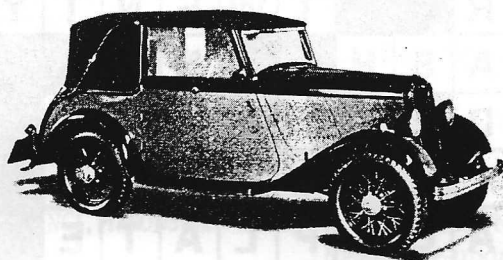
1935 model C tudor. Black. Very reliable, will drive anywhere. £2000. *Ron Watson. 01526-833824 (Lincolnshire)*

1 original oil can £40, 1 good model C steering box £75, 1 8hp cylinder head late type £10, 1 10hp starter motor £10, 2 long rad speedo £20 each, half shafts £5 each, clutch cover and plate good £20, rechromed outside long rad door handles (non-locking) £10 each, various inside handles and winders. 1 long rad headlight bowl £8, brake cross shaft £15, Spare wheel strap £12, starter switches £5 each, U/J's £5 each, early and late distributor caps £5 each, pair model C king pins £35, horn buttons £5 each, door striker wedges, 1 rear road spring.

*Julian Janicki. 01403-251184 (after 6pm) (E. Sussex)*

1935 Model C Tourer. (C20369) Cordoba Grey and Black wings. Has had £1600 spent on it recently. Complete car; in running order; with side screens. Photograph in Chairman's Newsletter article. Asking £3500.

*Tel: Alison (Non-member) 01903 893075 (Sussex)*



Special Foursome Drop-Head Coupé on Ford 8 h.p. chassis. Exhibited by Dagenham Motors, Ltd.

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engine rated at only 8 h.p.; acceleration that seems out of proportion to its power-weight ratio; gear-changing that puts the veriest tyro on a par with the veteran motorist. In a word, a wonderful combination of quiet power, flexibility and refinement for so compact a car.

#### Interesting Data.

Overall length .. .. .	11' 11"
„ width .. .. .	4' 6"
„ height .. .. .	5' 4"
Ground clearance .. .. .	9" (approx.)
Approximate weight: Tudor ..	13½ cwt.
Fordor ..	13¾ cwt.

The following models are exhibited.

Model.	Body Colour.	Wheel Colour.	Upholstery.
Tudor ..	Thorn Brown	Black	Cloth
„ ..	Black	Cream	„
„ ..	Blue Orient	Black	„
„ ..	„	Cream	Brown leather
„ (sliding roof)	Thorn Brown	„	„
Fordor ..	Blue Orient	„	Cloth
„ ..	Thorn Brown	Black	„
„ de Luxe	Blue Orient	Cream	„
„ ..	Thorn Brown	„	Brown leather
„ ..	Black (Red line)	Red	Red leather
„ ..	„ (Green line)	Green	Green leather

Cutaway Chassis.

### Special Note

All visitors to the Ford Motor Exhibition will appreciate the transformation effected in preparing the White City for this great Show.

The whole of the decorative work involved, velarium, stand-fitting, etc., has been carried out by Messrs. Beck & Pollitzer, Exhibition Fitters, 133, Queen Victoria Street, London, E.C.4.

The price cards, direction cards and other showcard work in connection with the Ford Motor Exhibition have been carried out by Russell Signs, Ltd.

# WANTED

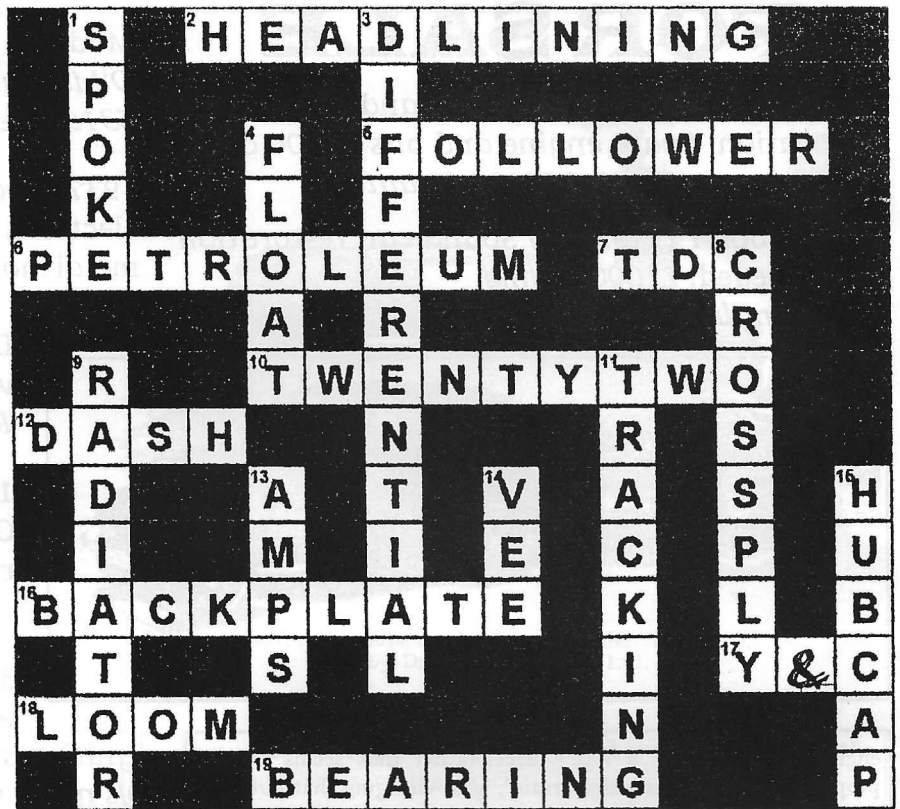
For model Y long rad: fordoor inside door panels, driver and passenger sides.

Flannan O'Meara. 00353-21-631344 (day) 00353-21-631959 (evening) Co. Cork.

Seat Frames or whole seats, starter cable and knob, headlamp rim, pair of rear light units, generator mounting stalk with bolts and strap, rear and side window glass, headlight lens all for 1936 2 door model Y.

Robert Spinks. 0172 270 4891 (day) 01322 666165 (evening)

**DEADLINE FOR NEXT ISSUE 3rd NOVEMBER 1996**



## Life in the fast lane? Not likely!

Robert Spinks, of Pay1, has been a busy man over the past few months. Not only did he marry his fiancée, Ingrid, but he also bought a car. Nothing unusual in that, you might think, until you learn that it is a 1934 Deluxe Model 'Y' Ford. Robert takes up the story of how he found such a rare old crock:

"I saw the advert in Exchange and Mart one weekend, but as we were busy sending out wedding invitations, I wasn't able to ring until the following Wednesday. Amazed to find it hadn't been sold, I immediately rang my dad, asking him to sort out a length of rope! All the while, I was worried someone would buy it before me - unlikely, because I later learnt that the car had been advertised in the Model Y Club magazine for five months.

When he saw it my dad declared it to be a heap of junk and I had to agree. The bonnet, wings, running board, glass, sunroof, petrol tank, radiator and one door had been removed and were stored inside. But there was plenty of space - the seats and all the trim had also been removed, and were nowhere to be seen! Worse, the car had been stripped of paint, which meant that the body was slowly rusting. In the torchlight it looked too far gone to be restorable and on the way home (interrupted when the exhaust on my 1973 Morris Marina fell off!) we decided that £350 was too much.

The next day I decided to offer £50 but

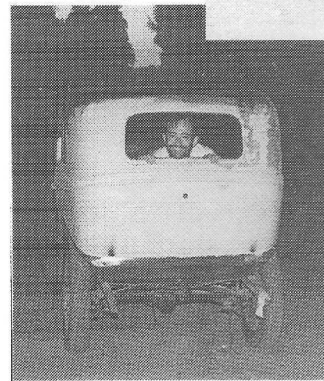
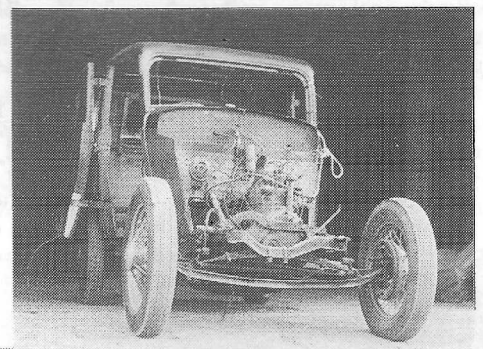
the seller wouldn't go below £200. I offered him £100, and that evening he rang his son in Australia, whose car it was. "How does £150 sound?" It sounded so good that by two o'clock the next afternoon, we were loading it onto a truck.

So what exactly had I bought?

The Ford Y was the first Ford designed specifically for the European market. Up until early 1932, the only Ford available was the American-designed Model A. But, as cars were then taxed according to horsepower, the Model A was unpopular. So the 933cc 8HP Ford Y was a real success. Eventually, the car was reduced in price to just £100, making it the cheapest new car ever sold in England. Top speed is 60mph, and it only has three forward gears, which means that it does not enjoy life in the fast lane.

After I'd got it home the most pressing job was to get married!

All I had time to do was to refit the door, then remove the loose bits from inside, and put them in the back bedroom. Once I had put floorboards in the loft, the bits were put up there: out of



sight, but not out of mind. I'm not yet sure which bits I've got, and which are missing.

You can still buy reconditioned engines, and the glass, being flat, is still available too. The green paint I need is the same colour as that on a current Mercedes. Even second-hand wings are still available - at a price. But the most difficult part to obtain will be the minor items of

trim. For example, my Ford, being a deluxe model, should have a clock, which could prove difficult to locate.

I reckon that it will take about five years to finish, although I hope to have the engine running, and the body rust-proofed, by the end of the summer. I was hoping that the Treasury could sponsor the rebuild, but I suspect that Ingrid and I will end up doing our own FER - right now it looks like a choice between a new fridge, or an old car!

Courtesy of Chequerboard the Treasury Staff Magazine.

# 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 0PY  
*Tel Works 01734-731631 Home 01276-32079*
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Newcastle-upon-Tyne *Tel 0191-2734326*
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Leeds LS25 6HQ *Tel 01937-557410*
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Duddley DY2 8PF *Tel 01384-455011*  
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Cradley Heath Warley, W. Midlands B64 6PU  
*Tel 0121-561-4196/2847/2848*  
David R. Melleney & Son, 217A Dock Rd, Tilbury, Essex RM18 7BJ  
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Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket,  
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*Tel 01778-347347*  
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Norfolk NR28 0AJ *Tel 01692-406343*
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Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA  
*Tel 01629-640227*
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The Bristol Upholstery Spring Co. Ltd. 79A Grove Rd, Fishponds.  
Bristol BS16 2BP *Tel 01272-583995*
- STOCKIST, EARLY FORD PARTS**  
Mr Tony Butterfield, 2 Cockers Lane, Leyland Lancs. PR5 3SU (Can sup-  
ply Gaskets) *Tel 01772-424032*  
Mr Gary Miller, Shepherd's Grove Service Station, Stanton Bury St  
Edmonds. Suffolk IP31 2AS *Tel/Fax 01359 50347*  
Mr Julian Janicki. Riverside, Blackbridge Lane, Horsham, West Sussex.  
RH12 1RR

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