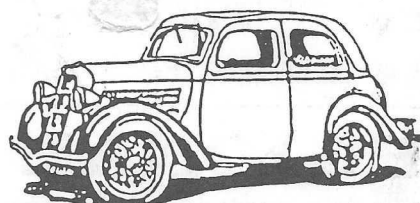
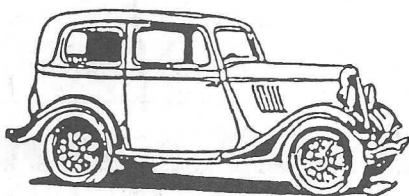


Ford

Bulletin

'Popular' and 'De Luxe' Models
TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 103 NOV / DEC 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

The thing I probably like the most about owning an old car is the unpredictable nature of the beast! Sometimes 'Emily' is so willing and forgiving, tolerant of the way I drive, the things I ask her to do, even the weather! and yet at other times.....



I use her almost every day, consequently I expect things to wear out, I expect a sixty year old machine to give in now and again, but this is not very often, and normally only a minor problem which can be sorted quickly.

Yet again I drove her the 200 miles to the All Ford Rally at Abingdon, together with June as navigator. We set off very early, it was still dark, and it looked as though I had done the right thing in fitting a different set of headlights earlier in the week. We could actually see the road!

The day went well, various bits were found in the autojumble for both 'Emily' and my recently acquired restoration project. Friends were met, yarns exchanged, the food was eaten, coffee drunk, we drove round the arena and it was time to go home. All went well until about Northampton when we noticed that the top speed was not what it had been. Acceleration was suffering and the traffic around us was probably glad when we rested at a service area. After much head scratching and playing about I found that the top speed and acceleration were both affected by the headlights!

Into another service area and another couple of amps were gained from the generator. This did make a difference, but not really enough, the battery was obviously draining. It was not until I got 'Emily' back into my garage that I found that those wonderful headlights were of much greater wattage than normal on a 'Y'. The generator and the battery simply could not give me enough 'juice' to shine light and spark the engine! Another lesson learnt.

Enough of problems, this edition has an updated spares list, news of new members, some with 'new' cars. I

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wonder if some of the not so recent members might like to give us news of the progress of their restorations. It does give heart to those who are finding their enthusiasm waning. News is also welcome about the first journeys which we try, I heard of one who had overheating problems, didn't like the sound of the engine and changed it, giving himself peace of mind and the confidence to take the car much further.

Probably of interest to many members, now that we have 12 months of road fund license, is the subject of heaters for our cars. Perhaps a member has designs, information or the urge to write about heaters. I look forward to some information 'steaming' in for a future issue.

Peter Brooke

CHAIRMAN'S NEWSLETTER

The deadlines for the Newsletter seem to come round ever faster. In between writing for the magazine, I try to keep up with responding to the Y&C in-tray and entering the details of our cars onto the database, which is slowly building up. This time round, I have failed, so I apologise to any member who is expecting a letter from me.



I am delighted that so many of you look forward to receiving the magazine. Bob Wilkie, Peter and I have each received letters commenting on it. Our thanks must go to Peter Brooke for his efforts. Remember however, it is your magazine and, although it was pleasing to see articles from a couple of members in the last issue, we would welcome contributions from more of you.

Regrettably, most of the comments, which I received came with apologies for not renewing subscriptions on time. Would you believe that I sent out 100 final reminders in September to members who had not paid in April/May! - that's 25% of the membership. It does add an administrative burden on both the Committee and the funds (£20's worth of postage alone). I was amused by one reply, which stated:- "Please find enclosed my cheque apologies to Bob" etc. and then "Incidentally, I shall never resign from the Club and although I haven't really met any members, I do feel as though I belong and I would also miss the magazine. So I'm afraid that you would have to kick me out." - letter dated 11 September!

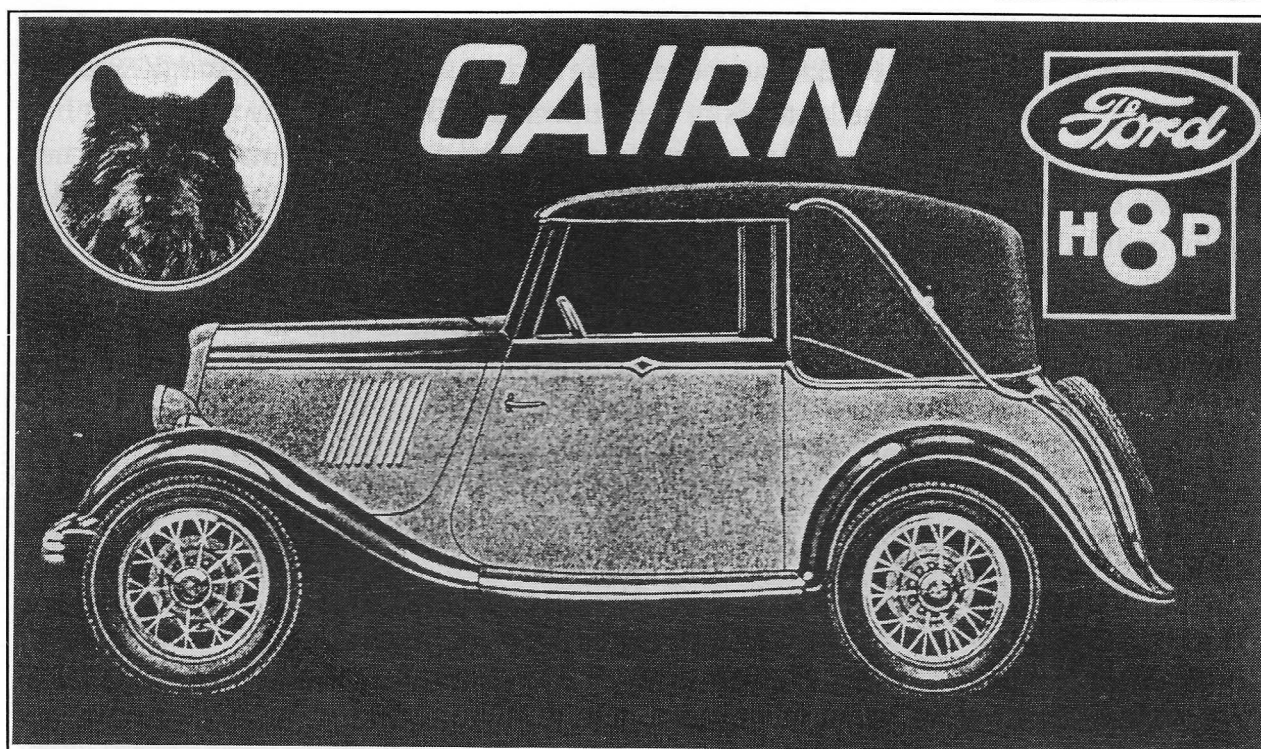
Steve Young's article in the last magazine reminded me of the time I tried to bump start my Model Y as we approached a round-about. It was winter; she was cold and had cut out through lack of choke. Unfortunately, I chose to select reverse gear, rather than second -i.e. the wrong side of the H gate. I stripped a

couple of teeth off a pinion gear in the diff. Fortunately they sat in the narrow gap beneath the sun wheel and didn't do any further damage - this I didn't establish until a couple of weeks later when I had the time to strip down the rear axle. Steve 'phoned me the other evening to say that his 81 years old mother is now hooked on car rallies and goes to them all with him!

"Synchronicity". I've found a word at last, which describes the uncanny coincidences, which seem to surround our cars and which I report with regularity in my newsletters. In the last news letter, I asked you detectives in the midlands to look out for a Model CX tourer, AWP 193, a photograph of which had come my way, showing it at Coombe Abbey on the Shakespeare Run in 1994. Blow me if a photograph of the car did not appear in Classic Car Weekly, the week after the newsletter went to print. That's synchronicity! I'm hoping that the owner, John Fletcher, or his driver wife Rachel, will soon be on board as members.

Another quaint word came into my vocabulary from Julian Janicki in Sussex - "swope". On questioning, he says it is Hampshire terminology for "an article seen with own eyes" - He had swooped a Model CX tourer!

Robert Hale raised my hopes when he told me he had seen an advertisement for a Model Y Cairn Coupe. I know there is one hiding in Essex some where in good, original condition and I thought this was it. He had met the Chairman of the Salmons Tickford Enthusiasts Club, but the advertisement was a 1930s one! Salmons Tickford built the bodywork for the Cairn and adorned it with a typical Tickford pram type hood. It was then marketed by W. Harold Perry Limited of Finchley in North London. I contacted the Chairman and the Archivist, but neither knew of the Cairn in Essex. In fact, they did not know of Bob Stay's beauty on the Isle of Wight; so I sent them a photo.



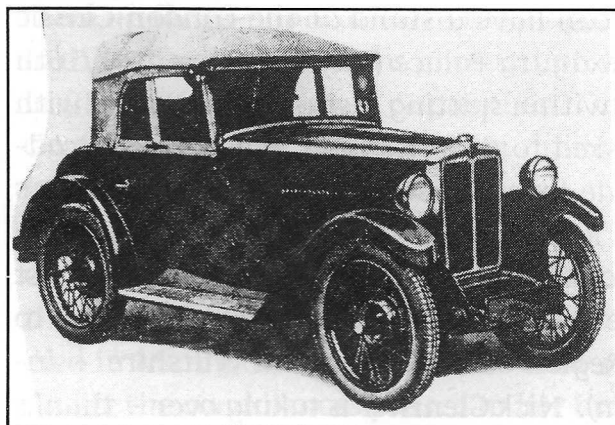
switch to with my little garage! If any of you have literature or an interest in bicycle engines, please let me know and I shall inform Ken in Coventry.

My ramblings have just been interrupted

In the last magazine, I mentioned the coloured photograph of Ken Clarke's Model Y, which I found in a bric a brac shop in Sidmouth. I sent a copy to Ken, who sent me extracts from *The Autocar* of 23rd October 1982 and a German magazine, "AutomobilChronik" of about the same date, both of which had articles comparing the two £100 cars: the pretty basic Morris Minor two-seater soft top of 1931, which had no bumpers or sidelights, and the 1935 Model Y Ford four seater saloon, represented in both magazines by Ken's car. Please note that the Model Y was not the first £100 car. It was, however, the first and only £100 saloon car. The *Autocar* inspired the article elsewhere in this issue I did not understand the lat-



"Another Paul Bainbridge cast off. This was YS 4879 (C24385), a Model CX."



"The side-valve Morris Minor Tourer of 1931 - the first £100 car."

ter. The only German I can remember is "Two beers please. My friend will pay." Incidentally, Ken, the sensible lad, is now collecting bicycle engines; a hobby I should

by a call from Tom Tomlin in Dover, who is as happy as a pig in slurry (as Bob would say!), having just bought yet another wreck of a Model C, C05934, from Barry Barnes in Tamworth. This is the ex-Paul Bainbridge car, which Barry bought with good intentions a couple of years ago. Apparently, it is the first Model C Tom has seen with its door straps in situ. He now has a pattern to make them up for his other cars. He also informed me that the Model C Tudor has wooden door posts, whereas the Fordor has pressed steel pillars. Pre-

sumably the door on the Tudor is too heavy for an unsupported metal pressing.

There needs to be some clarification on the provision of spares. As you are aware, the dynamic duo, Graham Miles and Kevin Briggishaw, give up hours of their time sourcing spares, maintaining some semblance of order in the store, attending to your requests, parcelling and posting them and keeping Jean Hunt, the Spares Treasurer, satisfied that you have been properly invoiced. They do a great job (although fate played a nasty trick on Roger Hanslip recently). They are happy to provide spares to any member other than those in North America, where the liability laws are particularly severe. Some years ago we were a bit cagey about sending spares to other than the UK. If you were under that impression, then forget it. Olly Rogers in County Caven in Ireland certainly was and produced a letter from me stating the old policy as evidence! In fact, it would be welcomed if more of you did order spares, to release some capital to remanufacture others. Remember, because a spare is not on the list in the magazine, it does not mean that it is not in stock. Graham, in particular, has collected and bought up masses of items at autojumbles and from private sales to add to the stock, which are too numerous to list. If you want any spare, just put it on the Spares Order Form in the magazine and send it to Kevin. He will tell you whether we have it or not.

Overseas news this time is a little thin. Bill Ballard has uncovered an-

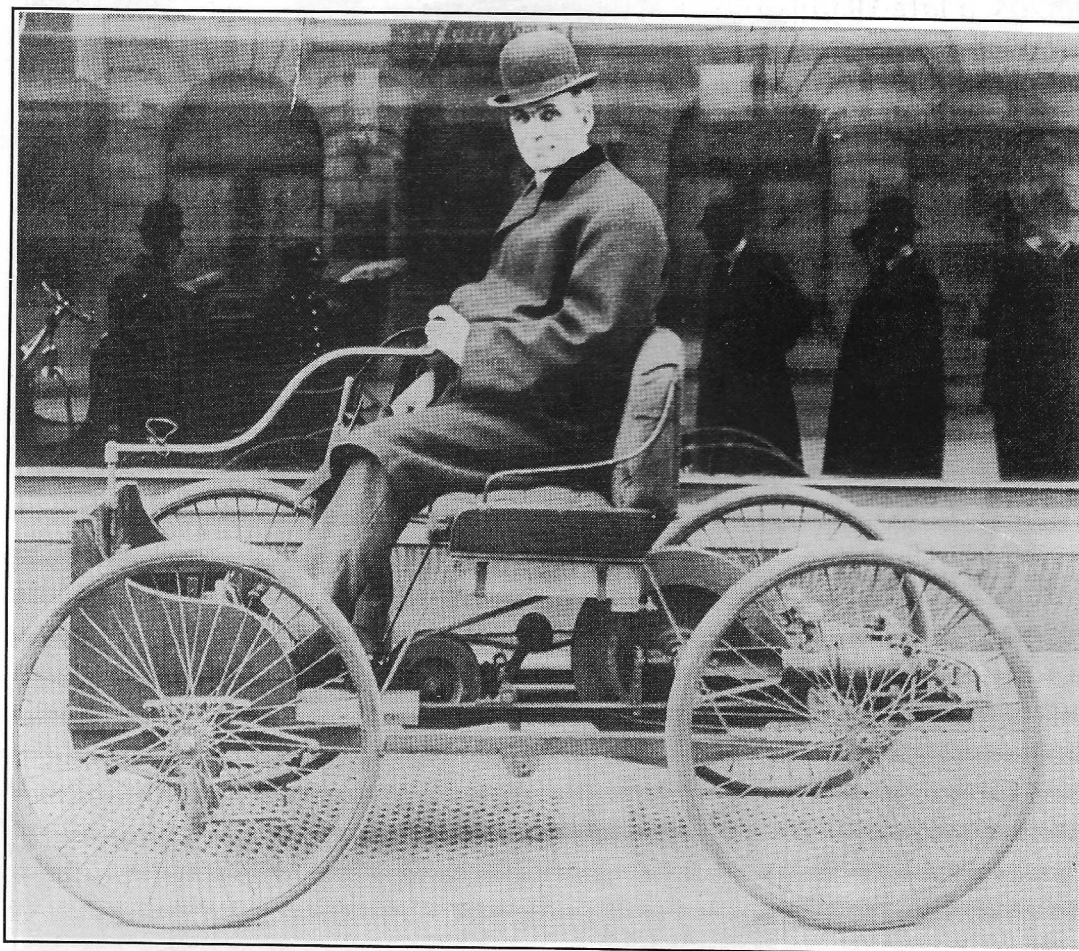
other two Model Ys in New Zealand, a 1932 Tudor Shortrad of unknown parentage and a 1933 Tudor Longrad (Y194731). The latter is of Dagenham origin. Hopefully more news in a later issue. A very early Model C tourer seems to have turned up in Argentina of all places - very exciting! Bob Wilkie received a very flowery letter from Domingo Salvador Campisi, in Buenos Aires, which said that he owned "a vehicle trademark FORDF35 (I guess this is its registration number and indicates 1935 as year of make.- F = Fabrique?), ENGINE C 112302, CONVERTIBLE , BODY number 362230 with its original machanical.". I have written to him for clarification, but 362 is the Briggs Body prefix for a Model C tourer and batch number 230 would place the car in mid-1935, which happily coincides with the date of a chassis number C 12302 (May 1935). I suspect, as with many numbers, a "1" on its side was stamped after the C and before the number. I await his reply with interest.

Our thanks, once again, to Geoff and Eileen Murrell, who labouriously put together and despatched the October mailshot, which included your membership cards. Their voluntary efforts certainly relieve the Committee of another chore.

I hope many of you noted in your diaries the 23rd/24th November from the last issue and came to see us at the National Classic Motor Show at the NEC in Birmingham. The two Geoffs, Salminen and Dee, have been preparing the display and I and Bob are looking forward to joining them on the stand at the show. More about that in the next issue. Incidentally, Geoff Salminen and his Model Y have been involved in a photographic shoot for the American Classic Cars magazine. The article, which also features the Severn Valley Railway, should appear next year sometime. Jim Miles, our new Regional Coordinator for London, has written off to see whether we can have a stand at the London Classic Motor Show, at Alexandra Palace (Ally Pally), on 15th/16th March. Any of you within spitting distance of London, with a smart car, are asked to write to Jim. Hopefully, his address is on the inside front cover under Region 20. There's another change of Regional Coordinator to report. Robin Prebble, who has done some tremendous work over the past few years with the Bristol Classic Car Show, is having to stand down from Region 02 (Somerset and Wiltshire - including the old Avon). Nick Glenister is taking over - thanks to both Robin and Nick.

Paula and I had a super evening in The Vine in Stockbridge with David and Wendy Grace, who were travelling to Southampton ferry terminal from Boston Spa, near Wetherby in North Yorkshire. David now has his hydraulic ramp fitted in his garage and is threatening to re-start work on his Model Y Alpine tourer. I seem to have said this before! David had earlier drawn

A question for you. How many and what size of ball bearing are there in the Model Y jack? I have a jack without bearings and the little plunger which sits on the top ball bearing. Can anyone give me the measurements and a drawing of the plunger?



"One last reminder....."

my attention to the September issue of Practical Classics, in which no less than four pictures of the 1950s appeared, with model Ys in them. I have still to follow them up for re-publication in the magazine. Hopefully, in this issue you will find a photograph which appeared in Classic Car Weekly in September. Our thanks go to Geoff Browne, the Editor, for obtaining permission for us to reprint it.

On a sadder note, it is with regret that I inform you that James Binchy, from Charleville, in County Cork, died in March of this year. His widow was very grateful for the condolences passed to her by the Committee and members of the Register.

We cannot let 1996 pass without one more mention of Henry's Quadricycle, the centenary of which we have been celebrating this year. Right, that's the mention! Liam Tomlinson gave me a massive paperback book on the life of Henry Ford, which is the most comprehensive book I have yet seen. I was not aware, for example, that Henry was the first to design an engine with vertical cylinders or the first to slice off the cylinder head, for ease of manufacture. I'll remember him the next time my head gasket blows! For the Henry

Ford enthusiasts, the book is called "Ford", written by Robert Lacey and published by Pan (ISBN 0 330 29879 8); thoroughly recommended.

Finally, I and the Committee wish all members an enjoyable Christmas. I hope this issue gives you some pleasant reading over the break. We look forward to seeing you at events in 1997.

Sam Roberts

MEMBERS'

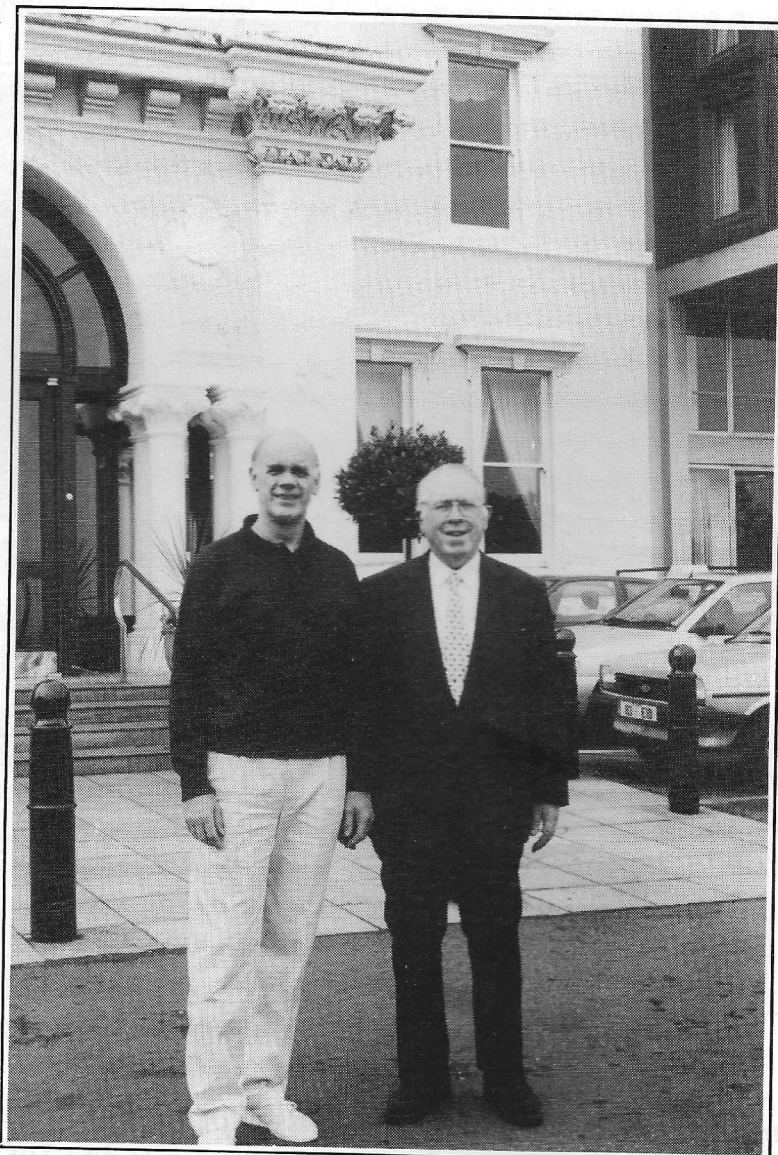
CARS

This time round we have a tale from the Emerald Isle. The car you see on this issue's back cover is now owned by the third generation of the Fitzgerald family. TI 3205, a late 1936 Model Y £100 Tudor "Popular", was purchased by Jim Fitzgerald's father-in-law in Limerick in 1937. He was a baker by trade. The car was inherited by Jim's wife and they brought it with them to Dublin when Jim was promoted within the Friends Provident Insurance Company in 1962. The photograph on the back cover shows the Fitzgeralds, with son John, a mere stripling of 16 years, on a nostalgic return to Limerick in 1970 and to the garage where the car was purchased.

Later that year, with Jim driving and John navigating, they joined in with 34 other cars of the Irish Veteran and Vintage Car Club on their rally to Le Mans in France. As the Irish Independent newspaper of the 25th May reports, Jim and John were winners of Class 4. It is also interesting to note that on the same rally, a special prize was awarded to "Mr James Boland of Clondalkin in a 1905 Bianchi was the oldest car to reach Le Mans." - Jim Boland has been a member of the Y&C Register for many moons now.

The car was then laid up in a rather damp garage for a number of years until John decided to give it some TLC. He restored it back to its original glory and it was often seen in and around Dublin at various rallies and events; conspicuous by its four badges on the radiator grille in the shape of a Y - including the Y&C Register badge of course! With loudspeakers mounted on a roof rack, it led the first cars over the new eastern ring road bridge across the Liffey. On another parade, on another roof rack, it carried a banner declaring "£100 baby Ford launched in 1932". Ownership of the car (Chassis No: Y166731) is now firmly with John, who owes me a letter letting me know the Briggs Body number for the register!

Paula and I spent an enjoyable weekend in Dublin in September at a friend's son's wedding and were treated by Jim to an enjoyable morning tea and banter in the Royal Albion Hotel in Dun Laoghaire to the south of the city. Jim, you will remember from one of my newsletters, last year was awarded



"A smart Jim Fitzgerald and a scruffy Chairman outside the Royal Albion Hotel recently"

the Pegum Perpetual Trophy by the Irish Veteran and Vintage Car Club, given annually to the member "considered to have done most to promote social interaction within the club." Jim has been a Director of the Club for a number of years now and oft quotes his favourite slogan "Let the Hinges of Friendship Never Rust." Hopefully we will be oiling those hinges on the planned Y&C Register trip to Eire in 1997.

Sam Roberts

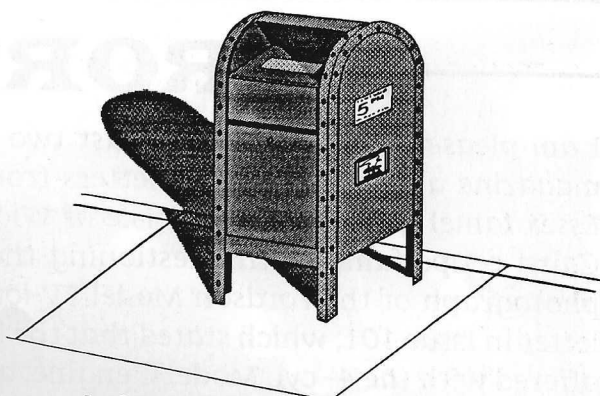
MEMBERS LETTERS

Here is a letter from Paul Tritton with more about the Pierce Arrow connection.

I was interested to see the little piece about the Pierce Arrow and the faired-in headlamps, tried out on the Ford Y in the early 1930's. (Sept/Oct issue)

The Pierce Arrow came from a line of American luxury cars now largely no longer made, but which at one time included Packard, Duesenberg, Peerless and others. Lincoln and Cadillac survive, but as shadows of their purer selves.

The faired-in headlamp was the Pierce Arrow 'trademark', making it instantly recognisable to schoolboys. They began them when electric lighting was introduced in 1913,



and they were maintained as part of the design until the mark was absorbed by Studebaker in 1935. Only about half a dozen of the 1933 models were made.

*Yours faithfully
Paul Tritton*

Here is a letter from Bernard Martinet with news from France starting with a Short Rad found in January of this year:

The early "short rad" has been sold. I fear it serves as parts for completing another one, but I had no place to keep it a long time before finding a 'Y lover'.

The car I restore is going on but if the body is restore, painted and upholstery nearly completed I work now on the mechanical side: front axle, brakes, spindles etc. After the rear axle then the motor which has been rebored with new pistons and new bearings. I ordered from J. Janicki, brake cam for the front brake as they were rather worn out. I think the rear axle will need the same overhaul.

It is rather difficult to understand your dialect (Yorkshire Do in 102!!) it possibly looks like our Cajon from Louisiana. I hope you have also the music with it for dancing. I hope to meet you again in England as I am fond of your country where there is a lot of Cajon Music Festivals and numerous Cajon Music English Bands.

*Best regards to you and the Y lovers
B. Martinet*

STOP PRESS

LOOK SOUTH-WEST
BRISTOL CLASSIC CAR SHOW
1st/2nd February 1997

We start the show season early next year with a Register Stand at the Bristol Classic Car Show. A chance for members in the South and South West to gather under the Register banner and swap advice, tips and tales.

Nick Glenister, the new Regional Coordinator for Somerset and Avon, has agreed to organise a stand at the show, which is being held indoors over the Saturday and Sunday, at the Bath and West Showground at Shepton Mallet.

Make a note in your diaries; brave the winter weather and give a bump start to your Y & C enthusiasm for 1997.

ALPHABETICAL — ERROR? —

I am pleased to hear that at least two people read the magazine as I have received letters from Peter King (of Essex fame) and Bob Stay (of Isle of Wight and Model Y Cairn coupe fame) both questioning the caption to the photograph of the Fordson Model 7V lorry in my Newsletter in Issue 101, which stated that the lorries were "also offered with the 4- cyl. Model C engine, and one wonders how it performed in usage."

You may recall that my comment on the caption was that it couldn't pull the skin off a rice pudding! Peter says that he "thinks it is a misprint. I believe you could have the V8 engine or the 24 h.p. four cylinder engine as fitted to "A" Model cars and vans.

Bob Stay's comments support this as follows: "Whilst reading your newsletter in the July issue, I could not but notice what I think is an alphabetical error. The article states that a Model C engine was offered as an optional engine in the 7V truck. Now I know that the famous 10HP was used in all sorts of vehicles and contraptions, but a 3 to 5 ton truck, I don't think so.

The engine that was used in these trucks was in fact the Model B engine. This engine was a 4 cylinder engine, an improved version of the Model A engine, both being rated at 24.9 HP. The Model B engine was used in various machines including Rusten diggers and fitted with a fluid flywheel. Like the Model A engine, in this country there was a smaller bore engine known as the B.F. and rated at 14.9 HP.

When I worked at the local Ford Main Dealers, Frank Cheverton Ltd., these engines were reconditioned by us, including the white metalling and boring. The breakdown truck we had was in fact a 7V fitted with a Model B.B. 24.9 HP engine. The Allan Taylor article is also of great interest as there is one on the Island, owned by Mr Dennis Phillips of Compton Farm.

This one is a Model B.F. Ford chassis, Model T worm drive rear axle and Model A and B engine and gearbox combination; and is in running order. I find the magazine very interesting, so keep up the good work, because it must take up a lot of valuable time.

Bob Stay

ALL FORD RALLY

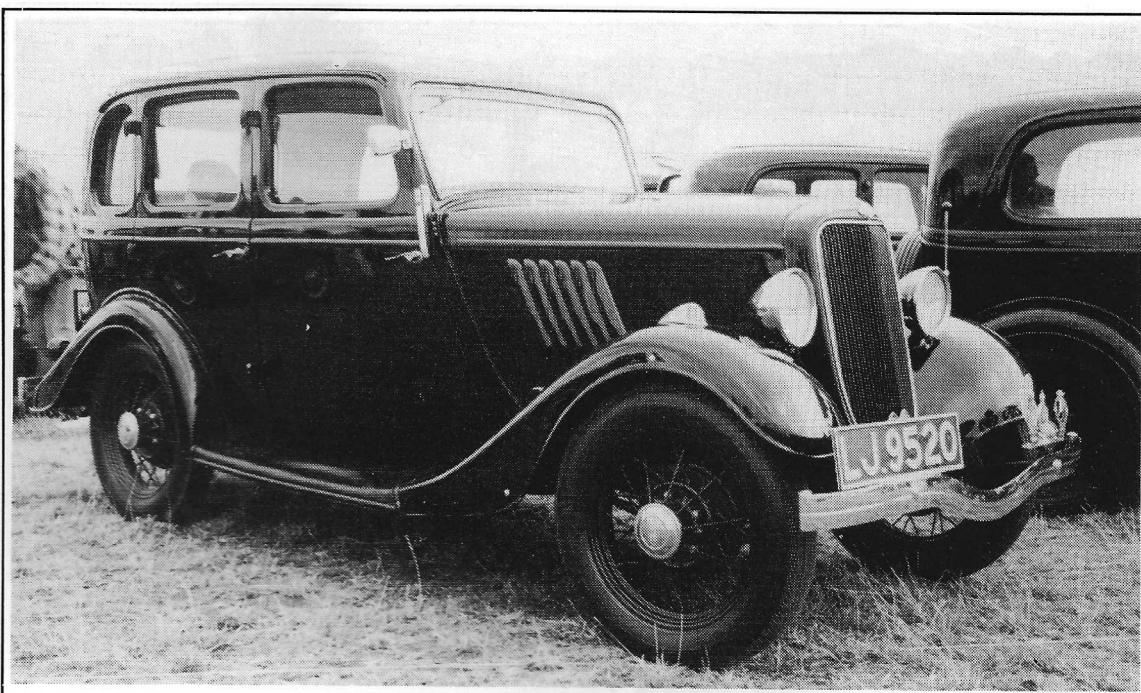
29th SEPTEMBER 1996

For the second year running, the weather for the All Ford Rally was hostile. Many of us endured rain showers on the way to Abingdon. All of us were windswept by the time we departed. Having said that, we were very lucky in that, apart from one minor shower, it stayed dry during the day. The threat was obviously sufficient to put some members off coming. The catalogue listed some well known names who failed to parade their cars! Names such as Tim Brandon, Peter Benton, Dave Minnett and Steve Young. Where were you guys? You missed a good day which was enjoyed by those who did fill up the Register stand with their cars; 14 in all, with Tom Tomlin's Model C on The Small Ford Club stand next door. Jeff Cole's grandson with his upright Pop and Robert Hale's Nissan(!) bulging with the regalia added to the attractions on our stand. We also successfully erected one of the four metre square barbecue awnings your Committee has purchased to brighten up the Register stands. Thanks to added guys, it survived the wind.

Graham Miles had his Model Y van loaded to the gunwales with goodies. Roy Hocking took the opportunity to buy a set of Model Y bumpers, bolts and end caps and fitted the front set on the spot. Adrian Chettle and I bought two of the newly procured oil can holders. The new oil cans are not far from production. The autojumble, unusually, displayed quite a bit of Model Y stuff. Graham won front and rear short rad wings for the Register stock. Paul Beck rescued a long rad rear wing from the same lot. Kevin Briggins was seen trying unsuccessfully to load an engine into his immaculate short rad. Peter Brooke, who had driven all the way from Rawcliffe,

near Goole, that morning in Emily; setting out with June, his wife, at 05:30, spent a happy hour or three amongst the autojumblies. I saw him emerge at one stage with a window winding mechanism. Incidentally, he drove back again that evening! Paula will not believe that any wife can endure that number of miles in a Model Y in one day! One of the autojumblies was Dave Tebb, who with wife, Carole, and Gordon Batchelor, was dispensing various oils out of his super Model A van.

Rod Evans, Liam Tomlinson and Kevin Taylor were all present in their Tudor longrads. Dave Huntley from Newbury, in his lovely Fordor longrad, is considering fitting a sliding roof. Our congratulations go to Matthew, his son, who has just passed his driving test and will be driving the car to some of the events in the future. It was good to see Jeff Cole looking his old sprightly self. Doug Hickson, who visited the stand, was also looking good and threatens, soon, to attack his Model Y Mistral tourer. I wonder if he ever did meet up with Dave Curtis, who chose to come to the rally in his Zephyr. It was a pleasure to see our two Sussex sages; Tony Hurst and Julian Janicki and to meet up, for the first time, with Stan Bilous, from whom, we hope to hear more in the near future. Jim Miles made one of



"Dave Huntley's early 1934 Fordor Model Y, awaiting a sliding roof."

his rare appearances and has committed himself to helping out with activities in the London area.

Finally, the ubiquitous "Two Geoffs" were present. Geoff Salminen raiding the regalia to gather some stock together to sell to the punters from the Register stand at the Classic Motor Show at the NEC in November, and Geoff Dee with son, Richard. Geoff, the latter, reckons he has the solution to replacing the rear shock absorbers on the Model Y. He will be preparing an article on the subject for the magazine.

If all materialise, we should have recruited four more members to the Register during the day. In anticipation, I welcome aboard Tommy Shaw from Belfast, Tony Lingard from Berkhamstead, Freddie Hooper from Christchurch and Richard Garrard from Denmead in Hampshire.

Finally, the icing on the cake. After each of the various classes of vehicle had paraded in the arena, the judges' chosen vehicles in each class were called into the arena for the award ceremony. I am delighted to report that Register members swept the board in Class 2, "Cars 1932 -1942". In third place was Tony Brasher's light blue, long rad, Tudor Model Y; in second place was Tom Tomlin's immaculate Model C and, believe it or not, in first place was Kerry! It obviously took the judges' fancy, as I had not prepared her at all. Paula is now having to put up with a rather large green and gold plastic trophy, of which I am very proud, and which will probably be on display for about as long as my birthday cards ever are, before being hidden away. Anyway, well done team!

Sam Roberts



"Clean Sweep! Best in Class 2 - Cars 1932 - 1942. 1st :- Chairman's 1934 Ford Kerry sports. 2nd :- Tom Tomlin's 1935 Fordor Model C and.....

".....3rd - Tony Brasher's light blue 1934 Tudor Model Y."

Restored!

After a year of hard and challenging work spent in the garage rebuilding our 1935 model Y van it is now almost complete and the fear of that journey down the A1 with the parts falling off a very rotten van now seems worthwhile.

Once home, the strip down was very easy, you didn't unbolt things, you just pulled them off! Everything on the nearside just fell away. The wood was completely rotten, through standing outside in a field in the Lake District with the canvas roof missing for 25years. Everything you touched fell away, we got three bags full of debris that fell on the floor.

The first job was to replace a three foot section of chassis that had completely rusted away on the nearside and get the van back square again. Then the new wood frame was erected, front doors fitted to the new door pillars, a complete new nearside panel, two new rear doors, new front val-



ance, bonnet, grille and headlights, with new glass cut for the front doors. The wings were repaired by welding new sections in where rotten.

People kept saying "it can't be restored" which gave us more determination to restore it, but with the many problems we faced we sometimes wondered if they were right!

The van has been sign written by our friend who is 81 yrs old, it is written as he did it in the 1930's when he got £5 per van for coach painting and sign writing.

*Yours sincerely
Brian and Roger Gurney.*

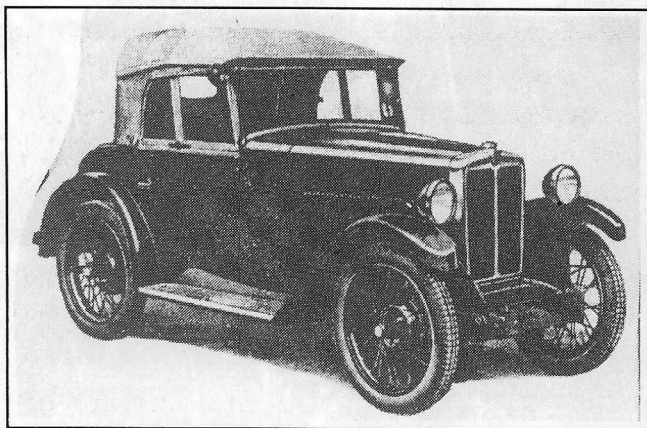


"1935 Model Y Van CGO 856 chassis No. Y109953."

Many people, members included, often quote the Ford Model Y of 1935 as being the first £100 car. This is not the case. For a number of years before the introduction of the "Baby Ford", the battle to produce a £100 car had been raging. It started in 1922, when Sir Herbert Austin produced his Austin 7 for £165. In 1927, the Triumph Super Seven tourer came in at £140 10s. By now, the Austin Seven tourer was down to £135. In the same year Morris Motors acquired Wolsley. This gave them the boost they needed to grow in strength. The following year, in 1928, the first Morris Minor was introduced with its Wolsley inspired overhead cam shaft and fabric body.

At the 1930 London motor show, Austin reduced the price of their tourer down to £122 10s. Miles Thomas, the Sales Director of Morris Motors later wrote. "Clearly, we needed a less costly Morris Minor. By paring everything down to a minimum, and by cutting the profits to ribbons, the first £100 two-seater car became a possibility." By changing the overhead camshaft design to an 847 c.c. side valve engine, doing away with bumpers and sidelights and by only having one windscreen wiper, Morris Motors were able to reduce the price of their two seater Morris Minor tourer to the magic £100 for the start of 1931. This was thirteen months before even the twelve Ford Model Y (19) prototypes were shipped to England from Dearborn and a full twenty one months before the production Model Y was introduced at £120 for the basic two door (Tudor) saloon in October 1932

Ford, the new kid on the block, had yet to start paring down its design, production methods and materials. Because of the open structure of the chassis and its tendency to twist when not strengthened by a steel body, Sir Percival Perry, the Chairman of Ford England, refused to build a Model Y tourer to compete with the other manufacturers. Effort instead was spent on reducing the production costs of the



"The £100 Morris Minor 847cc two seater tourer of January 1931."

saloon to £100, which was achieved by the time of the Ford Motor Exhibition in October 1935.

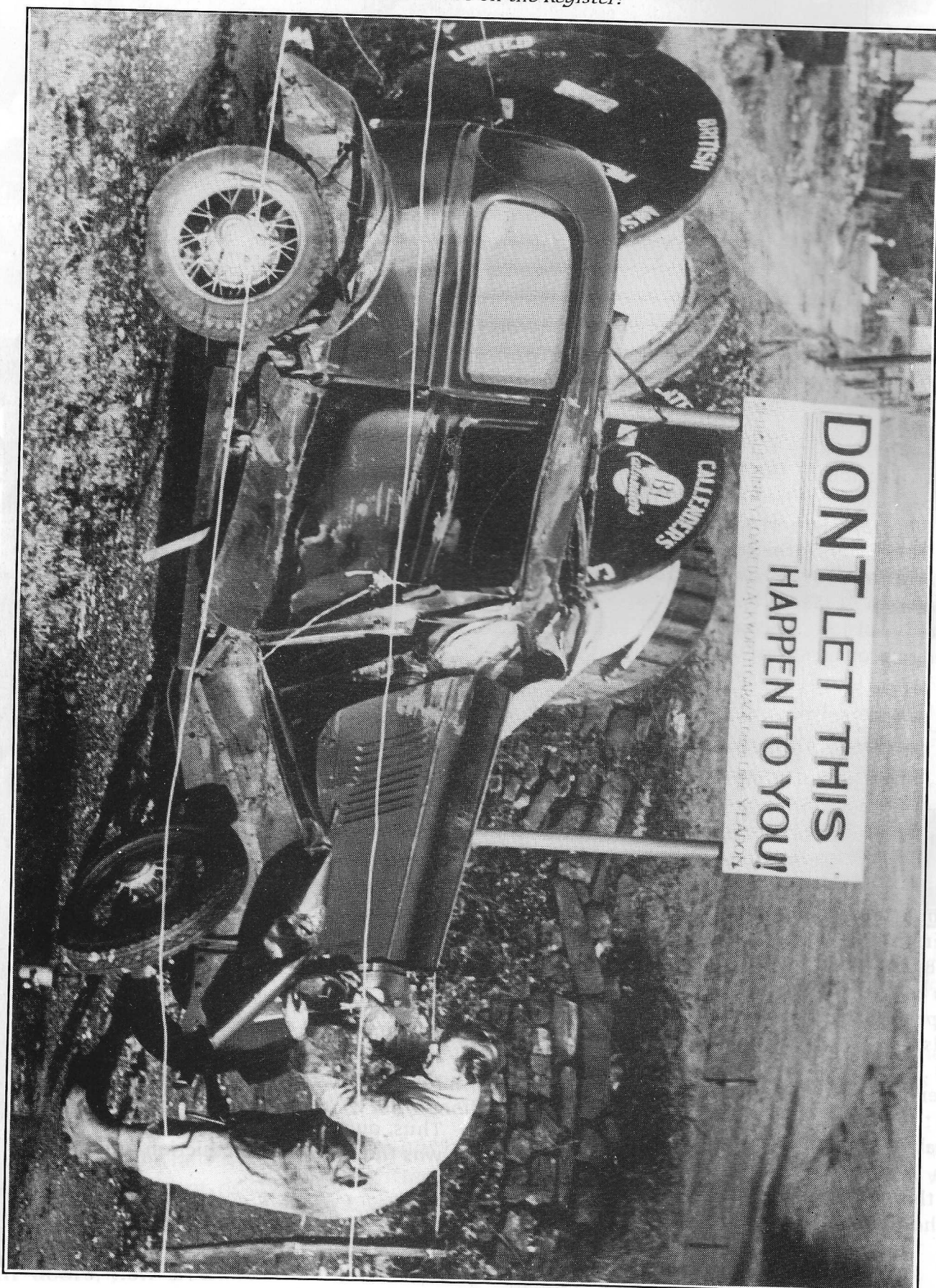
Thus, our boast is that the Ford Model Y was the first £100 production saloon car.

Sam Roberts

THE FIRST £100 CAR

A Warning to us all!

John Kirby of Leeds has sent us a photograph of a crashed Model Y. Apparently the police used to get suitable cars from local garages and display them at the side of the road to deter other drivers from being reckless. The Ackworth Garage had kindly donated this one from their Yeadon premises. No number is visible but I don't think it will be on the Register!



NEW MEMBERS



Since our last edition the following have joined the Register.

- G1122 CHRISTOPHER GILL.
50 NORMANDIE CLOSE, LUDLOW,
SHROPSHIRE. SY8 1UJ
- G0223 MARK GRUNWELL.
2 GAUNTS ROAD, CHIPPING SODBURY,
BRISTOL. BS17 6DX
- H0309 FRED HOOPER.
26 WHITEHAYES ROAD, BURTON,
CHRISTCHURCH, DORSET. BH23 7PB
- P0421 JAN PIENIAZEK.
FOX END FARM, POLECAT LANE,
COPSALE, WEST SUSSEX. RH13 6QR
- P0226 RICHARD PROLE.
CASTLEMEAD VILLA, CASTLEMEAD,
WASHFORD, WATCHET, SOMERSET.
TA23 0PZ
- P0529 GRAHAM POWER.
170 WILLINGDON ROAD, EAST-
BOURNE, EAST SUSSEX. BN21 1TT
- S1921 THOMAS SMITH.
69 FROCESS ROAD, BALLEYMONEY, Co.
ANTRIM. BT53 7HN
- W1403 PETER WHITESIDE.
7 BLACKLEACH AVE., GRIMSARGH,
PRESTON, LANCS. PR2 5RE
- W0406 ALISON WIELAND & DAVID MURPHY.
HERONGATE, MILL LANE, ASHINGTON,
PULBOROUGH, WEST SUSSEX. RH20 3BX

As always, I ask "old" members to make contact with new members in their area. New members are advised to contact their regional coordinators. (list inside front cover of newsletter)

*Welcome - keep us posted on progress.
Bob Wilkinson*

Notes on New Members

Most of our new members are busy with restorations. Thomas Smith in Northern Ireland has a 1936 model Y but other details are unknown. Please send us details of your car Thomas.

Christopher Gill owns DY 9760 a 2 door model Y which had it's 60th birthday on 2nd October. A full rebuild is in hand as we can see from the photograph. Christopher is no stranger to 1930's cars since he also owns a 1935 Morris 8.

Mark Grunwell in Bristol purchased CAD 429 his 1937 Y model in running order but is undertaking a full body and mechanical rebuild. Mark was enquiring about the source of new wings. Don't forget that Ken Arthur (K.A. Developments - listed inside the back cover of this magazine) has patterns for all body panels for our cars.

Richard Prole is also undertaking a complete restoration on his 1936 long rad 2 door Y model DPU 487 recently purchased from member Peter Allen in Somerset.

Fred Hooper in Christchurch brings another 'new' model Y to the Register. His 1935 (25-06-35) 2 door saloon was last MOT'd 1967/8 and is now in need of restoration - floor, windscreen, fabric roof and general body repairs. Fred has just found some shock absorbers - well done, and woodworm in the car's framework - bad luck! The latter should respond to treatment with the woodworm killer fluid to prevent further deterioration.

Peter Whiteside owns an early long-rad 2 door model Y registered on 29th December 1933. TJ 3581 is in need of moderate restoration, mainly to mechanical items on the car.

Jan Pieniazek owns DY7603 a model Y first registered in Hastings in July 1933. The car is in need of total restoration and fortunately will retain the original registration mark following the successful outcome of a dispute with DVLA.

Incidentally it must be a first for this column to have two cars with matching registration marks joining the Register in the same edition.

18-7-33 DY 7603 - Jan Pieniazek - West Sussex
2-10-36 DY 9760 - Christopher Gill - Shropshire

I wonder what tales these two near neighbours have to tell of their travels over the years? Do the owners know much about the history of these cars? Please let us know.

Model C and CX cars are always out numbered by Y models in this column. It is indeed unusual to feature two tourers of this model in one edition of our club magazine.



Chris Gill's model Y (Y156164) DY 9760

Alison Weiland

and David Murphy own a C model tourer first registered on 2nd August 1935. This car had one owner until 1994 and had been extensively renovated in the 1970's at a time when 'our' cars were not really regarded with much enthusiasm - like many 30 - 40 year old cars at that time. The previous owner obviously had foresight. Some items of trim still need some attention to return the car to top condition. This car did appear in our 'Cars For Sale' column in the last edition.

The second tourer is a 1936 CX model.(first registered 22-9-36) owned by Graham Power in East Sussex. CTV 188 was first registered in Nottingham and was listed by Graham as being 'on the road'. However in a 'phone conversation just before going to print, Graham was discussing with me various matters relating to his having removed the body! quite enthusiastically he declared his hobby to be relaxing from the pressures of work! Graham is keen to see other similar cars and already will have been in touch with Andy Aldridge in Hampshire to view his immaculate CX tourer.

Welcome to you all. Please keep us informed of progress and those important journeys.

Bob Wilkinson

JERSEY JAPES

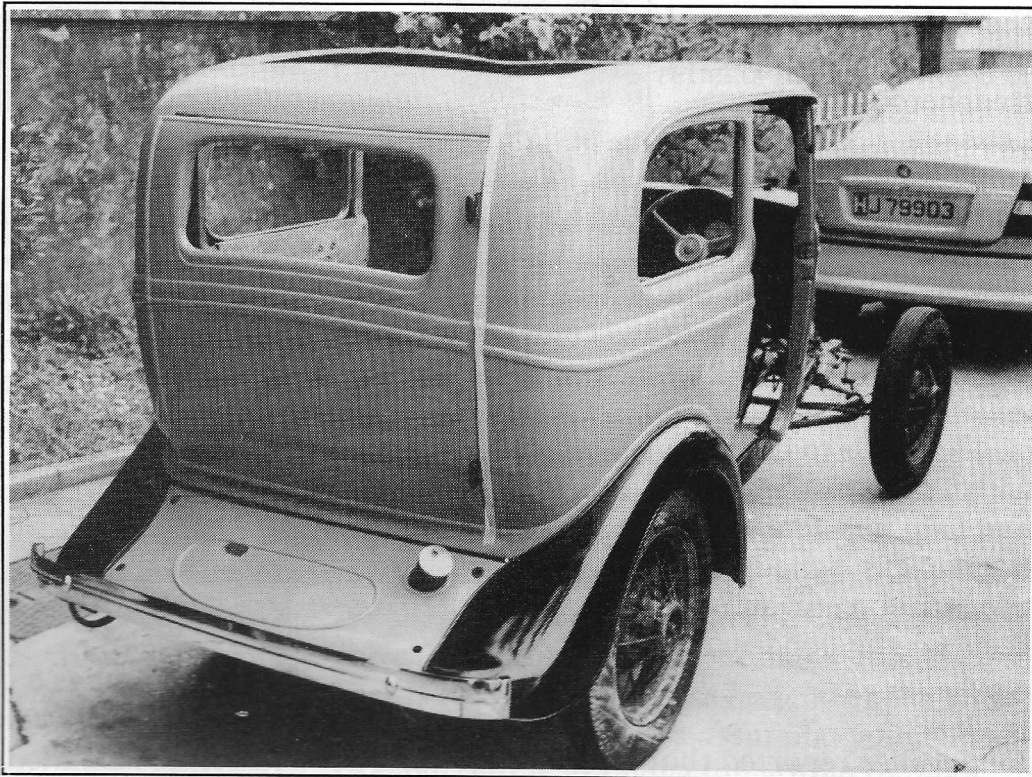
I took the opportunity, in October, of combining business with pleasure by visiting the beautiful island of Jersey. Paula and I have a number of friends on the Island, in whose company we spent most of the four days we were there. We hired a car from the airport on arrival so that we could see around the Island. These vehicles are known locally as "Horror" cars; due to, I understand, to the way most visitors ("Grockles") drive them along the extremely narrow roads, and the H suffix on the registration plates!

The car also gave me the opportunity to visit the two Model Ys on the Jersey: namely the 1935 Model Y owned by Paul Clubb and the Jennings conversion Model Y, being restored by John Follon. I had hoped to visit Paul in St. Catharine on my way back from carrying out a quality audit at the ITV transmission station on the north coast at Fremont Point. However, on arrival at the station, I was told that Paul had left a message to say that he was off to France that morning and wouldn't be back for a few days. When

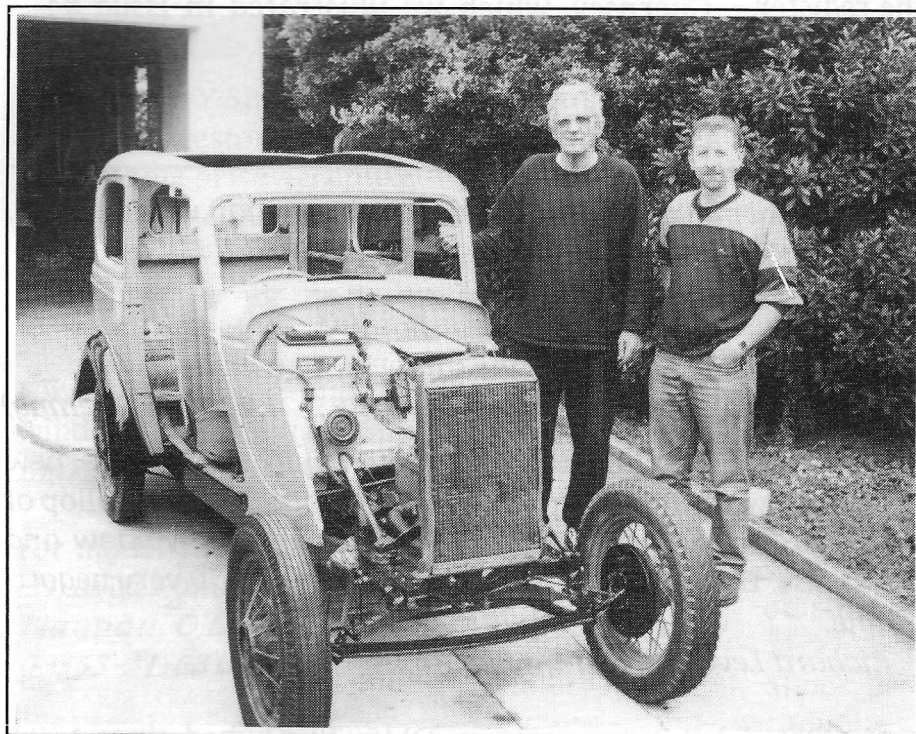
he subsequently 'phoned me at home, the trip to France was in his V12 XJS Jaguar on the Jaguar Drivers' Club Champagne Rally. All was immediately forgiven. I wish I had been with him in my Series 3 XJ6! Hopefully, I'll see the Model Y the next time I visit the Island.

I revisited John Follon in St. Brelade on the Sunday. I had last seen John and his Model Y four years ago at the start of his refurbishment. This Sunday was John's 65th birthday! The evening before had been spent in gay abandon in St. Helier with his mates from the Jersey bus company at his retirement party. Give him his due, he was remarkably sparky and showed no signs of hangover! With John was John Miller, the Secretary of the Jersey Vin-

although it is now maroon and black.) Between them, the John's had just started the Model Y's engine for the first time as I arrived - a moment to savour!



"The Jennings conversion with the rear door closed and"



"John Follon and John Miller having just started the engine."

The car is well on its way back to its original state. An excellent job has been made of the paintwork, which was originally Cordoba Grey, with black wings. It has been sprayed Jensen Oatmeal, which, to my untrained eye, looks remarkably similar to Cordoba Grey. Without a comparator, it is difficult to say for certain, how close is the match. The Jennings conversion rear door is in place and looks a snug fit. It is planned to bring the car over to England next year to one or two shows. As it is the only known surviving Jennings conversion, it should turn a few heads.

tage Car Club. John M. is also a member of the Sidevalve Club and had arrived in his upright 600DW Anglia (I am told that the W indicates that the car was painted white on production -

As the longer established readers of the magazine will know (Issue 80 - December/January 1993), this was the car which was converted by Jennings of Sandbach, Cheshire and exported to the Sudan by Mr Shand-Kydd a cot-

ton plantation manager. On one holiday he and his wife drove the car 1700 miles from the Sudan, through Uganda to the Belgian Congo and back over some pretty treacherous roads.

John is having a few problems with the restoration as he was not the chap who dismantled the car. Consequently, there are a number of bits which he is not too sure of. I was able to help him with a couple of brackets and help him to sort out the various panels from the inner rear wings. Keep up the good work, John.

John Miller reported that there is a Model Y on Guernsey, which we do not have on the register. He is going to find out more details for us. Paul Clubb also has a few contacts over there and is going to put out a few feelers. Incidentally, John



".... with it open. Still some way to go to completion."

Miller, who has a clutch of 7Ws, was the friend of the Register, who photographed the French Kelsch bodied Model Y mobile dental surgery in Guernsey, which we illustrated in Issue 84 - August/September 1993.

Sam Roberts



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.

Various parts for 1936 Tudor Y. Axles, Doors, Glass, Steering Wheel, Road Wheels.

C. Jarvis. 01703 771182 or 01273 559274

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)

1933 Model Y Short Rad. Complete but dismantled. Partly restored. Many new parts and spares. Reasonable price accepted.

Tony Pattison 01279 757912.

WANTED

For 1937 Model Y Tudor. Rear wings. L/H side windows. Windscreen. Steering wheel.

Mark Grunnell 01454 321433 (evenings)

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 31st DECEMBER 1996

Spares Chat

Not so much a report, for in fact there is very little to report which reflects my frustration on new manufacture, so more an update and reminder to long standing members, and info for new members.

Sheet Metal Work

That is to say all panel work, i.e. wings, bonnet parts, patch panels etc. and the etc. includes such items as draft trims. In short the club doesn't carry any of these various parts, instead we leave all such items to be fabricated by K & A Developments, whose name and address appears inside the back cover of this mag., however it's often worth a letter to me in the first place as on occasions I am able to purchase a used panel that is recoverable. Please remember the SAE on those occasions, always assuming you want me to reply that is. If I have something to report on such stocks I will do so, or pass your enquiry over to K & A to contact you direct.

Early Y Side Light Bases

These I have been making to order, and in fact I've now cleared my back log of people who to my knowledge were in need of them and I can now accept additional orders. BUT as they take an evening to make I'm not desperate for a big order bank.

As a result of our Committee Meeting held recently we have set ourselves various tasks, in something of a desperate attempt to move ahead on some of our long outstanding projects.

Shock-absorbers are my task. It has long been thought that those fitted to the rear of an M G Midget can be utilised to suit our cars, as these can still be brought over the counter from numerous stockists around the country, it would in principal seem to be the avenue to follow. I will concentrate on the front of the Y at this stage as this is where the high demand is. Our inten-

tion is to produce a fitting kit, and leave the members to purchase the units direct from their local stockist.

As are Running Boards, these are being manufactured by a supplier near Market Harborough, I'm intending to be in that area late November and will call in to chase on the lack of progress.

Drag Link Kit, Geoff Dee has been looking into a kit to utilise the Leyland Mini link end, it was hoped that this could go a stage further and incorporate a Track Rod kit, but this is proving to be more problematical, so at this stage a kit for Drag Links will be produced.

Head Lamp Rims are being chased in Birmingham were they are being produced, as Geoff Salamine both works and lives in this city is in a better position than myself to chase this guy.

Dave Jarman has been asked to produce a large quantity of Oil Can Brackets.

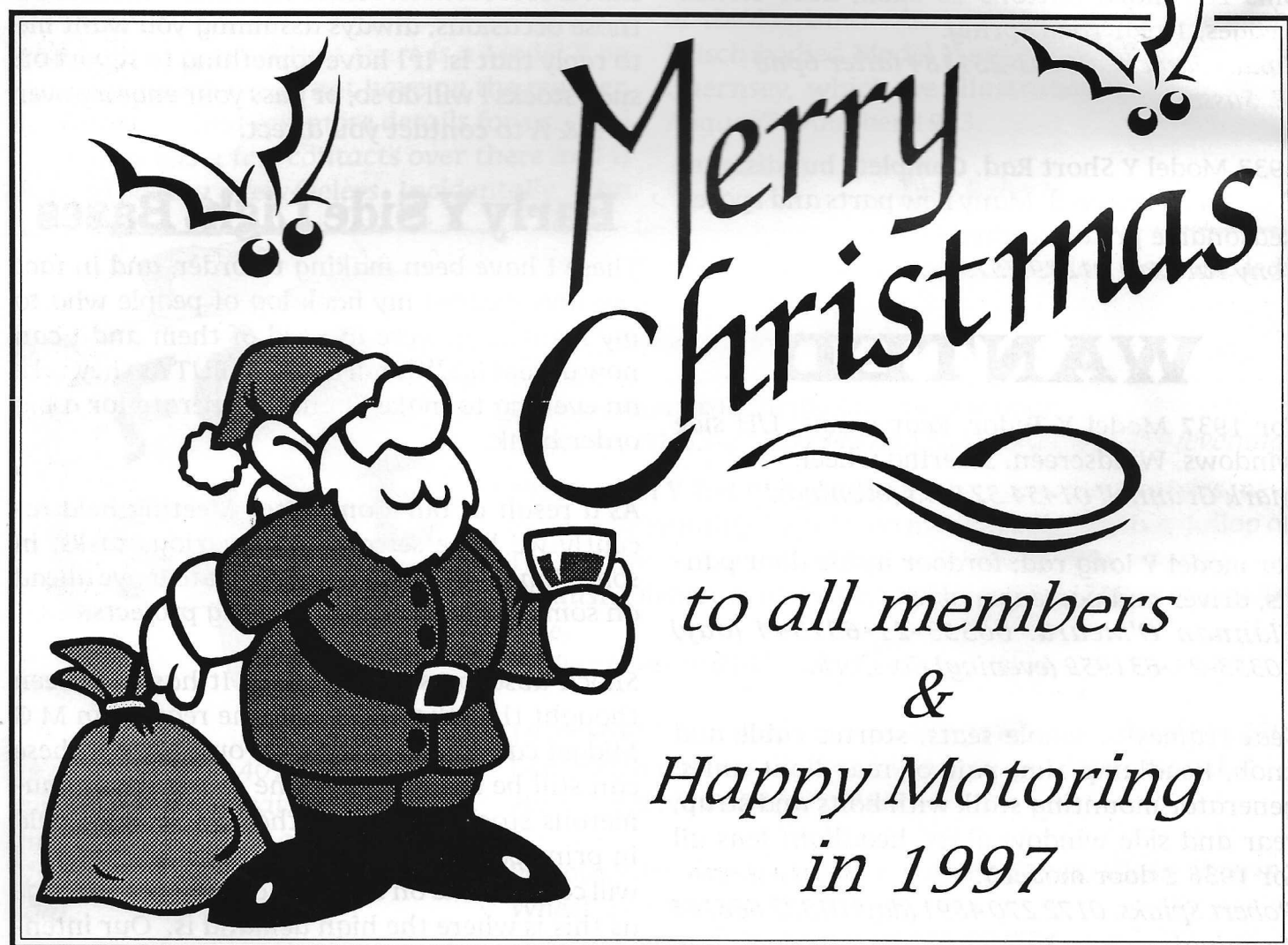
John Griffiths will get to grips with a Rear Axle Hub kit.

Finally Sam Roberts knows of a supply of L R radiator Grill Mounts, and will arrange to purchase one, in order that we can check it's accuracy of manufacture, often these things look OK but simply don't fit.

In the fullness of time I'll report back on these and other matters.

Graham Miles

As a PS I do have a small quantity of original side light covers in steel, they are all used and will need to be refurbished, perhaps not cheap at £8 each, better than nothing to work on. First come get the best ones!!!



Y & C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE Use the Club order form. Complete. Listing items required & price in column provided. U.K. prices include Postage & Packing. Eire & 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.) Sheet metalwork supplied direct by K.A. Developments - see inside back cover. If a required item is not listed, please submit S.A.E. with request.

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
Genuine Ford shackles	£10.00 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 brake rod 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 Y34Y double roller - set of 6	£11-50 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
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 - Y	£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) used	£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 bases (mat not included, see rubber parts) made to order	
Y front side lamp acrylic lenses	£3.50
Y front side lamp acrylic covers (black)	£3.50
Used Ford steel covers	£10.00

FITTINGS - BODY

LR Model Front bumpers chromed	£123.00 each
LR Model Rear bumpers chromed	£105-00 each
LR Model Rear bumpers chromed (2nd grade)	£80.00
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	
With steel mounting brackets. Adaptable for SR	Still on order!!
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 each
Oil can transfers. Black only	£3-70 each
Oil can brackets	£11.00 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
**Red Star if needed add	£18.00

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

TOTAL

OVERHEAD CHARGE £ 3-00

TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____

COUNTY _____

TOWN _____

POST CODE _____

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"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.

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

- | | |
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| BADGE RE-ENAMELLING, CHROMING | Primographic Badgemakers, Ffrwdgrech Industrial Estate,
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| INSURANCE | Heritage Ford Y & C Model Register Insurance Scheme
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Ring Classic Car Department at Norton Insurance Brokers for details.
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