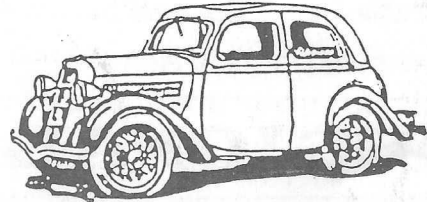
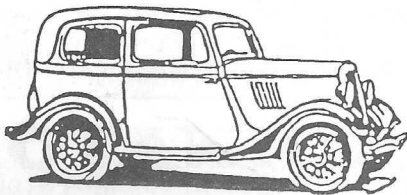


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 104 JAN / FEB 1997

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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

Firstly I would like to thank the members who have taken the time to provide letters and copy for this issue of the magazine, I have held over a couple of items so that I can make them into a larger article for the next issue.



Secondly, this issue contains a comprehensive index of articles for the first hundred issues. This must have been a mammoth task for Sam, who as chairman has a few other things to do, but there seem to be articles which answer many of the questions we are likely to ask. Photocopies of these are available from Sam Roberts, or if there are any copies left, back issues can be purchased from me at 75p including postage.

PLEASE purchase some of these, you did not see the look on June's face when Bob brought round the stack of boxes of back issues! I'm withering already!

There is also news of the Irish visit which seems to be extremely well organised. Your contact for this is Liam Tomlinson, but loads of information is in the article and there is a booking form to send to him. Lets hope that the July/August issue has lots of photos of the trip and in particular the cars of the Irish members.

Graham has sent news of the running boards, and there is an updated spares list. Please use an order form from a previous issue, there was one on page 22 of issue 103, but they are not printed every issue to keep down printing costs.

As this is probably the time of year when members are looking forward to spring and the warmer weather, those undertaking restorations are probably finding the list of things which they are still missing. Just because things are not listed on the parts for sale page does not mean that there is not exactly what you need, lurking in some dark corner of 'the barn!' Ask!

Good luck to those getting their vehicles on the road for the first time this year, bring them to our gatherings, the rest of us have got our cameras ready! Don't forget to send in the tales of your first journeys, they will bring back memories for other members, stimulate some, and if they are uneventful, they will be unique!

Peter Brooke

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Wetherby Car Weekend

10/11 May 1997

We have been invited to take a club stand at this event held on the Wetherby Racecourse (near A1, 10 miles north of Leeds).

In addition to the usual attractions including autojumble there is a vehicle selling facility available to club members for only £10.

If you are interested in coming along for all or part of this weekend, please contact me. If there is sufficient following I will book a club stand.

Bob Wilkinson. (01405 860836)

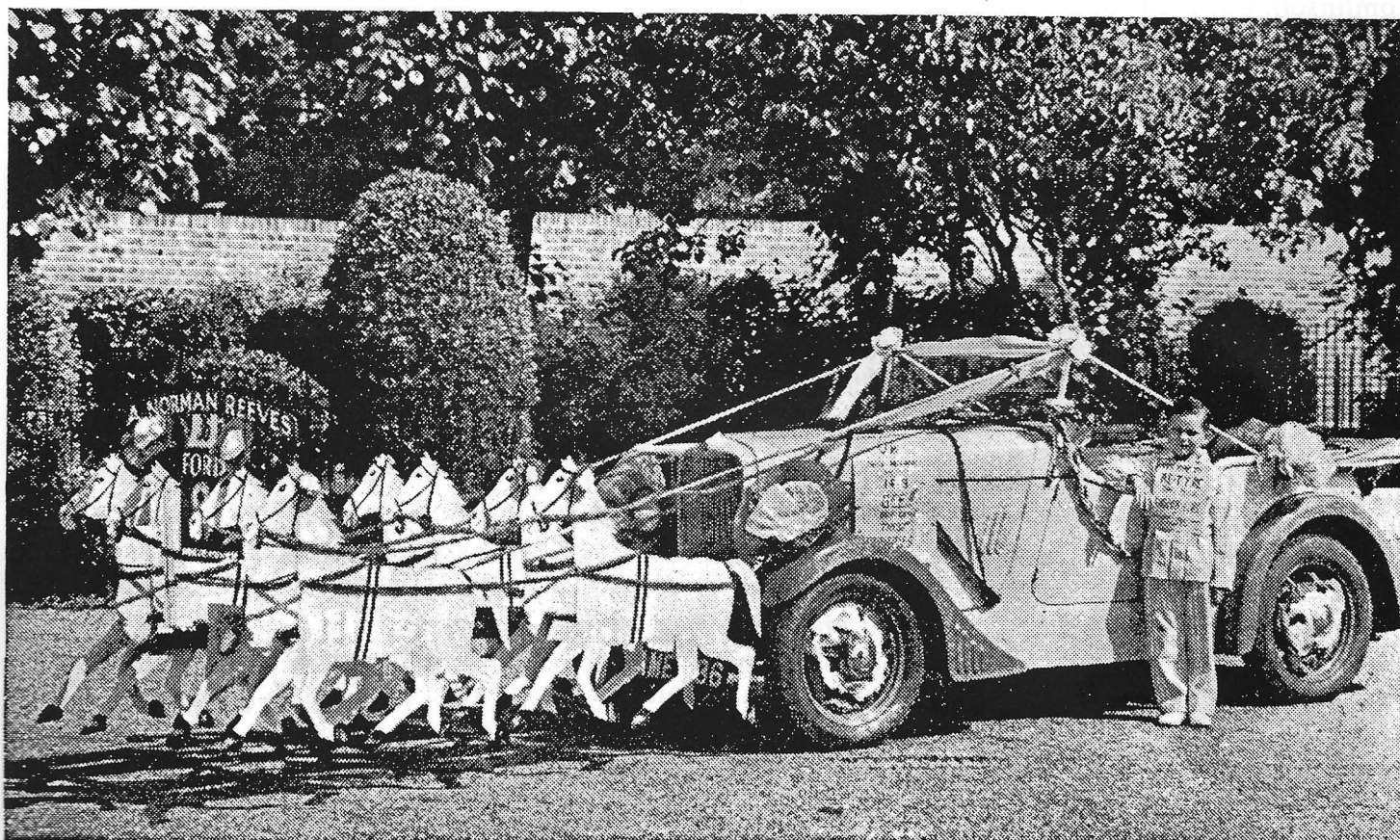
CHAIRMAN'S NEWSLETTER

As we enter 1997, I look forward to retirement from full time employment and the added bonus of more time to do those things I have not been able to do. I look back on ten calendar years as Chairman of the Register. Doesn't time fly when you are enjoying yourself?! The Y&C Register has gone from strength to strength since Graham Miles founded it in 1979, due mainly to the efforts of a small number of long serving and devoted members, who, unselfishly, have given up many hours of their time to serve the majority and to keep our cars in the public eye and on the road. I'm sure that, on your behalf, you would like me to thank them. It would be nice to see more members coming forward to enjoy the challenges of running the Register, whether it be in an administrative, organisational or technical capacity. By offering your services at the A.G.M. in April, for election to the Committee, you can contribute without immediately committing yourselves to a particular appointment. Please give it some thought.



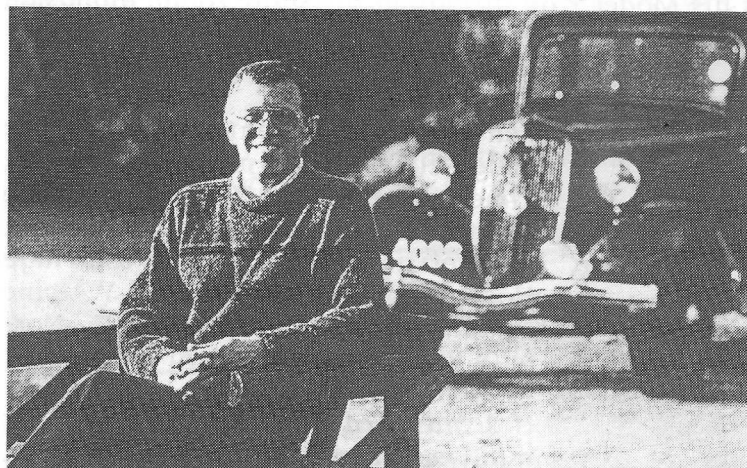
On behalf of Paula and me, thanks to those who sent us Christmas cards. I apologise for not being as prolific as usual this time round. Life just before Christmas was a little hectic to say the least. My retirement, which coincided with my 60th birthday, tied us up for a long weekend and we have taken in lodgers, in the guise of daughter and family, whilst they prepare their new house for occupation. Add to that the fact that I am labouriously migrating from WordPerfect to Word for Windows 95 on the computer, and the time-consuming effect that has on all the Register records and archives, gives you some idea of the chaos that reigned and still reigns as I write (New Year's Eve)! Incidentally, for those that have my office telephone and fax numbers in their records, please delete. My home numbers are:- Tel: 01264 365662; Fax: 01264 356045.

Reg and Jean Hunt have also moved since the last issue. Their new address is on the inside cover. Reg also reports that Peter Ketchell was presented with the award for the member of the Chester Vintage Enthusiasts' Club who contributed most over the year to the success of the club. Having taken part, with Graham Miles and John Griffiths, in the 1995 Ruthin Rally, which he organised, I'm sure that the award was well deserved.



"A Model Y Alpine tourer winning the decorated car class in an Uxbridge carnival in 1993."

Once again, the motoring press has been portraying our cars. Liam Tomlinson alerted me to the article in The Times of 19th October 1996, entitled "Is the Ford now more affordable?". The article compares the cost of the basic Ford with the average annual salaries in 1936 and 1996. The bottom line is that, in 1936 (£100 Model Y), the average salary was £202.80 i.e. 49.3%; whereas in 1996 (£9,165 Fiesta 1.25i LX), the average salary was £18,288.40 i.e. 50.1%. Taking the better safety, comfort, speed, reliability and in built heater, radio etc., it concludes that you are better off in 1996. Referring to 1936, I quote: "So even a lowly Ford 8 with



OWNER'S VIEW

1936 FORD Y OWNED BY GEOFF DEE

JAWS drop when Geoff Dee, who spends much of his life working on modern fire engines, rolls up in his everyday transport, his 1936 Ford. A Ford enthusiast since being ferried around in an Ford E at a very early age, Geoff, 47, from Leamington Spa, Warks, has a Sierra in the family, but he hardly uses it, opting for the Model Y for his work trip. He also owns another Y, a 1932 car, which is a long term restoration project: 'This car was like a jigsaw, and I wanted a Y that worked,' Geoff recalls. JL 4086 has been extremely reliable in the three years he's owned it, which he attributes to giving the car plenty of oil and grease in the necessary places. Covering 6000 or so miles a year at 40-45mph doesn't bother him: 'Most other motorists realise what the car is and give it space.' Fuel economy is a reasonable 30-35mpg. Geoff also praises the car's winter driving abilities; 'It's excellent in the snow,' he reveals!

"Extract from December 1996 "Practical Classics", with their kind permission."

no heater, a top speed of 56mph, three speed gearbox, rod operated brakes and suspension like a bouncy castle still represented half a year's pay for most people." The same paper compared the cost of various liquids; Petrol at £3.00 per gallon compares with £2.70 for Coca-Cola; £3.04 for milk; £4.72 for Perrier water (there's a con!); £6.32 for Fairy Liquid; £6.72 and £7.59 for bitter and lager respectively and £69.46 for standard whiskey. The National Blood Service sells its product for an astounding £454 per gallon!

Liam also pointed out that The Society of Motor Manufacturers and Traders (SMMT) centenary book (1896 - 1996) portrayed a Model Y on its front cover.

Geoff Dee has also been busy with "Practical Classics". In their December 1996 issue was a lengthy article by

Nick Larkin, entitled "Pieces of Eight", which compares the Model Y (of Geoff Dee) with an Austin Big Seven, a Morris Eight and a smart 1939 Standard 8 tourer, the last three cars being supplied by Collectors Cars at Kenilworth. Although the Standard came out as the favourite (it was, after all, designed seven years after the Model Y), our car did exceptionally well. Having been likened to a "bouncy castle" in The Times article, Practical Classics suggested that the suspension caused the car to "wander more than a bedhopping Tory MP at the Party Conference."

November was a hectic, but rewarding, month for the Register. The two Geoffs, Salminen and Dee, fresh from running the Register stand at the Restoration Show at Stoneleigh at the end of October, threw all their weight into organising a superb stand at the National Classic Motor Show at the NEC, which is written up elsewhere in this issue. As we have also decided to man a stand at the new Retro Festival at the NEC in August of this year, I'm sure that the two stalwarts would welcome assistance from other Midland based members - any offers?

We also had a positive November Committee meeting in the Rugby Fire Station. Although the meeting was disrupted by alarms sounding, with firemen rushing through the room and down the poles at the far end, we recorded some positive advances in the manufacture of spares. Running boards for the Longrad Model Y appear to be coming to fruition at long last, thanks to the persistence of Graham Miles, the artistry of Ken Arthur in fabricating the frames, and a Midlands based firm in bonding a fibreglass covering, replicating the patterned rubber of the originals. Oil cans and holders are now available and advances are being made on headlamp rims and other chromed bits. The preferred substitute for Track Rod Ends (TREs) seems to be coming to a head also. On the regalia front, we are rather stumped as to what you the members would like to see on offer. Suggestions from you to Robert Hale would be welcomed.

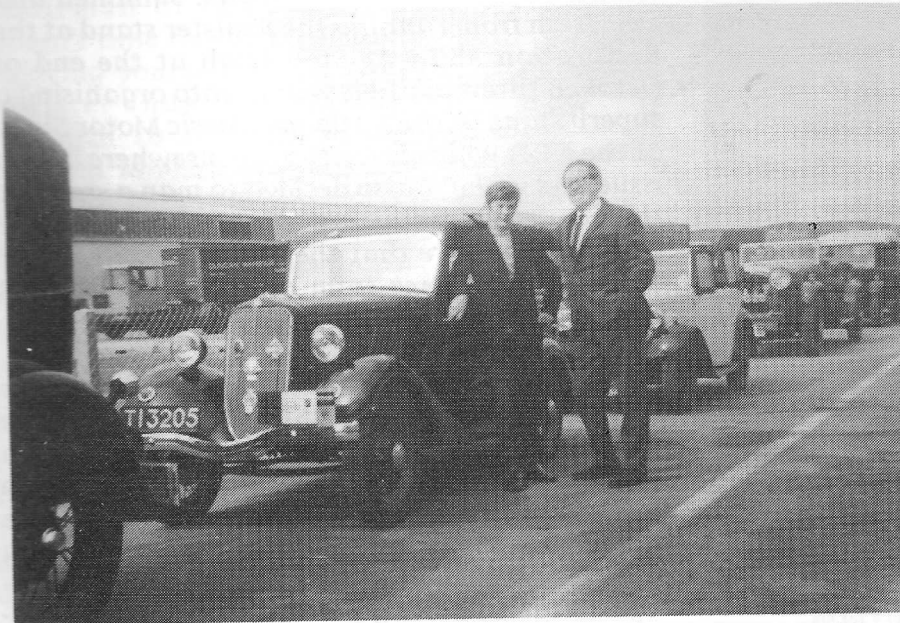
We have been notified of what must be the most expensive restoration of one of our vehicles ever. Lonsto (International) Ltd. of North London have a 1937 Model Y for sale (Chassis No. Y169453), which has undergone a total restoration by the Fullbridge Carriage Works costing in the region of £30,000! Needless to say, the previous owner was unable to pay the bill, which is why it is now on the market. We do not know, at this stage, how much Lonsto is asking. The bravest restoration project of late must be that completed by Brian and son, Roger, Gurney, in Lincolnshire, reported, with photograph, in the last issue. It was they who reported, with photograph again,

the rescue of the really far gone 1935 Model Y van from a field in the Lake District in Issue 97. They are to be congratulated on bringing it back to life in such a remarkably short space of time. Hopefully, we will see it in its "Gurney" livery on the rally circuit in 1997.

Apologies are in order for the Fitzgerald family in Dublin. In the last issue, I referred to Jim and son, John, in the superb '70s photograph on the back

cover. John informs me that it was, in fact, his brother Tony. I also said that Jim had treated Paula and me to tea at the Royal Albion Hotel in Dun Laoghaire, whereas it was the Royal Marine Hotel! As a penance, I will include a picture of Jim and son, John, en route to Le Mans in 1970 and the car subsequently undergoing a full restoration by John.

Whilst in Ireland, I am also guilty of mixing up Jim and John Boland. Non-member Jim it was who completed the same Le Mans run as the Fitzgeralds. John, the long standing member of the Register, runs a Ford agency in County Wexford and currently has his Model Y on display in his show room, alongside the new Ford Ka, under the banner "New babies in 1932 and 1997."



"Jim and John Fitzgerald en route to winning Class 4 of the Irish Veteran and Vintage Car Club's rally to Le Mans in 1970."

Ken Clarke, in Coventry, sent me this delightful photograph from The Ford Times of September 1933 depicting the winner of the decorated car class in a competition organised by Uxbridge Hospital. The car is a Model Y Alpine tourer, which was entered by A. Norman Reeves, the local Ford agent.

If I may draw your attention to a number of new events for the Register. Firstly, although not listed as a Register event, you should be aware that there is to be an International Ford Enthusiasts Show and Spares Day on the Saturday and Sunday 22nd/23rd March at the International Exhibition Centre at Donington Park in Leicestershire. We will be discussing whether we will be putting on a display at our February

Committee meeting. There will be a dedicated Ford car park in which the first 500 Fords to appear will be given a free brass attendance plaque. No need to book. Just turn up! Secondly, to cater for those members in the central southern counties, Steve Young has agreed to organise a Register stand at the Braemore House Classic Car Show on the Bank Holiday Sunday and Monday, August 25th/26th. Thirdly, at the November committee meeting, as numbers have been tailing off



"TI 3205 (Chassis No. Y166731) in its undercoat."

at recent central annual gatherings, it was agreed that, this year, we would try to run two, one in the North and one in the South. The successful Yorkshire "Do" makes an ideal venue for the northern thrash. It was felt that East Anglia, and Essex in particular, was due for a Register presence, so Peter King has agreed to organise a stand at the "Saffron Walden Crank-up" over the weekend 12th/13th July.

At this point in time, I do not know whether Jim Miles has managed to secure us a Register stand at the London Classic Motor Show at Alexandra Palace on the 15th/16th March. Hopefully we will hear in sufficient time to insert a Stop Press announcement.

From the above, you may deduce that we have had a swap round of Regional Coordinators again. Cor-

rect! Essex has been taken over by Peter King, who is keen to see more interaction between members in the County, which boasts the highest density of cars. This is not surprising when you consider that it also contains Dagenham. Hopefully, Essex members will respond to his suggestions. Paul Tritton, the outgoing Coordinator, has volunteered to act as the Liaison Officer for Mainland Europe, with his fluency in the French and German languages. The changes are, hopefully, reflected on the inside front cover, from where contact addresses and telephone numbers can be found.

Finally, on a more sombre note, the tragic death of Martin Howard is reported elsewhere in this issue. His loss will be felt throughout the sidevalve community.

Sam Roberts

Spares Report

The only item that I can report on with success is that of Running Boards, these have now been manufactured and are in stock. As this is now the fourth batch that we have produced which means that I have been able to write the tooling costs off over the previous batches, and although material costs are up, prices aren't.

Experience has taught us how to make them and to date each batch has varied in construction. This batch are based on a steel skeletal frame, which is designed to fully inter-weave with the moulding material to give full strength. In the past, one or two members have found that the running boards are fractionally wider than their wings, this was because the wings fitted were non standard, but as increasingly repro. wings are being fitted, this has been taken into account, so that the steel is now very slightly under size and may need packing with a shim from the chassis. With this in mind whenever possible a strip of sheet will be supplied. Alternatively it may be necessary to trim the inboard edge to get the exact fitting that you require on your particular car.

These boards are intended for use with the Long Radiator model, but will adapt to fit the Short Rad. model. This will necessitate cutting the

material away from the lower front edge in order that it matches the S.R. front wing. The Stainless Trim parts that are fitted to a S. R. will need to be reused on the new Running Boards.

Contrary to the views of others, all production of S. R. models were fitted with this Stainless Trim. It is to be found on the lowest chassis number that we have, that owned by Dave Tebb and the last recorded S. R. vehicle which really is our founder car, the Four Door S. R. once owned by my father. As a S. R. produced in September 1933, when production of the 1934 L. R. model had already commenced, ready for its announcement on October 1st. This means in all probability that this vehicle will be the last S. R. that we will record. So just why Fords illustrated S. R. running boards without trim is one that fascinated both Bert Thomas and myself.

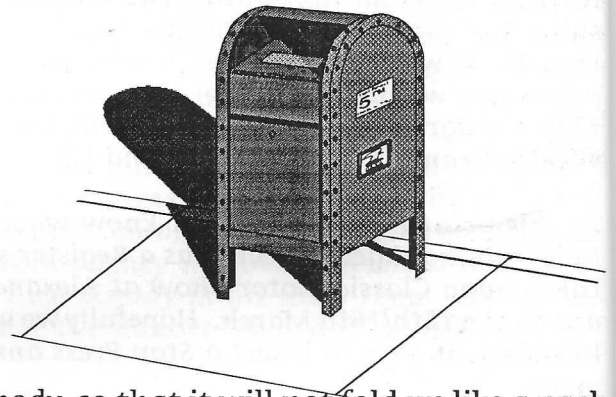
Prices set at £160 the pair or £85 as a single purchase, Postage and Packing included for those unable to collect.

Graham Miles

MEMBERS LETTERS

"Dear All,

Here I go again with my third Model C, CLG 194, a 1935 two door. I looked at this car at the beginning of 1996. It was in a bad condition and will take a year or two to do up. See photo. As I rally all summer, the winter months are the time for me to be busy in the garage. The heater's on and I tinker away all day and half the night. The C has only six things that do not need repairing. Two front windows, one side and back windows, the fuel gauge and the speedo. The rest needs a total rebuild. It had no engine, half a gearbox and no radiator. As I have all the parts to put it on the road, it will be no problem. The chassis has gone in front of the rear wheel arch - all Cs go there as it's a water trap. At that point, before I take off the chassis, I will weld some bars on the inside of



the body, so that it will not fold-up like a pack of cards. I can cut the bars out when the chassis is repaired. That's the theory anyway!

It was a nice show at the All Ford Rally at Abingdon this year. It all came right for the club Y&C, as our Chairman Sam Roberts came first with his open top Y, AYL 454, and I came second with my C, OSK 257. A Model Y came third; but he went home early and missed the prizegiving. Well done Sam. Its about time that car and you got a cup. The only ones he's had have been full of tea.

To all members, officers and regional coordinators have a merry Christmas and a happy New Year.

*Tom Tomlin,
Dover.*

TREASURER'S NOTE

F.B.H.V.C. Subscription.

Chairman Sam Roberts reports elsewhere in this issue about some of the work of this organisation which, in a nutshell, has done much to ensure that bureaucracy at home and from the EEC does not strangle our hobby. We naturally are affiliated to FBHVC and currently our subscription (including donation) runs at about £100 per year.

Due to the increased workload, particularly handling the legal aspects of EC legislation and preparing valuable input into the legal process, expenditure is rising and our own club will be asked over the next 2 financial years 1997-8 to support an increase of about £150 at most or £40 at the lower projected 'per-capita' subscription. We naturally wish to continue our affiliation and on my calculations should be able to do so without further increase in our own clubs subscriptions.

*Bob Wilkinson.
A Happy Treasurer!*

THE MODEL CX STARTER HANDLE

Now here's a puzzle! At the NEC show, Dave Curtis produced what he described as a Model CX starter handle, which does not reach beyond the front bumper - see photograph. We are aware that the earlier Model Cs had a "dog" attached to the dipped front bumper, which guided the starter handle through the radiator grille - see the photograph of Tom Tomlin's brace of Cs under Members Cars. However, I have never seen this shortened version of the starter handle before.

As if to prove his point, Dave then explained that the Model CX front number plate is square so that you do not knock your knuckles on it when turning the handle. As the Model C front number plates were the traditional oblong shape, this makes sense. The question is; at what point was the shortened version of the handle introduced? Was it before, at or after the introduction of the Model CX? Perhaps later Model C and CX owners would care to inspect their handles and number plates and shed some light. This would explain why the "dog" was dis-



"A Model Y Alpine tourer winning the decorated car class in an Uxbridge carnival in 1993."

continued on the later cars; yet they still retained the dipped bumper; presumably as a styling feature.

Sam Roberts



"We are very grateful to Classic Cars for this super photograph taken at the NEC National Classic Motor Show in November by their photographer Maurice Rowe."

EVENTS .. EVENTS .. EVENTS

Date	Event	Type	Coordinator
15/16 March	London Classic Motor Show - Alexandra Palace	(2)	Jim Miles
22/23 March	Ford Enthusiasts Show - Donington Park	(2)	Geoff Dee
13th April	A.G.M. and display of vehicles - Willoughby	(1)	Sam Roberts
24/26 May	Enfield Pageant of Motoring	(1)	Jim Miles
12/13 July	Annual Gathering (South) - Saffron Walden	(1)	Peter King
19/20 July	Annual Gathering (North) - Yorkshire "Do"	(1)	Bob Wilkinson
9/10 August	Retro Festival - NEC Birmingham	(2)	Geoff Salminen
24/25 August	Breamore House Classic Car Show - Hampshire?	(1)	Steve Young?
End August	Tatton Park	(1)	John Griffiths
28 September	All Ford Rally - Abingdon	(1)	Rod Evans
Mid November	Stoneleigh Restoration Show	(2)	Geoff Dee
15/16 November	National Classic Motor Show - NEC B'ham	(2)	Geoff Salminen
	Legend:	(1)	
	Open to all:- Outdoor show. Bring your Model Y or C/CX.	(2)	
	Indoor show:- Members' cars by invitation only. All welcome.		

EIFEL BOOT

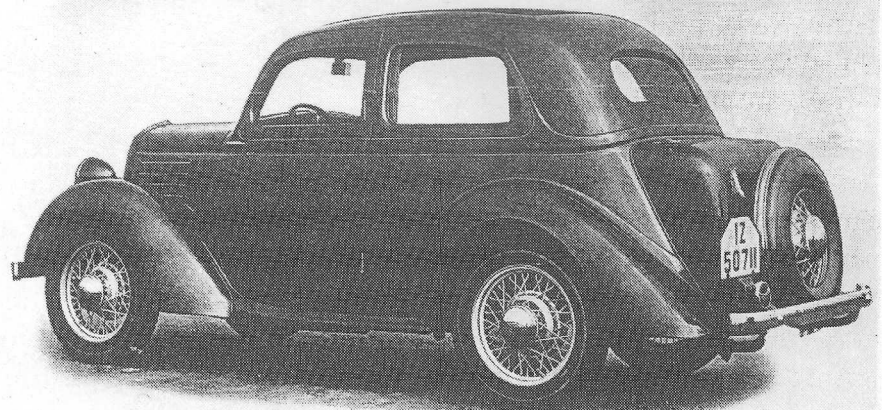
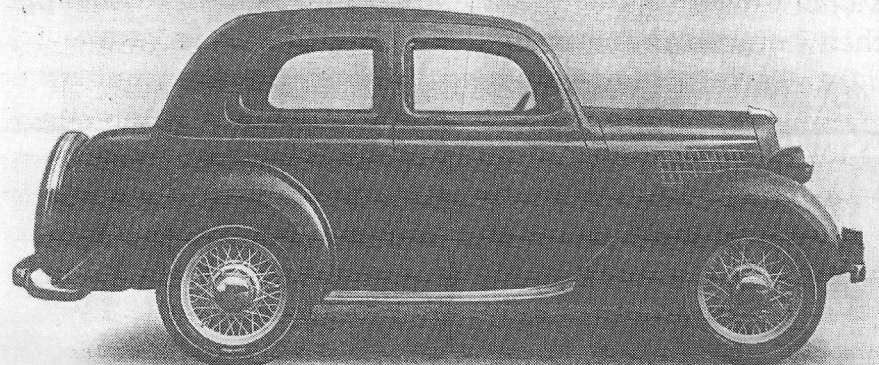
In 1996 there was much correspondence in the Bulletin concerning external boots or trunks fitted to Model Y's.

So I thought I'd redress the balance by sending in two period works photos of an Eifel, the German Model C, with a bolt on boot, which is hinged and filled from the top.

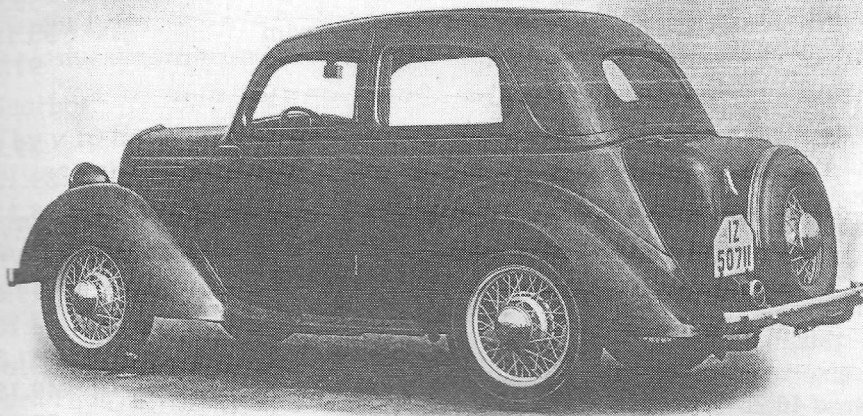
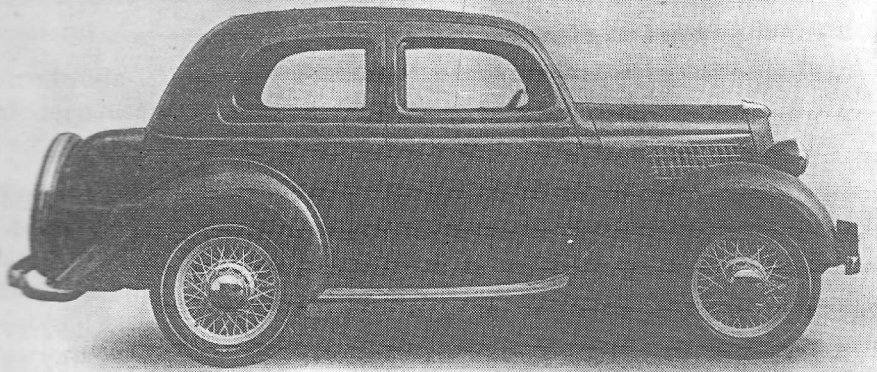
The obverse of the photos are stamped Aug 19 1936, perhaps they were the work of Ford Cologne design teams ideas or were an accessory firms publicity shots.

Whichever, the restyled 1937 Eifel featured a built in external boot and was produced for two years, being replaced by the 1939 Taunus.

Jim Miles



Ford 5/34 PS Typ „Eifel“ Limousine mit Koffer

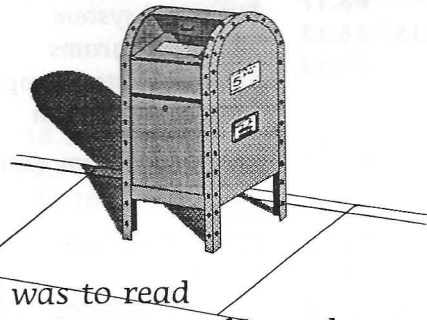


Ford 5/34 PS Typ „Eifel“ Limousine mit Koffer

Here is a letter from Brian Fleet in Chichester.

How pleased and heartened I was to read Brian and Roger Gurneys tale in issue 103 of how they restored their Model Y Van from an almost impossible state in just one year!

Firstly several members have warned that one must reckon with 5 to 10 years for such a project. Secondly to read of such a vehicle with many similar and some worse problems than our own. My eldest son Martin and myself started on our saloon ATP 374 in July of this year. First of all he unbolted/pulled off wings etc. and stripped out the rotten inside only to then break a leg at football (not dismantling!).



The next tragedy was notice to quit the barn where the car was stored near Bristol so it had to be reassembled sufficiently to load onto a trailer and be transported at 60mph (the first time the Y has travelled at its maximum for over 50 years) back to my garage in Sussex.

Here restoration space is limited owing to the proximity of washing machine, freezer, gardening and other shed junk.

Meanwhile son Martin replaced all floorboards because of extensive woodworm and refurbished just one headlight and then decided to give up his job to go on a round the world trip for a year. I hope it wasn't the thought of all that restoration work!

So far, the inside has been thoroughly de-rusted, window gear overhauled and one rear wing is already for a final coat. I am now puzzling over why the steering wheel has 4 inches of play when there is only a genuine 39,000 on the clock!

Whilst the king pins clearly need replacing maybe the steering box also needs looking at. The Beaulieu Auto Jumble provided us with a tatty wheel or two to replace some unusable original ones.

So back to the point of the letter, thanks again for the encouragement from other readers news.

Brian Fleet

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The Ford Y&C Model Register subscribes to the Federation of British Historic Vehicle Clubs (FHBVC). This body, which is a member of the international Federation Internationale Vehicules Anciens (FIVA), protects the interests of the historic vehicle movement; particularly where there is a possibility that legislation from either Westminster or Brussels will adversely affect our hobby. Both bodies are becoming increasingly influential: we now enjoy the pleasing effect of their lobbying on the question of Road Tax for older vehicles, for example. There are many draft European Directives and potential national legislation, which they are keeping a close eye on; the withdrawal of leaded fuel is a case in point.

In order to gain more influence, they need to identify the size of the historic vehicle movement and the multi-million pound industry which supports it. Without the basic facts, it is difficult to argue a particular point. The FHBVC, in particular, needs to demonstrate that the UK movement is particularly strong, thus giving them more sway in the FIVA forum.

This is where your vital help is required. Because the historic vehicle movement is highly fragmented, individuals are being asked to answer specific questions, which will encompass all as-

pects of the movement from an analysis of participation by individuals, through the value, volume and workforce of the industry itself. To quote David Burgess-Wise, who is a member of the FHBVC working party:- "The aim is to produce and publicise a picture of an economically successful, vital industry, supported by a strong, widely-based historic vehicle movement which politicians of whatever colour - from within this country or without - will tamper with at their peril. Nor - knowing our strength - will they dare to restrict our freedom to use the roads or single out our historic vehicles in some misguided "environmental" campaign."

Please, please, complete the questionnaire included in this issue and return it as indicated. I appreciate that you are being asked to pay the postage to return the document, but it is a small price to pay to ensure the continuing freedom we enjoy.

Sam Roberts

URGENTLY - WE NEED YOUR HELP

NEW MEMBERS



Since our last issue we have been joined by the following new members:-

- A0715 JEROME ALLEN**
Victoria's Cottage, Lea Bailey, Ross-on-Wye, Herefordshire HR9 7LG
- O-B106 CASIMIRO BARRETTO**
c/o Luis Canas Da Costa. Tecnovia SA, Casal Deserto, 2780 Portugal.
- I1001 DAVID IRWIN**
50, Brampton Close, Corringham, Essex. SS17 7NR
- J1210 PETER & ANNA JURY**
19, Diamond Drive, Irthlingborough, Wellingborough, Northants. NN9 5PT
- J1612 JOHN JENNINGS**
15 Bridge Garth, South Milford, Leeds. LS25 5BJ
- M0125 MIKE MERRY**
47, Penrose St., North Road, Plymouth, Devon. PL1 5AV
- S1426 BRIAN SAUNDERS**
25 St. Thomas's Road, Rawtenstall, Rossendale, Lancs. BB4 8PJ
- T0317 BOB TURNER**
Fir View, Hamptworth, Salisbury, Wilts. SP5 2DP
- W1509 IVAN WYATT**
Primrose Cottage, South View Lane, South Cockington, Louth, Lincs. LN11 7ED

Welcome! As always I ask 'old' members to contact new members in their area and give support. That's how our club thrives!

Bob Wilkinson.

Notes on New Members

Mike Merry is rejoining us after a lapse of a few years whilst he was preoccupied with other interests such as a 1959 Rover 100 and a 1928 Overland Willys. His 1937 Y - DUV 252 is on the road but needs a respray and attention to the windscreen.

Brian Saunders is also rejoining after a lapse of 5 years whilst relocating and is hoping to get GMC 517, his 1937 Model Y, back on the road again soon. A rebore is required and he is currently looking for appropriate oversized pistons.

Ivan Wyatt in Louth has recently bought USK 107 the 1936 2 door CX saloon recently sold by John Griffiths on Dee Side. Ivan has replaced exhaust valves (with help from John) and has other minor mechanical work to undertake before taking the road in his first venture with a pre-war classic car.

Peter Jury in Wellingborough (Anna sent in the club enquiry/membership card) is restoring a very early Long Rad Model Y JG 3920 registered in Nov. 1933. The car is affectionately called "Ursula" after Peters' late mother and shares garage space with a 1946 Ford Anglia. The Y had one owner until 1986 and is a fairly rare sliding roof model.

Casimiro Barretto joined us at the NEC - well not Casimiro exactly as he lives back home in Portugal - but his good friend Luis Canas Da Costa with 2 friends was over in England looking for parts for their various classic cars. Luis gave us information about Casimiro's Dagenham produced (but left hand drive) 2 door Model Y which was imported into Portugal in July 1934. The car is on the road but currently needs a new camshaft gear wheel.

David Irwin in Essex has bought a 4 door Model Y, a rare car being fitted originally with a sliding roof. BHK 76 (Y61233) was already on our register and is part restored but thankfully 98% complete.

David writes - "I have for years wanted to restore and run an old car. After watching the Veteran Car Rally at Brighton my enthusiasm was fired up; my father was with me and promised to help. We knew we wanted a 1930's car and settled for the Ford. We hope to finish the Y in a year or two and meanwhile look forward to meeting other members".



BHK 76 a 1934 4 door Model Y body number 166/3345

John Jennings in South Milford North Yorks, now owns

DVT 788 the much travelled 1937 Model Y previously owned by Owen English. Owen and Margaret used DVT extensively over about 5 years when they lived in Oban - I recall their appearance at the All Ford Rally at Abingdon (in 1992 or 93?) after a 450 mile journey in response to our chairman's plea for members to help as amrshalls at the show! With some tender loving care, including the trim and paintwork, no doubt DVT will be on the show circuit again.

Jeremy Allen is a glutton for work! He has purchased two Model Y's from Phil Prosser and is continuing the restoration work. He is concentrating on AKT 206 (Y45555) a very early long-rad saloon with sliding roof and may be selling HY 7957 the early 1933 short rad Model Y saloon as a restoration project in due course.

Bob Turner in Salisbury may wonder, after reading of all the trials and tribulations of members undertaking restorations, why he has joined with the intention of looking for a Model Y! No - only joking Bob. I'm sure you will not regret joining in on our hobby.

Good luck to you all. Keep us informed on progress.

Bob Wilkinson

Whissendine Village 1940's Reunion

(near Oakham, Rutland)

This village reunion on May 10th 1997 is particularly aimed at wartime evacuees who were billeted in the village in the 1940's.

A local group has gone to great lengths to re-create the village as a meeting / re-union place to re-ignite memories for all concerned.

Our club has been asked if local members would be prepared to take their cars along, to re-create a 1940's atmosphere and to join in the fun.

Members in the Lincs, Leicester, Cambs, Northants, Warks areas may be able to help. If so please contact the organiser Tony Fordham (01205-354481) or me Bob Wilkinson (01405-860836)

Bob Wilkinson

Ford Y & C Model Register

Irish Trip -

2nd - 5th May 1997

The news you have all been waiting for. Liam Tomlinson writes:

A long weekend trip to Ireland is currently being arranged for May 1997.

Dates

Outward - Friday 2nd May 1997
Returning - Monday 5th May 1997
(Bank Holiday)

Travel by Stenna Line. High speed ferry from Holyhead to Dunlaoghaire on the new H.S.S. Ferry - journey time 99mins.

We would like as many members (with their cars) to take part in this first trip abroad by the Register. The main object of the trip is to meet up with as many as possible with our Irish members from both North and South of the Emerald Isle.

This is a Golden Opportunity for members wives/husbands and friends resident in England, Scotland and Wales to visit Irelands green and misty Isle with their Ford Y's and C's. Equally it is a golden opportunity for residents of Ireland both North and South to meet up in their Y's and C's with their fellow members across the Irish Sea where all will receive a really great Céso Mile Fsilce (one hundred thousand welcomes)

The trip is being arranged over a long Bank Holiday weekend enabling those travelling from the mainland to get to Holyhead for an early afternoon (99min) sea journey to Dunlaoghaire and returning after breakfast for a late morning crossing back to Holyhead thus enabling most people to get back home to their destinations in daylight on Bank Holiday Monday May 5th. There will be plenty of opportunities for sight-seeing, shopping, relaxing etc. Members travelling from the various counties of Ireland can arrive on the afternoon of Friday 2nd May. Full details of hotels will be given later.

1st night, south Dublin, Wicklow area. Plenty of time to view and photograph other members

cars, vans from all over the British Isles and discuss various restoration stories and generally exchange Y & C small talk. There will be unique opportunities to savour the best in Irish hospitality and cuisine. A fun weekend for all - don't miss it!

The weekends activities will also include :

- a) A run through beautiful scenery in County Wicklow to visit a 4th century early christian ecclesiastical settlement at Glendalough.
- b) A short trip to "Ballykissangel Country" of BBC1 fame (who knows - you might be served up the best pint of Guinness ever - by Assumpta Fitzgerald that's if Father Peter (Clifford) doesn't beat you to it)
- c) It is also hoped to have dinner and accommodation at Irelands oldest inhabited castle, complete with it's own ghost.
- d) Experience the warmth and friendliness of Irish culture at a traditional Irish pub with traditional music, singing and dancing and plenty of "craic" (crack).

The trip will be based around Dunlaoghaire, Wicklow area and I appeal to all of you members who can, from England Ireland North and South, Scotland and Wales to check your diaries and get filling in the booking form with your deposit before March 1st.1997.

Places are limited to 30 cars available on first come - first booked service.

Costs - Travel

Car including up to 4 adults £199.00 return.

Accommodation

3 nights Bed and Breakfast in very good quality hotels approx. £149.00 per person.
(This will include evening meal, but negotiations are not yet complete.)

Please return the completed reservation slip, with deposit, to:

Liam Tomlinson.
10 Peterhouse Drive, Four Oaks,
Sutton Coldfield, West Midlands, B74 4XN

BY 1st. MARCH 1997 at the latest.

Liam continues:

"Although still in it's planning stage, I would like to thank "our man" in Ireland, Jim Fitzgerald for all the help and assistance he has given me to date in arranging this Irish trip. I know it will gladden our chairman, Sam Robert's heart to know that the hinges of friendship are being kept well oiled and look like they will never rust.

P.S. Jim's car a late 1936 Model Y tudor "Popular" was the subject of our chairman's "Members Cars" article in our last newsletter. Nov/Dec 1996. The photograph of the car and Jim's family appearing on the back cover of that issue.

Ford Y & C Model Register Irish Trip. 2nd - 5th May 1997

BOOKING FORM

Important note - This booking form is laid out in two parts,

Part A - for members/friends travelling from England , Scotland and Wales on HSS Stenna Line (with their cars) Holyhead - Dunlaoghaire - Holyhead.

Part B - for members/friends resident in Ireland - North and South.

Please complete part A or B (whichever is applicable)

Accommodation will be in 3 -4 star hotels and will include dinner and full Irish breakfast. Provision will be made for those requiring vegetarian meals - please state number in party requiring these on the booking form. Accommodation is based on two people sharing twin or double room and all rooms will have full en-suite facilities. Please indicate if twin/double room is required on booking form. Every effort will be made by the organiser to provide members with the facilities they require.

Return to Organiser :- Liam Tomlinson. 10 Peterhouse Drive, Four Oakes, Sutton Coldfield, West Midlands. B74 4XN. England. to arrive no later than 1st March 1997

PART A Please complete this form if travelling by ferry from Holyhead

Name _____ Tel. No. _____

Address _____ Register Membership No. _____

Postcode _____

Vehicle details. Reg. No. _____ Model _____ (Y or C saloon, van, tourer) Colour _____

Number of passengers in vehicle including driver _____ (i.e. accommodation required)

Accommodation. Number of rooms Twin Double Single

Meals - vegetarian

I wish to take part in the Ford y & C Model Register Irish Trip 2nd - 5th May 1997

I enclose my deposit of £ _____ (cheque / cash. £50.00 per booking)

Signed _____ Date _____

PART B Please complete this form if resident in Ireland - North or South

Name _____ Tel. No. _____

Address _____ Register Membership No. _____

Postcode _____

Vehicle details. Reg. No. _____ Model _____ (Y or C saloon, van, tourer) Colour _____

Number of passengers in vehicle including driver _____ (i.e. accommodation required)

Accommodation. Number of rooms Twin Double Single

Meals - vegetarian

I wish to take part in the Ford y & C Model Register Irish Trip 2nd - 5th May 1997

I enclose my deposit of £ _____ (cheque / cash / bank draft. Sterling only. £30.00 per booking)

Signed _____ Date _____

MEMBERS'

CARS

Tom Tomlin is a Model "nutter". As reported in the last issue of the magazine, he has just purchased his third car; the ex-Paul Bainbridge (C05934) Model C, which he informs me, is well on its way to full restoration. His first Model C, OSK 257 (ex CMD 205 and BFX 677A) - C15459, resplendent in its dark blue paintwork, came second in class at the All Ford Rally in 1996. Tom, who hails from Dover, is very selective; he does not care for the Model CX. His ambition is to collect photographs of every surviving Model C, no matter the state they may be in. Any reader, who owns a Model C and does not think that Tom has a photograph, is asked to forward one to him at 23 Guildford Avenue, Dover, Kent, CT16 3HF.

This article is about his second Model C, BAF 400 - C1515?. As can be seen from the photograph of it sitting alongside OSK on Tom's driveway, this has also been painstakingly restored over an 18 month period. The photograph on the back cover was taken in November 1994, shortly after the car had been advertised for sale in the Ford Sidevalve Owners' Club magazine. At that time, it had been living for 15 years with Mike Kennett, who was going to get round to it one day! As Mike lived only a stone's throw from me in Hampshire, I went to see the car. Although the shell was under a tarpaulin, with the larger body panels stored inside, Mike had taken off the "attractive" bits and carefully wrapped them into boxes and stored them in his garage; even the rear view mirror clock ticked away happily. The interior of the car was not so good. The roof had gone when Mike had bought the car, with the inevitable rusting of the floorpans and the ruination of the upholstery and trim. The front seats were missing.

Tom Tomlin wrote to me three months later:- "Got BAF 400 running; engine and gearbox OK. I now know why it was off the road. The back axle had a smashed

crown wheel and the pinion had no teeth. I had a rear axle out of an E493A. The crown wheel and pinion are the same. The bearings on the E493A are wider; so I took the bearings off the C axle; put them on the E493A axle and it all goes well. I ran it for two miles on blocks in my garage and then held one wheel to make the planet gears work." In July 1996, Tom telephoned me to say that the car was complete and had been resprayed chocolate brown. He referred to it as Galax-C!

The car itself has an interesting history. It was first registered in Cornwall at the end of May 1935. It was a standard black Tudor saloon with a fixed roof. Its early days of motoring and ownership are a mystery, but during the war, it saw service in Buckinghamshire and Berkshire being owned by more than one of the privileged few, who could draw petrol and use their cars. For example, one of the stamps in its continuation log book reads:- "South Eastern Division Petroleum Department. Army Recruiting Centre, High Wycombe - 10 May 1942. Active Service Leave 12 Units issued." The car was registered in Gerrards Cross at that stage. In 1944, the car was drawing petrol from the Berkshire T.A. Association in Reading and was sold later that year to a Lieutenant Commander, Royal Navy, living in nearby Crowthorne. He owned it for two years before selling it on to a Captain Kerre, also of Crowthorne. Two years after the end of the war, petrol was still rationed. BAF 400 continued to draw its ration of fuel, this time, from the South-eastern Division Petroleum Department.

Sam Roberts



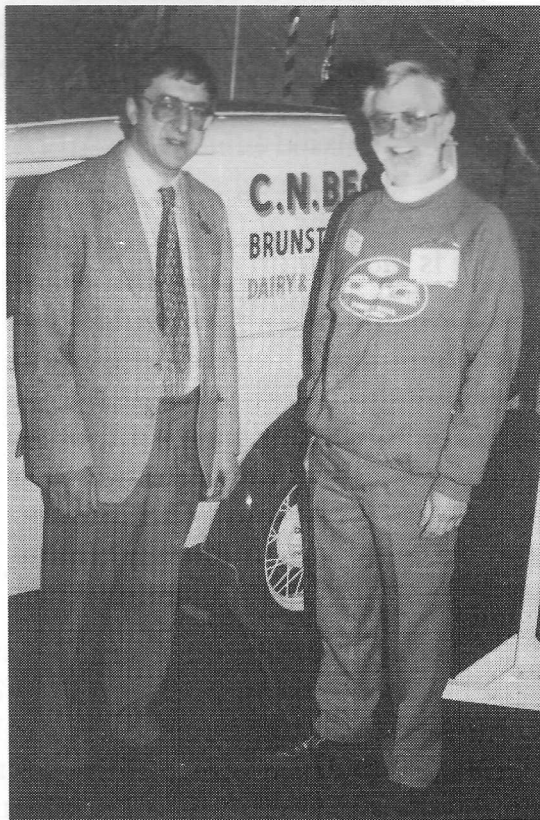
THE NATIONAL CLASSIC MOTOR SHOW

NEC BIRMINGHAM - 23rd/24th NOVEMBER 1996

Last year, I helped set up the Register stand on the Friday evening, alongside other clubs setting up their stands. Although the stand appeared to be very attractive when it was finished, when you are involved in setting it up, you do not get that first impact of seeing it complete for the first time. This year, all the hard work had been done when I arrived on the Saturday morning.

I entered the hall to see row upon row of immaculate, beautifully decorated stands with gleaming mouthwatering machinery on display. What was I going to think when I saw the Y&C Register stand, I wondered? Suddenly there it was - and it looked stunning! The theme of the show was "The Sixties". There, standing alongside Dave Curtis' pristine cream Model CX tourer, was a glamorous mannequin dummy dressed in a sixties hat, coat and dress and carrying her hat box. Geoff Dee's shiny black Tudor Model Y, with a luggage rack festooned with fishing nets, buckets and spades, took up the opposite corner to the tourer and, in between, was a pile of old suitcases, cricket stumps, a wind up gramophone, with a pile of "78s", an open ukulele case, complete with ukulele, and an old Brownie range-finder camera with bellows extended. The

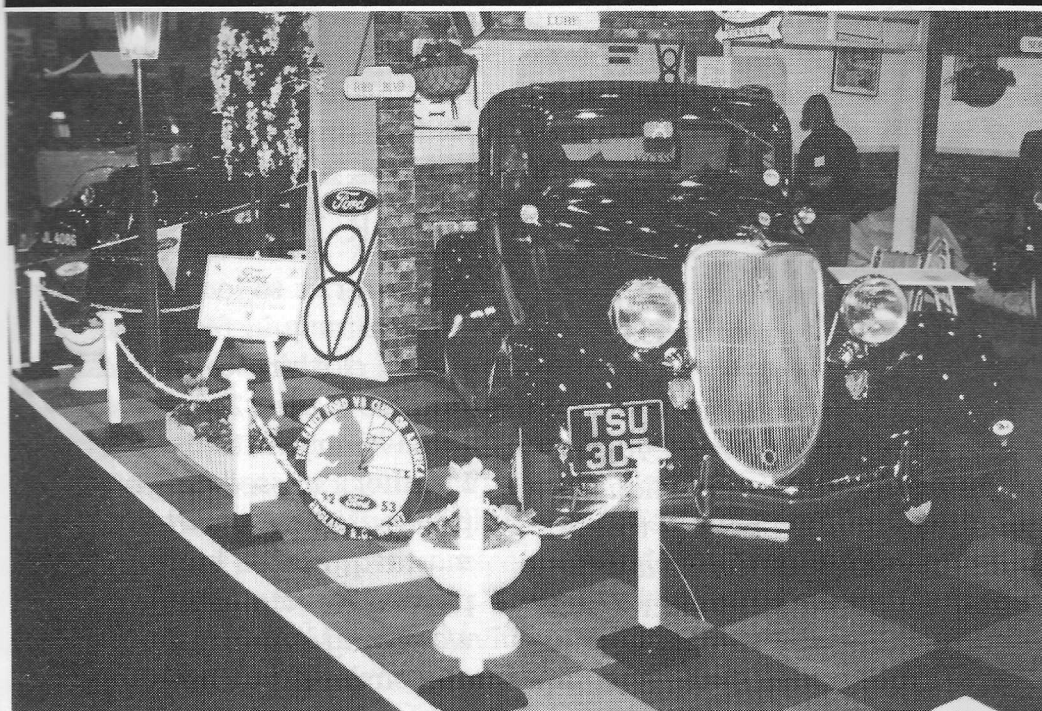
floor was covered with cheerful, bright green "grass" and the whole was encompassed under a red and white banner declaring that "We're All Going on a Summer Holiday". Partly hidden behind the banner, but fronting another aisle, was the lovely cream and light brown van, loaned by Paul Beck, carrying the livery of his father's dairy - "You can whip our cream - but you cant beat our milk"! All credit for the display



"Bob Wilkinson greets visitor, Steve Waldenberg, our magazine printer, to the stand, in front of Paul Beck's van."

should go to Geoff Salminen, who dreamt up the setting and persuaded the bubbly

Sally Harris to loan and dress the mannequin from her period clothing and accessories shop, Unit 21, in the Shrewsbury Antique Market. I gather I missed a sight the previous evening, whilst the mannequin was being prepared. Her legs fell off as she was being lifted and the usually bashful bachelor boy, Geoff, caused much mirth from stands all around as he was caught with his arms up her skirt, trying to relocate the legs! Oh for a camera on those occasions. Geoff also supplied his father's old RAF suitcases, the wind-up gramophone and, of course, the ukulele, on which he is very proficient. Later in the day, he was seen playing it in true George Formby style, down on one knee and singing the Chinese laundry ballad, "Oh Mr Woo. What shall I do....". Geoff was helped in setting up the stand by the other Geoff (Dee), Bob Wilkinson and the "Gofor", non-member Mark Bradbury, to whom many thanks. Of course, the stand would not have been half as good without the generosity of Dave Curtis and Paul Beck, each of whom went to extraordinary lengths to get his vehicle to and from the show.



"A 1933 American Model 40 on the neighbouring stand with Geoff Dee's Model Y in the shadows in the background. The design of the Model 40 was based on the Model Y"

Bob Wilkie had parked up his camper in Lorry Park North. It was a bitterly cold weekend, but Bob, Peter Brooke and I spent an enjoyable Saturday evening consuming Shirley's casserole and a bottle of red plonk, generously supplied after the awards ceremony by Peter James, of Footman James, the co-sponsors of the show. The warmth of the Calor gas heater was replaced by goodness knows how many Togs as I crawled under two winter duvets and slept the sleep of the dead.

The show was not as well attended as last year, due to the weather. On the Sunday morning, there was a white-out outside as the snow fell in blankets. Fortunately, it was short-lived and soon turned to slush. It had all but disappeared by the time we drove home that evening.

A small number of members visited the stand. We welcomed Doug Higson, who at last met up with Dave Curtis, having missed him at the All Ford Rally. Doug showed us photographs of the progress he is making on the rebuild of his Jensen bodied Mistral Model Y tourer. It is looking good! Tim Brandon, David Webb, Tony Parker and Dave Newman all said "Hi". Bert Hopkins, accompanied as always by Joan, stayed more than a little while, trying, but never quite succeeding, to light his pipe and regaling us with stories of when he was an apprentice with the Ford agents in Salisbury, collecting and driving Model Ys and Cs from Dagenham. Liam Tomlinson also paid us a visit and gave us the latest news on his preparations for the Y&C Register trip to Ireland in 1997. Ex-member Philip Albers promised to respond to a letter from me requesting

the latest modern equivalents to the original Model Y body paints - watch this space! Bob engaged himself in conversation with Dave Turner, of "Small Sidevalve Fords" book fame; Steve Waldenberg, the publisher of this magazine, and Shirley Wood, the Secretary of the Ford Sidevalve Owners' Club, which occupied the stand alongside us.

Our total positive gains for the weekend were two new members, each owning a car which was not on the register of known survivors. Graham Taylor, from Lichfield is restoring a 1935 sliding roof, Tudor, Model Y and Casimero Barreto sent three of his mates from Portugal to enrol him in the appropriate club for his car; a Dagenham imported, maroon and black, 1934, Tudor, Model Y. "Look no further." we said!

Despite the success of the show, it was felt that it is outgrowing itself, with the glamour very much on the more modern top-of-the-range classics. The organisers would seem to be of the same mind and have organised a Retro Festival next year, also at the NEC, on the 9th/10th August, which will cater only for pre-war models. We have applied for a stand.

Sam Roberts

OBITUARY

MARTIN HOWARD

It is with deep regret that we record the tragic and untimely death of Martin Howard, who, a few days after his 43rd birthday, was killed in a road traffic accident on the 13th December, whilst returning home to Abingdon for the weekend. Martin, a highly respected member of the recently privatised AEA Technology (Atomic Energy Authority) was working on a long-term waste contract with Smithkline Beecham at Harlow in Essex. Most members, however, will remember him as the energetic Spares Secretary of the Ford Sidevalve Owners' Club.

As with all his activities, Martin applied his energies fully to the task in hand. It was he who identified the need for a permanent home for the sidevalve spares and archives and who, with the backing of the FSOC Committee, was the main driver behind the purchase and development of a warehouse to satisfy the need. Tirelessly, he worked most weekends, with other members, to convert the warehouse into a clean, shelved area. He was to be seen at most large rallies and events, collecting sidevalve spares for the future benefit of the FSOC members. On two successive years, his efforts have been acknowledged at the Classic Car Awards ceremony at the NEC, National Classic Motor Show.

Martin was a gentle man and a gentleman; always ready with a friendly quip and a smile behind his beard. His sense of humour often showed itself in bizarre ways, such as the pink, up-side-down, Ford Pop, which he and a few others built overnight to surprise a visiting Australian FSOC member! He was a stalwart in the "Old Ford" movement and will be sorely missed by Ford sidevalve owners, no matter to which club or register they be affiliated.

The Ford Y&C Model Register was represented at Martin's well attended funeral by Sam Roberts, Bob Wilkinson, Graham Miles and Dave and Cher Curtis. The eulogy, spoken by an AEA Technology lady colleague, captured all the facets of Martin's activities and brought home the extent to which he touched the lives of so many people.

We send our condolences, in particular, to Shirley Wood, his loving partner, her mother, father and brother, Steven, who supported Martin in all his enterprises.

A SNIPPET FROM THE PAST

THE FOUNDING OF THE FORD MOTOR COMPANY

On June 16th, 1903, the Ford Motor Company came into existence with total assets of \$28,000 (£5,600) and the original Model A car in production.

The prospectus for the Company described its purpose as:-
"To build a motor car for the multitude. - It will be large enough for the family, but small enough for the unskilled individual to operate easily and maintain, and it shall be light in weight, so that it may be economical in maintenance. It will be built of honest materials, by the best workmen that money can hire, after the simplest designs that modern engineering can devise. But it shall be low in price, that the man of moderate means may own it, and enjoy with his family the blessings of happiness spent in God's great open spaces."

So was born the Model T. Thirty years later, the Model Y embodied the same principles. I have always said that my original Model Y (bought in 1958) was the most simple, economic and reliable car I ever owned. Because of that, I bought and rebuilt a second Model Y (CNN 125) in the 70's and, for my sins, became so heavily embroiled in the Y&C Register!

Sam Roberts

"The Terrier"

I recently purchased a letter and brochure which I hope will be of interest to Register members. The "De Luxe" model mentioned in the letter was I believe later renamed "Kerry". W. Harold Perry also produced a pretty cabriolet called the "Cairn", shown on page 5 of November/December 1996 of the Bulletin. In the same edition was an article on the Jennings conversion Model Y

of John Fallon from Jersey. Perry also listed a Model Y 2 door conversion with opening rear door called the "Perry Travellers Brougham". If any were manufactured and sold is not known.

But did Messrs. Buffalo Meter Company of New York purchase a "Terrier"? Maybe our North American members could do a bit of detective work!

Jim Miles

CUSTOMERS' CARS ARE ONLY DRIVEN BY THE STAFF AT OWNERS' RISK & RESPONSIBILITY
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WESTCLIFF-ON-SEA.

W. Harold Perry Limited

DIRECTORS:
W. HAROLD PERRY
ERNEST CLARK.

INVICTA WORKS

NORTH FINCHLEY

London June 1st 1933

N 12

CONTRACTORS FOR THE
SUPPLY OF FORD CARS
TO PRINCIPAL GOVERNMENT
DEPARTMENTS



Messrs. Buffalo Meter Company.
2917, Main Street,
Buffalo,
NEW YORK. U.S.A.

AGT/FF.

Dear Sirs,

Replying to yours of the 23rd ult., we enclose catalogue showing our "TERRIER" Sports Cars, which you will note are made in two models:- the DE LUXE - selling at £185 - which includes special Helmet-type Wings, special Bonnet, Sprung Steering Wheel, and Aluminium Splash Guards. While the No. 2 Model- selling at £168. 10. 0 has a Standard Ford equipment throughout.

The extra cost of delivery to Southampton Docks, uncrated, but with light cloth cover, would be £4. 7. 0.

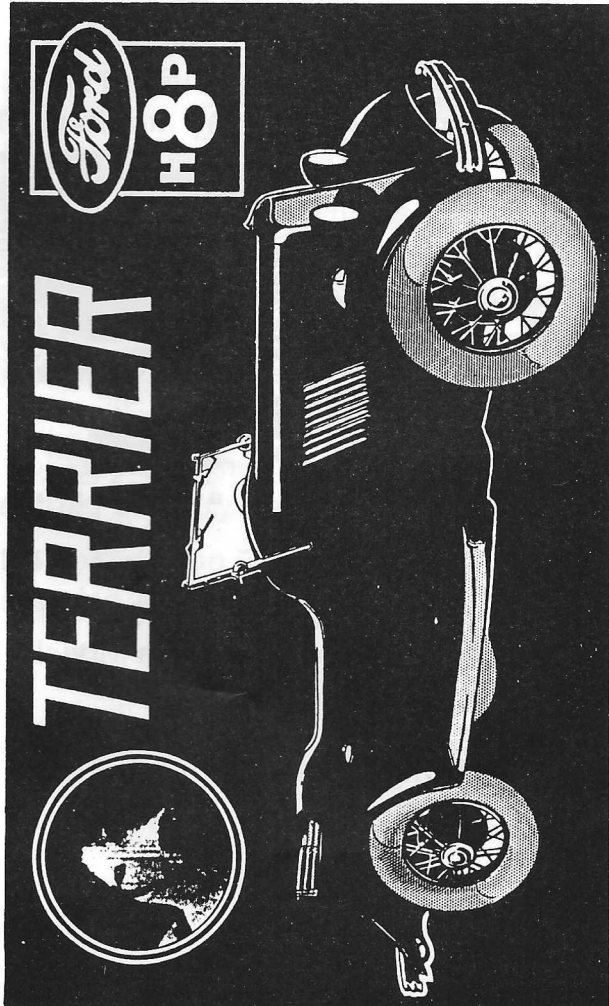
With regard to discount, before we can export the Chassis, we have to arrange with the Ford Motor Company for credit of a large portion of the discount on the Chassis to the local Ford main dealer, and therefore we regret we can only supply you at retail list price.

At your service,

Yours faithfully,
per pro. W. HAROLD PERRY, LTD.

W. Harold Perry
Sales Manager.





8 H.P. CHASSIS SPECIFICATION

8 H.P. Four cylinders, side valves. Bore 950 cc. Stroke 92.1 m/m. = Six-and-a-half-gallon rear petrol tank, with pump feed to carburettor. Battery and coil ignition. Rear axle 3/4 floating. Spiral bevels. Ratios 5.43 to 1. Wheelbase 7' 6".

Track 3' 9". Clearance 9". Gearbox: 3 forward speeds and reverse. Ratios 5.43, 9.58 and 16.67 to 1. Synchronesh helically cut second speed. Brakes: Four-wheel, operated by pedal and lever. Hand-brake acts on rear drums. Wire wheels. Well tyre rims. Tyres 17" x 4.500".

COACHWORK SPECIFICATION

FRAME. Selected seasoned ash. PANELS. 20 gauge silver steel, hand beaten. WINGS. Domed section, swaged and wired edges. BUMBERS. Spring steel, heavily chromium plated. UPHOLSTERY. Best quality enamelled leather, colour to tone with body finish. HOOD. Metal frame, covered best quality water-proof twill, colour to tone with upholstery.

SIDE SCREENS. Front in rigid frames to open with doors. Rear screens with extended valances. WINDSCREEN. One-piece type, hinged to fold forward. Fitted with safety glass and electric dual wipers. FINISH. Cellulose to choice of a wide range of colours. All bright parts heavily chromium plated. SPARE WHEEL. Mounted at rear.

EQUIPMENT

Electrical equipment includes head and side lamps, and combined stop and tail lamp in rustless steel, dipping beam arrangement to headlamps with steering-wheel control. Dual electric screen wiper. Mirror, speedometer, petrol gauge and tool kit. Spare wheel mounted at rear.

We reserve the right to alter the specification as may from time to time be deemed desirable.

W. HAROLD PERRY LTD.
INVICTA WORKS, NORTH FINCHLEY, N.12

Telephone: FINCHLEY 1111

VACUER 5327

DESIGNED for those who prefer a car fitted with the more orthodox type of wings and running boards to those fitted to the Terrier Model I, the Terrier Model II is in every way of the same high quality as its slightly more expensive "companion" body. The slight reduction in cost is effected by the employment of standard FORD wings and bonnet, instead of the more costly hand-made helmet wings and special bonnet of the Model I.

The body is framed in seasoned ash, and panelled in 20 gauge hand-beaten silver steel, finished in cellulose to a wide range of colours, bright parts being chromium plated.

Upholstery is in best quality enamelled leather, the front seats being of the adjustable bucket type, with pneumatic cushions. An efficient and easily erected hood and side screens provide excellent weather protection, whilst a tonneau cover and hood bag add to the neatness of the car when the hood is folded.

The windscreen folds forwards, and is fitted with safety glass and dual electric screen wipers.

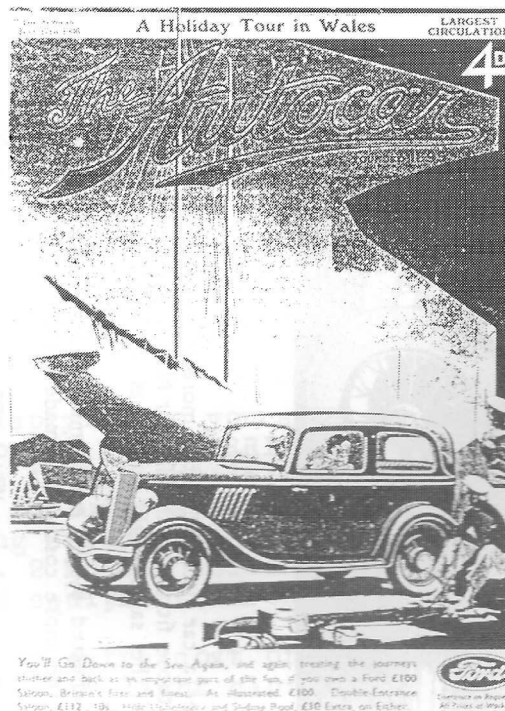
£168-10.

REGALIA ... REGALIA



Each of these period magazine covers (16 x 11 1/2 inches) is available in colour

from the Regalia Officer.
 £3.25 each
 + 0.50p p&p or £15 the set
 + £1.50 p&p)
 (see inside front cover for address)



1. "The Motor", 16 February 1932
 Depicting a Model Y Prototype
2. "The Motor", 23 July 1933
 Depicting Model Y "Shortrad"
3. "The Autocar"
 Depicting an "Intermediate" Model Y

4. "The Autocar", 17 July 1936
 Depicting the £100 saloon Model Y
5. "The Motor"
 Depicting a Model C Tudor saloon



1936 2 door Y (Y140748)
Sound and running for res-
toration. Spare engine and
bits £1000 o.n.o.

*G. Robinson. 01823-279738
(Taunton)*

1936 Model Y 2 door saloon.
DM9978. Owned since 1979.
Black with red interior. New
upholstery. Offers invited.

*Peter Ketchell. 01244-
676856.*

1933 Model Y Short Rad.

Complete but dismantled. Partly restored. Many new parts and
spares. Reasonable price accepted.

Tony Pattison 01279 757912.

1937 'Y' 2 door, black. Used till 1968. Mechanically complete. Ba-
sically sound but needs restoration. V5 held (CPT 258) Some
spares. £600.

Tel: 01823-480543.

1936 Ford 8 'Y' tudor. Body parts including body tub, all in excel-
lent ready to paint condition. All interior panels + seats (to re-
cover) various mechanical parts.

1961 Ford 100E. 5 miles since last test (exp. Nov. 96) Good condi-
tion. Needs interior tidying. Excellent runner £1100 o.n.o.

1960 Hillman Husky Estate. Blue/White. Tested. Good runner. Good
original condition. £1200.

Clive Brooke. 0114-2831063. 0831-368192 (mobile).

Ford 8hp reconditioned engine. Radiator. Gearbox. Set of wheel
nuts. Headlamps and glasses. Starter motor. Speedos. Ammeters.
Ignition switch. Rear lamp glasses. 'Y' hubcaps. other odds and
ends. £550 o.n.o. the lot.

Mr. Weston. 01386-554297.

1933 Fordor Short Rad 'Y' reg. No. NJ 1347. Chassis No. Y22328.
Part restored, part dismantled. Offers invited.

For further details phone Brian Baxter. 01205-367122.

1936 CX 4 door saloon. Runs but is for full restoration. £800 o.n.o.

G. Manning. 4 The Street, Raydon, Ipswich.

WANTED

For 1937 Model Y Tudor. Rear wings. L/H side windows. Wind-
screen. Steering wheel.

Mark Grunnell 01454 321433 (evenings)

For model Y long rad: fordor inside door panels, driver and pas-
senger sides.

Flannan O'Meara.

00353-21-631344 (day) 00353-21-631959 (evening) Co. Cork.

Seat Frames or whole seats,
starter cable and knob, head-
lamp 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
1st MARCH 1997.

DATA PROTECTION ACT

It order to protect your privacy,
the Data Protection Act calls upon
all responsible bodies to protect
any personal details they hold,
which could allow the unscrupu-
lous to take advantage of those
details in any way.

I hold on my computer the mem-
bership list, including addresses
and telephone numbers, where
known. Bob Wilkinson holds most
of those details on a card index
system. Regional Coordinators,
periodically, are given the names
and addresses of those members
in their Region and sometime
neighbouring regions, if they are
organising a large event. Other-
wise, the only other recipient of
the information is our magazine
publisher, for him and his staff to
distribute the magazines.

By law, we are required to ask you
whether you object to this infor-
mation being held and used as I
have described. If any one of you
has an objection, please let me
know in writing.

Sam Roberts

MODEL Y RUNNING BOARDS

Apart from an interim running board for the Model Y van, which was drilled to take the spare wheel carrier, there were three types of running board manufactured for the Model Y - illustrated. You will see that the top two were designed for the Shortrad, with a narrow valance, and the bottom one designed for the Longrad, with the deep valance.

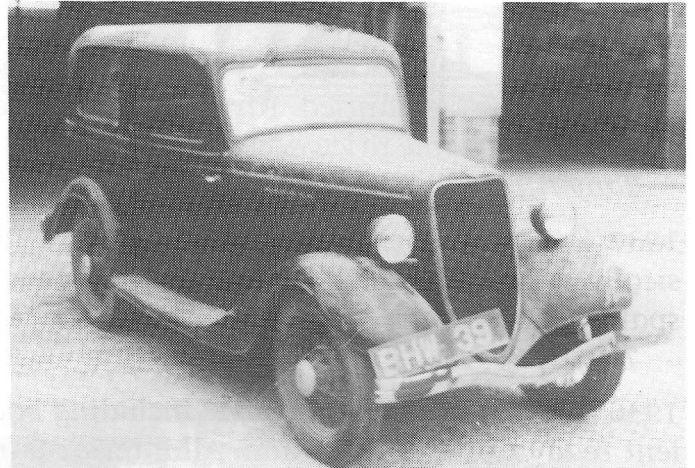
The top one (Y-16450-B) has a stainless steel strip along the base of the moulding and was introduced with the Model Y in 1932. The middle one (Y-E-16450-B) dispensed with the stainless steel strip. According to the Ford Spare Parts List, the top one was available in 1932/33 and the middle one in 1933, until the introduction of the Longrad in the October. Question: at what point (chassis number./ month) was the stainless steel strip discontinued? Would those members with chassis numbers between Y19758 and Y36200, who have either photographic or actual evidence of their original running boards, please let me know what style they are. Bert Hopkins (Y19757 - April 1933) has original steel edged boards on his Fordor.

Sam Roberts

Dust the Job!

It is very interesting to hear from members about the cars they are working on and the problems which they have to overcome. This is part of a letter from a recently joined member, Fred Hooper. He is working on a 2 door 1935 long rad. BHW 39.(Y101297):

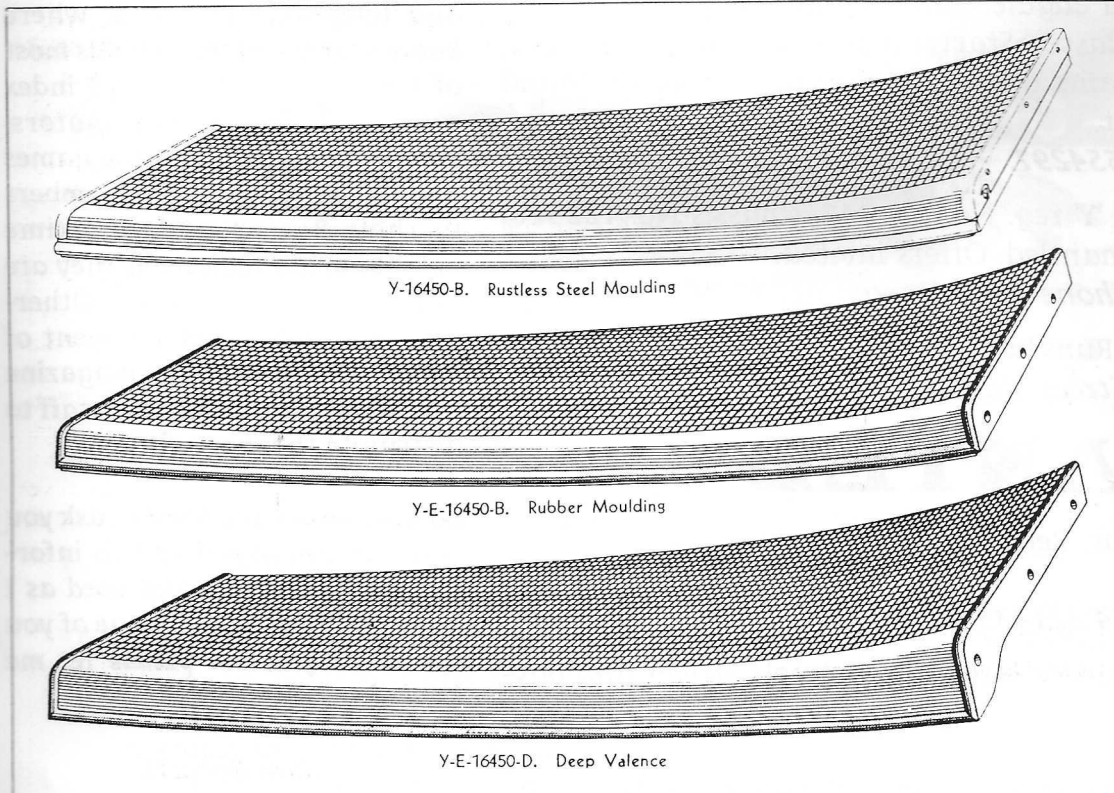
"The next problem was how to transport it home. The original intention was to use a



"Fred Hoopers 1935 Long Rad. awaiting restoration."

trailer but this was in use and so one fine Saturday afternoon I decided to try and drive it home. Before being able to do this I had to remove the windscreen, as it had yellowed

with age and visibility was difficult. I fitted a plastic temporary screen, hung on trade plates (Fred works in a garage) and set off, soon to return for goggles and a mask as dust blew up from woodworm infested floorboards! The rest of the trip went O.K. approx. seven miles. It is now installed in the garage and stripping has begun."



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.) 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"34Y 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

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 LR and SR	£6-50 pair
Running boards, for LR. Y Moulded matting	£85 each
or -With steel mounting brackets. Adaptable for SR	£160 pair
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)

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,
Brecon. Powys LD3 8LA
<i>Tel 01874-624433</i> |
| BODY RESTORATION, PANEL REPAIR AND MFR. | K.A.Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX
<i>Tel 01373-827746 or 01225-766669 (eve)</i>
Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 0PY
<i>Tel Works 01734-731631 Home 01276-32079</i> |
| BORING, WHITE METALLING, BEARINGS, PISTONS etc | Ron Topping, Northern Rebores Services, 54-56 Elswick,
Newcastle-upon-Tyne
<i>Tel 0191-2734326</i> |
| CARPETS, UPHOLSTERY | Family Repair Service, Beales Close, Andover Hants SP10 1HT
<i>Tel 01264-323144</i> |
| CHASSIS RESTORATION/EXCHANGE
FORD PARTS AND CLASSIC OILS | Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet.
Leeds LS25 6HQ
<i>Tel 01937-557410</i> |
| INSURANCE | Heritage Ford Y & C Model Register Insurance Scheme
Favourable comprehensive rates to members only from £66.33 per car,
plus minimal national breakdown cover.
Ring Classic Car Department at Norton Insurance Brokers for details.
<i>Tel. 0121 455 6644</i> |
| MECHANICAL, OVERHAUL AND RESTORATION | Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket
Suffolk IP14 6AG
<i>Tel 01449-711837</i> |
| TRIM, FITTINGS, RUBBER & ACCESSORIES | Woolies (I&C Woolstenholmes Ltd) off Blenheim Way Northfields
Ind Est, Market Deeping, Nr. Peterborough PE6 8LD
<i>Tel 01778-347347</i>
Paul Beck, Vintage Supplies, Folgate Rd, North Walsham,
Norfolk NR28 0AJ
<i>Tel 01692-406343</i> |
| TYRES, TUBES AND RIM TAPES | Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW
(Callers by appointment only)
<i>Tel 01923-231699</i>

Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA
<i>Tel 01629-640227</i> |
| SEAT SPRING UNITS (ready for trimming) | The Bristol Upholstery Spring Co. Ltd. 79A Grove Rd, Fishponds.
Bristol BS16 2BP
<i>Tel 01272-583995</i> |
| STOCKIST, EARLY FORD PARTS | Mr Tony Butterfield, 2 Cockers Lane, Leyland Lancs. PR5 3SU
(Can supply Gaskets)
<i>Tel 01772-424032</i>
Mr Gary Miller, Shepherd's Grove Service Station, Stanton
Bury St Edmonds. Suffolk IP31 2AS
<i>Tel/Fax 01359 50347</i>
Mr Julian Janicki. Riverside, Blackbridge Lane, Horsham,
West Sussex. RH12 1RR
<i>Tel 01403 251184</i> |

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